

ENVIRONMENTAL ASSESSMENT

State Project No. 63-703

Relocation of I-91 Northbound Interchange 29 and
Widening of I-91 Northbound and Route 5/15 Northbound to I-84 Eastbound
Hartford and East Hartford, Connecticut

Prepared for:

State of Connecticut Department of Transportation
Newington, Connecticut

Federal Highway Administration Connecticut Division
Glastonbury, Connecticut

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Approved for Circulation:



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ENVIRONMENTAL ASSESSMENT

Relocation of I-91 Northbound Interchange 29 and Widening of I-91 Northbound and Route 5/15 Northbound to I-84 Eastbound in Hartford and East Hartford, Connecticut

State Project Number: 63-703

Federal Aid Project Number: Pending

Project Description:

The proposed improvements include widening I-91 Northbound (NB) to extend the four-lane travel section from Interchange 27 to Interchange 29 to relieve congestion, address significant safety concerns, and provide an efficient I-91 to I-84 connection. It is also proposed to remove the existing ramp at I-91 NB Interchange 29 and provide a major diverge south of the I-91 bridge over Route 15 to address the existing adverse vertical grade and limited capacity of the existing ramp. The proposed new I-91 diverge will consist of three lanes to the right, maintaining I-91 traffic (existing condition), and two lanes to the left, conveying traffic to Route 15 NB via a new structure over Route 15 Southbound (SB). The existing pavement markings on the Charter Oak Bridge will be modified to accommodate the additional NB lane from I-91. Additional proposed improvements include widening Route 15 NB to three travel lanes, from the Charter Oak Bridge to the Silver Lane underpass to address congestion concerns on Route 15 and allow a more desirable distance from Interchange 29 on I-91 to merge from three travel lanes to two prior to its merge with I-84 East. The proposed project would relocate the existing noise barrier walls on Route 15 NB and may result in the addition of new noise barrier walls on Route 15 SB from the Silver Lane on-ramp to the bridge over Main Street.

PART I: PUBLIC INVOLVEMENT AND AGENCY COORDINATION

A. Public Involvement

Was there a notice of an opportunity of a public hearing when the EA was published?

Yes No

What public involvement activities (legal notices, letters to affected property owners/residents, meetings, newspaper articles, etc.) have occurred for this project?

A scoping notice for the project was published in the Environmental Monitor on August 18, 2015 under the Connecticut Environmental Protection Act (CEPA). The comment period remained open until September 18, 2015. During that time, the public had the opportunity to request a meeting. A public notification of the EA was published on the Connecticut Department of Transportation (CTDOT) public notices web site and in the Hartford Courant and Journal Inquirer. The public notification of the EA included a notice that a public hearing could be requested by interested parties. A public information meeting was held in the City of Hartford on April 26, 2016 and in the Town of East Hartford on April 28, 2016. There was no opposition at the public information meeting in either Hartford or East Hartford. Notifications of the public informational meetings were published in the Hartford Courant, Journal Inquirer, and the Identidad Latina newspapers as well as a press release posted on the CTDOT website. Copies of the press release were also mailed to the project abutters. A copy of the published notification is attached.

Will this project involve substantial controversy concerning community and/or natural resource impacts?

Yes No

Remarks: Substantial controversy is not anticipated for this project. The initial notification of the project was published in the Connecticut Environmental Monitor on August 18, 2015 and lead to four comment letters being submitted. The comments received from Connecticut Office of Policy and Management (OPM), Connecticut Department of Public Health (DPH), Connecticut Department of Energy and Environmental Protection (DEEP), and the public are attached for reference. None of the letters received raised substantial concerns regarding community or natural resource impacts. The public informational meetings held in Hartford and East Hartford also did not result in substantial concerns.

B. Agency Coordination

Coordination with agencies has occurred throughout the development of the project design and for permitting the proposed project. Agencies and a brief description of the topics discussed are listed below. Federal, State and local agencies are also being notified of this EA document.

City of Hartford and Town of East Hartford

Coordination with public officials on 10/15/14 to discuss the proposed project was well received. Coordination with municipal engineering and highway departments addressing traffic and drainage concerns for state and local roads on 6/4/15 and 6/24/15. The project Town Roads Meeting was held on 3/22/16 and was attended by East Hartford and Hartford officials and staff.

Metropolitan District Commission (MDC)

Project stormwater management and utility coordination meetings took place on 6/4/15, 6/24/15, 12/8/15 and 5/19/16.

US Army Corps of Engineers, DEEP Inland Water Resources, DEEP Office of Long Island Sound Programs

The project was presented at regulatory coordination meetings at CTDOT to discuss possible work in previously permitted wetland mitigation areas and possible modification of existing wetlands to improve stormwater quality. (6/18/15 and 11/19/15)

Tribal Historic Preservation Office (THPO)

FHWA informed tribal historic preservation offices of the Mohegan Tribe, Mashantucket Pequot Tribe, and the Narragansett Tribe of the project on 10/6/2015 and no responses were received within the 30 day comment period.

State Historic Preservation Office (SHPO)

CTDOT informed the state historic preservation office of the project on 11/18/2014 and provided additional information on 1/26/16. On 2/26/16 SHPO noted its concurrence with the finding that the project results in no adverse effect to historic properties.

Additional transportation planning coordination

CTDOT has included this project in discussions with the Capitol Region Council of Governments regarding regional transportation planning.

Office of Policy and Management

A scoping notice for the project was published in the Environmental Monitor on 8/18/15. Based on CTDOT Environmental Classification Document and responses to the scoping notice it was determined that an Environmental Impact Evaluation (EIE) was not required. A post-scoping notice will be prepared and published in the Environmental Monitor to complete the Connecticut Environmental Policy Act (CEPA) process.

PART II: PROJECT PURPOSE AND NEED AND ALTERNATIVES

Name of the Project: Relocation of I-91 Northbound Interchange 29 and Widening of I-91 Northbound and Route 5/15 Northbound to I-84 Eastbound

Project Location: Hartford and East Hartford, Connecticut, See attached Maps (Figures 1 and 2)

Logical Termini/Limits of Work: Northern terminus: Route 15 at I-84 EB; Southern terminus: I-91 Interchange 27, near the Wethersfield/Hartford boundary.

A. Purpose and Need:

The purpose of the project is to address safety concerns associated with congestion and operational deficiencies at the I-91 northbound Interchange 29, which routinely experiences significant traffic delays and above average crash frequency. Much of this can be attributed to the steep vertical grade and single-lane configuration of the ramp, the heavy traffic weave on the Carter Oak Bridge, and the near capacity volumes on I-91.

B. Project Description:

Existing Conditions:

This project begins on I-91 NB in the vicinity of Wethersfield Cove at approximately the Hartford/Wethersfield town line, extending northerly along I-91 NB to just past the Charter Oak Bridge overpass. It also extends along State Route 5/15 NB from Interchange 87 at I-91 Interchange No. 27 in Hartford to approximately 700 feet north of Interchange 91 - Silver Lane just before the I-84 EB merge.

Interchange 29 is a partial interchange that provides a connection between I-91 NB and Route 5/15 NB, as well as between Route 5/15 SB and I-91 SB. Immediately northeast of the interchange, Route 5/15 crosses the Connecticut River as the Charter Oak Bridge. Interchange 29 on I-91NB is a single-lane off-ramp that has a steep vertical grade and near capacity traffic volumes at 1,790 vehicles in the evening peak hour with significant percentage of heavy vehicles at approximately 11%.

In addition, once ramp traffic reaches the top of the vertical grade, traffic must weave across traffic on Route 5/15 NB destined for an exit to Route 2/Main Street on the east end of the bridge in East Hartford. Combined, these factors cause a significant delay in traffic on I-91 NB, higher than expected crash rates and the queuing of traffic onto the mainline of the highway.

The existing traffic queues extend onto I-91 NB mainline, taking up the right lane of the three-lane facility. The length of the queue varies, but has been observed to extend approximately 1.4 miles south to the vicinity of the Wethersfield/Hartford town line and the I-91 Bridge over Wethersfield Cove. From visual observations, it appears that these queues are not only occurring during normal peak hours of traffic (weekdays 7:00 to 9:00 AM and 4:00 to 6:00 PM), but outside those hours as well. The safety issues are compounded by drivers that routinely cut into the right-lane queue from the center lane, which impedes traffic flow in the left lane and further increases congestion on I-91 in this area.

During 2011 through 2013 a total of 751 crashes were reported on I-91 NB from just north of the Wethersfield Cove to exit ramp on Interchange 29. Of that, 178 resulted in injuries and 1 fatality. Route 15 NB had a total of 201 crashes occur between Interchange 85 – Silas Deane Highway (Route 99) and I-84 EB in East Hartford. 61 injuries and 3 fatalities were reported on this segment of Route 5/15 NB. Crash data and diagrams can be found in the Access Modification Report (available upon request).

Preferred Alternative Description:

The proposed design for this project is Alternative 8B, which is presented below:

Widen I-91 NB from Interchange 27 to Interchange 29

To relieve congestion, address significant safety concerns and provide an efficient I-91 to I-84 connection, I-91 NB will be widened to extend the four lane travel lane section from Interchange 27 to Interchange 29. This widening will occur on the easterly side of I-91 NB and will require modifications to four existing bridges. The roadways under Bridge Nos. 00813 (I-91 over Route 15), 01466 (I-91 over the SB entrance to I-91 SB and Route 15 SB), and 00480 (I-91 over Airport Road) will be lowered to maintain minimum vertical clearances.

Relocate the I-91 NB Exit Ramp at Interchange 29

To address the adverse vertical grade and limited capacity of the existing ramp, it is proposed to remove the existing ramp and provide a major diverge on I-91 NB just south of the overpass of Route 15. The diverge will consist of three lanes of I-91 NB traffic maintained to the right (existing condition) and two lanes to the left via a new bridge over Route 15. This will require realignment of Route 15 and widening of the southern approach to the Charter Oak Bridge. To avoid widening the Charter Oak Bridge over the Connecticut River, existing pavement markings on Route 15 NB will be modified to accommodate the added lane from the new I-91 NB Interchange 29 ramp. These four travel lanes on Route 15 NB will be carried across the bridge to the existing lane drop at Interchange 90 to Route 2 and Route 5.

Widen Route 15 NB from the Charter Oak Bridge to the Silver Lane Underpass

Due to the proximity of the four lane merge and lane drop at Interchange 90, it is proposed that Route 15 will be widened to three travel lanes from Interchange 90 to the Silver Lane underpass, prior to merging with I-84 Eastbound (EB). This widening addresses congestion concerns on Route 15 and allows for a more desirable distance prior to the I-84 EB merge. The improvement will require widening two bridges on Route 15 (Route 15 over Route 5 and Route 15 over Silver Lane). A noise barrier wall is proposed along the Route 5/15 SB on-ramp from Silver Lane and the existing noise barrier walls along Route 5/15 NB will be relocated due to the roadway widening.

Project concept plans are included in the Figures section.

Is an access modification required?

Yes No

If yes, when did the FHWA grant a conditional approval of the access modification?

Conceptual approval of the Access Modification Report was received on 5/2/2016.

C. Other Alternatives Considered:

CTDOT developed and reviewed eight (8) concept alternatives, plus several variations of those alternatives, for addressing the operational and safety issues relating to I-91 northbound off-ramp at Interchange 29 including a no-build alternative. Four of the build conceptual alternatives were advanced for further study in the Scope Review and Recommendation Report prepared by CTDOT's Project Development Unit. These included options for widening the existing ramp to the Charter Oak Bridge (Alternatives 6C and 6D); replacing the existing ramp with a connection to Route 5/15 NB further to the south at I-91 Interchange 27 (Alternative 4) and constructing a two-lane major left-diverge ramp to the south of the existing ramp (Alternative 8B).

Widening the existing ramp to add a second lane was part of both Alternatives 6C and 6D. That design improved the existing ramp by providing a climbing lane for heavy vehicles. Widening the existing ramp maintains the existing vertical geometry issues (5% grade) at the ramp and the introduction of a second lane on the ramp worsens the weave conditions as slow moving heavy vehicle would need to weave through an additional lane before the Route 2/Main Street exit at the east end of the bridge. Alternatives 6C and 6D minimized the need to modify highway in the project corridor resulting in lower estimated project costs. The 6C and 6D alternatives were eliminated from further consideration because they did not fully address the project need.

Alternative 4 proposed replacing the existing ramp with a connection at Interchange 27. Alternative 4 required the replacement of four existing bridges to accommodate new roadway. The estimated cost of Alternative 4 was twice that of the preferred alternative due to the impacts to existing infrastructure. Based on the estimated project cost and complex maintenance and protection of traffic that would be required, Alternative 4 was eliminated from further consideration.

CTDOT's analysis of conceptual alternatives resulted in the selection of Preferred Alternative 8B which replaces the existing Interchange 29 ramp with a two lane left diverge. This alternative requires modification of existing bridges; however, those modifications can be achieved through deck widening and lowering roadways while retaining the existing bridge structure. The preferred alternative eliminates the existing problems of ramp grade and capacity, achieving the project needs.

A copy of CTDOT's alternatives summary is included in the Access Modification Report. The conceptual layout of the preferred alternative was further refined in the Preliminary Design process. The Access Modification Report, Preliminary Design Plans and Scope Review and Recommendation Report are available upon request.

The No-build Alternative is not feasible, prudent or practicable because:

- It would not correct existing capacity deficiencies;
- It would not correct existing safety hazards;
- It would not correct the existing roadway geometric deficiencies;
- It would not correct existing deteriorated conditions and maintenance problems; or
- It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (describe): _____.

D. Maintenance of Traffic During Construction:

Maintenance of Traffic During Construction		Yes	No
Is a temporary bridge proposed?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project involve the use of a detour or required ramp closure? (describe in remarks)		<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Provisions will be made to accommodate any local special events.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed maintenance of traffic plan change the environmental consequences of the action?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for the maintenance of traffic plan?		<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: A Conceptual Maintenance and Protection of Traffic Plan has been prepared for the project as part of the Preliminary Design. The staging plan for the project consists of four main stages with additional sub-stages. The main goals of the plan are to:

- Create a safe and effective work zone
- Maintain existing number of lanes during peak travel periods whenever feasible
- Utilize off-peak lane closures
- Design speed of 45 mph for all modifications of lane widths and shoulders

The project will require temporary ramp closures including the closure of I-91 NB exit 28 and Route 15 exit 91 to Silver Lane. A minor amount of temporary roadway is required to accommodate traffic during construction at the vicinity of the new bridge and left diverge. At this time no local special events have been identified that would require coordination.

E. Estimated Project Cost and Schedule:

Estimated Project Cost and Schedule	
Total Project Costs: <i>approximate</i>	\$287,000,000.00
Anticipated Start Date of Construction:	Spring 2018
Date Project Incorporated into STIP:	Pending Access Modification approval
Date Project Incorporated into TIP:	Pending Access Modification approval

Remarks: The cost estimate for the proposed project is presented based on the estimation prepared for the Preliminary Design submission. Assumptions and contingencies included in the cost estimate are discussed in the Preliminary Design Report which is available upon request.

F. Right-of-Way:

Land Use Impacts	Number of Relocations	Total Takings	Partial Takings	Easements (Slope or Drainage)
Residential:	None	None	None	To be determined
Commercial:	None	None	None	None
Other: Utilities	None	None	None	Yes (area TBD)
Other: Municipalities	None	None	None	Yes (area TBD)
TOTAL:	None	None	None	TBD
			Yes	No
Is a conceptual relocation study required?			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has utility relocation coordinated been initiated?			<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: The majority of the project work is contained within the existing Right-of-Way (ROW) of I-91 and Route 15. No relocations, total or partial acquisitions are required. The project does anticipate easements for construction access, grading and drainage. Based on the Preliminary Design, the project will require 14 easements. Currently, easements are anticipated for parcels owned by the City of Hartford Public Works, the Metropolitan District Commission, Connecticut Resources Recovery Authority and the Connecticut Light and Power Company.

The project is using engineering methods such as retaining walls and engineered slopes to minimize impacts to parcels that abut the project area. Utility coordination has been initiated and is beginning to develop plans for any possible utility relocations that may be required for construction.

PART III: IDENTIFICATION AND EVALUATION OF IMPACTS OF THE PREFERRED ALTERNATIVE

A. Surface Water Resources

Surface Water Resources	Present? (Y/N)	Impacts? (Y/N)
Federal Wild and Scenic Rivers	No	No
Waters listed on Federal Nationwide River Inventory	No	No
Navigable Waterways	Yes	No
Reservoirs	No	No
Lakes	No	No
Detention Basins or Storm Water Management Facilities	Yes	Yes
Other:		

Remarks: Navigable waterways, detention basins, and stormwater management facilities are present within the project area. The Charter Oak Bridge spans the Connecticut River which is a navigable waterway and also designated as an impaired waterbody. Work is proposed on the Charter Oak Bridge, but no work is proposed below the waterline at the bridge. Coordination with the United States Coast Guard (USCG) will be initiated after a finalized scope of work at the Charter Oak Bridge is determined. It is anticipated that a construction letter notification will be required by USCG but not an individual bridge permit. The Hockanum River, which flows into the Connecticut River, is near the project area. Work within or over the Hockanum River is not proposed. Per Connecticut’s 2014 Integrated Water Quality Report (IWQR), these sections of the Connecticut and Hockanum Rivers are categorized as impaired waterbodies for the following uses described in the table below:

Waterbody Segment ID	Waterbody Name	Waterbody type	Waterbody Size	Impaired Designated Use	Cause
CT4000-00_03	Connecticut River-03	River	35.6 Miles	Fish Consumption	Polychlorinated biphenyls
CT4000-00_03	Connecticut River-03	River	35.6 Miles	Recreation	Escherichia coli
CT4500-00_01	Hockanum River-01	River	4.26 Miles	Habitat for Fish, Other Aquatic Life and Wildlife	Cause Unknown

Folly Brook Reservoir, present near the southern project limit, is not a drinking water reservoir, but part of the City of Hartford flood control system. Water is stored in the basin and pumped through the flood control dike into the Wethersfield Cove and the Connecticut River.

Detention basins and stormwater management systems associated with the project roadways and adjacent urban areas are present in the project area. Some of these areas include constructed wetlands or swales that convey stormwater, but are also regulated under State and/or Federal wetlands

regulations. The drainage design for the project is in progress and includes measures to improve stormwater quality and detain runoff peak flows. The project will seek to improve water quality to the maximum extent practicable; however, stormwater improvements will be limited by available area, existing wetlands and topography.

B. Wetlands and Other Waters of the U.S.

Wetlands and other Waters of the U.S.	Present?(Y/N)	Impacts? (Y/N)
Wetlands	Yes	Yes
Other Waters of the U.S.	Yes	Yes
Total Area in Project Limits: approximately 45 acres		
Total Area Impacted: less than 1 acre		

Remarks: This project is anticipated to impact federal and state regulated wetlands and watercourses. Many of the stormwater swales within the project corridor meet the regulatory definition of a watercourse under the Connecticut Inland Wetlands and Watercourses Act and Waters of the US under the Clean Water Act. The project is considering modifications of regulated Wetlands and Waters of the US to provide improved stormwater quality treatment and stabilize banks. Existing wetlands and watercourses in the project area were constructed and have water quality and stormwater treatment as their primary function. The location of these constructed watercourses adjacent to existing highways and urban develop limit their ability to provide habitat and recreation functions. The goal of the proposed work in wetland would be to maintain or increase the existing wetland area and improve functions relative to existing conditions. Stormwater quality improvement, detention and construction related impacts may exceed 1 acre and require an Individual Section 404 ACOE Permit. The determination of wetland impact area is pending additional design information.

Wetland delineation was conducted adjacent to the areas of proposed widening of I-91 NB and Route 5/15 NB. Wetlands and watercourses present near the project area, but outside of the proposed work area are shown approximately on the project plans based on aerial photo interpretation. The project crosses over the Connecticut River which has an established Coastal Jurisdictional Line elevation of 3.8 feet (NAVD88) in the project area.

C. Drinking Water Sources

Drinking Water Sources	Present?(Y/N)	Impacts? (Y/N)
Surface Supply Watershed	No	No
Potential Water Company Lands	No	No
Wells (Community, Non-community, Aquifer Protection)	No	No
Sole Source Aquifer Protection Area	No	No
Aquifer Protection Area	No	No

Remarks: No impacts to drinking water sources are anticipated for this project. Drinking water within the surrounding of the Charter Oak Bridge project is provided by the Metropolitan District Commission (MDC). MDC-owned land is present east of the southeastern extent of the project, but this land is not related to water supply source water protection. According to the Atlas of Public Water Supply Sources &

Drainage Basins of Connecticut (June 1982), two public drinking water wells, Pratt and Whitney Aircraft Well No. 1 and No. 2, exist approximately 1 mile south of the northeast end of the project limits, next to the Rentschler Airport. The project is not located within an aquifer protection area or sole source aquifer protection area based on DEEP and USEPA online mapping. The Department of Public Health sent CTDOT a comment letter during the CEPA public scoping period stating that this project is not within a public water supply source (see Attachment A).

D. Floodplains

Floodplains	Present?(Y/N)	Impacts? (Y/N)
100-year Floodplain	Yes	Yes
Floodway	Yes	No
	Yes	No
Will the project have a “significant encroachment” on a floodplain (100-year flood) or floodway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will a flood management certification be required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: One-hundred year floodplain, FEMA Zone AE, is present at the northeast and southern limits of the proposed project. Floodplain, FEMA Zone AE, is present north of Route 15, on the east side of the Connecticut River. East of the River, FEMA Zone AE is also mapped in the area of the Route 15, Route 2 interchange, associated with the Hockanum River. The Connecticut River is mapped as FEMA Zone AE. Areas of Floodway are designated at the channels of both the Hockanum River and the Connecticut River. West of the River, Wethersfield Cove is mapped as FEMA Zone AE. The Wethersfield Cove is at the southern limit of the project and is not inferred to be impacted by the scope of work. This floodplain is limited on its north side by a flood control dyke. FEMA floodplain limits are depicted in Figure 2.

The Connecticut River flows approximately north to south beneath the Charter Oak Bridge (Route 5/15) within the limits of the project. No in-water work is proposed for the Charter Oak Bridge rehabilitation project. The project will not result in any encroachment or fill in floodway, minor work in mapped floodplain is proposed at existing stormwater outfalls and possible stormwater management improvements. It is anticipated that a Flood Management Certification will be required for the work in Floodplain but no significant loss of flood storage is proposed.

The Hockanum River flows approximately east to west adjacent to the Charter Oak Bridge (Route 5/15). Impacts within the floodplain of the Hockanum River are not anticipated. Direct impacts to the Hockanum River are also not anticipated.

E. Terrestrial Habitat

Terrestrial Habitat	Yes	No
Unique or high quality habitat Present?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does project need DEEP Fisheries Coordination?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: There are no unique or high-quality habitats present within the project area since the project is to take place in the existing highway ROW within an urban area. No in-water work is proposed in the Hockanum River; however, work from a barge within the Connecticut River may be necessary for the structural work at the Charter Oak Bridge. DEEP fisheries coordination will occur once it is determined if work from barges will be required. Work below the waterline of the Charter Oak Bridge is not anticipated.

F. Threatened and Endangered Species

Threatened and Endangered Species	Present? (Y/N)	Impacts? (Y/N)
Within the known range of any federally protected species	Yes	No
Critical habitat within project area	Yes	No
Federal species found in project area	Yes	No
State species found in project area	Yes	No
Within 1 mile of known hibernacula for Northern long-eared bat	No	No
	Yes	No
Will trees be cut as part of this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: No impacts to threatened and endangered species are anticipated for this project. The Federally Endangered Dwarf Wedgemussel (*Alasmodonta heterodon*) is known to be present in the Connecticut River, although it is not known whether it exists in the project area. No in-water work in the Connecticut River is anticipated. If work barge anchoring in the Connecticut River is required, additional coordination with USFWS will occur. An area of Floodplain Forest Critical Habitat Area is mapped by DEEP at the confluence of the Hockanum and Connecticut Rivers. This critical habitat area is mapped by DEEP as part of the Connecticut Comprehensive Wildlife Conservation Strategy. No impacts to floodplain forest are anticipated.

G. Section 106 of the National Historic Preservation Act

Section 106 Consultation and Tribal Consultation	Yes	No
Are any NR-eligible or NR-listed resources present?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are any National Historic Landmarks present?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has OEP reviewed the project and determined/recommended a finding?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Has SHPO Consultation (if applicable) been completed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Has Tribal Consultation been completed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project within the Quinebaug-Shetucket Heritage Corridor or the Upper Housatonic Valley Heritage Area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If the recommended finding was an adverse effect, has an MOA been completed? Enter date of signed MOA: <i>N/A no adverse effect finding</i>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: The project coordination with THPOs of the Mohegan Tribe, Mashantucket Pequot Tribe, and the Narragansett Tribe and did not receive a response within the 30-day comment period. SHPO confirmed the finding of No Adverse Effect by the project in correspondence on 2/26/16. Agency coordination is presented in Appendix B.

H. Section 4(f) of the US DOT Act

Section 6(f) of the Land and Water Conservation Act

Section 4(f) and 6(f) Resources	Present? (Y/N)	Impacts? (Y/N)
Section 4(f): Publicly-owned parks, recreation areas, or wildlife and waterfowl refuges of national, state, or local significance	Yes	Yes temporary
Section 4(f): Historic Sites of national, state, or local significance present	No	No
Properties protected by Section 6(f) of the Land and Water Conservation Fund Act	Yes	Yes, temporary
	Yes	No
Would the project qualify for a Section 4(f) exception?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would project result in a use of a Section 4(f) property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, would project need:		
4(f) de minimis impact?	<input type="checkbox"/>	<input type="checkbox"/>
4(f) programmatic evaluation?	<input type="checkbox"/>	<input type="checkbox"/>
4(f) individual evaluation?	<input type="checkbox"/>	<input type="checkbox"/>
Would project result in the permanent conversion of a Section 6(f) property to a non-recreation use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Work at the Charter Oak Bridge in Hartford is anticipated to result in temporary impacts to the Charter Oak Landing Park and boat launch area. Work for the relocation of the exit 29 ramp to the Charter Oak Bridge and work to the Charter Oak Bridge itself over the Charter Oak Landing Park may

require temporary impacts to this area of the park, restricting access to the public to the area in the vicinity of the Charter Oak Bridge and potentially the boat launch for a portion of construction. The impacts would most likely result in the storage of construction materials in the immediate vicinity. The Charter Oak Landing Park is a publicly owned park and recreation area located below the bridge designating it as a Section 4(f) resource. Work in the area is not expected to have any long-term impacts to the Charter Oak Landing Park and the impacts qualify as an exception to Section 4(f) approval under 23 CFR 774.13(d) since the impacts are only temporary and would not qualify as a “use” under Section 4(f). Coordination with the City of Hartford has been ongoing and their concurrence is located in Appendix B. Charter Oak Landing Park received Federal money under the Land and Water Conservation Fund (LWCF) Act and therefore is afforded protection under 6(f). However, since the impacts are only temporary during a portion of construction and there will be no permanent conversion of any portion of the protected land from recreation, there is no further action required under Section 6(f). Coordination has occurred with the CTDEEP regarding Section 6(f) and their concurrence is located in Appendix B. Additionally, it may be necessary to temporarily impact a small portion of Great River Park in the Town of East Hartford during a portion of construction. This too will qualify as an exception to Section 4(f) approval under CFR 23 774.13(d) since the impacts are only temporary and would not qualify as a “use” under Section 4(f). Coordination with the Town of East Hartford is ongoing and their concurrence is located in Appendix B. The portion of Great River Park that was granted LWCF Act funding is not located within the project area and would not be impacted. Coordination is on-going as the proposed work near and above the park is developed. The project’s proximity to parks at the Connecticut River was identified and presented at the Town Roads Meeting (3/22/16).

I. Air Quality

Air quality		Non-Attainment	Maintenance	Attainment
What is the designation for this project area?				
	CO	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	PM2.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
			Yes	No
Is the project exempt from conformity analysis?			<input type="checkbox"/>	<input checked="" type="checkbox"/>
If NO:				
	Is the project on the current TIP/STIP?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Is a project level emissions analysis required?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Is the project categorically excluded from analysis of potential MSAT effects?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Does the project have potential for MSATs effects requiring a qualitative or quantitative analysis?		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: An Air Quality Assessment was performed for the project by CTDOT and is attached. Results of the analysis find that the project is in conformity with the Clean Air Act. No additional coordination is required.

J. Noise

Noise	Yes	No
Does the project require a noise analysis in accordance with FHWA's regulations and the CTDOT traffic noise policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: Due to the widening of Route 5/15 in East Hartford, monitoring of traffic noise levels at the apartments located along this section is required. The project proposes the addition of noise walls along Route 5/15 SB on-ramp from Silver Lane and relocation of the existing noise barrier walls along Route 5/15 NB. There are no residential neighborhoods within the project on the Hartford side as the locations are mostly commercial; therefore the installation of noise walls in that area is not proposed. Preliminary study reports have concluded that modeled traffic noise levels of the proposed build conditions would be greater than the existing levels. Noise abatement measures are considered feasible and reasonable and will reduce the noise levels within the residential areas highlighted as a concern. CTDOT's Noise Study has been submitted to FHWA and is attached.

K. Hazardous Materials and Waste Sites

Hazardous Materials and Waste Sites	Yes	No
Are there any known hazardous materials or waste sites within the project corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: A landfill is present within the project area between I-91 and Route 15 in Hartford. The design seeks to minimize impacts to that landfill. In the early 1990s this landfill was constructed as part of project number 63-434 which consolidated 'compacted spoil' into a landfill also referred to as the 'Entombed Soil Area'. Review of the plans for project 63-434 show that the encapsulation was achieved using a flexible membrane liner to minimize rainfall infiltration into the landfill with a designed drainage system to direct any stormwater away from the encapsulated material. To achieve the widening I-91 NB within these limits, a retaining wall is proposed. This wall will be a reinforced concrete wall that will be constructed to retain I-91 NB and permit the existing drainage swale to remain as designed. The construction of this wall will require the Contractor to excavate in the vicinity of the existing membrane liner. Details and specifications will be developed to ensure that the membrane liner remains intact and the existing drainage swale continues to function on the exterior of the proposed wall. These details and specifications will be developed during the final design phase in coordination with on-going environmental compliance analysis of the project area. Proposed improvements may require a Disruption Authorization and/or an Environmental Land Use Restriction – Engineered Control.

Further investigation of soils and groundwater in the project area is being directed by CTDOT's Environmental Compliance Unit to manage hazardous materials during project construction.

L. Community Impacts

Community Impacts	Yes	No
Does the project result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project result in substantial impacts to local/regional development patterns in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project result in substantial impacts to the local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would the project result in substantial impacts to health and educational facilities, emergency services, religious institutions, community facilities, public transportation services, or pedestrian and bicycle facilities within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The project does not result in any significant adverse impacts to the communities in the project area. The goal of the project is to improve driver safety at existing highways. The project does not add or remove access points to the existing highways and does not construct new roadway alignment outside of existing ROW. Additional right-of-way required for the project is not on privately owned parcels. The project does not require modification to any existing buildings or land uses.

Because the project does not add or remove access points to the highway or significantly expand roadway capacity, the project is not expected to impact the local or regional development patterns. The existing parcels adjacent to highway in the project corridor are adjacent to highway in both existing and proposed conditions; therefore, no substantial impacts to the local tax base or property values are anticipated. The project proposes to replace and extend noise barriers in East Hartford to reduce highway impacts on adjacent residential areas (Section J).

Land use within the project corridor is transportation both in existing and proposed conditions. The project does not include new roadway alignments through residential land use areas. The modifications to the highway including lane additions in some areas will not separate any institutions from the community. The Connecticut River and its floodplain are utilized as parkland including Great River Park in East Hartford and Charter Oak Landing in Hartford. The Charter Oak Bridge includes a bicycle and pedestrian walkway which connects the two parks. The proposed project maintains this connection and will maintain the park and recreational use at the Connecticut River.

M. Environmental Justice (E.O. 12898)

Environmental Justice (E.O. 12898)	Yes	No
Are any EJ populations located within the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would the project result in disproportionately high or adverse impacts to EJ populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Federal Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low Income Populations, requires federal agencies to avoid disproportionately high and adverse human health and environmental effects on minority and low income populations. Minority and low-income environmental justice populations are present within the project corridor according to the 2010 Census Demographic and Income profiles by the United States Census Bureau. EPA

environmental justice mapping and screening tool, EJSCREEN, was utilized to corroborate data and demographic information surrounding the project area. The American Community Survey given by the U.S. Census Bureau estimates that within Census Tract 5025 and 5106 of Hartford County, approximately 36.9% and 19.3% respectively, are living below the poverty level (U.S. Census Bureau, 2014). The percentage of minority populations living within the Census Tract surveyed during the 2010 decennial Census reported respectively, 72.1% and 73.2% of persons living in these tracts are minorities (U.S. Census Bureau, 2010). Significant non-English speaking populations with Limited English Proficiency are also present. By the Connecticut General Statutes (CGS) 22a-20a, the entire city of Hartford and town of East Hartford are environmental justice communities due to their status of a Distressed Municipality per 2015 reports. According to CGS Section 32-9p, a distressed municipality is based on “high unemployment and poverty, aging housing stock and low or declining rates of growth in job creation, population, and per capita income.” This project is not considered under DEEP’s Environmental Justice Policy of actions that would be subject to a permit because it does not fall under sections 22a-20a (b)(2), (3) and (4) CGS. The proposed project is also consistent with Title VI of the Civil Rights Act of 1964 which requires nondiscrimination in any federally funded activities. The project modifies a limited access highway within the existing ROW with only minor work outside the ROW. There are no foreseeable adverse social, economic, or environmental effects on minority and low-income populations as defined by the DOT and FHWA environmental orders. Therefore, in accordance with the provisions of E.O. 12898, DOT 5610.2(a) and FHWA Order 6640.23A, no further EJ analysis is required. Information on environmental justice populations within the project corridor from US Census Bureau and EPA statistics are linked on the Reference Page.

N. Indirect and Cumulative Impacts

Remarks: No significant negative indirect or cumulative impacts are anticipated as a result of the project. As described in Section L. Community Impacts, the project does not significantly alter the existing roadway capacity or entrance and exit points, which will limit indirect and/or cumulative impact which might result from changing development patterns in the project area.

O. Permits Checklist

Permits Checklist	Yes	No
Flood Management Certification	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Inland Wetlands/Watercourses Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stormwater Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Department of Public Health Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 401 Water Quality Certification	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dam Safety Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Coastal Permits/Certifications	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>
U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: A final permit determination is pending the development of the project plans and has been reviewed at regulatory coordination meetings at CTDOT. A preliminary permit need determination form is attached. Coordination with US Coast Guard is pending design information at the Charter Oak Bridge.

It is currently anticipated that the project will include modifications to the bridge deck and superstructure that will not significantly alter the existing low chord or span openings of the existing bridge. Work may require a barge in the Connecticut River during construction. We anticipate that a construction letter will be required by US Coast Guard but not an individual bridge permit.

PART IV: ENVIRONMENTAL AND PROJECT COMMITMENTS

List all Environmental and Project Commitments (in numerical format) for the project.

1. In-lieu fee mitigation for section 404 permit is anticipated. Impact area determination is pending final design and coordination with ACOE.
2. Additional commitments may be required based on permit conditions.
3. Potential noise barrier construction in East Hartford.

REFERENCES

A. Technical Reports

The Technical Reports referenced in the EA and listed below are available upon request by contacting:

Ms. Susan M. Libatique, P.E.
Transportation Principal Engineer
Bureau of Engineering and Construction

Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546
Newington CT, 06131-7546

Or by e-mail at Susan.libatique@ct.gov

1. Concept Access Modification Report
2. Preliminary Design Report
3. Scope Review and Recommendation Report

B. References

The following documents and web-based resources were referenced in the EA:

Connecticut Department of Energy & Environmental Protection. (December 5, 2014). 2014 State of Connecticut Integrated Water Quality Report. Retrieved May 16, 2016, from Connecticut Department of Energy & Environmental Protection: http://www.ct.gov/deep/lib/deep/water/water_quality_management/305b/2014_iwqr_305b_303d_final.pdf

Connecticut Department of Energy & Environmental Protection. (February 9, 2015). *Aquifer Protection Area Maps*. Retrieved May 16, 2016, from Connecticut Department of Energy & Environmental Protection: <http://www.ct.gov/deep/cwp/view.asp?a=2685&q=322248>

Connecticut Environmental Conditions Online. (n.d.). *Advanced Map Viewers*. Retrieved May 16, 2016, from Connecticut Environmental Conditions Online: <http://ctecoapp1.uconn.edu/advancedviewer/>

FEMA National Flood Insurance Program. (September 16, 2011). *FEMA Flood Map Service Center*. Retrieved 05 16, 2016, from FEMA: <https://msc.fema.gov/portal/>

State of Connecticut Department of Environmental Protection Natural Resources Center. (June 1982). *Atlas of the Public Water Supply Sources & Drainage Basins of Connecticut*. Retrieved November 16, 2015, from UConn Libraries MAGIC: <https://www.flickr.com/photos/uconnlibrariesmagic/sets/72157630733855048>

U.S. Census Bureau. (2010). *Hispanic or Latino, and Not Hispanic or Latino by Race: 2010 Census Redistricting Data Summary File*. Retrieved May 09, 2016, from American FactFinder:
http://factfinder.census.gov/bkmk/table/1.0/en/DEC/10_PL/P2/1400000US09003502500|1400000US09003510600

U.S. Census Bureau. (2014). *Poverty Status in The Past 12 Months: 2010-2014 American Community Survey 5-Year Estimates*. Retrieved May 10, 2016, from American Fact Finder:
http://factfinder.census.gov/bkmk/table/1.0/en/ACS/14_5YR/S1701/1400000US09003502500|1400000US09003510600

United States Environmental Protection Agency. (2016, February 19). *Sole Source Aquifer Program*. Retrieved May 16, 2016, from Drinking Water In New England; US EPA:
https://www3.epa.gov/region1/eco/drinkwater/pc_solesource_aquifer.html

United States Fish & Wildlife Service. (2015, February 13). *Listed Species Believed to or Known to Occur in Connecticut*. Retrieved 05 16, 2016, from ECOS Environmental Conservation Online System:
http://ecos.fws.gov/tess_public/reports/species-listed-by-state-report?state=CT&status=listed

FIGURES

Figure 1: Project Location

Figure 2: FEMA Floodplain and Floodway

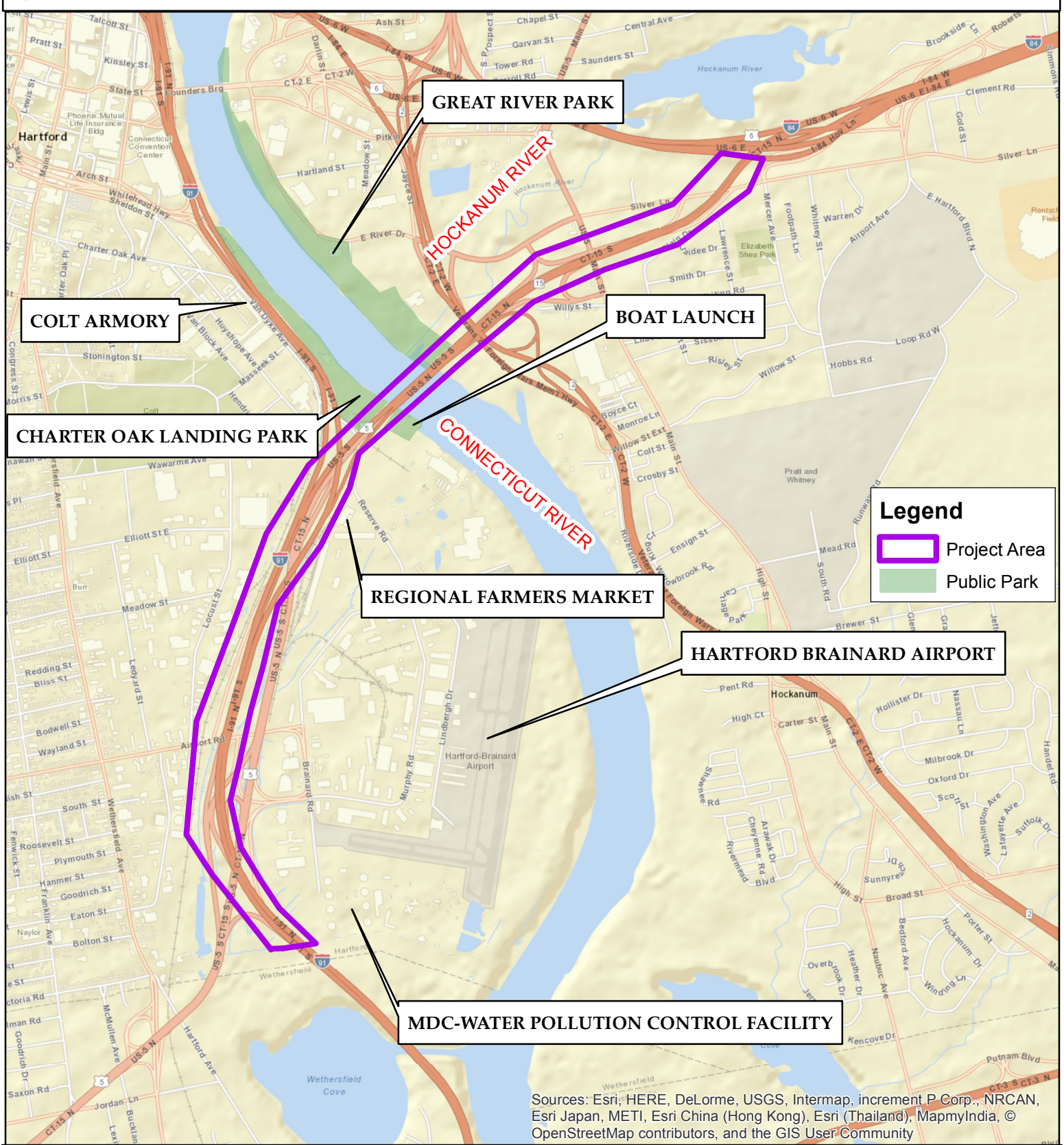
Project Concept Plans (4 sheets)



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FIGURE 1: PROJECT LOCATION

ENVIRONMENTAL ASSESSMENT
STATE PROJECT NO. 63-703: RELOCATION OF I-91 INTERCHANGE 29
AND WIDENING OF I-91NB AND STATE ROUTE 5/15 NB TO I-84 EB
HARTFORD AND EAST HARTFORD, CT



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Date: 3/29/2016

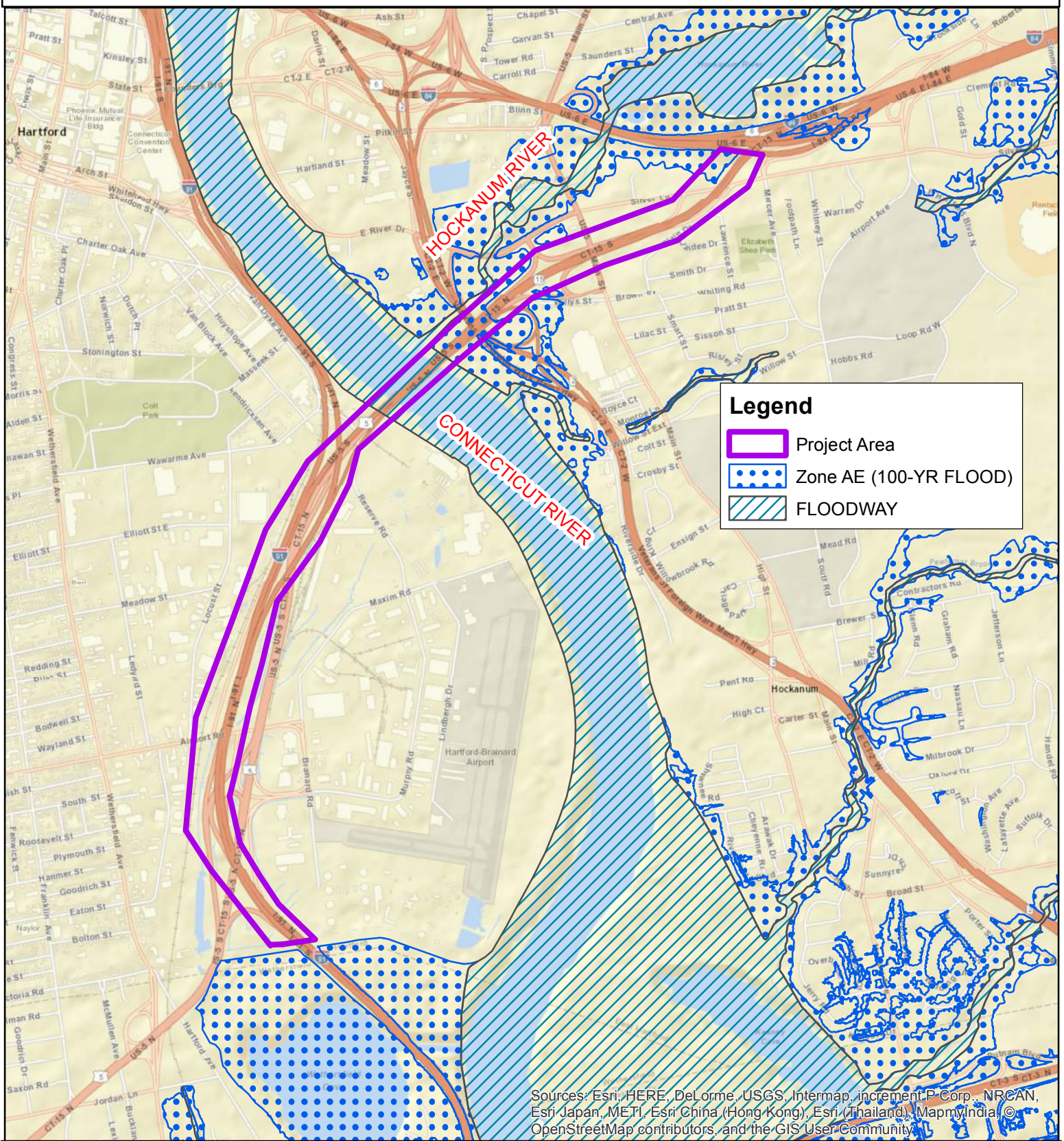
1 inch = 2,000 feet
0 500 1,000 2,000 Feet






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FIGURE 2: FEMA FLOODPLAIN AND FLOODWAY ENVIRONMENTAL ASSESSMENT

STATE PROJECT NO. 63-703: RELOCATION OF I-91 INTERCHANGE 29 AND WIDENING OF I-91NB AND STATE ROUTE 5/15 NB TO I-84 EB HARTFORD AND EAST HARTFORD, CT



Legend

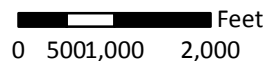
-  Project Area
-  Zone AE (100-YR FLOOD)
-  FLOODWAY

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Source: FEMA
Date: 4/4/2016

1 inch = 2,000 feet



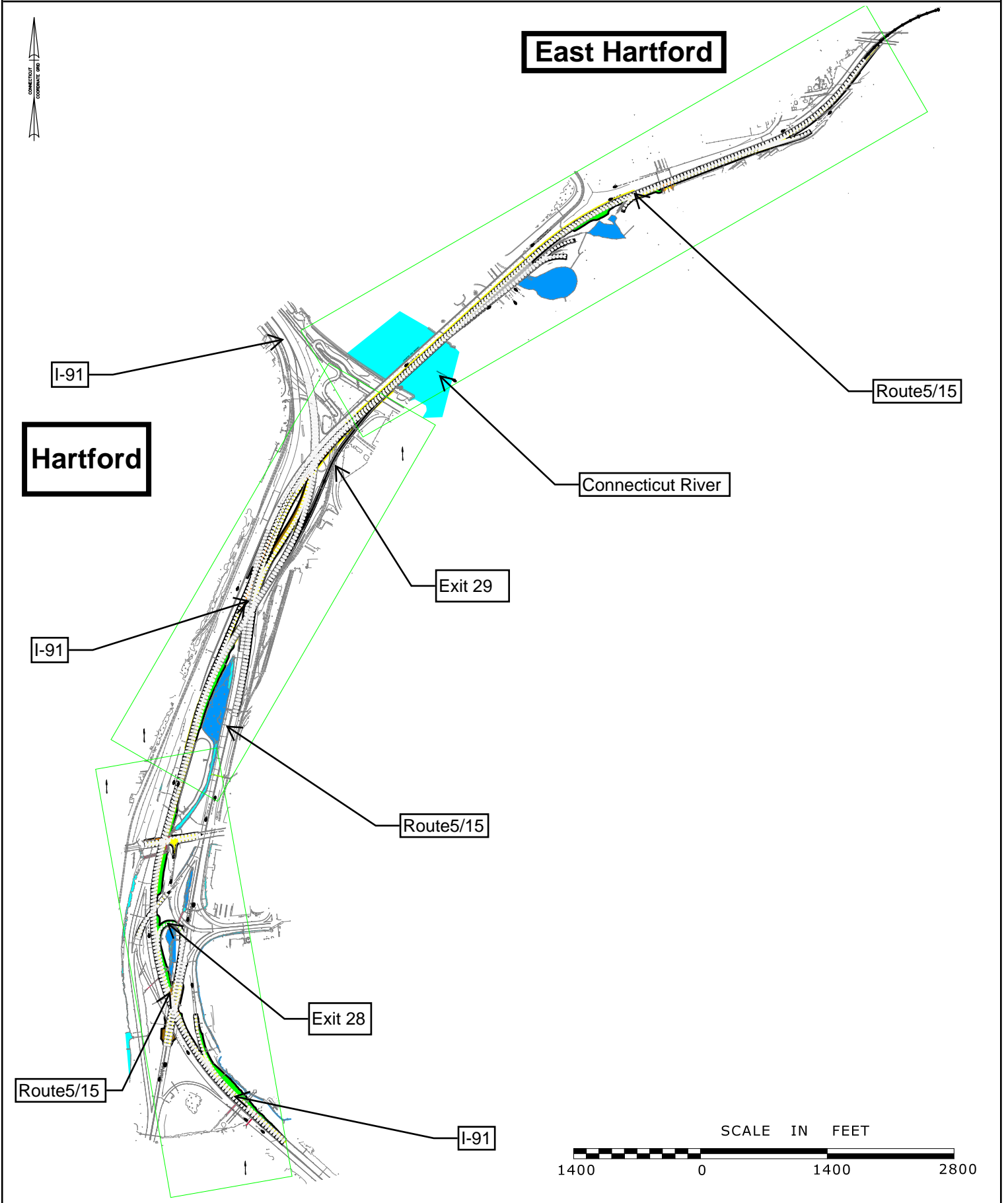


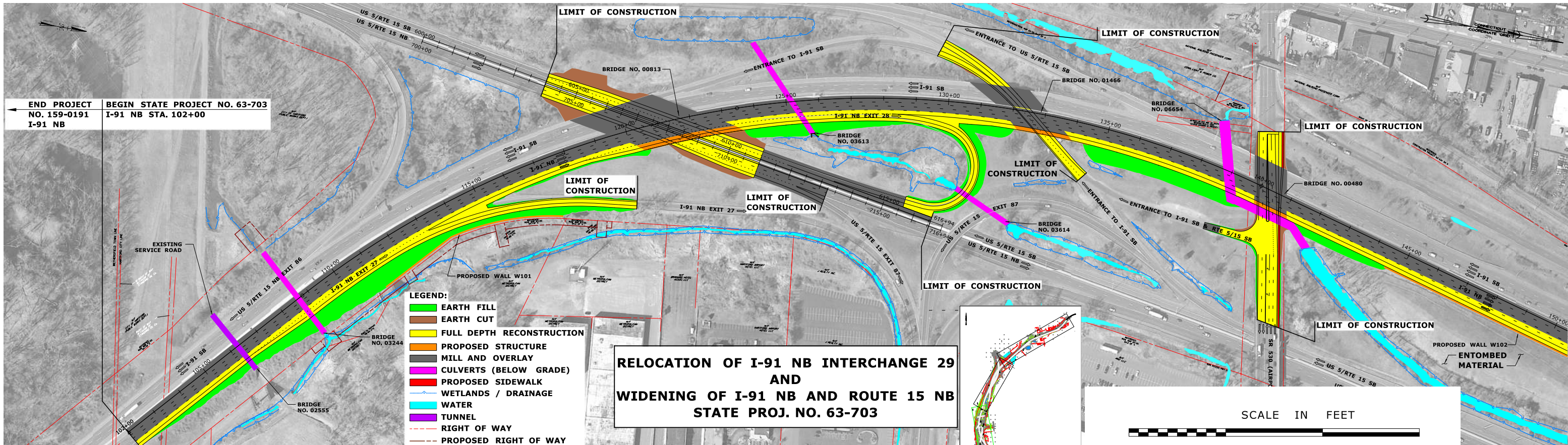
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KEYMAP FOR PROJECT CONCEPT PLANS

ENVIRONMENTAL ASSESSMENT

STATE PROJECT NO. 63-703: RELOCATION OF I-91 INTERCHANGE 29
AND WIDENING OF I-91 NB AND STATE ROUTE 5/15NB TO I-84 EB
HARTFORD AND EAST HARTFORD, CT





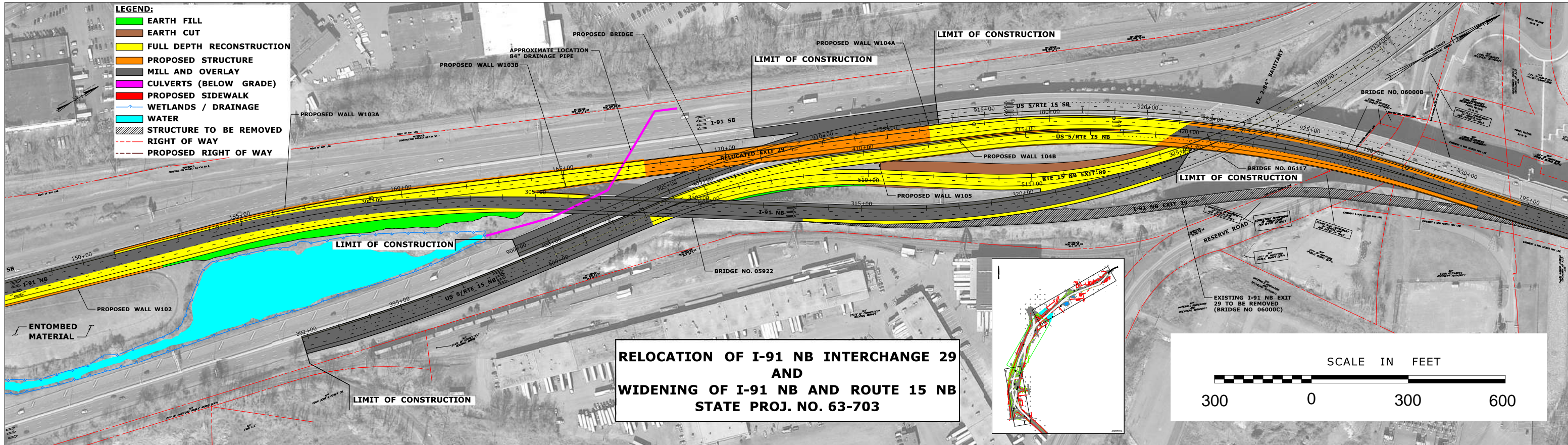
END PROJECT
 NO. 159-0191
 I-91 NB

BEGIN STATE PROJECT NO. 63-703
 I-91 NB STA. 102+00

- LEGEND:**
- EARTH FILL
 - EARTH CUT
 - FULL DEPTH RECONSTRUCTION
 - PROPOSED STRUCTURE
 - MILL AND OVERLAY
 - CULVERTS (BELOW GRADE)
 - PROPOSED SIDEWALK
 - WETLANDS / DRAINAGE
 - WATER
 - TUNNEL
 - RIGHT OF WAY
 - PROPOSED RIGHT OF WAY

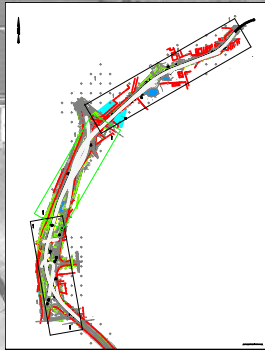
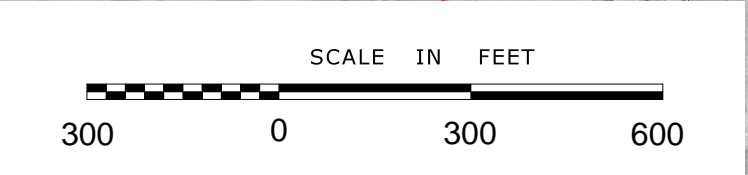
**RELOCATION OF I-91 NB INTERCHANGE 29
 AND
 WIDENING OF I-91 NB AND ROUTE 15 NB
 STATE PROJ. NO. 63-703**



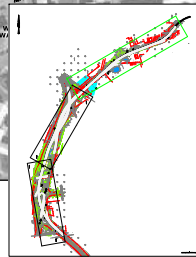
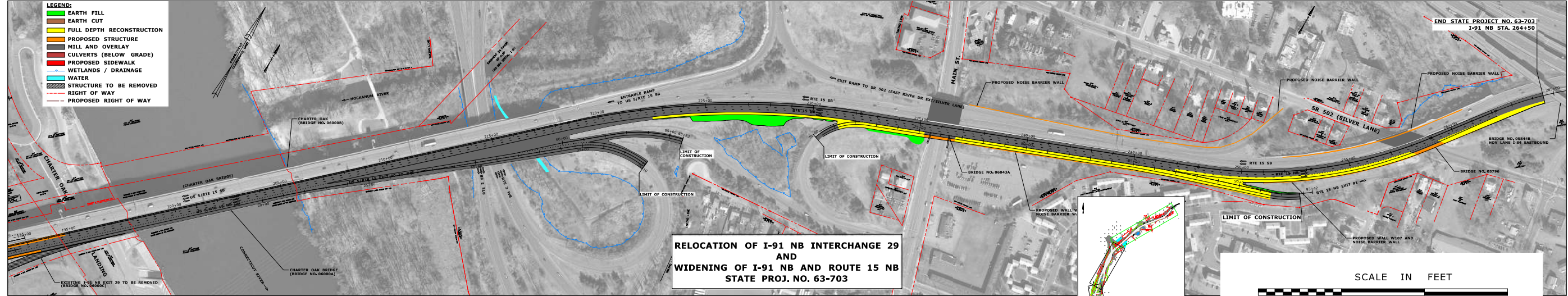


- LEGEND:**
- EARTH FILL
 - EARTH CUT
 - FULL DEPTH RECONSTRUCTION
 - PROPOSED STRUCTURE
 - MILL AND OVERLAY
 - CULVERTS (BELOW GRADE)
 - PROPOSED SIDEWALK
 - WETLANDS / DRAINAGE
 - WATER
 - STRUCTURE TO BE REMOVED
 - RIGHT OF WAY
 - PROPOSED RIGHT OF WAY

**RELOCATION OF I-91 NB INTERCHANGE 29
AND
WIDENING OF I-91 NB AND ROUTE 15 NB
STATE PROJ. NO. 63-703**



- LEGEND:**
- EARTH FILL
 - EARTH CUT
 - FULL DEPTH RECONSTRUCTION
 - PROPOSED STRUCTURE
 - MILL AND OVERLAY
 - CULVERTS (BELOW GRADE)
 - PROPOSED SIDEWALK
 - WETLANDS / DRAINAGE
 - WATER
 - STRUCTURE TO BE REMOVED
 - RIGHT OF WAY
 - PROPOSED RIGHT OF WAY



ATTACHMENTS

Public Information Meeting Announcements

Calendar Event Info for Web Site

Event Title: Public Informational Meeting – Project No. 63-703 Relocation of I-91 NB Interchange 29 and Widening of I-91 NB & Route 15 NB to I-84 East

Body (Description):

The Connecticut Department of Transportation (Department) will conduct two (2) Public Informational Meetings concerning the proposed Relocation of I-91 NB Interchange 29 and Widening of I-91 NB & Route 15 NB to I-84 East. The first will be held on Tuesday, April 26, 2016 in the Hartford Public Works Department, Keith Chapman Conference Room (2nd Floor) located at 50 Jennings Road, Hartford, CT 06120. The second, a repeat of the first meeting, will be held on Thursday, April 28, 2016 in the Raymond Library, 840 Main Street, East Hartford, CT. An open forum for individual discussions with Department officials will begin at 6:30 p.m., followed by a formal presentation at 7:00 p.m.

The project is identified as State Project No. 63-703.

The purpose of the project is to address safety concerns associated with congestion and operational deficiencies at the I-91 northbound Interchange 29, which routinely experiences significant traffic delays and above average crash frequency. Much of this can be attributed to the steep vertical grade and single-lane configuration of the ramp, the heavy traffic weave on the Charter Oak Bridge, and the near capacity volumes on I-91.

The proposed improvements include widening I-91 northbound to extend the four-lane travel section from Interchange 27 to Interchange 29 to relieve congestion, address significant safety concerns, and provide an efficient I-91 to I-84 connection. It is also proposed to remove the existing ramp at I-91 northbound Interchange 29 and provide a major diverge south of the I-91 bridge over Route 15 to address the existing adverse vertical grade and limited capacity of the existing ramp. The new I-91 diverge will consist of three lanes to the right, maintaining I-91 traffic (existing condition), and two lanes to the left, conveying traffic to Route 15 northbound via a new structure over Route 15 southbound. The existing pavement markings on the Charter Oak Bridge will be modified to accommodate the additional northbound lane from I-91. Additional improvements include widening of Route 15 northbound to three travel lanes, from the Charter Oak Bridge to the Silver Lane underpass, to address congestion concerns on Route 15 and allow a more desirable distance from Interchange 29 on I-91 to merge from three travel lanes to two prior to its merge with I-84 East. The existing noise barrier walls on Route 15 northbound will need to be relocated to account for the road widening. Noise barrier walls could potentially be added to Route 15 southbound from the Silver Lane on-ramp to the bridge over Main Street.

There are right-of-way impacts associated with the proposed improvements to allow for drainage easements and temporary construction easements.

Construction is anticipated to begin in spring 2018, based on the availability of funding. The estimated construction cost for this project is approximately \$287 million. This project is anticipated to be undertaken with eighty percent (80%) Federal Funds and twenty percent (20%) State funds.

The Public Informational Meetings are being held to afford a full opportunity for public participation and to allow open discussion of any views and comments the community may have concerning this proposed project.

The meeting facilities are ADA accessible. Language assistance may be requested by contacting the Department's Office of Communications (voice only) at (860) 594-3062 at least five (5) business days prior to the meeting. Language assistance is provided at no cost to the public, and efforts will be made to respond to requests for assistance.

Plans of the proposed project will be on display for public review. Department personnel will be available during the meetings to discuss this project. More detailed information is available at the Department's Office of Engineering, 2800 Berlin Turnpike, Newington, Connecticut, Monday through Friday between the hours of 8:30 a.m. and 4:00 p.m., excluding holidays. Anyone wishing to discuss the project may contact Susan M. Libatique at (860) 594-3179 or by e-mail at susan.libatique@ct.gov. Plans are also available for review at the Permitting Office in the Hartford Department of Public Works and at the Engineering Department at the East Hartford Town Hall.

Date: April 26, 2016

Location: Hartford Public Works Department, Keith Chapman Conference Room (2nd Floor), 50 Jennings Road, Hartford CT

Date: April 28, 2016

Location: Raymond Library, 840 Main Street, East Hartford CT

Start Time: 7:00pm

End Time: No specific time

Contact Person: Susan M. Libatique

Contact E-Mail: susan.libatique@ct.gov

Bureau: Bureau of Engineering and Construction

Press Release Title:

Notice of Public Informational Meeting Concerning the Relocation of I-91 NB Interchange 29 and Widening of I-91 NB & Route 15 NB to I-84 East in the City of Hartford and Town of East Hartford.

Teaser:

The Connecticut Department of Transportation (Department) will conduct two (2) Public Informational Meetings concerning the proposed Relocation of I-91 NB Interchange 29 and Widening of I-91 NB & Route 15 NB to I-84 East. The first will be held on Tuesday, April 26, 2016 in the Hartford Public Works Department, Keith Chapman Conference Room (2nd Floor) located at 50 Jennings Road, Hartford, CT 06120. The second, a repeat of the first meeting, will be held on Thursday, April 28, 2016 in the Raymond Library, 840 Main Street, East Hartford, CT. An open forum for individual discussions with Department officials will begin at 6:30 p.m., followed by a formal presentation at 7:00 p.m.

Body of Message:

The Connecticut Department of Transportation (Department) will conduct two (2) Public Informational Meetings concerning the proposed Relocation of I-91 NB Interchange 29 and Widening of I-91 NB & Route 15 NB to I-84 East. The first will be held on Tuesday, April 26, 2016 in the Hartford Public Works Department, Keith Chapman Conference Room (2nd Floor) located at 50 Jennings Road, Hartford, CT 06120. The second, a repeat of the first meeting, will be held on Thursday, April 28, 2016 in the Raymond Library, 840 Main Street, East Hartford, CT. An open forum for individual discussions with Department officials will begin at 6:30 p.m., followed by a formal presentation at 7:00 p.m.

The project is identified as State Project No. 63-703.

The purpose of the project is to address safety concerns associated with congestion and operational deficiencies at the I-91 northbound Interchange 29, which routinely experiences significant traffic delays and above average crash frequency. Much of this can be attributed to the steep vertical grade and single-lane configuration of the ramp, the heavy traffic weave on the Charter Oak Bridge, and the near capacity volumes on I-91.

The proposed improvements include widening I-91 northbound to extend the four-lane travel section from Interchange 27 to Interchange 29 to relieve congestion, address significant safety concerns, and provide an efficient I-91 to I-84 connection. It is also proposed to remove the existing ramp at I-91 northbound Interchange 29 and provide a major diverge south of the I-91 bridge over Route 15 to address the existing adverse vertical grade and limited capacity of the existing ramp. The new I-91 diverge will consist of three lanes to the right, maintaining I-91 traffic (existing condition), and two lanes to the left, conveying traffic to Route 15 northbound via a new structure over Route 15 southbound. The existing pavement markings on the Charter Oak Bridge will be modified to accommodate the additional northbound lane from I-91. Additional improvements include widening of Route 15 northbound to three travel lanes, from the Charter Oak Bridge to the Silver Lane underpass, to address congestion concerns on Route 15 and allow a more desirable distance from Interchange 29 on I-91 to merge from three travel lanes to two prior to its merge with I-84 East. The existing noise barrier walls on Route 15 northbound will need to be relocated to account for the road widening. Noise barrier walls could potentially be added to Route 15 southbound from the Silver Lane on-ramp to the bridge over Main Street.

There are right-of-way impacts associated with the proposed improvements to allow for drainage easements and temporary construction easements.

Construction is anticipated to begin in spring 2018, based on the availability of funding. The estimated construction cost for this project is approximately \$287 million. This project is anticipated to be undertaken with eighty percent (80%) Federal Funds and twenty percent (20%) State funds.

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Show this content on the Homepage: Yes

Start Date: April 12, 2016

End Date: May 19, 2016

E-Alert: Yes

Specific Date E- Alerts to be issued: April 26, 2016 and April 28, 2016

Group: CTDOT Current News

Everyone Is Invited To A
PUBLIC INFORMATIONAL MEETING
State Project No. 63-703

Relocation of I-91 NB Interchange 29
and Widening of I-91 NB & Route 15 NB to I-84
Hartford and East Hartford

TO BE HELD
Tuesday, April 26, 2016
Hartford Public Works Department
Keith Chapman Conference Room (2nd Floor)
50 Jennings Road, Hartford

OR

Thursday, April 28, 2016
Raymond Library
840 Main Street, East Hartford

**Open Forum for Individual Discussions with
DOT Officials will begin at 6:30 p.m.**
Formal Presentation at 7:00 p.m.

*Residents, commuters, business owners, and other
interested individuals are encouraged to take
advantage of this opportunity to learn about and
discuss the proposed project.*

Written questions or comments should be directed to
Susan M. Libatique, P.E.
Transportation Principal Engineer
Connecticut Department of Transportation
P.O. Box 317546
Newington, Connecticut 06131-7546
or e-mail susan.libatique@ct.gov

Plans will be available at the
Hartford Public Works Department, Permitting Office
and the
East Hartford Town Hall, Engineering Department
two weeks prior to the meeting.

Meeting facilities are ADA accessible.
If language assistance is needed, please contact
the Department of Transportation's Office of
Communications (voice only) at (860) 594-3062
at least 5 business days prior to the meeting.

Efforts will be made to
respond to requests for assistance.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

POLICE BRIEFS

CONNECTICUT

Man Faces Charges After Calling Police

Branford — A 22-year-old Branford man is facing drug charges after police say he called to report a burglary, but officers smelled an "overwhelming" odor of marijuana when they arrived on Saturday.

Taylor Sapienta was charged with possession of marijuana with intent to sell, possession of marijuana, operating a drug factory and possession of drug paraphernalia.

Police said they smelled marijuana when they arrived at Sapienta's East Main Street apartment and obtained a search warrant.

Marijuana, hash oil, hallucinogenic mushrooms, a crystal substance believed to be methamphetamine, drug paraphernalia and \$3,900 in cash were discovered after a search of Sapienta's apartment, police said.

—David Morton

Four Arrested After Car Chase

Hamden — After an officer was nearly hit by a driver in a stolen car, a chase ensued through Hamden Sunday night, police said.

Officer Andrew Lipford was sent to the McDonald's on Dixwell Avenue about 8:20 p.m. after police learned a stolen vehicle was in the drive-thru lane.

The driver of the stolen car, Eric Lumpkin, 19, drove the car at the officer and almost hit him, police said.

Four other police officers chased the vehicle on Lexington Avenue, Circular Avenue and Gilbert Avenue, before it crashed into a utility pole.

Yusef Dobbs, 18, of New Haven, was seated in the back seat and was arrested by Officer Sara Redding, police said.

Lumpkin, and Michael Baldwin, 18, both of New Haven, were arrested by Lipford and Officer Gabo Garcia after a short foot chase. Another person, Koree Charles, was taken into custody after Sgt. Jason Venditto and his police dog tracked him for some time, police

BANKRUPTCY COURT

At Hearing, Judge Chides 50 Cent Tells Him No More Social Media Posts From Courthouse

By DAVID OWENS
dowens@courant.com

HARTFORD — A bankruptcy court judge has chided hip-hop mogul and businessman 50 Cent for a social media post he made after a hearing that was prompted, in part, by his social media posts.

After a hearing March 9 in Hartford, 50 Cent posted a photo, taken in a conference room in the federal courthouse on Main Street, that showed him with bundles of cash stuffed into the waistband of his jeans while he ate M&M's.

"I went to court today and all I felt was love," the rapper, whose real name is Curtis James Jackson III, wrote in the photo caption. "They asked me about money. I said I ain't got none, but if you want some M&M's here ya go."

At the close of a routine hearing on Wednesday, U.S. Bankruptcy Judge



Jackson (50 Cent)

Ann M. Nevins took note of the post, which has apparently been removed.

"I would like to make a brief comment about the use of social media," she said. "I want to be clear that when parties are in this courtroom or they're in a conference room around the corner from this courtroom, that's not funny."

Nevins had previously banned all electronic devices in her courtroom when Jackson's case was on the docket. Even lawyers who work in the courthouse and other staff were forbidden from bringing phones into the courtroom.

The judge has worked to ensure that Jackson's bankruptcy proceedings are transparent. She also sought to reinforce for Jackson the importance of the

proceeding.

"There's nothing funny going on here," the judge said. "This is very serious stuff. So, I just want to make that point."

The judge also praised Jackson for attending the hearing on Wednesday and for the work that has been done to move the case forward.

Nevins scheduled the March 9 hearing to hear what Jackson had to say about photos posted on social media, including one that showed him lying amid bundles of cash and another with the bundles arranged to spell "BROKE."

The largest of 50 Cent's creditors raised questions about the photos in a court filing and questioned whether the entertainer was reporting all of his income.

Another hearing in Jackson's bankruptcy is scheduled for May 11. He is not expected to attend that hearing.

Highway police said Elizabeth Davis of the Oakdale section of Meriden was driving north when the car crossed the center line into the lane for southbound traffic. Sgt. Eric Bushor said.

The car left the road, hit a stone wall and struck a tree, Bushor said, and the woman was ejected.

Davis was airlifted to Hartford Hospital, where she remained in critical condition Monday morning, he said.

—Christina Dempsey

injured a woman and was involved in a weekend standoff that spanned more than six hours faces numerous charges.

Christopher Minnis, 33, was in police custody Monday morning at Yale-New Haven Hospital, where he was being cradled after the Saturday standoff. Police said the faces charged of first-degree unlawful restraint, second-degree assault, risk of injury to a minor and second-degree threatening. His bail was set at \$750,000.

Police said the standoff stemmed from an outbreak of domestic violence.

According to Sgt. Eric Bushor, the mother of Minnis' child was injured during the clash at 60 Broome Street Road, which began about 3 p.m. Saturday. She and the child were left

Man Arrested After 6 1/2 Hour Standoff

LEDYARD — A man who police say

said Baldwin was found with 17 bags of crack cocaine, police said. They also said a stolen .40-caliber handgun was found near the car.

The four men face a number of charges, including second-degree larceny.

—Nicholas Rondinone

Woman Critically Injured In Crash

LEDYARD — A driver was critically injured when she was thrown from a car during a weekend crash in Ledyard.

The crash happened at about 9:40 p.m. Sunday near 98 Colonel Ledyard

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Hartford Courant media group

Publication Date: 04/12/2016

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PUBLIC NOTICES

IDEAL NOTICE
TOWN OF EAST HARTFORD
COMMUNITY DEVELOPMENT DEPARTMENT
2016 PAWS
April 12, 2016
12:00 PM

The Town of East Hartford has developed its 2016 PAWS plan for the use of 40th and 41st Street. The plan includes the following:

The following activities will give maximum flexibility prior to either which limited for use of 40th and 41st Street. In order to be eligible for the use of 40th and 41st Street, the applicant must be a resident of the town of East Hartford. The plan includes the following:

The plan includes the following:

ADMINISTRATION
Public Administration \$18,000
Public Administration, maintenance and construction of the Community Development
Block Grant Program. Right to safety under 24 CFR 812.102.

PUBLIC SERVICES
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NOTICE TO CREDITORS

ESTATE OF JULIA A. DE LUCA
The Hon. Timothy E. Keenan, Judge of the Court of Probate, District of Superior Court, State of Connecticut, on April 12, 2016, entered an order of appointment of the undersigned as executor of the estate of Julia A. De Luca. Return to promptly present any claims and to file any objections to the order of appointment on or before the date of the hearing to be held on April 12, 2016, at 10:00 AM in Room 301 of the Superior Court, 200 State Street, Hartford, CT 06102.

Paula L. Frank, Executor Clerk
The Secretary
1500 State Street, 20th Floor, Room 301, Hartford, CT 06102

NOTICE TO CREDITORS

ESTATE OF ROBERT W. BISHOP
The Hon. Thomas M. Zahner, Judge of the Court of Probate, District of Superior Court, State of Connecticut, on April 12, 2016, entered an order of appointment of the undersigned as executor of the estate of Robert W. Bishop. Return to promptly present any claims and to file any objections to the order of appointment on or before the date of the hearing to be held on April 12, 2016, at 10:00 AM in Room 301 of the Superior Court, 200 State Street, Hartford, CT 06102.

Stephanie Smith, Executor Clerk
The Secretary
1500 State Street, 20th Floor, Room 301, Hartford, CT 06102

NOTICE TO CREDITORS

ESTATE OF ANNE BRADSHAW
The Hon. Robert G. Minkin, Judge of the Court of Probate, District of Superior Court, State of Connecticut, on April 12, 2016, entered an order of appointment of the undersigned as executor of the estate of Anne Bradshaw. Return to promptly present any claims and to file any objections to the order of appointment on or before the date of the hearing to be held on April 12, 2016, at 10:00 AM in Room 301 of the Superior Court, 200 State Street, Hartford, CT 06102.

Patricia Anthony, Executor Clerk
The Secretary
1500 State Street, 20th Floor, Room 301, Hartford, CT 06102

NOTICE TO CREDITORS

ESTATE OF EDWIN S. DONALD, JR.
The Hon. Timothy E. Keenan, Judge of the Court of Probate, District of Superior Court, State of Connecticut, on April 12, 2016, entered an order of appointment of the undersigned as executor of the estate of Edwin S. Donald, Jr. Return to promptly present any claims and to file any objections to the order of appointment on or before the date of the hearing to be held on April 12, 2016, at 10:00 AM in Room 301 of the Superior Court, 200 State Street, Hartford, CT 06102.

Michael L. Fierman, Clerk
The Secretary
1500 State Street, 20th Floor, Room 301, Hartford, CT 06102

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The Secretary
1500 State Street, 20th Floor, Room 301, Hartford, CT 06102

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Michael L. Fierman, Clerk
The Secretary
1500 State Street, 20th Floor, Room 301, Hartford, CT 06102



Hartford Courant

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BEARING NEWS 147

Everyone is Invited To A
PUBLIC INFORMATION MEETING
State Project No. 63-703

Relocation of I-91 NB Interchange 29
and Widening of I-91 NB & Route 15 NB to I-84
Hartford and East Hartford

To Be Held
Tuesday, April 12, 2016
Hartford Public Works Department
Kelch Chapman Conference Room (2nd Floor)
30 Jonhston Road, Hartford
AND
Thursday, April 24, 2016
Raymond Library
840 Main Street, East Hartford

Open Forum for Individual Discussions with
DOT Officials will begin at 6:30 p.m.
Formal Presentation at 7:00 p.m.

Residents, commuters, business owners, and other
interested individuals are encouraged to take
advantage of this opportunity to learn about and
discuss the proposed project.

Written questions or comments should be directed to
Susan M. Lahaque, P.E.
Transportation Principal Engineer
Connecticut Department of Transportation
P.O. Box 317546
Newington, Connecticut 06131-7546
or e-mail susan.lahaque@ct.gov

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Hartford Public Works Department, Permitting Office
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two weeks prior to the meeting.

Meeting facilities are ADA accessible. If language assistance
is needed, please contact the Department of Transportation's
Office of Communications (voice only) at (860) 594-3062
at least 4 business days prior to the meeting.
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STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Courant HomeFinder

Real estate transactions and local properties on the market.

Every Friday.

CTShops Here
Buy, Sell, Save.

CONNECTICUT

Continued from Page B4

respected an unsolved 1975 homicide. Police said Monday on their Facebook page that William Booker, 74, was found dead in his apartment on Jan. 6, 1975, with a bullet wound in his chest. His son, Ernest Booker, found the body. The bullet was recovered from Booker and sent for ballistic examination and comparison against possible firearms, but no match was made. Police say several items in the apartment were processed for fingerprints, but no matches were made. —Associated Press

Driving Lesson Goes Awry

MANCHESTER — A woman who was learning to drive backed into her husband Sunday, plowing him against a building, police said. The incident happened on Tudor Lane early Sunday afternoon, police said. The man will survive, although at least one of his legs is broken. According to Sgt. Stephen Bresciano, the man was behind the car, directing his wife as she attempted to back into a parking spot at the apartment complex, The Oaks Apartments. For some reason, she didn't hit the brake hard enough to come to a stop before striking him and plowing him. The incident was accidental and the woman is not expected to be arrested, Bresciano said. She had an adult learner's permit. —Christine Dunnehy

Teen Hurt In Bristol Crash

BRISTOL — A teen was seriously injured when the car he was riding in crashed into a concrete wall on Tower Road, police said. The 17-year-old male was taken to a hospital in Waterbury with head and chest injuries. The driver, a 17-year-old female, had minor head and shoulder injuries, police said. —Nicholas Rondinone

Facebook Posts Plagiarized

School Board Member Silvia Admits Failing To Cite Sources

By CHRISTOPHER HOFFMAN Special to The Courant

NEWINGTON — A local parent has identified three Facebook posts on education policy that school board member Steven Silvia plagiarized and is calling on the board to discipline him. "If a student does what he did, it's three days' suspension," said Michael Branda, who said he plans to ask the board to take action against Silvia at its meeting Wednesday. "If you tell a student you can't plagiarize, then I think the board of education should lead by example." In an interview with the Courant, Silvia acknowledged plagiarizing the posts. "I'm guilty of not citing the sources," Silvia said. "My intention was to throw ideas out and share what I was reading. I didn't cite where I got that (material). I did a lot of cutting and pasting and throwing stuff out!" Silvia, a Republican elected to the school board last November, noted that Branda is a registered Democrat and suggested partisanship played a role in his actions. "It isn't just a part of politics," Silvia said. But Branda strongly denied any partisan motivation. He said he has never been involved in Newington politics and knows no local Democratic officials.

"I'm guilty of not citing the sources. My intention was to throw ideas out and share what I was reading. I didn't cite where I got that (material). I did a lot of cutting and pasting and throwing stuff out!"

Steven Silvia

"I think what really alarmed me is this is an elected official," Branda said. "That to me is misleading voters, taxpayers, parents and even teachers."

Branda said he is interested in education policy because he has a child in the school system and a second one about to attend. His wife is a teacher, but not in Newington, he said. Since last fall, Branda said he has followed and commented on the detailed and often radical policy proposals Silvia regularly posts on the popular Newington Free Speech Facebook discussion group. Silvia's posts have ruffled school admin-

istrators and other school board members, who have publicly criticized him for the practice, saying it leads readers to believe his ideas are under active consideration. He has called for spending cuts and criticized how the district spends and allocates money. Branda said he became suspicious after Silvia did not give a clear answer to his request for the source of his statements that masters degrees are of little use to teachers. He ran some of Silvia's policy pronouncements through a website that checks for plagiarism and found two posts had been lifted virtually word for word from policy papers and op-eds by Michael J. Petrilli, president of the Thomas B. Fordham Institute, a conservative education think tank. Petrilli advocates for the Common Core, charter schools and making education more cost efficient.

One of the posts in question described using online teachers for instruction and the other questioned the need for teacher aides, instructional coaches and other support staff. Silvia put up both in April 2. A third post dated Nov. 5, 2015, proposed ways to save money on textbooks and was copied all but verbatim from a website called Open Education Group. School Board Chairwoman Nancy Ferraro could not be reached for comment.

RESTAURANT FESTIVAL

Taste Of Manchester Tickets On Sale

By JESSE LEAVENWORTH

MANCHESTER — Tickets are on sale for the Taste of Manchester, a pub crawl-style event that features food and drink at restaurants. Set for May 10, the event benefits Manchester Dog Owners Group Inc., which promotes responsible dog ownership and maintains the local dog park. Tickets cost \$25 for adults and \$15 for children 12 and younger and are available at tasteofmanchesterticket.com, or at the customer service center to town hall. The price

includes visits to restaurants, free bus transportation and chances to win prizes. From 5:30 to 9 p.m., ticket holders may sample dishes and drinks prepared by Brown Sugar Catering, 21 Oak, Cosmic Onyx, Harcourt Sweet Cupcakes, Hartford Road Cafe, Hartford Road Pizzeria, The Hungry Tiger, La Bamba, La Via del Gusto, Lena's Italian Kitchen, Los Sarapes, Lucky Taco and M&H Liquors. Also participating will be Main Pub, Mike's Pizzeria, Oxford Liquors, Smoke-Not-Just-BBQ, Street's Burgers, Top Shelf Brewing and Wira Chicken. Prizes are to be awarded at an after-party set for 9 to 10 p.m. at the Army & Navy Club

on Main Street. Ticket holders who visit 10, Oak, La Bamba, La Via del Gusto and M&H Liquors will gain a chance to win a golden ticket prize, organizers said. Organizers are seeking volunteers for the night of the event. Volunteers are eligible for reduced price tickets. Visit the event website and click on the volunteer tab. Event sponsors include Eastern Connecticut Health Network, Langworthy Electrical Services, Dittman & Greer, Leaps & Bounds, Milano & MacBroom, Philly K&P, Patrick's ERA, Advanced Lighting and Sound Solutions, Julie's Barks & Bubbles and Little Theatre of Manchester.

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Ad Number: Insertion Number: Size: Color Type:

Hartford Courant media group Publication Date: 04/19/2016

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Advertisement for Dan Haar business featuring a photo of a man in a suit and the text 'Dan Haar business' and 'Hartford Courant'.

PUBLIC INFORMATIONAL MEETING State Project No. 43-703 Relocation of I-91 NB Interchange 29 and Widening of I-91 NB & Route 15 NB to I-81 Hartford and East Hartford To Be Held Tuesday, April 28, 2016 Hartford Public Works Department Keith Chapman Conference Room (3rd Floor) 50 Jennings Road, Hartford AND Thursday, April 28, 2016 Raymond Library 840 Main Street, East Hartford Open Forum for Individual Discussions with DOT Officials will begin at 6:30 p.m. Formal Presentation at 7:00 p.m. Residents, commuters, business owners, and other interested individuals are encouraged to take advantage of this opportunity to learn about and discuss the proposed project. Written questions or comments should be directed to Susan M. Libalovic, P.E. Transportation Principal Engineer Connecticut Department of Transportation P.O. Box 317546 Newington, Connecticut 06111-7546 or e-mail susan.libalovic@ct.gov Plans will be available at the Hartford Public Works Department, Permitting Office and the East Hartford Town Hall, Engineering Department two weeks prior to the meeting. Meeting facilities are ADA accessible. If language assistance is needed, please contact the Department of Transportation's Office of Communications (voice only) at (860) 594-9002 at least 7 business days prior to the meeting. E-ltrns will be made available to requests for assistance. STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

Advertisement for Crosswords EVERY DAY IN Living featuring a crossword puzzle grid and the text 'Crosswords EVERY DAY IN Living'.

PUBLIC NOTICES section containing multiple notices from various departments including the State of Connecticut, Hartford Public Works, and other local agencies.

Advertisement for UConn women's basketball featuring a photo of John Altavilla and the text 'UConn women's basketball John Altavilla a COURANT Exclusive Hartford Courant'.

POLICE BRIEFS

CONNECTICUT

Continued from Page B4

Car Involved In Fatal Hit-And-Run Found

GREENWICH — Police said Tuesday they have found the car involved in a fatal hit-and-run on Sunday and have tentatively identified the driver, but have not taken an arrest.

The car was found in Greenwich. It is in police custody and will be analyzed, Lt. Craig Gray said. Also Tuesday, police identified Edward Sotterberg, 45, of the Cox Cob section of Greenwich as the pedestrian killed on East Putnam Avenue, police said.

He was struck about 11 p.m. Sunday near Hillside Road, they said. At the time, police said the vehicle involved was a Mercedes with a damaged grill.

Even though police have tentatively identified the driver, the investigation remains open, Gray said.

No more information will be released before an arrest warrant is issued, he said.

— David Moran, *Christine Dempsey*

Ex-Hospital Official Accused Of Voyeurism

BRIDGEPORT — A former hospital official is accused of secretly administering enemas to at least four men and secretly photographing dozens more.

The Connecticut Post reported that Barry Barkinsky, 61, of Stamford, was arraigned Tuesday on four counts of fourth-degree sexual assault and 10 counts of voyeurism.

A man reported to police in December that Barkinsky had sexually assaulted and photographed him while he was enrolled in the EMT course at the Bridgeport Hospital nursing school in 2013. Barkinsky was his instructor and the hospital's emergency manager.

Police say Barkinsky turned over 2181 photographs he had secretly taken of at least a dozen nude men while he was performing a medical procedure on them.

Hospital officials say they fired Barkinsky after learning about the investigation.

Barkinsky's attorney declined to comment outside court.

— Associated Press

ENFIELD

Man Accused Of Kidnapping Daughter

Police Say Girl's Mother Assaulted

By **MIRABELLA PORTER**
mporters@courant.com

ENFIELD — An Enfield man who allegedly broke into his ex-girlfriend's home on Thompson Court, choked and pushed her and then took their young daughter has been arrested, police Chief Carl Sferazza said Tuesday.

John Moran, 27, of 20 Debra St., was charged with risk of injury to a child, second-degree reckless endangerment, third-degree assault, second-degree breach of peace, second-degree kidnapping, home invasion, second-degree threatening and interfering with an officer/resisting arrest, Sferazza said.

Moran was initially held on \$25,000 bail but a Superior Court judge reduced bail to \$25,000. The ex-girlfriend called police about 6:45 p.m. Monday to say Moran had just broken into her home and taken their 2-year-old daughter, Sferazza said. She told police that she was arguing with Moran via text "for a few hours," according to a police report.

The woman told police that Moran unlocked both the porch door and the door into her house and walked inside, according to the police report.



Moran

When the woman tried to grab her cell-phone to call police, Moran grabbed her by the neck and pushed her to the ground, police said the woman told them. She tried to get up but Moran grabbed her by the throat again, this time slamming her into a door, she told police.

Moran then grabbed the crying 2-year-old and left the house, she told police. A witness confirmed the woman's story, Sferazza said.

When police arrived at 20 Debra St., the woman told them where she believed Moran lived. Moran was at the home and answered the door, but he refused to go outside and then closed and locked the door, Sferazza said. Officers could hear the young girl screaming inside and police forced their way in, Sferazza said.

Moran was arrested, Sferazza said, adding that the girl did not appear to have any injuries and that the woman did not require hospitalization.

According to the police report, the Department of Children and Families was notified. The daughter was left in the care of her mother.

Passersby Help Driver After Fiery Crash

WALLINGFORD — Passing motorists stopped to help a driver escape his tractor trailer after a fiery crash on I-91 Tuesday morning that tied up traffic for hours, state police said. The crash happened about 4:30 a.m.

at Exit 15 in the northbound lanes when Dominique Jenkins, 26, lost control of the truck, they said. The rig struck a wire guardrail and an exit sign, which ripped the trailer apart, spilling cargo. The truck overturned and caught fire, police said. Passing motorists stopped to help Jenkins get out. He was treated at Yale-New Haven Hospital for injuries that troopers said

were minor. Jenkins was given a ticket for failure to maintain an established lane, state police said. For hours, traffic was reduced to one lane.

— Christine Dempsey

Man Naked On Beach Near Playground

WEST HAVEN — An Ansonia man was arrested Monday after police received reports that he was naked on a beach next to a playground.

David Gerrish, 49, of Chilton Street, was charged with public indecency and breach of peace, they said.

Police said they received calls about 4:30 p.m. from residents who complained that there was a naked man on Sea Bluff beach, next to a playground dedicated to a victim of the Sandy Hook massacre.

Officers found Gerrish in his vehicle in the parking lot that faces the playground, police said. He mentioned that he might have been naked for a short period of time, police said.

The playground is dedicated to Charlotte Bacon, a 6-year-old killed in December 2012 at Newtown's Sandy Hook Elementary School.

— Christine Dempsey

Man Arrested In Willimantic Stabbing

WILLIMANTIC — A Willimantic man who police said stabbed someone in the neck during a parking dispute was arrested Monday, police said.

Frederick Devon Savage, 31, of Jackson Street, was charged with first-degree assault. He is in custody on \$100,000 bail early Tuesday and was scheduled to appear at Superior Court in Danbury later in the day.

He was arrested at Superior Court in Manchester, where he was appearing on unrelated charges, Lt. Alex Coriary said.

According to police, the stabbing happened on Jan. 21 on Jackson Street. Savage argued with his roommate's friend over the parking spot the friend had picked.

— Christine Dempsey

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Farmers Market Calendar
THURSDAYS IN Flavor

State tutti invitati
INCONTRO PUBBLICO INFORMATIVO
Progetto statale n. 63-703

Ricollocamento di I-91 NB Interscambio 29
o ampliamento di I-91 NB e Strada 15 NB a I-84
Hartford e East Hartford

DATENERSI
martedì 26 aprile 2016
presso
Dipartimento dei Trasporti pubblici di Hartford
Sala conferenze Keith Chapman (2° piano)
50 Jennings Road, Hartford

Il forum aperto per discussioni individuali con gli ufficiali del Dipartimento dei Trasporti inizierà alle 18:30. Presentazione formale alle 19

Realisti, pendolari, proprietari di attività e altre persone interessate sono invitate a trarre vantaggio di questa opportunità per avere informazioni e discutere il progetto proposto.

Domande o commenti (scrivi dovranno essere inviati a Susan M. Libaque, P.E. Responsabile Trasporti
Dipartimento dei Trasporti del Connecticut
P.O. Box 317416
Newington, Connecticut 06131-7546
o per e-mail a susan.libaque@ct.gov

I piani saranno disponibili presso Dipartimento dei Trasporti pubblici di Hartford, Ufficio licenze due settimane prima dell'incontro.

Le strutture dove si terrà l'incontro sono accessibili per ADA. Se è necessario assistenza linguistica, contattare Ufficio Comunicazioni del Dipartimento dei Trasporti (solo voce) al numero (860) 593-3663 almeno 5 giorni prima dell'incontro. Vi verrà fatto sapere se è necessario.

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31 North West Springfield, Rt. 20 West
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PUBLIC NOTICES

NOTICE TO CREDITORS
ESTATE OF SPAN N. BISHOP (14-0217)
The Hon. Steven M. Telford, Judge of the Court of Probate, District of Southern Probate Court, by decree dated April 14, 2016, ordered that all claims against the ESTATE OF SPAN N. BISHOP be presented to the Hon. Steven M. Telford, Judge of the Court of Probate, District of Southern Probate Court, at the address below, within the time specified in the attached notice to creditors for a distribution of assets to the estate.

LEGAL NOTICE
I, Frank J. Williams, Jr., of the County of Hartford, State of Connecticut, do hereby certify that the following is a true and correct copy of the articles of incorporation of the corporation named herein.

NOTICE TO CREDITORS
ESTATE OF James M. Webster (14-00045)
The Hon. Leah R. Harkin, Judge of the Court of Probate, District of Southern Probate Court, by decree dated April 14, 2016, ordered that all claims against the ESTATE OF James M. Webster be presented to the Hon. Leah R. Harkin, Judge of the Court of Probate, District of Southern Probate Court, at the address below, within the time specified in the attached notice to creditors for a distribution of assets to the estate.

NOTICE TO CREDITORS
ESTATE OF Margaret M. Lupton (14-00174)
The Hon. Steven M. Telford, Judge of the Court of Probate, District of Southern Probate Court, by decree dated April 14, 2016, ordered that all claims against the ESTATE OF Margaret M. Lupton be presented to the Hon. Steven M. Telford, Judge of the Court of Probate, District of Southern Probate Court, at the address below, within the time specified in the attached notice to creditors for a distribution of assets to the estate.

NOTICE TO CREDITORS
ESTATE OF Thomas H. Housley (14-01145)
The Hon. Timothy H. Smith, Judge of the Court of Probate, District of Southern Probate Court, by decree dated April 14, 2016, ordered that all claims against the ESTATE OF Thomas H. Housley be presented to the Hon. Timothy H. Smith, Judge of the Court of Probate, District of Southern Probate Court, at the address below, within the time specified in the attached notice to creditors for a distribution of assets to the estate.

ABRIL

Jueves 21, 1:30pm-3:00pm
RALLY FOR AFFORD TO DREAM / SB147
EN HARTFORD. Apoyar y pedir a la Asamblea General de la CT para pasar SB 147. Lugar: marcha iniciará en Bushnell Park y la termina en State Capitol North Steps, 210 Capitol Ave, Hartford, CT. Mas informes al 203-482-7340, o escribiendo a: camila@c4dream.org

Jueves 21, 5:30pm
TALLER DE PRESERVACION DE ALIMENTOS EN HARTFORD. Diversos temas de conservación de los alimentos, entre ellos el enlatado, congelación, fermentación y secado. Recibirá los productos frescos, frascos para conservas y recursos de instrucción para llevar a casa. Lugar: Biblioteca Pública, 1260 Albany Ave. Hartford, CT. Más info: (860) 695-6322.

Jueves 21, 5:00pm
MARIACHI EMPERADORES DE PUEBLA EN WALLINGFORD. Disfrute de buena música mientras cena. Lugar: Plaza Azteca, 1088 Colony Rd. Wallingford. Reservaciones al 203-626-9671

Viernes 22, 3:45pm-5:00pm
DIA DEL JUEGO: ARTE Y ENTRETENIMIENTO EN HARTFORD. Todas las edades. Únase para todo tipo de juego: juegos de video en la pantalla grande, hockey de aire, futbolín y juegos de mesa. Lugar: Goodwin Branch, 460 New Britain Ave. Hartford, CT. Más info: (860) 695-7481.

Viernes 22, 7pm-11pm
MUSICA EN VIVO Y KARAOKE EN NEW BRITAIN. Todos los viernes en Sociedad Puertorriqueña. Esta vez con Pedrito Alvares y el Trío Los Liberales. Lugar: Puerto Rican Society 152 High St. New Britain.

Viernes 22, 9pm
GRUPO NYCE MERENGUE Y BACHATA EN WEST HAVEN. Lugar: Boku, 481 Campbell Ave. West Haven. Reservaciones al 203-645-4513.

Viernes 22, 6:30pm-9:30pm
TROMBEATZ CON HOMMY RAMOS Y NELSON BELLO EN HARTFORD. Happy Hours. No cover. Lugar: Casona, 681 Weathersfield Ave. Hartford.

Sábado 23, 9:00am-3:00pm
CONFERENCIA ANUAL: SALUD DE LA MUJER EN MIDDLETOWN. Aumentar la conciencia de los muchos problemas de salud que afectan a las mujeres. Cabinas de demostración. Orador Principal: Emeline Shepard. Entrada \$22.50. Lugar: Cross Street Zumba Fitness, 440 West St. Middletown, CT. Más información: http://www.eventbrite.com

Sábado 23, 9:00am-4:30pm
CODE CONNECTICUT: APRENDER A PROGRAMAR "MEDIA" (MEDIOS DE COMUNICACION) EN HARTFORD. Cada taller tendrá su propio ordenador portátil. Se ofrecerá desayuno y almuerzo. Entrada - \$20 Adultos, \$10 Estudiantes. Lugar: Resol Social Enterprise Trust, 1429 Park St. #114, Hartford, CT. Más Información: http://www.eventbrite.com

Sábado 23, 9:00pm
LOS ORIGINALES DE LA CUMBIA EN HARTFORD. Piolin Bar & Restaurant, 395 Franklin Ave. Hartford. Cover \$10

Sábado 23, 10:00am
ART LEAGUE EN WEST HARTFORD. Club de Arte para niños mayores de 6 años. Más Información visite la página: http://westhartford.org/call-for-artists.

Sábado 23, 9pm
LOS ORIGINALES DE LA CUMBIA EN HARTFORD. Lugar: Piolin Bar & Restaurant, 395 Franklin Ave. Hartford. Entrada \$10.

Sábado 23, 11pm
ORQUESTA BROADWAY EN NYACK, NY. Clases de salsa a las 8pm y bandas de salsa en vivo todos los Sábados. Best Western Nyack en Hudson 29 Route 69 Nyack, NY. Salida 11. Entrada gratis con estadía en un Hotel la noche del Sábado. Para mas información llame al (845) 358-8100.

Domingo 24, 11:30am-2:30pm
EDUARDO ROCHAS DUO EN NEW HAVEN. Barracuda Bistro, 1180 Chapel St. New Haven. Para más información llamar al 203-691-5696.

Domingo 24, 5pm-8pm
MARIACHI LOS TROVADORES DE

AMERICA EN NEWINGTON. Lugar: Puerto Vallarta, 2385 Berlin Tnpk. Newington. Reservaciones al 860-667-8080.

Martes 26, 5:30pm
CESAR VALLEJO Y LA POESIA UNIVERSAL. Lugar: Biblioteca Pública, 500 Main St, Hartford, CT. Más Info: (860) 695-6300.

Viernes 29, 8:30 am-2:00pm
2da CONFERENCIA DE ESTUDIOS LATINOAMERICANOS Y DEL CARIBE EN WILLIMANTIC. Lugar: Student Center Theater de Eastern Connecticut State University. Para más información contactar a Ricardo Pérez a: perezr@eaststnct.edu

Viernes 29, 7pm
SALSA CON SON SIETE EN BRIDGEPORT. Lugar: Edwin Rivera y Eddle Rivera. Lugar: Biju Theatre, 275 Fairfield Ave, Bridgeport. Reservaciones (203) 332-3228. Entradas: \$15 por silla en el teatro y \$18 por silla con mesa.

Sábado 30, 9:00am-5:00pm
MERCADO DE LAS PULGAS EN SIMSBURY. Un divertido día de compras, comida y música en vivo. Festival de camión de alimentos de los mejores en CT y MA. Entrada solo \$3 y gratis para los niños. Lugar: Simsbury Meadows Performing Arts Center, 22 Iron Horse Blvd. Simsbury, CT. Más Info: (860) 989-7045, http://www.simsburyvillage.com

Sábado 30, 10:15am
TALLER DE ESCRIBIR POESIA. Lugar: Biblioteca Pública, 500 Main St, Hartford, CT. Más Info: (860) 695-6300.

Sábado 30, 6:00pm
JOSE PAULO, EL CANTANTE BRASILEÑO EN HARTFORD. Celebración Lanzamiento de su nuevo CD. Lugar: Portuguese Club, 730 N. Mountain Rd, Newington, CT 06111. Más Información: (860) 268-6292.

MAYO
Jueves 5, 12:00pm-4:00pm
EVENTO DE MODA EN STAMFORD. Celebrando el Día de la Madre. Donación \$10. Lugar: Sheraton Stamford Hotel, 700 East Main St. Stamford, CT. Más Información: www.damashispansacf.com o llamando al (203) 219-1923.

Viernes 6, 9:30am-12:00pm
MEJORAR SUS PERSPECTIVAS DE CONTRATACION DEL GOBIERNO. La forma de gestionar las tres fases del evento, incluyendo la preparación, reuniones cara a cara y seguimiento. También crear una poderosa declaración de la capacidad de una página que le distinguen de la competencia. Lugar: University of Hartford, 200 Bloomfield Ave. West Hartford, CT. Más Info: http://commerce.cashnet.com/ectr

Sábado 7, 12:00pm-4:00pm
DIVERSION FESTIVAL DE LA FAMILIA EN NEW HAVEN. Celebra todo lo que New Haven tiene para ofrecer. Incluye juegos, comida y actividades. Entrada gratis. Lugar: Neighborhood Housing Service, 333 Sherman Ave. New Haven, CT. Más info: (203) 582-0598.

Sábado 7, 12:00pm-5:00pm
RIVERFRONT FESTIVAL DE ENCUENTRO. Aprender acerca de la cultura, historia y ciencia del Río Connecticut. Lugar: Harbor Park, 80 Harbor Dr. Middletown, CT. Más Info: (860) 685-3355.

Sábado 7, 11am-6pm
10TH ANNUAL SAMBA FEST EN HARTFORD. Producido por Trinity College en conjunto con Riverfront Recapture, sera una caravana de música que incluirá a los grupos artísticos de Ginga Brasileira, Sambeza, Sambusa Band, Grupo Ghetos, Conjunto Antillano presentando a Ray Gonzalez, Hartford Steel Symphony, Hartford Hot Several Brass Band, Trinity Samba Ensemble, y Trinity Steel. Lugar: Mortensen Riverfront Plaza, 300 Columbus Boulevard. Entrada Gratis free.

Martes 10,
CAMPEON DE CONNECTICUT DE LOS NIÑOS EN HARTFORD. El Centro para la Defensa de los Niños presentará con orgullo los premios de este año. Lugar: Infinity Hall, 32 Front St, Hartford, CT. Más info e-mail: ewilson@kidscounsel.org

Sábado 14, 9:00am-4:00pm
CONSULADO MOVIL DE GUATEMALA EN HARTFORD. Se brindará diferentes servicios como emisión de pasaporte, emisión de identificación consular y más. Municipalidad de Hartford, 550 Main St. Hartford, CT 06103. Para más información llamar al 212-686-3837.

Domingo 15, 9:00am-12:00pm
ROCK THE GAUNTLET EN NEW HAVEN. Carrera 5K con 20 diferentes obstáculos. Lugar: East Rock Park, 41 Cold Spring St. New Haven, CT. Más Info: (203) 458-1639, http://www.garuntraces.com

Lunes 16, 9:30am-11:30am
LOS FUNDAMENTOS DE LOS MEDIOS SOCIALES. Taller gratuito. Utilizando los medios sociales para llegar a sus clientes, miembros y las perspectivas. University of Hartford, 200 Bloomfield Ave. West Hartford, CT. Más Info: http://commerce.cashnet.com/ectr

Martes 17, 7:00pm
RECITAL POETICO EN HARTFORD. Las poetas Bessy Reyna y Martha Collins presentarán un recital. Lugar: salón cultural WordForge al lado del restaurante FireBox en Broad St. Hartford. Abierto al público.

Miércoles 18, 5:30pm
CLASE DE ABONOS ORGANICOS EN HPL DE HARTFORD. Los temas incluyen las mejores prácticas para el compostaje al aire libre. Lugar: Hartford Public Library de Hartford, en el aula de la Planta Baja. Llamar al 860.695.6322 para registrarse.

Sábado 21, 12:00pm-4:00pm
POWER HEALTH: SALUD, BIENESTAR, Y EMPODERAMIENTO EN HARTFORD. Evento gratis para la comunidad. Cada persona tiene la oportunidad para recibir más de \$1000 dólares de atención médica gratuita. Entretenimiento en vivo, bolsas de regalo, demostración de aptitudes y diversión para toda la familia. Lugar: The Boys and Girls Club, 170 Sigmourney St. Hartford, CT. Más informacion: www.Powerhealthtour.com

Lunes 23, 9:30am-11:30am
BLOGGING PARA PRINCIPIANTES EN WEST HARTFORD. Taller gratuito. Aprender sobre los tipos de blogs, los fundamentos de comenzar un blog y por qué se deben considerar los blogs para su negocio. University of Hartford, 200 Bloomfield Ave. West Hartford, CT. Más Info: http://commerce.cashnet.com/ectr

Esta Invitado a una JUNTA PUBLICA INFORMATIVA

Proyecto del Estado No. 63-703

Reubicación de I-91 NB Intersección 29 y expansión de I-91 NB y la Ruta 15 NB hacia I-84 Hartford & East Hartford

SE LLEVARA A CABO EL

Martes, 26 de Abril del 2016 en el Departamento de Obras Publicas de Hartford (DOT) Salón de Conferencias Keltu Chapman (2nd Piso) 50 Jennings Road, Hartford

Y

Jueves 28 de Abril del 2016 Biblioteca Raymond 840 Main Street, East Hartford

Foro Abierto para Discusiones Individuales con los oficiales de DOT empezuran a las 6:30 p.m. Presentación formal comienza a las 7:00 p.m.

Residentes, viajeros, dueños de negocios, y otras personas interesadas se les recomienda tomar ventaja de esta oportunidad para aprender acerca de y discutir el proyecto propuesto.

Cualquier pregunta por escrito o comentarios deberán ser dirigidos a Susan M. Libatique, P.E. Ingeniera Principal de Transportación (Transportation Principal Engineer) Connecticut Department of Transportation P.O. Box 317546 Newington, Connecticut 06131-7546 o por e-mail susan.libatique@ct.gov

Los planes estarán disponibles en el Departamento de Hartford de Obras Publicas, Oficina de Permisos y el Ayuntamiento de East Hartford, Departamento de Ingeniería dos semanas antes de la junta.

Las instalaciones para la reunión son accesibles para personas con discapacidades (ADA) Si se requiere asistencia de lenguaje, por favor contacte a la Oficina de Comunicaciones del Departamento de Transportación (hablando) al (860) 594-3662 por lo menos 5 días de negocio hábiles antes de la reunión. Se harán esfuerzos para responder a las solicitudes hechas para asistencia.

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Airport authority keeps mum on casino negotiations

Harlan Levy
Staff Inquirer

WINDSOR LOCKS — The Connecticut Airport Authority on Monday once again refused to disclose information about ongoing negotiations for a casino at Bradley International Airport, claiming the comments and discussions are exempt from the state's Freedom of Information Act.

The authority went into its fifth executive session to talk about the potential casino development, specifically designating the session topic as "negotiating strategy."

After the session, Vice Chairman Michael Long, who was presiding Monday, said, "We took no action. We didn't have any votes, we are just going to continue negotiations."

The authority also refused to reveal any details about the authority's proposal. A project competitor MGM, which is currently a project underway in Springfield, has requested documents pertaining to the airport's proposed plan under freedom-of-information laws. The authority rejected the request, saying the information is protected because negotiations are ongoing with the state's two tribes.

The Mashantucket Pequot and Mohegan, each the owner of a casino in Ledyard and Montville respectively, asked for proposals last year to jointly build a third casino north of Hartford to compete with MGM in Springfield.

Secret meetings held behind closed doors usually lead to bad news, MGM spokesman Bernard Kavalier said Monday. "We are trying to develop the rules and regulations for Connecticut's first commercial casino requires full public participation, as anything less smacks of back-room dealings which the public's interests will be ignored."

Casinos are a "significant public issue that require, as a matter of

The authority went into its fifth executive session to talk about the potential casino development, specifically designating the session topic as "negotiating strategy."

policy and law, a full and open discussion," Kavalier added. "Continued secrecy is unacceptable for residents of Windsor Locks, the region, and the state."

MGM's law firm, Carmody, Torrance, Sandak, & Hennessey, filed its complaint with the FOI Commission in February. A commission hearing officer heard arguments Thursday in Hartford.

Authority Executive Director Kevin Dillon told the authority on Monday that he testified at the hearing and reasserted the authority's argument.

"Again, we feel that we have a great position," Dillon told the board. "This is a business negotiation. We responded to an RFP (request for proposals). We do represent the public interest in that regard, and the public interest should not take a back seat to the other developer's interest in regard to a future development of a casino. ... Once the business negotiations are completed, we fully intend to release all of the documentation associated with the RFP develop-

ment as well as any communications that are germane to that development."

The airport authority submitted one of two proposals to bring a casino to Windsor Locks, offering Bradley International Airport as a site.

Sportech Venues proposed building a casino at the Winners parimutuel location. The tribes also received proposals for sites in East Hartford, East Windsor, and Hartford.

Since MMCT, the entity formed by the two tribes in seeking a third casino, stopped accepting proposals in November, the airport authority has gone into executive session during its regular meetings to discuss its casino proposal.

Airport authority General Counsel Patrick Pomerewski sent a letter to MGM's lawyers in January stating the authority won't comply with the records request, which listed 27 categories of documents, many of them pertaining to anything related to legislation that the General Assembly approved last year inviting the tribes to submit a proposal for possible gaming expansion.

The firm also requested any communications with the Mashantucket Pequot and Mohegan tribes or any entity acting on their behalf, including any comments on the issue of gaming expansion.

Additionally, the request included any communications about MGM's Springfield casino, and anything discussing whether MGM should be excluded from Connecticut's gaming expansion process.

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PUBLIC INFORMATIONAL MEETING

State Project No. 63-703

Relocation of I-91 NB Interchange 29
and Widening of I-91 NB & Route 15 NB to I-84
Hartford and East Hartford

To Be Held

Tuesday, April 26, 2016
Hartford Public Works Department
Keith Chapman Conference Room (2nd Floor)
50 Jennings Road, Hartford

AND

Thursday, April 28, 2016
Raymond Library
840 Main Street, East Hartford

Open Forum for Individual Discussions with
DOT Officials will begin at 6:30 p.m.
Formal Presentation at 7:00 p.m.

Residents, commuters, business owners, and other interested individuals are encouraged to take advantage of this opportunity to learn about and discuss the proposed project.

Written questions or comments should be directed to
Susan M. Libatique, P.E.
Transportation Principal Engineer
Connecticut Department of Transportation
P.O. Box 317546
Newington, Connecticut 06131-7546
or e-mail susan.libatique@ct.gov

Plans will be available at the
Hartford Public Works Department, Permitting Office
and the East Hartford Town Hall, Engineering Department
two weeks prior to the meeting.

Meeting facilities are ADA accessible. If language assistance is needed, please contact the Department of Transportation's Office of Communications (voice only) at (860) 594-3062 at least 5 business days prior to the meeting. Efforts will be made to respond to requests for assistance.

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Associated Press

Emergency personnel carry a woman from a rescue boat as people are evacuated Monday from an apartment complex in Houston.

Houston faces more flooding

WEATHER
CONTINUED FROM PAGE 8

For the first period of time, there's nothing we can do," he added.

Flash flooding and more rain are expected today, a day after some areas saw water levels approaching 10 inches. Scores of subdivisions are closed, schools were closed, and power was knocked out to thousands of residents who were urged to shelter in place.

In addition to its location, Houston's "gumbo" soft soil, fast-growing population and building boom that has turned empty parcels into housing developments all over the city's suburbs and exurbs make it vulnerable to high waters, experts say.

In Harris County, where Houston and many of its suburbs are located, there's been a 30 percent jump in population since 2000. Its surrounding counties have almost grown more than 10 percent since 2000, according to the Greater Houston Partnership, a business group.

Some of the resulting developments include adequate greenspace water runoff, but not all of them, said Philip Bedient, an engineering professor at Rice University.

"Could we have engineered our way out of this?" Bedient said. "If only if we started talking about infrastructure 35 or 40 years ago."

Samuel Brody, director of the Environmental Planning & Sustainability Research Unit at Texas A&M University, last year ranked Houston "the No. 1 city in America to be injured and die in a flood."

Against storms last year over Memorial Day weekend caused authorities to rescue 20 people, 17 of them drivers, from high water. Drivers abandoned at least 30 vehicles, and more than 30 homes were damaged in the

The year before, flash flooding in Houston and suburban counties left cars trapped on major highways.

Those storms still pale in comparison to the devastation wreaked by Hurricane Ike in 2008 and Tropical Storm Allison in 2001. Allison left behind \$5 billion in damages and flooded parts of downtown and the Texas Medical Center, which sits near the Brays Bayou, a key watershed.

Japan suffers aftershocks as people live in fear

By Mari Yamaguchi
Associated Press

MINAMIASO, Japan — Japan's southern quake-hit area was rattled by a strong aftershock today and rescuers found a woman's body buried under landslide rubble, raising the death toll from the twin earthquakes to 45.

More than 100,000 evacuees, some sleeping in their cars and others in gymnasiums or community centers, were bracing for another chilly night. Many people are afraid to stay in their homes as aftershocks continued to shake the area on the southern island of Kyushu, including a 5.5-magnitude tremor today.

Authorities were advising people staying in cars and shelters to move about to avoid developing deep-vein thrombosis, or blood clots that develop after being immobile for a long time. Japanese media reported that a 51-year-old woman from Kumamoto had died Monday from the condition.

At least 23 people have developed symptoms, Kyodo News service said. Saiseikai Kumamoto Hospital said today it had diagnosed 10 cases, including two peo-

ple in critical condition.

The area around Kumamoto was hit by two quakes within 28 hours of each other late Thursday and early Saturday, triggering landslides that have blocked roads. The Fire and Disaster Management Agency said nearly 1,200 houses had been destroyed.

Nine people died in the first, magnitude 6.4 earthquake, and at

least 36 died in the second which registered 7.3. About 100 have been injured.

The hardest-hit towns Mashiki, where 20 residents and Minamiaso, a remote mountain area where 11 died and the toll is creeping up as soldiers and emergency workers use backhoes and shovels to search for missing people.

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Connecticut emerges as battleground for presidential primaries

Neil Vigdor
Hartford Times

Connecticut is suddenly New Hampshire lite. A week before Democratic and Republican primary voters cast their ballots for president here, the 35th-smallest state in the nation is staging a cavalcade of White House contenders and prominent candidates to its cities and towns. Written off by most pundits as a dead-end state, Connecticut emerged as an unlikely battleground because of the inability of the Clinton and Trump camps to deliver a knockout one, but all three Clintons —

Hillary, Bill, and Chelsea — are scheduled to visit here before April 26.

"Winning Connecticut would be a nice way for the Clinton campaign to try to deprive some oxygen from (Bernie) Sanders," says Kyle Kondik, managing editor of Larry Sabato's Crystal Ball at the University of Virginia Center for Politics.

Not to be outdone, Trump is expected to squeeze in a second and possibly a third visit to the state after making his Connecticut debut Friday night in Hartford.

John Kasich is also headed back here. The Ohio governor, who is running a distant third to Trump and Texas Sen. Ted Cruz in the Republican nominating race, will hold a town hall Friday in

Glastonbury after attending a similar event two weeks ago at Sacred Heart University in Fairfield. The week before that, Kasich was fundraising in Greenwich.

Connecticut's primary falls one week after Democrats and Republicans in New York cast their ballots for president, which experts say could be a preview of how the voting will go in the Constitution State.

"In a Democratic race, if it's a close New York primary, it's going to be treated like it's crucial," said Jerold Duquette, an associate professor of political science at Central Connecticut State University in New Britain.

Trump and Clinton won their respective New York primaries on Tuesday handily.

Former first daughter Chelsea Clinton was to stump for her mother today in Hartford, where she was

expected to try to draw a contrast between her mother's record on gun control and Sanders' record. The Clinton campaign has assailed the Vermont senator on his support for a 2005 law shielding gun companies from wrongful death lawsuits such as one filed by the families of the Newtown victims.

Both Hillary and Bill Clinton are scheduled to visit the state Thursday, with the former president headlining a private fundraiser in

Westport and the former secretary of state focusing on the gun issue in a separate appearance. She is scheduled to appear at the Y in Hartford. Doors open at 10 a.m.

In Connecticut, where the Clintons met at Yale Law School, 71 Democratic delegates are up for grabs. They are awarded on a proportional basis. So far, Sanders has not scheduled a Connecticut event, which political experts say is a sign he is not serious about winning in the works.

Voter registration surges ahead of Tuesday's primary

By Susan Haigh
Associated Press

With Connecticut's presidential primary fast approaching, residents across all age brackets are registering to vote in record numbers.

Secretary of State Denise Merrill said 76,685 people registered to vote between Jan. 1 and April 13.

The largest block of new voters, 36,607, have signed up with the Democratic Party. They're followed by 23,182 new unaffiliated voters and 16,896 new Republican voters. Only registered Democrats and Republicans can vote in Tuesday's primary.

"I think that people know there's a contest and they want part of it," Merrill said. "Let's face it: For many years, Connecticut has been a battleground state. And suddenly, we're relevant."

In 2008, the last time Connecticut experienced record voter registrations, more than 34,000 people signed up to vote over a period that preceded that state's presidential primary, which was held Feb. 5 or Super Tuesday.

The surge of new voters in Connecticut could help the state's election dates differ. A Quinnipiac University poll released last week shows that Bernie Sanders leads Hillary Clinton by 10 percentage points, while 29 percent of voters who signed up between Jan. 1 and April 13 are between the ages of 18 and 29, while 5.2 percent are under the age of 18. Connecticut allows teens to register to vote.

Merrill said the youth vote is not surprising, however, considering that's traditionally where the first sign up to vote.

Although, it appears people of all ages are signing up to vote by the state's new online voter registration system, which Merrill credits for the surge in registrations. More than 50 percent of those who are registering to vote this year are using the system, which began 1½ years ago. She said one voter every two seconds or less has been signing up online in recent days.

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Progetto statale n. 63-703

Ricollocamento di I-91 NB Interscambio 29 e ampliamento di I-91 NB e Strada 15 NB a I-84
Hartford e East Hartford

DA TENERSI
martedì 26 aprile 2016
presso

Dipartimento dei Trasporti pubblici di Hartford Sala conferenze Keith Chapman (2° piano)
50 Jennings Road, Hartford

Il forum aperto per discussioni individuali con gli ufficiali del Dipartimento dei Trasporti inizierà alle 18:30. Presentazione formale alle 19

Residenti, pendolari, proprietari di attività e altre persone interessate sono invitate a trarre vantaggio di questa opportunità per avere informazioni e discutere il progetto proposto.

Domande o commenti scritti dovranno essere inviati a Susan M. Libatique, P.E.
Responsabile Trasporti
Dipartimento dei Trasporti del Connecticut
P.O. Box 317546
Newington, Connecticut 06131-7546
o per e-mail a susan.libatique@ct.gov

I piani saranno disponibili presso Dipartimento dei Trasporti pubblico di Hartford, Ufficio licenze due settimane prima dell'incontro.

Le strutture dove si terrà l'incontro sono accessibili per ADA. Se è necessaria assistenza linguistica, contattare Ufficio Comunicazioni del Dipartimento dei Trasporti (solo voce) al numero (860) 594-3062 almeno 5 giorni prima dell'incontro. Verrà fatto ogni sforzo per rispondere alle richieste di assistenza.

STATO DEL CONNECTICUT
DIPARTIMENTO DEI TRASPORTI

ATTACHMENTS

Scoping Notice



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Susan D. Merrow
Chair

ENVIRONMENTAL MONITOR

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August 18, 2015

Scoping Notices

1. **NEW!** Hartford Charter Oak Bridge, I-91, Route 15, Hartford and East Hartford

Post-Scoping Notices: Environmental Impact Evaluation (EIE) Not Required

No Post- Scoping Notice has been submitted for publication in this edition

Environmental Impact Evaluations

No Environmental Impact Evaluation has been submitted for publication in this edition.

State Land Transfers

No State Land Transfer has been submitted for publication in this edition.

The next edition of the Environmental Monitor will be published on September 8, 2015.

[Subscribe to e-alerts](#) to receive an e-mail when the Environmental Monitor is published.

Notices in the Environmental Monitor are written by the sponsoring agencies and are published unedited. Questions about the content of any notice should be directed to the sponsoring agency.

Scoping Notices

"Scoping" is for projects in the earliest stages of planning. At the scoping stage, detailed information on a project's design, alternatives, and environmental impacts does not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comments to the contact person listed for the project by the date indicated.

The following Scoping Notice has been submitted for review and comment.

1. Notice of Scoping for the Relocation of I-91 Northbound (NB) Interchange 29 and Widening of I-91 NB and Route 15 NB to I-84 Eastbound (EB)

Municipalities where proposed project might be located: Hartford and East Hartford

Address of Possible Project Location: I-91 from Interchange 27 to Interchange 29, Route 15 from the Charter Oak Bridge to I-84 EB

Purpose and Need: The purpose and need of this project is to address safety concerns associated with congestion and operational failures at Interchange 29 on I-91 NB, which connects to Route 15 NB and I-84 EB.

Project Description: The following improvements are proposed:

Widen I-91 NB from Interchange 27 to Interchange 29 - To relieve congestion, address significant safety concerns and provide an efficient I-91 to I-84 connection, I-91 NB will be widened to extend the four-lane travel lane section from Interchange 27 to Interchange 29. This widening will occur on the easterly side of I-91 NB and will require modifications to four existing bridges. A total length of approximately 6,700 feet of I-91 NB will be widened.

Relocate the I-91 NB Exit Ramp at Interchange 29 - To address the adverse vertical grade and limited capacity of the existing ramp, it is proposed to remove the existing ramp and provide a major diverge on I-91 NB just south of the overpass of Route 15. The diverge will consist of three lanes of I-91 NB traffic maintained to the right (existing condition) and two lanes to the left via a new bridge over Route 15 SB. This will require realignment of Route 15 and widening of the southern approach to the Charter Oak Bridge.

To avoid widening the Charter Oak Bridge over the Connecticut River, existing pavement markings on Route 15 NB will be modified to accommodate the added lane from the new I-91 NB Interchange 29 ramp. These four travel lanes on Route 15 NB will be carried across the bridge to the existing lane-drop at Interchange 90 to Route 2 and Route 5.

Widen Route 15 NB from the Charter Oak Bridge to the Silver Lane Underpass - Due to the proximity of the four lane merge and lane-drop at Interchange 90, it is proposed that Route 15 will be widened to three travel lanes from Interchange 90 to the Silver Lane underpass, prior to merging with I-84 EB. This widening addresses congestion concerns on Route 15 and allows for a more desirable distance prior to the I-84 EB merge. The improvement will require widening two bridges on Route 15 (Route 15 over Route 5 and Route 15 over Silver Lane).

Project Maps: Click [here](#) to view a map of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: Friday **September 18, 2015.**

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address or email below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by Friday **August 28, 2015.**

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name: Mr. Mark W. Alexander, Transportation Assistant Planning Director

Agency: Connecticut Department of Transportation
Bureau of Policy and Planning

Address: 2800 Berlin Turnpike, Newington, CT 06131

E-Mail: dot.environmentalplanning@ct.gov

If you have questions about the scoping for this project, contact:

Name: Mr. Sebastian Cannamela, Transportation Supervising Engineer

Agency: Connecticut Department of Transportation
Bureau of Engineering and Construction

Address: 2800 Berlin Turnpike, Newington, CT 06131

Phone: 860-594-2698

E-Mail: Sebastian.Cannamela@ct.gov

Post-Scoping Notices: Environmental Impact Evaluation Not Required

This category is required by the October 2010 revision of the [Generic Environmental Classification Document](#) for State Agencies. A notice is published here if the sponsoring agency, after publication of a scoping notice and consideration of comments received, has determined that an Environmental Impact Evaluation (EIE) does not need to be prepared for the proposed project.

No Post-Scoping Notices have been submitted for publication in this edition.

EIE Notices

After Scoping, an agency that wishes to undertake an action that could significantly affect the environment must produce, for public review and comment, a detailed written evaluation of the expected environmental impacts. This is called an [Environmental Impact Evaluation](#) (EIE).

No Environmental Impact Evaluation has been submitted for publication in this edition.

State Land Transfer Notices

Connecticut General Statutes [Section 4b-47](#) requires public notice of most proposed sales and transfers of state-owned lands. The public has an opportunity to comment on any such proposed transfer. Each notice

ATTACHMENTS

Scoping Notice Comments Received



**CONNECTICUT DEPARTMENT OF
ENERGY & ENVIRONMENTAL PROTECTION
OFFICE OF ENVIRONMENTAL REVIEW
79 ELM STREET, HARTFORD, CT 06106-5127**

To: Mark W. Alexander – Transportation Assistant Planning Director
DOT - Bureau of Policy & Planning, 2800 Berlin Turnpike, Newington

From: David J. Fox - Senior Environmental Analyst **Telephone:** 860-424-4111

Date: September 18, 2015 **E-Mail:** david.fox@ct.gov

Subject: I-91 & Route 15 Project, Hartford and East Hartford

The Department of Energy & Environmental Protection (DEEP) is responding to the Notice of Scoping for the project to widen I-91 and Route 15 in Hartford and East Hartford. The following comments are submitted for your consideration.

The Natural Resources Conservation Service's Soil Survey depicts the area between the Connecticut River and Interchange 90 in East Hartford as Fluvaquents-Udifluvents complex, frequently flooded soils. Any work or construction activity within the inland wetland areas or watercourses on-site will require a permit from the Inland Water Resources Division (IWRD) pursuant to section 22a-39(h) of the Connecticut General Statutes (CGS). Existing wetlands and watercourses at the site should be delineated by a certified soil scientist and their functional values should be evaluated. Unavoidable impacts should be mitigated and buffer areas established to further protect wetlands and watercourses. The degree of impact should be quantified by acreage and a discussion of the functional values that would be lost or impaired should be included in any CEPA document.

The only area within the 100-year flood zone on the Flood Insurance Rate Map for Hartford is riverward of the dike at the base of the Charter Oak Bridge. In East Hartford, the 100-year flood zone extends to the northbound Interchange 90 off-ramp. If any construction will occur within the 100-year flood zone, the project must be certified as being in compliance with flood and stormwater management standards specified in section 25-68d of the CGS and section 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA) and receive approval from the Department.

Any work or construction activity within tidal, coastal or navigable waters requires authorization from the Office of Long Island Sound Programs (OLISP) pursuant to the Structures, Dredging and Fill Act, section 22a-359 through 22a-363f of the CGS. The regulatory jurisdiction limit is the area up to and including the elevation of the coastal jurisdiction line (CJL) as determined for the State's major tidal waterbodies. The CJL for the Connecticut River in Hartford and East Hartford is 3.8' NAVD88. Certificates of Permission can be issued for certain minor activities in accordance with sections 22a-361 through 22a-363c of the CGS. The specific activities eligible under this program are listed in CGS section 22a-363b and include substantial maintenance and minor alterations of authorized or pre-jurisdiction structures or fill and other enumerated minor activities. Certain activities, such as restriping the bridge to provide

an extra lane, are considered routine maintenance activities and do not require prior authorization. The practice of notifying OLISP of routine maintenance should be continued.

The opportunity to introduce treatment measures to the stormwater collection system as part of the project should be explored. Constraints involved in this urban location, including soil suitability, space limitations, conflicts with existing utilities, and maintenance requirements, are recognized. However, emerging technologies may provide workable solutions.

The Natural Diversity Data Base (NDDB) had made a preliminary assessment of the project. There are several records of extant species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or special concern that occur within the project corridor. These are species associated with the Connecticut and Hockanum River. As planning for this project proceeds, ConnDOT should submit a Request for NDDB Review that includes additional information detailing the areas that will be impacted by construction.

The Natural Diversity Data Base response includes all information regarding critical biological resources available at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey and cooperating units of DEEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available.

In order to mitigate potential air quality impacts from construction activities, the Department typically recommends the following measures.

For large construction projects, the Department typically encourages the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

The Department also encourages the use of newer on-road vehicles that meet either the latest EPA or California Air Resources Board (CARB) standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of the Department.

As construction commences, the discovery of hazardous materials, hazardous waste and/or contaminated soils would be a potential throughout the project corridor. A site-specific hazardous materials management plan should be developed prior to commencement of construction and a health and safety plan for construction workers should also be prepared. The Department's standard comments concerning construction projects in urban areas are submitted for your information:

Development plans in urban areas that entail soil excavation should include a protocol for sampling and analysis of potentially contaminated soil. Soil with contaminant levels that exceed the applicable criteria of the Remediation Standard Regulations, that is not hazardous waste, is considered to be special waste. The disposal of special wastes, as defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA), requires written authorization from the Waste Engineering and Enforcement Division prior to delivery to any solid waste disposal facility in Connecticut. If clean fill is to be segregated from waste material, there must be strict adherence to the definition of clean fill, as provided in Section 22a-209-1 of the RCSA. In addition, the regulations prohibit the disposal of more than 10 cubic yards of stumps, brush or woodchips on the site, either buried or on the surface. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: [Special Waste Fact Sheet](#).

The Waste Engineering & Enforcement Division has issued a *General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer)* (DEP-SW-GP-001). It establishes a uniform set of environmentally protective management measures for stockpiling soils when they are generated during construction or utility installation projects where contaminated soils are typically managed (held temporarily during characterization procedures to determine a final disposition). Temporary storage of less than 1000 cubic yards of contaminated soils (which are not hazardous waste) at the excavation site does not require registration, provided that activities are conducted in accordance with the applicable conditions of the general permit. Registration is required for on-site storage of more than 1000 cubic yards for more than 45 days or transfer of more than 10 cubic yards off-site. A fact

sheet describing the general permit, a copy of the general permit and registration forms are available on-line at: [Soil Management GP](#).

Thank you for the opportunity to review this proposal. If you have any questions concerning these comments, please contact me.

cc: Jeff Caiola, DEEP/IWRD
Micheal Grzywinski, DEEP/OLISP
Robert Hannon, DEEP/OPPD
Dawn McKay, DEEP/NDDB
Ellen Pierce, DEEP/APSD



STATE OF CONNECTICUT

OFFICE OF POLICY AND MANAGEMENT
INTERGOVERNMENTAL POLICY DIVISION

September 18, 2015

Mr. Mark Alexander
Connecticut Department of Transportation
Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131

Re: Notice of Scoping:
Relocation of I-91 Northbound (NB) Interchange 29 and Widening of I-91 NB and Route
15 NB to I-84 Eastbound (EB)

Dear Mark:

The Office of Policy and Management (OPM) has reviewed the Notice of Scoping for DOT's proposed I-91/Rt 15 project and submits the following comments:

- The section of highway to be addressed by this project already serves as an alternate route enabling long-distance traffic to bypass Hartford via I-91 and I-691 or Rt 9. Because of that function, it seems plausible that this capacity might influence the planning and design for the I-84 Hartford Project. Decisions regarding the I-84 project certainly could influence the demand placed on this section of I-91 and Rt 15, which could be a vital link during construction of the I-84 Hartford Project or even afterwards, depending on the approach taken with I-84.


The public should be made aware of how decisions regarding this I-91/Rt 15 project might affect or be affected by the functioning of the broader-scale highway network, both in the short and in the long term. The Notice of Scoping, however, is silent on such implications and treats the I-91/Rt 15 project in isolation from associated state actions or proposed actions. While it is too late for this particular scoping notice, would it be possible for future DOT scoping notices to also include information about how individual projects fit into the broader picture?

- In addition to its highway projects, Connecticut is making significant investments in other transportation modes in the Hartford area and out along the I-91 and I-84 corridors. How might those investments or other changes impact the long-term need for the proposed I-91 project and, similarly, how might the proposed I-91/Rt 15 project impact other regional or corridor transportation initiatives?
- Because of the limited information provided by the Notice of Scoping's project description and map, it is difficult to envision the potential impacts of the proposed project on areas adjacent to the highway. Given the intensity of development in those areas and the magnitude of recent private and public investment, it is important to understand the full extent of those potential impacts. It would be helpful if such a scoping notice included aerial imagery illustrating additional lanes, new alignments and other such changes.

- Public discussions about the I-84 Hartford Project are highlighting that highway design choices can not only impact the broader transportation system and the surrounding community, but also impose significant long-term financial obligations on the state. What is the I-91/Rt 15 project's impact on the state's long term maintenance obligations and how are long-term costs of different options accounted for in DOT's decision-making process?

Thank you for the opportunity to respond to this Notice of Scoping and please feel free to contact me if you have any questions.

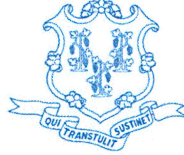
Sincerely:



Bruce Wittchen
Office of Policy & Management
450 Capitol Ave, MS# 54ORG
Hartford, CT 06106
(860) 418-6323
bruce.wittchen@ct.gov

STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC HEALTH

Jewel Müllen, M.D., M.P.H., M.P.A.
Commissioner



Dannel P. Malloy
Governor
Nancy Wyman
Lt. Governor

September 16, 2015

Mr. Mark Alexander
Transportation Assistant Planning Director
CT Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Re: Notice of Scoping for the Relocation of I-91 Northbound (NB) Interchange 29 and widening of I-91 NB and Route 15 NB to I-84 Eastbound

Dear Mr. Alexander:

The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area; therefore, the Drinking Water Section has no comments at this time.

Sincerely,

A handwritten signature in blue ink that reads "Patricia Bisacky".

Patricia Bisacky
Environmental Analyst 3
Drinking Water Section



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Hartford, Connecticut 06134-0308
www.ct.gov/dph

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Andrews, Meredith L

From: Fleming, Kevin
Sent: Thursday, September 10, 2015 7:28 AM
To: Andrews, Meredith L
Subject: FW: Notice of Scoping for the Relocation of I-91 Northbound (NB) Interchange 29 and Widening of I-91 NB and Route 15 NB to I-84 Eastbound (EB)

FYI, our first comment

From: Structures Consulting [mailto:rht_pe@charter.net]
Sent: Wednesday, September 09, 2015 11:32 PM
To: DOT Environmental Planning
Cc: Cannamela, Sebastian A
Subject: Notice of Scoping for the Relocation of I-91 Northbound (NB) Interchange 29 and Widening of I-91 NB and Route 15 NB to I-84 Eastbound (EB)

Gentlemen:

When the Charter Oak bridge (COB) was reconstructed beginning in 1988, the one of the motivations/ justifications for its reconstruction was the abandonment of a complete I-291 beltway. The goal at the time (allegedly) was to divert as much traffic as possible from the Founder's Bridge connection to I-84 East. The I-91 North to I-84 East connection was to be enhanced by this new and improved COB, which ultimately did not accomplish the intent.

Now with that said, please consider my input on this proposed project.

1. Improvements to I-91 NB from interchange 27 to interchange 29 are warranted. I'm not convinced that they need to be as extensive as proposed however. I will acknowledge that it can be confusing as one drives North from Wethersfield to determine when it is appropriate to get into the right-most lane in anticipation of exiting to I-84 East.

2. I would agree that the divergence of traffic (I-91N & I-84E) should occur just after interchange 27. I also agree that maintaining 4 lanes of traffic from interchange 27 to interchange 29 is justified. It is at this point I disagree with the rest of the plan. I feel it would be less costly to complete the split (divergence) just North of the I-91N bridge over CT 15 North and begin a grade separation at this point, raising the 2 right lanes to prepare for the climb up to the COB, while the 2 left lanes continue as I-91N. This avoids the costly construction of a flyover to bring the I-84 bound traffic (left 2 lane exit) over I-91N to connect to the COB. Since the single lane elevated connection from I-91N to the COB does not have the width to accommodate 2 lanes, its reconstruction (and improved vertical profile) is justified. Using reinforced earth to accomplish the vertical grade separation will minimize the ROW width impacts.

3. Re-striping the NB side of the COB from 3 lanes to 4 is possible, though I am not enthused about losing an adequate shoulder for break-downs. Dropping off one lane at interchange 90 is appropriate and consistent with current traffic patterns. Continuing with 3 lanes to interchange 91 (exit to Silver Lane) and dropping one lane at interchange 91 makes sense. After the recent improvements to the bridge over Silver Lane, and considering the minimal congestion from interchange 91 to the merge with I-84 EB, I see no justification to the widening/reconstruction of the bridge over Silver Lane just past exit 91.

I could never understand the disparity in infrastructure improvements that were made as a part of the COB reconstruction, when one considers the volume of NY-to-Boston traffic along this corridor.

Best regards,

Ralph H. Tulis, P.E.

Structures Consulting

rht_pe@charter.net

860 684-6404 (home/office)

860 986-2104 (cell)



ATTACHMENTS

Environmental Review (CTDOT)

memorandum

COM-09A REV. 2/91 Printer on Recycled or Reclaimed Paper

subject:

ENVIRONMENTAL REVIEW FORM

Project No : 63-703

Bridge Number : Various

Town/City : Hartford and East Hartford

Date : ~~Nov 18, 2014~~ Rev. 10/ 22/ 2015

to: Ms. Susan M. Libatique
Transportation Principal Engineer
Bureau of Engineering and Construction

from: Mark W. Alexander
Transportation Assistant Planning Director
Bureau of Policy and Planning

Mark W. Alexander

Digitally signed by Mark W. Alexander
DN: cn=Mark W. Alexander, o, ou, email=Mark.W.Alexander@ct.gov, c=US
Date: 2014.11.18 10:17:35 -05'00'

Please note, this is not a permit need determination form. Please submit permit need determination form to Water Resources Unit of the Office of Environmental Planning if you have not previously done so. The Office of Environmental Planning has reviewed the subject activity and notes the following environmental concerns and makes certain recommendations:

Throughout the duration of a project design, the Project Engineer is responsible to request an update of the entire Environmental Review Form every three years.

1. Socio-Economic

- Investigate displacement of families, businesses.
- Investigate potential impacts to minorities, local institutions, emergency services, and low-income neighborhoods.
- No apparent conflict with or impact to socio-economic resources.
- Project area is in a census tract containing certain ethnic populations with over 5% Limited English Proficiency.
- A conceptual stage relocation survey may be required. Please contact the Rights of Way Administrator.

Other : **Project census tracts have populations with significant Italian and Spanish speaking populations with Limited English Proficiency.**

2. Parks/Wildlife Refuges/Scenic Roads/Bikeways

- Investigate whether publicly owned parks, recreation areas and/or wildlife and waterfowl refuges are to be affected. Investigate Possible Section 4(f) and/or Section 6(f) Processing.
- This road has been/is in the process of being designated as a Scenic road under P.A. 87-280. Contact the Scenic Roads Committee Chairman, Colleen Kissane at 2132, for further information.
- There may be a conflict and/or impact to a State Bikeway. Contact Melanie Zimyeski, Transportation Supervising Planner, Office of Intermodal Planning at x2144.
- No apparent conflict/impact on publicly owned parks, recreation areas, refuges, scenic roads and/or bikeways.

Other :

Name: Kevin Fleming

Extension: 2924

ENVIRONMENTAL REVIEW FORM

Project No: 63-703

Town/City: Hartford and East
Hartford

3. Historical and Archaeological Resources

The Office of Environmental Planning (OEP) makes the following determination or recommendations based on the research and/or field review of the project Area of Potential Effect (APE). In many cases, the recommendations are provisional and will be finalized through consultation with the State Historic Preservation Office (SHPO) and any other relevant local, State, and Federal Agencies. A finding letter from SHPO will be relayed to the project proponent upon receipt by OEP. For certain other FHWA funded minor transportation projects, the OEP can make final findings or determinations of effect under the terms of a Programmatic Agreement. No SHPO letter will be received for these projects. Instead a determination form will be transmitted directly from OEP. Tribal consultation is a separate process. Notification of the outcome of Tribal consultation will come to project proponents either from the sponsoring Federal Agency via OEP or directly from the Federal Agency.

- The OEP has determined a finding of "**No Historic Properties Affected**" for this project -as presented- under Section 106 Programmatic Agreement. **No further consultation with SHPO is necessary.** *Note: This finding does not satisfy Tribal consultation.* See comment box on the following page for additional details.
- The OEP recommends a finding of "**No Historic Properties Affected**" for this project under Section 106 and/or CEPA. OEP will consult with SHPO and/or the lead Federal agency for a final determination of effect. *Note: This recommendation does not satisfy Tribal consultation.* See comment box on the following page for additional details.
- The OEP recommends a finding of "**No Adverse Effect**" on Historic Properties within the APE of this project under Section 106 and/or CEPA. OEP will consult with SHPO and/or the lead Federal Agency for a final determination of effect. *Note: This recommendation does not satisfy Tribal consultation.* See comment box on the following page for any conditions.
- The OEP recommends a finding of "**Adverse Effect**" on Historic Properties within the APE of this project under Section 106 and/or CEPA. OEP will consult with SHPO and/or the lead Federal Agency for a final determination. Mitigation and a Memorandum of Agreement will likely be required. *Note: This recommendation does not satisfy Tribal consultation.* See comment box on the following page for additional details.
- Additional Section 106 and/or CEPA processing required because of possible effect to **known** historic:
- | | | | |
|-------------------------------------|--|---|---|
| <input type="radio"/> Structures(s) | <input type="radio"/> Bridge(s) | <input type="radio"/> State Register Historic District(s) | <input type="radio"/> Local Historic District(s) |
| <input type="radio"/> Cemetery(ies) | <input type="radio"/> Tribal Land(s) | <input type="radio"/> National Historic Landmark(s) | <input checked="" type="radio"/> National Register Historic District(s) |
| <input type="radio"/> Town Green(s) | <input type="radio"/> Archaeological Site(s) | <input type="radio"/> State Archaeological Preserve(s) | |
- Avoidance is recommended. Please contact OEP for coordination.

- Section 4(f) documentation for use of Historic Properties may be necessary.
- The project APE has moderate to high archaeological sensitivity. Field survey will be required if avoidance is not possible. Please contact OEP for coordination.
- The project APE has a structure or structures that could be eligible for the National Register of Historic Places. Avoidance or further investigation is recommended by OEP. Please contact OEP for coordination.
- A bridge on the project has been identified as listed in the Connecticut's Historic Bridge Inventory. Rehabilitation must be carried out in accordance with the Connecticut Bridge Inventory Preservation Plan (1991). Please contact OEP for coordination.
- After review by OEP staff, it has been determined that this project is exempt from a Section 106 review. Please see comments for further information.

3. Historical and Archaeological Resources cont.

The project will effect a resource that is in the Quinebaug-Shetucket Heritage Corridor or The Upper Housatonic Valley Heritage Area. Please contact OEP for coordination.

Comments: **There are discrete areas of archaeological sensitivity at the southern extreme of the APE at Interchange 27 between I-91 and the Wilbur Cross Pkwy, on the east bank of the Connecticut River and along its confluence with the Hockanum, and at the far northeastern extent of the APE at the Interchange with Silver Lane. Any ground disturbing work outside the existing right-of-way in these areas may necessitate cultural resource field survey.**

APE encroaches upon the Old Wethersfield Historic District at its extreme southern limits. Any off pavement work in this area will require consultation with SHPO. Bridges themselves are not eligible for the National Register.

Designation of any off-site environmental mitigation site will require additional analysis.

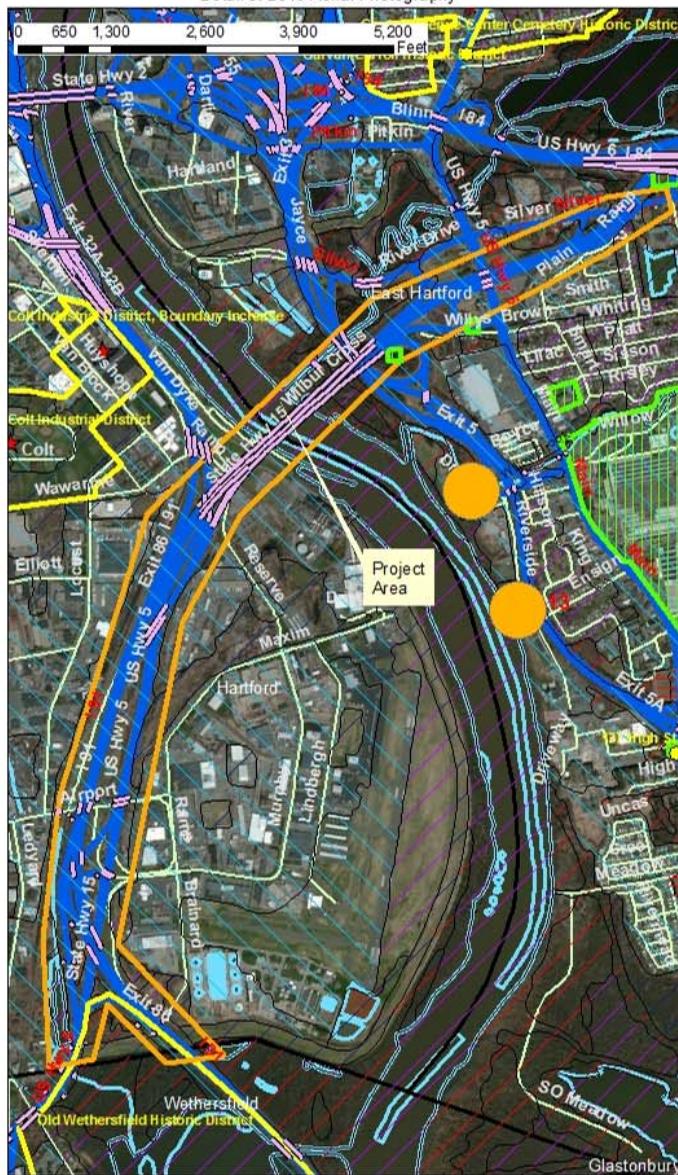
Name: Scott Speal

Attachments :

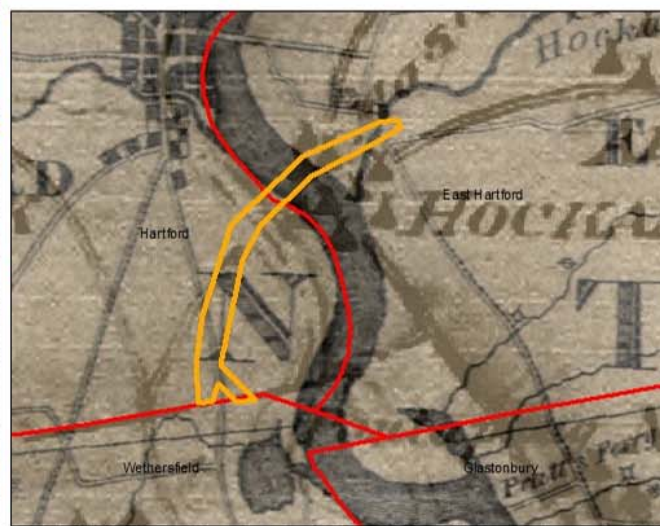
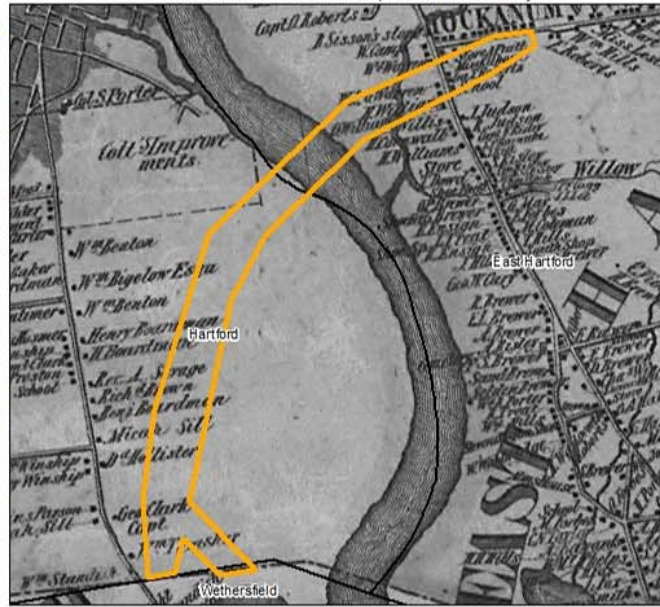
Extension: 2918

Map Photograph Other

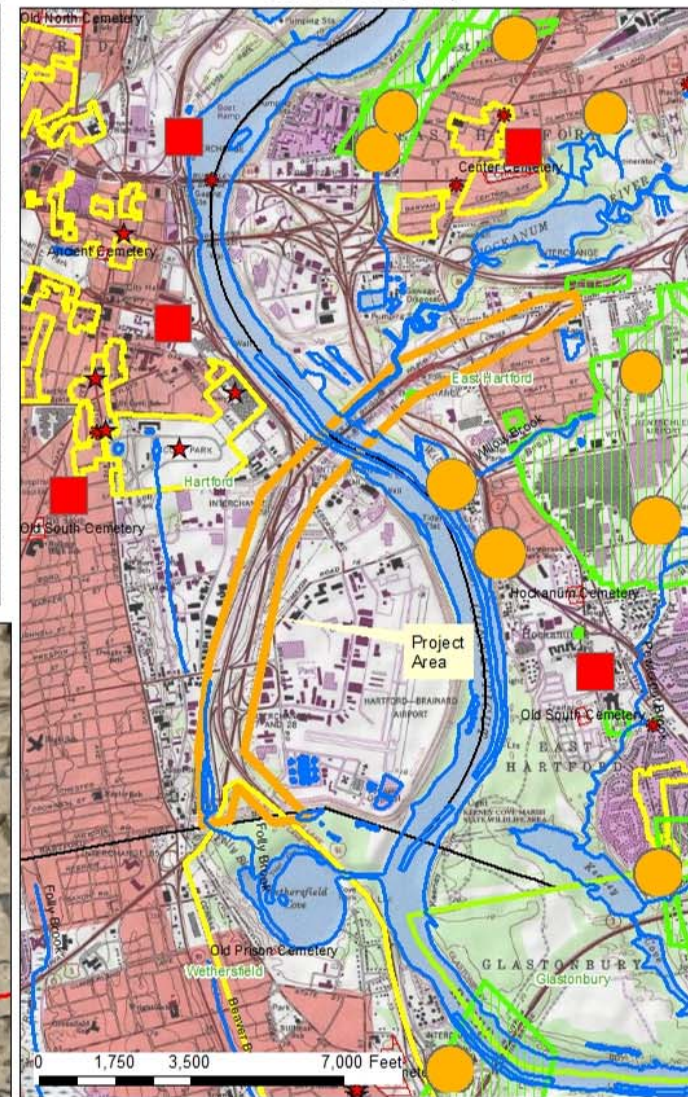
Detail of 2010 Aerial Photography



Detail of 1855 Woodford Map of Hartford County



Detail of USGS Topo Map



**Office of Environmental Planning
Environmental Review - Historical and
Archaeological Resources**

State Project No. 63-703
Improvements on I-91 North
to Route 15 and I-84 East
Hartford & East Hartford

**Approximate Location
of Archaeological Site**

- Historic
- Pre-Contact
- Unknown

**Predicted Archaeological
Soil Sensitivity**

- | | | | |
|--|----------|--|---------|
| | High | | Low |
| | Moderate | | Poor |
| | Variable | | Unknown |

Project Area

Natl Hist Landmarks

NRHP Structures

Historic Districts

Previous Arch Surveys



September 16, 2014

ENVIRONMENTAL REVIEW FORM

Project No: 63-703

Town/City: Hartford and East
Hartford

4. Water Resources - Please note, this is not a Permit Need Determination Form. Contact must be made with the Water Resources Unit during scoping via a Permit Need Determination Form.

Water resource concerns:

- a. Surface Supply Watershed, Name of Watershed:
- b. Potential Water Company Lands, Name of Water Company:
- c. Wells: Community Non-community Aquifer Protection, See Comments:
- d. Sole Source Aquifer: Pootatuck (Newtown - Monroe), Pawcatuck (Stonington & N. Stonington)
- e. Wild and Scenic River: Farmington River Eightmile River Pawcatuck River
- f. Aquifer Protection Area: Level A (Final) Level B (Preliminary)

Comments :

None of the above water resource concerns are present.

Although there are no Federally listed Species in the project area, GIS database shows that there are state species. Any further coordination with CTDEEP , if required, will take place through the permit needs determination process.

5. Natural Resources

Threatened or Endangered Species:

- DEEP Natural Diversity Database Mapping indicates that there are no records of listed species in the project area.

Map Reference Date **JUNE 2014**

There is an indication that there may be listed species present in the area.

- Project is located (IN) (NEARBY) an area of possible concern. Coordination with the the Water and Natural ResourcesUnit is necessary.

Name: Kevin Fleming

Extension: 2924

ENVIRONMENTAL REVIEW FORM

Project No: 63-703

Town/City: Hartford and East
Hartford

6. Air Quality

This project is included in the State / Regional Transportation Improvement Program which the FHWA has determined to be in conformance.

A Project Level Air Quality Conformity Determination is not required. This project type is exempt under the Clean Air Act pursuant to 40 CFR 93.126.

Project Type:

If the project is Federally funded, please include the following paragraph in the Categorical Exclusion request letter to the FHWA:

"This project is located within the boundaries of the portion of the state which has been classified as attainment maintenance for carbon monoxide (CO), as attainment for PM 2.5 and non-attainment for Ozone, and attainment for PM 10. This project type has been determined to be exempt from the requirement that a conformity determination be made in accordance with the Final Rule on conformity."

A Project Level Air Quality Conformity Determination is required. Contact the Travel Demand / Air Quality Modeling Unit for information (594-2029)

A Carbon Monoxide analysis may be required for this project. An intersection level of service (LOS) analysis is required to determine conformity. For projects affecting signalized intersections that are LOS D, E, or F or those that will change to LOS D, E, or F because of increased traffic volumes related to the project, a carbon monoxide air quality assessment is required and will be prepared by the Travel Demand / Air Quality (TD/AQ) Modeling Unit. Transmit the following information by memorandum or e-mail to (TD/AQ) Office:

1. Appropriate traffic (peak hour).
2. Proposed signalization showing:
 - a) sequencing and timing
 - b) lane arrangement (40 ft. or Metric equivalent Scale)

Other:

If this project qualifies as an Individual Categorical Exclusion please insert the following paragraph in the Categorical Exclusion request letter to FHWA:

"This project is located within the boundaries of the portion of the state which has been classified as nonattainment for PM 2.5 and attainment maintenance for PM 10 and a project level conformity determination is required. However, this project is not of the type listed in 40 CFR 93.123 (b)(1) as an air quality concern. Therefore, Clean Air Act and 40 CFR 93.116 requirements are met without an explicit PM 2.5/PM 10 hotspot analysis."

The project is located in an area that has been classified as non-attainment for PM 2.5 and/or attainment maintenance for PM 10, and a project level qualitative hotspot analysis is required to determine conformity. Please contact the Travel Demand / Air Quality Modeling Unit (594-2029).

ENVIRONMENTAL REVIEW FORM

Project No: 63-703

Town/City: Hartford and East
Hartford

- This project is exempt from an analysis or discussion of Mobile Source Air Toxics (MSAT) effects for one or both of the following reasons, in accordance with FHWA Interim Guidance Memorandum dated September 30, 2009.
(http://www.fhwa.dot.gov/environment/air_quality/air_topics/policy_and_guidance/00109guidemem.cfm):
- Project is categorically excluded under 23 CFR 771.117(c); and/or
 - Project is exempt under the Clean Air Act pursuant to 40 CFR 93.126
- This project has no meaningful potential Mobile Source Air Toxics (MSAT) effects. The following language must be included in the project record in order to satisfy FHWA's MSAT documentation requirements in accordance with FHWA Interim Guidance Memorandum dated September 30, 2009
(http://www.fhwa.dot.gov/environment/air_quality/air_topics/policy_and_guidance/00109guidemem.cfm):

"The purpose of this project is to (*insert major deficiency that the project is meant to address*)

By constructing (*insert major elements of the project*).

This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

- This project has potential MSAT effects and a MSAT qualitative or quantitative analysis is required. Please contact the Travel Demand / Air Quality Modeling Unit for information (594-2029).

- Other: This project is not located within an existing Connecticut PM 2.5 non-attainment area and attainment maintenance for PM 10 and therefore does not require a project level hot-spot air quality analysis.

Name: Matthew Cegielski

Extension: 2029

ENVIRONMENTAL REVIEW FORM

Project No: 63-703

Town/City: Hartford and East
Hartford

7. Noise

- No Analysis Required
- A FHWA noise analysis would be required.
- A FTA noise analysis would be required.
- The referenced project meets the criteria for a Type III project established in 23 CFR 772. Therefore, the projects requires no analysis for highway traffic noise impacts. Type III projects do not involve added capacity, construction of new through lanes or auxiliary lanes, changes in the horizontal or vertical alignment of the roadway or exposure of noise sensitive land uses to a new or existing highway noise source. CTDOT acknowledges that a noise analysis is required if changes to the proposed project result in reclassification to a Type I project.
- Other *Monitoring of traffic noise levels at the apartments located along Route 5/15 in East Hartford.*

The following shall be referenced in carrying out this section:

23 CFR 772 (July 2011)

**Connecticut Department of Transportation Highway Traffic Noise Abatement Policy for Projects Funded
by the Federal Highway Administration (July 2011)**

Highway Traffic Noise Analysis and Abatement Policy and Guidance (June 1995)

Transit Noise and Vibration Impact Assessment (May 2006)

Projects will be assessed on a case by case need for State Funded Projects

Name: Desmond P. Dickey

Extension: 2945

ENVIRONMENTAL REVIEW FORM

Project No: 63-703

Town/City: Hartford and East
Hartford

8. Recommendations

- a. Federal/State, Federal/Local Funds or Federal Funds. The Office of Environmental Planning recommends that this activity be classified a **CATEGORICAL EXCLUSION**. This recommendation does not preclude the need for a Coastal Area Management Consistency Statement, environmental permits, Section 4(f) Statements, Section 106 processing or other environmental coordination. IF THE PROJECT IS FEDERAL HIGHWAY ADMINISTRATION FUNDED AND/OR FEDERAL TRANSIT ADMINISTRATION, A CATEGORICAL EXCLUSION DETERMINATION TO THAT EFFECT MUST BE SUBMITTED BY YOUR OFFICE TO THE FHWA/FTA FOR APPROVAL OF THE EXCLUSION WITH THIS FORM ATTACHED. No significant environmental impacts are foreseen resulting from the activity(s). No further analysis is required under CEPA unless stated below.
- b. Federal/State, Federal/Local Funds or Federal Funds. The Office of Environmental Planning recommends a **FEDERAL ENVIRONMENTAL ASSESSMENT/STATE ENVIRONMENTAL IMPACT EVALUATION** be prepared. Contact this Office for scheduling.
- c. Federal/State, Federal/Local Funds or Federal Funds. The Office of Environmental Planning recommends a **FEDERAL ENVIRONMENTAL IMPACT STATEMENT/STATE ENVIRONMENTAL IMPACT EVALUATION** be prepared. Contact this Office for scheduling.

KF Revised
10/22/2015

9. Recommendations

- a. State Funds. The Office of Environmental Planning feels this activity does not require an Environmental Impact Evaluation as no significant environmental impacts are foreseen resulting from the activity(s). No further analysis is required under CEPA. This recommendation does not preclude the need for environmental permits or other environmental coordination
- b. State Funds. The Office of Environmental Planning recommends that the Environmental Concerns noted, plus any others that may arise, be investigated through the preparation of an **ENVIRONMENTAL IMPACT EVALUATION**. Contact this Office for scheduling.
- c. State Funds. In accordance with CTDOT's Environmental Classification Document (ECD), this project classifies as an action whose degree of impact is indeterminate, but has the potential for environmental impacts. A public scoping process must occur in accordance with Section 22a-1b(b) of the Connecticut General Statutes, and must be scoped in the Environmental Monitor. CTDOT shall take into consideration comments received and shall prepare a written memorandum that documents its findings and subsequent determination of the proposed action's significance. Said memorandum shall be posted in the Environmental Monitor, unless it is determined that an EIE shall be prepared. Please contact this office for further coordination.

10. Recommendations

- Further analysis is needed to establish in which category this activity falls. The Office of Environmental Planning recommends that further information based upon your investigation of Environmental Concerns No. 1-7 be developed, and that your office subsequently contact the Office of Environmental Planning so that a determination can be made.

11. Recommendations

- This project does not meet the definition of a major metropolitan transportation investment, as defined in 23 CFR Part 450.104, and does not require a Major Investment Study.

- 12. Comments: Due to the magnitude/scope of the project, OEP believes that the project falls under Category II(h) of CTDOT's Environmental Classification Document - Any significant action that may significantly affect the environment in an adverse manner. Therefore, this project will require scoping in the Environmental Monitor under CEPA to solicit public/ regulatory agency comments to determine if an EIE is required. Please contact Kevin Fleming at x2924 to discuss this requirement.**

It has since been determined that this project will require a Federal EA / State EIE - KF Revised 10/22/2015

Print Form

Reset Form

Name: Stephen Delpapa

Extension: 2941

August 2013

ATTACHMENTS

Preliminary Permit Need Determination Form (CTDOT)



CONNECTICUT DEPARTMENT OF TRANSPORTATION

PERMIT NEED DETERMINATION FORM

A location map, detailed project description and any available plans must accompany this request. Submittals are to be sent to the Office of Environmental Planning. This document is to be completed by the OEP and is not final until signed by the Supervisor of the Water and Natural Resources Unit of OEP.

State Project #: 63-703
CORE Project #: _____
DOT Design contact: Sebastian Cannamela
Phone: _____
FDP Date: 10/17/2018
Anticipated Construction Start Date: _____
Towns (s): Hartford and East Hartford
Project Description: I-91 NB, Exit 29 Improvements on I-91 NB to Route 15 & I84 EB

Scope Review Date: _____
Waterway(s): Connecticut River
Drainage Area to site: _____
Bridge Number: 813, 3613, 1466, 480, 6117, 6043A, 5796
Town or State Initiated: State
Funding Source: Federal and State
Inspected By: State

Section 1: State Permitting Requirements

Flood Management Certification*

- Not Required
- Additional Information Required 1
- Flood Management General
- Flood Management Certification
- Flood Management Exemption

Inland Wetlands / Watercourses Permits

- Not Required
- Additional Information Required 2
- Emergency Authorization
- Temporary Authorization
- DMP Activity (Maintenance Activities only)
- DMP Activity (Rails Maintenance Activities only)
- Water Resource Construction Activities (General)
- IWW Individual Permit

Stormwater Permit

- Not Required
- Additional Information Required
- Stormwater Permit (1 or more acres of disturbance)** 3

Department of Public Health (DPH) Permits

- Not Required
- Additional Information Required
- Water Company Land General Permit
- Water Company Land Change in Use

401 Water Quality Certification

- Not Required
- Additional Information Required 2
- Automatic (ACOE Category 1)
- Needed via CT PGP Addendum Form
- Coastal 401 via DEEP OLISP
- Individual 401

Dam Safety Permits

- Not Required
- Additional Information Required
- Dam Safety Repair and Alteration (General)
- Dam Construction

Coastal Permits - Long Island Sound Programs

- Not Required
- Additional Information Required 4
- Emergency Authorization
- Temporary Authorization
- CAM Consistency – OEP Internal Sign-off
- CAM Consistency – DEEP OLISP Approval
- Alert to Routine Maintenance
- Certificate of Permission
- Structures, Dredging and Fill
- Structures, Dredging and Fill, and Tidal Wetlands

* Coordination with the DOT Hydraulic and Drainage Unit will be required to finalize Flood Management permitting requirements.

** Coordination with OEP's Water/Noise Compliance Unit will be required to finalize stormwater permit requirements.

Notes / Additional Information Required:

1. Provide cut/fill quantities (cubic yards) for the proposed work to be conducted within FEMA flood zones. Will the proposed widened structures be able to pass the 100-Year FEMA flood elevation? A CLOMR may be required for this project.
2. Provide impacts (square feet) as follows: Wetland/Watercourse and OHW Impacts (total, temporary, and permanent).
3. How many acres of disturbed ground and/or sub-grade will be the result of this project? Also, what stormwater improvements are being proposed for this project?
4. The project is located within the CAM. The CJL will need to be incorporated into the plans in order to determine coastal permits. Was the project site investigated for tidal wetlands?

Section 2: Federal Permitting Requirements

Section 404 / Section 10 Permits (ACOE)

- Not Required
- Additional Information Required 1
- Emergency Authorization
- Category 1
- Category 2
- Individual Permit

United States Coast Guard (USCG)*

- Not Required
- Additional Information Required 2
- Coast Guard Coordination

*Coordination with FHWA will be required to determine USCG permitting requirements.

Notes / Additional Information Required:

1. Provide impacts (square feet) as follows: Wetland/Watercourse and OHW Impacts (total, temporary, and permanent). The proposed project will impact a wetland creation site constructed under the Charter Oak Bridge project. Further coordination with ACOE and DEEP will be required to determine mitigation needs for this project. The project will also need to be coordinated with the ACOE and the East Hartford Flood Commission since the project will require work within the flood control system.
2. All proposed work located on and/or underneath the Charter Oak Bridge will need to be coordinated with USCG.

Section 3: Department Coordination Requirements / BMP's

Water Resources

- No Concerns Noted
- DEEP Boating Concerns 1
- Impaired Water body 2
- Watershed/Water Co. Land/Reservoir
- Public Wells
- Aquifer Protection Area
- Sole Source Aquifer Protection Area*

Natural Resources

- No Concerns Noted
- DEEP Property Acquisition Required
- Wild and Scenic River Designation
- Prime Farmland
- DEEP Fisheries Coordination 3
- NDDDB Coordination 4
- NDDDB Coordination (for Stormwater Permit)**

*EPA Coordination to be made in conjunction with FHWA.

**If a stormwater permit is required, NDDDB coordination must occur if species are located within 1/4mile of the project site.

Notes / Additional Information Required:

1. Will the existing park/boat launch located under the Charter Oak Bridge be impacted during construction? Coordination with DEEP Boating Division may be warranted.
2. The Connecticut River is designated as an impaired water-body and the attached document contains the impairment for this watercourse. The impairment will need to be assessed for this project.
3. The project will need to be coordinated with the DEEP Fisheries Division. Submit DEEP Fisheries Coordination Transmittal Form package to OEP for review and DEEP processing.
4. The project will need to be coordinated with the DEEP Wildlife Division. Submit DEEP NDDDB Request Form (DEEP-REQ-APP-007) to OEP for review and DEEP processing.

Section 4: Permit and Department Coordination Requirements / BMPs for Municipal Projects

This is the only section that will be completed by OEP for Municipal Projects. State and Federal Permit Requirements are to be determined by the Municipality. Flood Management permitting will need to be approved prior to submission of any State and/or Federal Permits required for a municipal project.

Flood Management Certification*

- Not Required
- Additional Information Required
- Flood Management General
- Flood Management MOU Process
- Flood Management Certification (DEEP)
- Flood Management Exemption

Natural Resources

- No Concerns Noted
- DEEP Fisheries Coordination
- NDDDB Coordination

* Coordination with the DOT Hydraulic and Drainage Unit will be required to finalize Flood Management permitting requirements.

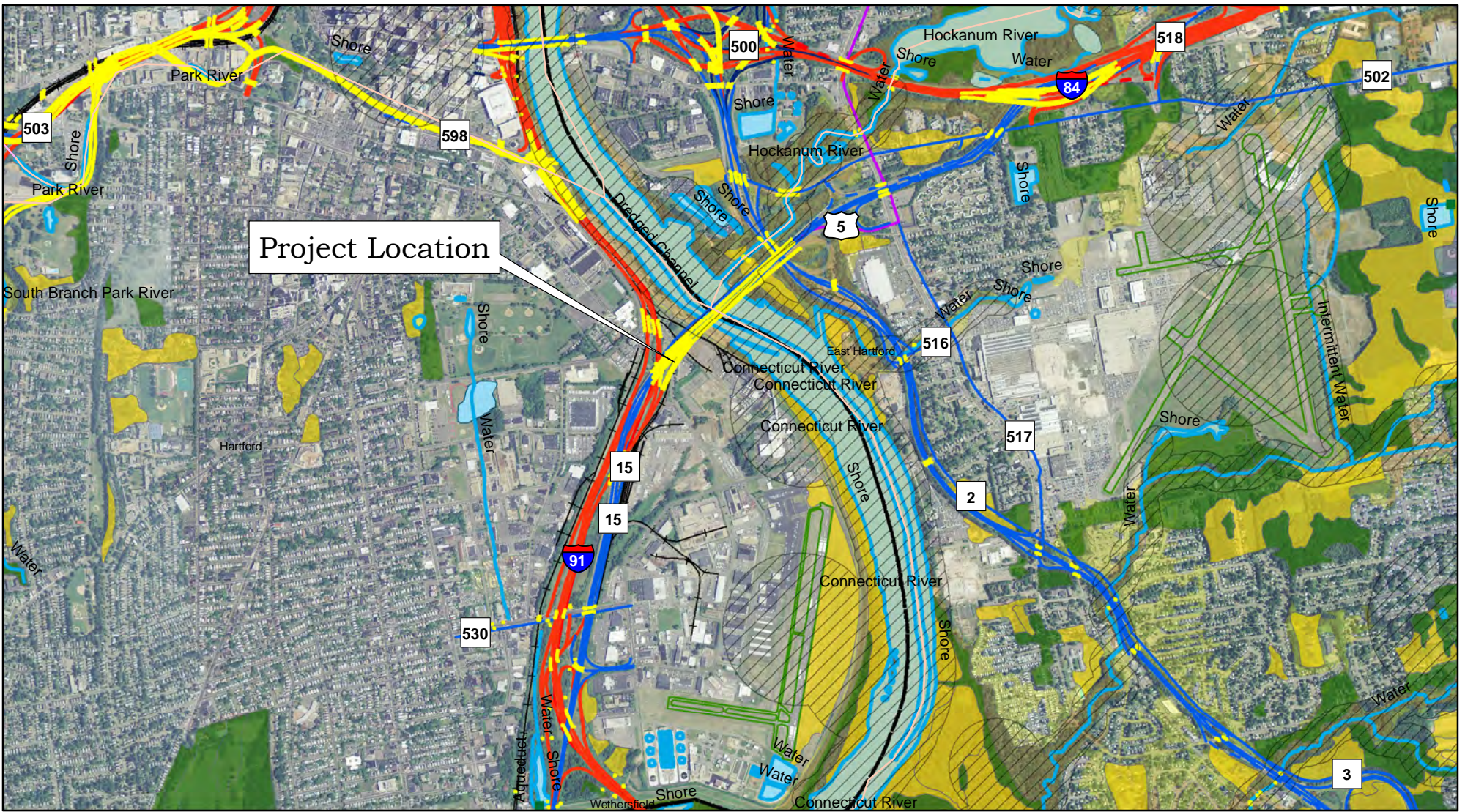
Notes / Additional Information Required:

Reviewed By: Kevin Carifa Date: December 4, 2014

Approved By: _____ Date: _____
 OEP Transportation Supervising Planner

Approval is based on project plans dated: PNDP Submission July 24, 2014

If project scope or project limits change in any way, permit needs may change and must be coordinated with the OEP.



Map data maintained by the Connecticut Departments of Environmental Protection and Public Health. Map printed by the Connecticut Department of Transportation. NDDB layer revised December 2014

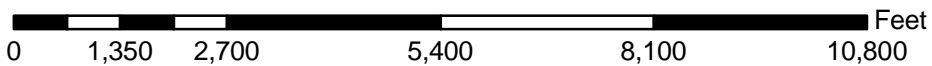
Environmental Resources: Scale 1:29,132

Project No. 63-703

Bridge No. Various

I-91 Northbound Interchange 29 to Route 15 and I-84 eastbound

City of Hartford and East Hartford



- Legend**
- NATURAL_DIVERSITY_DATABASE
 - Final Adopted Aquifer Protection
 - Final Aquifer Protection
 - Preliminary Aquifer Protection
 - Major Basin
 - Out of State Basin Closure
 - Bridges
 - HydroLine
 - Coastal Boundary
 - WATERSHED
 - FEMA Flood Zone
 - IMS LEGEND
 - 100 Year Flood Zone
 - 500 Year Flood Zone
 - Floodway in Zone AE
 - Other Flood Areas
 - images\Ortho_2012_4band_NAIP
 - RGB**
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3

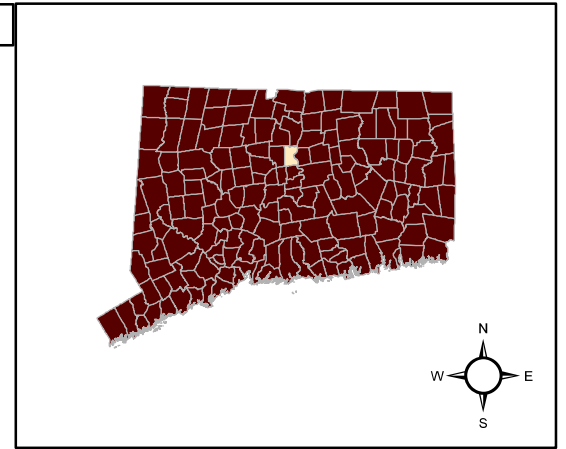
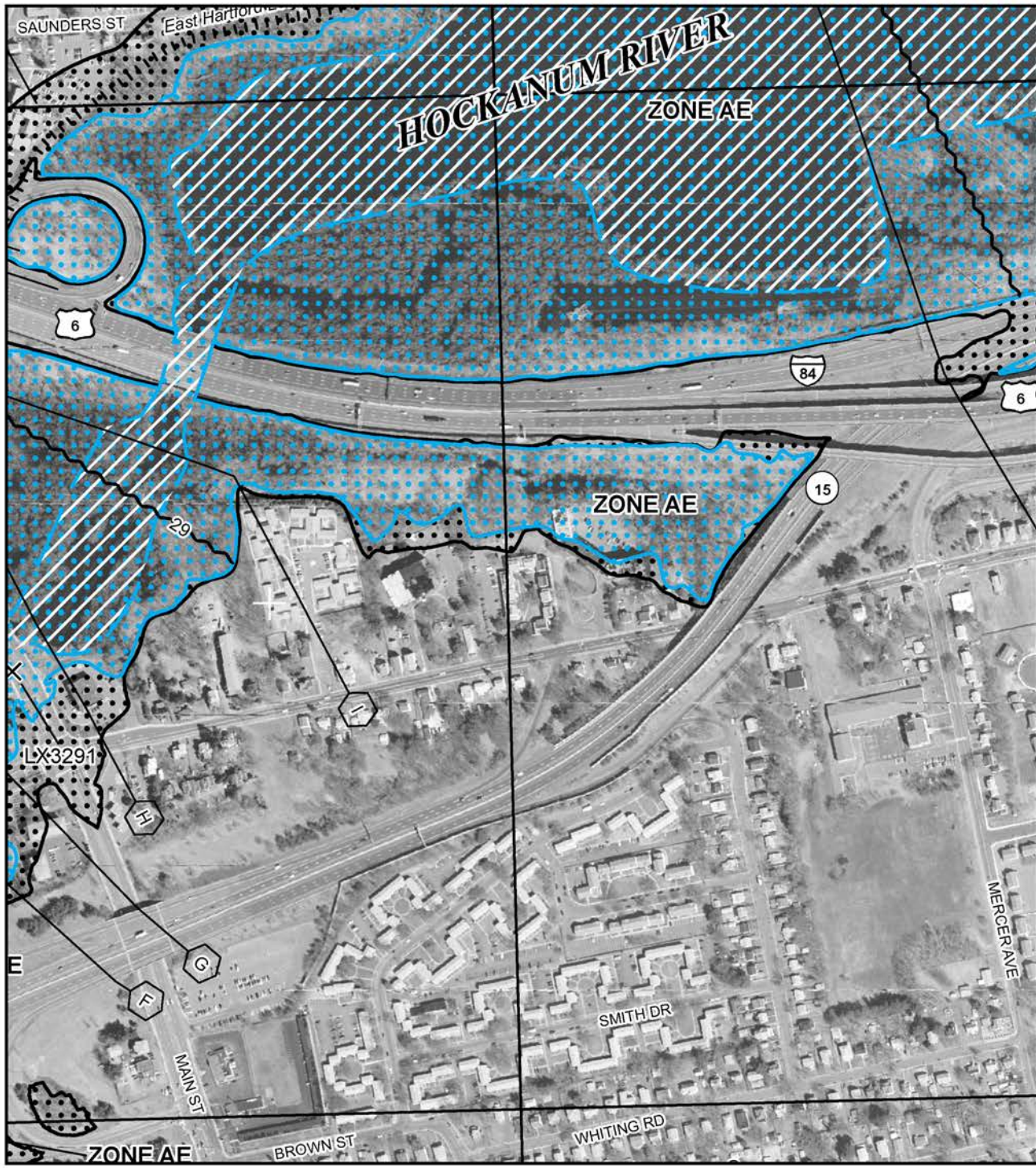
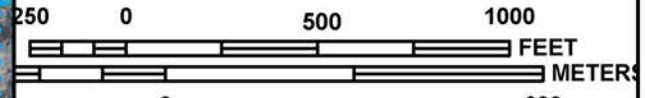


Table 3-4. Connecticut Impaired Waters List (EPA Category 5)

Waterbody Segment ID	Waterbody Name	Waterbody Type	Waterbody Size	Units	Impaired Designated Use	Cause	Comment
						Organic Enrichment (Sewage) Biological Indicators	Potential sources include remediation sites, groundwater contamination, municipal sewage disposal, landfills
CT3900-07_01	Kahn Brook-01	River	0.61	Miles	Habitat for Fish, Other Aquatic Life and Wildlife	Cause Unknown	Potential sources include septage lagoons, agricultural activities, unspecified urban stormwater
					Recreation	Enterococcus	
CT4000-00_01	Connecticut River-01	River	10.27	Miles	Fish Consumption	Polychlorinated biphenyls	
					Recreation	Escherichia coli	Potential sources include permitted and non-permitted stormwater, illicit discharge, insufficient septic systems, Agricultural Activity, nuisance wildlife/pets
CT4000-00_02	Connecticut River-02	River	10.49	Miles	Fish Consumption	Polychlorinated biphenyls	
					Recreation	Enterococcus	
						Escherichia coli	
CT4000-00_03	Connecticut River-03	River	35.26	Miles	Fish Consumption	Polychlorinated biphenyls	
					Recreation	Enterococcus	Potential sources include permitted and non-permitted stormwater, illicit discharges, CSOs/SSOs, insufficient septic systems, agricultural activity, nuisance wildlife/pets
						Escherichia coli	Potential sources include permitted and non-permitted stormwater, illicit discharges, CSOs/SSOs, insufficient septic systems, agricultural activity, nuisance wildlife/pets



MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0369G

FIRM
FLOOD INSURANCE RATE MAP
HARTFORD COUNTY,
CONNECTICUT
 (ALL JURISDICTIONS)

PANEL 369 OF 675
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
EAST HARTFORD,	090026	0369	G
TOWN OF			
HARTFORD, CITY OF	095080	0369	G

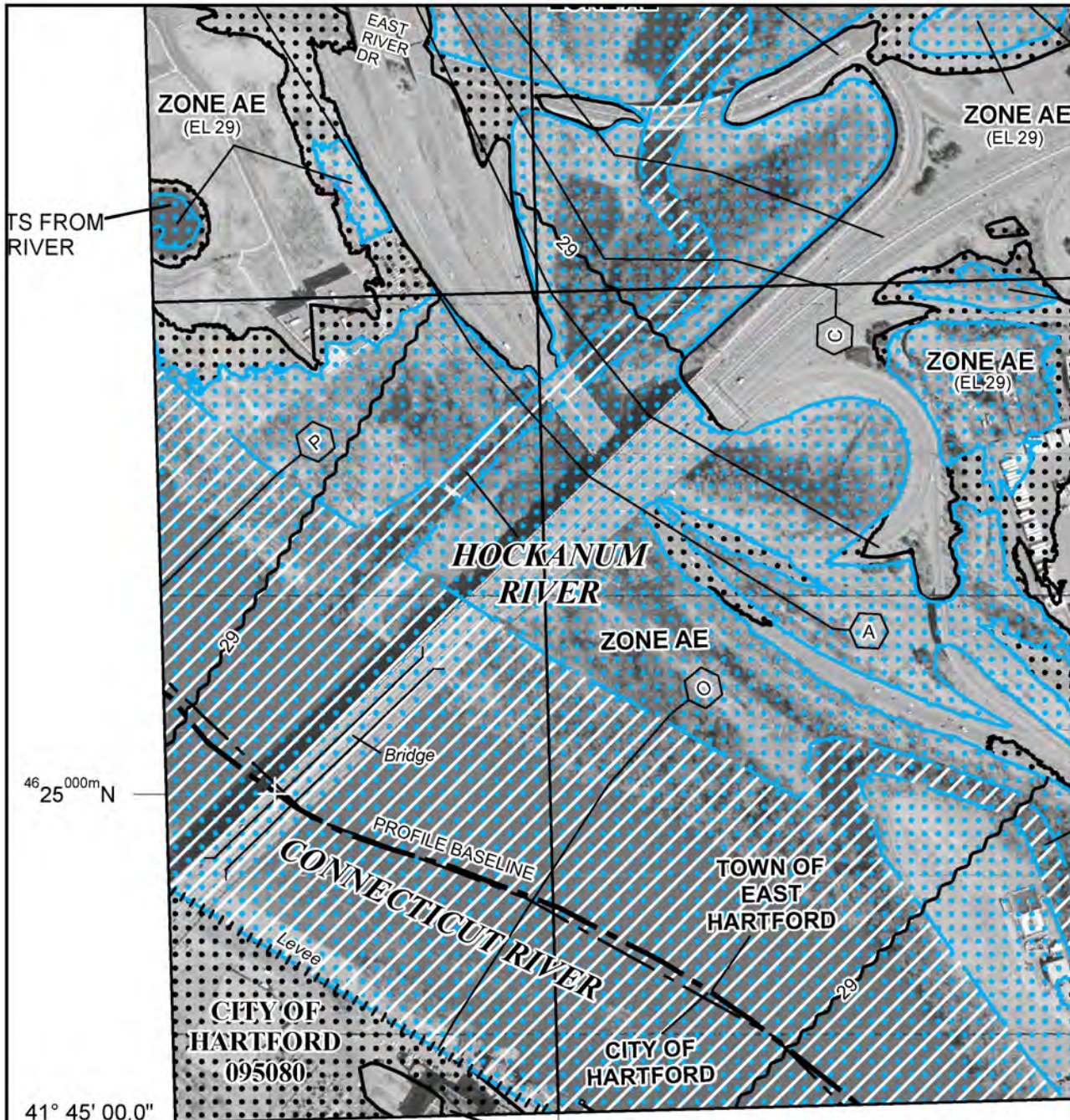
Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



MAP NUMBER
09003C0369G
MAP REVISED
SEPTEMBER 16, 2011

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



TS FROM RIVER

46° 25' 00.0" N

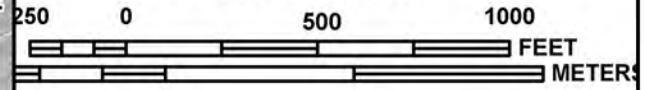
41° 45' 00.0"

72° 39' 21.0"

313000 M



MAP SCALE 1" = 500'



PANEL 0369G

FIRM
FLOOD INSURANCE RATE MAP
HARTFORD COUNTY,
CONNECTICUT
 (ALL JURISDICTIONS)

PANEL 369 OF 675
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
EAST HARTFORD, TOWN OF	090026	0369	G
HARTFORD, CITY OF	095080	0369	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



MAP NUMBER
 09003C0369G
MAP REVISED
 SEPTEMBER 16, 2011

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM
 FIRM

Note: This area is shown as being protected from the greater flood hazard by a levee system. Overtopping system is possible. For additional information, see the

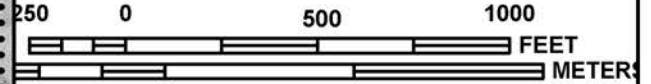
This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



Note: This area is shown as being protected from the 1-percent greater flood hazard by a levee system. Overtopping or failure of the system is possible. For additional information, see the "Accretion" in Notes to Users.



MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0506G

FIRM
FLOOD INSURANCE RATE MAP
HARTFORD COUNTY,
CONNECTICUT
 (ALL JURISDICTIONS)

PANEL 506 OF 675
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HARTFORD, CITY OF	095080	0506	G
WETHERSFIELD, TOWN OF	090040	0506	G

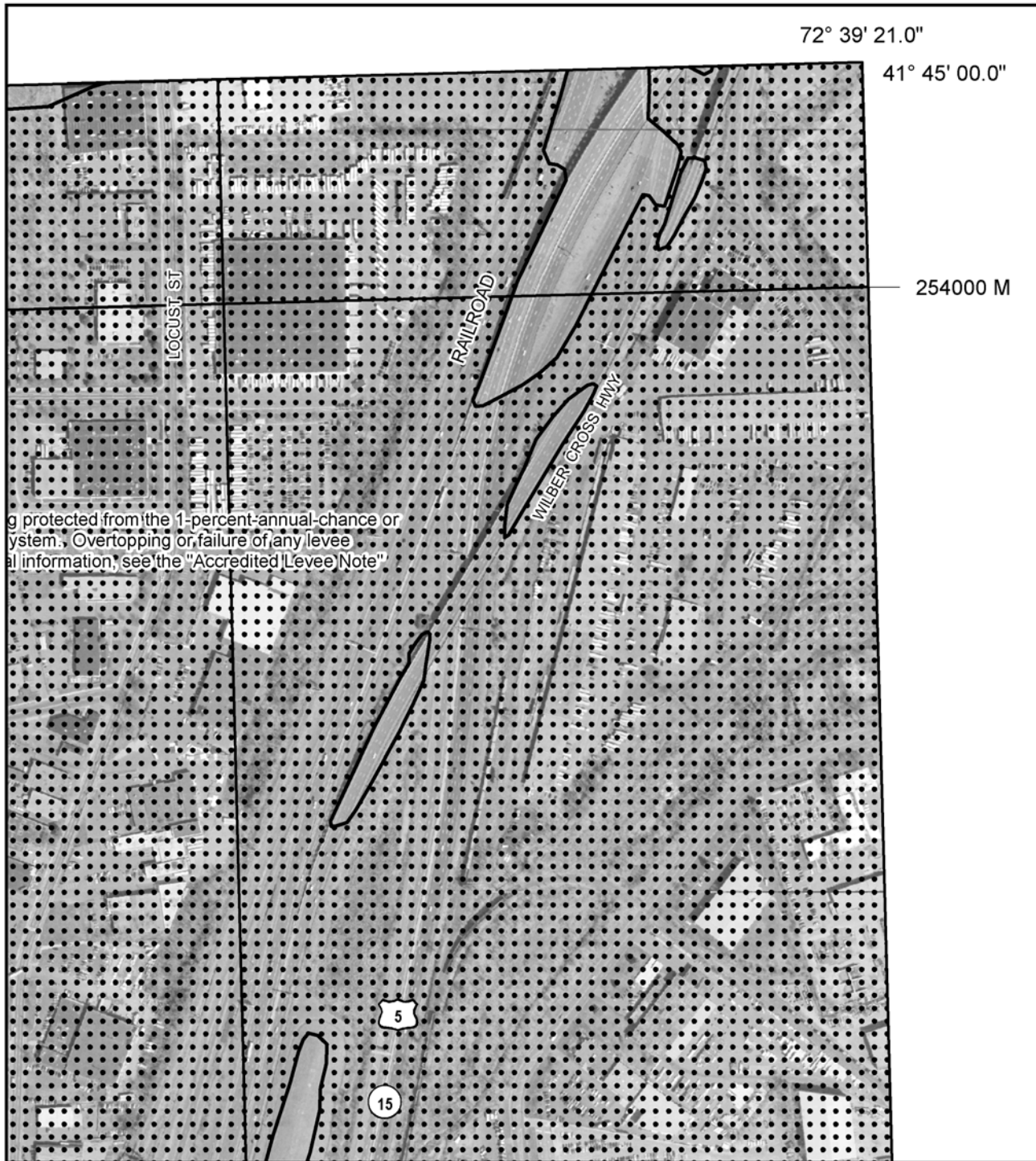
Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



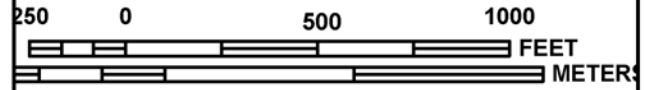
MAP NUMBER
09003C0506G
MAP REVISED
SEPTEMBER 16, 2011

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



MAP SCALE 1" = 500'



PANEL 0506G

FIRM
FLOOD INSURANCE RATE MAP
HARTFORD COUNTY,
CONNECTICUT
 (ALL JURISDICTIONS)

PANEL 506 OF 675
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HARTFORD, CITY OF	095080	0506	G
WETHERSFIELD, TOWN OF	090040	0506	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



MAP NUMBER
09003C0506G
MAP REVISED
SEPTEMBER 16, 2011

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

ATTACHMENTS

Section 4(f) correspondence

MARCIA A. LECLERC
MAYOR

TOWN OF EAST HARTFORD

Phone: 860 291-7361
Fax: 860 291-7370

40 Main Street
East Hartford, Connecticut 06108

DEPARTMENT OF
PUBLIC WORKS



April 8, 2016

Ms. Susan M. Libatique, P.E.
Transportation Principal Engineer
Bureau of Engineering and Construction
Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546
Newington CT, 06131-7546

RE: Temporary use of recreational land
Project 63-703 Improvements to I-91 North to Route 15 and I-84 East
Hartford and East Hartford, CT

Dear Ms. Libatique:

The Town of East Hartford received information from the Connecticut Department of Transportation presented at a Town Roads meeting conducted on March 22, 2016 regarding the above referenced project. We understand the project will impact a Section 4(f) recreation area known as the Great River Park in East Hartford. We further understand these impacts will be minor as follows:

- Impact duration will be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
- The scope of the work is minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- The land being used will be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project and to the satisfaction of the Town of East Hartford and its park operator.

The Town of East Hartford concurs that the temporary use of Great River Park will not adversely affect any activities or features that make it eligible for preservation under Section 4 (f) of the US DOT Act.

Sincerely,

Timothy A. Bockus
Director of Public Works

Cc: Marcia A. Leclerc, Mayor



CITY OF HARTFORD

DEPARTMENT OF PUBLIC WORKS
OFFICE OF THE DIRECTOR
50 Jennings Road, Hartford, CT 06120
Telephone (860) 757-9900 / Fax (860) 722-6215
www.hartford.gov



Hon. Luke Bronin, Mayor
Marilynn Cruz-Aponte, Director of Public Works

May 10, 2016

Ms. Susan M. Libatique, P.E.
Transportation Principal Engineer
Bureau of Engineering and Construction
Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546
Newington CT, 06131-7546

Subject: Temporary Use of Recreation Land
State Project 63-703
Relocation of I-91 Northbound Interchange 29
Hartford and East Hartford, Connecticut

Dear Ms. Libatique,

The City of Hartford has reviewed plans provided by the Connecticut Department of Transportation (CTDOT) and discussed the subject project at meetings with CTDOT staff and representatives. Based on this information it is our understanding that the impact to Section 4(f) recreation areas at Charter Oak Landing will be minor as follows:

- Impact duration will be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
- The scope of the work is minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- The land being used will be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project.

Specifically we understand that work for the relocation of the exit 29 ramp to the Charter Oak Bridge and additional modifications to the Charter Oak Bridge over the Charter Oak Landing Park may require temporary restrictions on public access during active demolition and construction work in the vicinity of the Charter Oak Bridge. Construction equipment may be temporarily present within the Park to conduct the proposed work.

The City of Hartford concurs that the work proposed under project 63-703 will not adversely affect any activities or features that make it eligible for preservation under Section 4(f) of the US DOT Act. The City of Hartford supports CTDOT's temporary use of the land as presented for the purposes of the subject project providing the following conditions are implemented:

1. Access to the boat ramp must be maintained at all times for Hartford Police and Fire personnel.
2. Work within the parks shall be done in stages and allow for safe passageway under the bridge.
3. Work shall be coordinated to the greatest extent possible to avoid the summer season (Memorial Day to Labor Day).
4. The DOT understands that Charter Oak Landing beneath the bridge is subject to flooding at any time given its relatively low elevation.
5. Riverfront Recapture and the City of Hartford be included in any future project discussions that impact the usage of this land.

Sincerely,



Constantin Banciulescu, P.E.,
City Engineer / Assistant Director of Public Works
City of Hartford
50 Jennings Road, Hartford, CT 06120
Tel: 860-757-9975
Cel: 860-214-8027
Fax: 860-722-6215
e-mail: Constantin.Banciulescu@hartford.gov

Copy:

Marilynn Cruz-Aponte – City of Hartford - DPW Director

Marc Nicol – Riverfront Recapture - Director of Park Planning & Development

ATTACHMENTS

Section 6(f) correspondence

Andrews, Meredith L

From: Fleming, Kevin
Sent: Thursday, May 12, 2016 4:24 PM
To: Andrews, Meredith L
Subject: FW: LWCF Inquiry - 6f - Hartford

Importance: Low

Meredith,

Looks like we are in the clear as far as 6(f) goes. We will not be taking any part of the park as far as I know. All impacts are temporary. Looks like no conversion, as expected, will occur.

Kevin

From: Stygar, David
Sent: Thursday, May 12, 2016 12:43 PM
To: Fleming, Kevin
Subject: RE: LWCF Inquiry - 6f - Hartford
Importance: Low

Kevin,

I will take the prospective that while the park will be impacted, the level of impact will not prohibit the function or access to the park itself. Noting that it is "temporary" in nature. This temporary nature I believe still has not been defined, time wise that is. A conversion occurs when the park or a portion is permanently modified to change the use, access, ownership or function. This is not the case. Will any part of the park be taken for uses other than recreation? If so then this would constitute a conversion. Helpful?

Dave Stygar

From: Fleming, Kevin
Sent: Thursday, May 12, 2016 11:26 AM
To: Stygar, David <David.Stygar@ct.gov>
Subject: RE: LWCF Inquiry - 6f - Hartford

Hi Dave,

Thanks again for all of your help. Our engineering team who are working on the project met with the City of Hartford and the Riverfront Recapture folks to discuss the temporary impacts to Charter Oak which will occur mainly during the last phase of construction when the existing I-91 exit 29 ramp will be removed. This will require temporary access just below onto the park during only that time. The activities in the park will not be impacted nor will there be a transformation from a recreational use. The City signed a Section 4(f) exception – see attached – with stipulations and understandings. We need to include some information in our Environmental Assessment regarding 6(f). We are under the impression that given the temporary nature of the impacts and the understanding from the City of Hartford that the use of the park would not require any 6(f)(3) documentation or mitigation since it does not appear to be a conversion of recreational land. Please advise.

Thank You

Kevin

From: Stygar, David
Sent: Wednesday, May 04, 2016 8:39 AM

To: Fleming, Kevin
Subject: RE: LWCF Inquiry - 6f - Hartford
Importance: Low

I believe it would be helpful to let the City of Hartford know about the 6(f)(3) impact on these park projects, at the same time let DEEP know the extent. Part of this notification would be the "time" of displacement. I also believe that Riverside Recapture is planning some improvements. Connecting Charter Oak Landing to the upper park Riverside Park. Not sure how this would be impact you project or yours theirs.

See attached Scan.
Dave

From: Fleming, Kevin
Sent: Wednesday, May 04, 2016 8:01 AM
To: Stygar, David <David.Stygar@ct.gov>
Subject: RE: LWCF Inquiry - 6f - Hartford

Good morning David,
Thanks for your quick reply and the information you provided. This is very helpful. Ouch is right, this is a pretty big project. As far as the process goes, if we will need to temporarily use any of the area from Charter Oak Park that is 6(f)(3) protected is there anything we need to do procedurally? Any of the land from those resources would only be used during construction is being done in the respective areas and there will not be any permanent impacts. If this is the case, I assume that we are ok under 6(f)(3) since there will be no conversion of land from recreation to a different purpose? We will need to document this finding in our document. Also, is the map you reference available from you electronically or only in hardcopy? Thanks again!
Kevin

From: Stygar, David
Sent: Tuesday, May 03, 2016 5:23 PM
To: Fleming, Kevin
Subject: RE: LWCF Inquiry - 6f - Hartford
Importance: Low

Kevin,

Ouch. In short quick response, the is federal money in all of the parks, Great River Park in East Hartford and Charter Oak and Riverside Park in Hartford. I don't believe Riverside Park in Hartford will be the problem, the 6(f)(3) area is up around the new boathouse. The same can be said for Great River Park in East Hartford, the 6(f)(3) area is around the boat launch area and goes up river just short of the concrete dike wall. The more concerning area is Charter Oak Park. The 6(f)(3) area is composed of a 16.0+/- ac. parcel beginning from the just under the current Charter Oak bridge and runs up river to the Hartford Steam Company property. It runs from along the toe of the slope for I91 to the river edge. The property can be seen on a map entitled "Project Boundary Map Portion of Colt Park Van Dyke Avenue Hartford, Connecticut" dated sept 1983, Scale 1"=80', Lawrence W. Fisher L.S. 11343. We have a copy, not sure where in the City you can get one, let me know.

Hope this helps

Dave Stygar

P.S. the is also a lot of money in the Hockanum River Linear Park. It is State funding, but runs from Connecticut River in East Hartford all the way to Vernon and all the town in between.

From: Fleming, Kevin
Sent: Friday, April 29, 2016 11:26 AM
To: Stygar, David <David.Stygar@ct.gov>
Cc: Andrews, Meredith L <Meredith.Andrews@ct.gov>
Subject: LWCF Inquiry - 6f - Hartford

Hi David,

We are currently doing a Federal Environmental Assessment for State Project No. 63-703. It is the Relocation of I-91 NB Interchange 29 and Widening I-91 NB and Route 5/15 NB in East Hartford and Hartford. The project may require a temporary use of land from Great River Park in East Hartford and Charter Oak Park and Boat Launch in Hartford. I am trying to determine if any property in the project area, including those mentioned, have any Federal 6(f)(3) restrictions due to receiving LWCF monies. We need to document if any 6(f) properties are in the project area. Since these are only temporary uses for a portion of construction, we would not be converting any of the properties to a non-recreational function, however. I attached a project location map for your reference. Thank you very much for your help and please let me know if you need any additional information.

Kevin Fleming
Transportation Planner
Office of Environmental Planning
Connecticut Department of Transportation
(860) 594-2924

ATTACHMENTS

SHPO coordination

From: Labadia, Catherine
Sent: Friday, February 26, 2016 2:00 PM
To: Speal, Charles S
Cc: Andrews, Meredith L; Cannamela, Sebastian A; DelPapa, Stephen V; michelle.herrell@dot.gov
Subject: RE: Section 106 Consultation -- SPN 63-703 Hartford / East Hartford (Part 1 of 2)

Hello Scott,
SHPO concurs with the findings of OEP that there will be no adverse effect to historic properties. We do note that there are historic properties and archaeologically sensitive areas in close proximity to the project boundaries. If changes to the current construction plans occur with the potential to impact these areas, this office would appreciate additional consultation.
Thank you,
Cathy

Catherine Labadia
Deputy State Historic Preservation Officer, Staff Archaeologist
State Historic Preservation Office
Department of Economic & Community Development
1 Constitution Plaza, 2nd floor
Hartford, CT 06103
860-256-2800 (main)
860-256-2764 (direct)

Follow and Like us on  



From: Speal, Charles S
Sent: Tuesday, January 26, 2016 4:38 PM
To: Labadia, Catherine
Cc: Andrews, Meredith L; Cannamela, Sebastian A; DelPapa, Stephen V; michelle.herrell@dot.gov
Subject: Section 106 Consultation -- SPN 63-703 Hartford / East Hartford (Part 1 of 2)

Hi Cathy,

Please find attached a consultation package for the Charter Oak Bridge access work we have previously discussed on occasion. We would now like to complete the formal consultation process.

The Connecticut Department of Transportation (CTDOT), with financial assistance from the Federal Highway Administration (FHWA), proposes improvements to Interstate Highway 91 and State Route 15 in the City of Hartford and Town of East Hartford. Though the project area lies in immediate proximity to the Old Wethersfield Historic District—listed upon the National Register of Historic Places (NRHP) since 1979, it is the opinion of the CTDOT Office of Environmental Planning (OEP) that this undertaking will result in

no adverse effect to historic properties given the lack of substantive impacts to contributing elements of that resource.

We request your review of this undertaking in the interest of compliance with Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act, and cultural resource provisions of the Connecticut Environmental Policy Act. Please note that non-response to this offer of consultation will be considered concurrence with the determination herein. If we receive no response within the 30-day review period allotted by the implementing regulations of Section 106 of the NHPA, as well as the provisions of our Section 106 Programmatic Agreement with your office, we will presume your concurrence and advance the project. Once again, it is our pleasure to work with your office concerning the protection of Connecticut's cultural heritage and we thank you for your time.

Attached Documents:

Historic Properties Review Maps

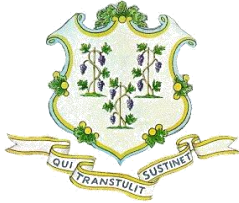
Preliminary Design Plans

Field Review Photos

OEP Determination of Effect Form

C. Scott Speal
National Register Specialist, Archaeology

Office of Environmental Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131
Phone: 860-594-2918
Fax: 860-594-3028
Charles.Speal@ct.gov



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546



Determination of Effect on Historic Properties

Author:	C. Scott Speal	Date:	January 26, 2016
Project:	State No.: 63-703		
	F.A.P. No.:		
	Project Title:	Improvements on I-91 North To Route 15 & I-84 East	
	Town:	Hartford / East Hartford	
Finding of Effect:	No Adverse Effect to Historic Properties		

Project Description:

The Connecticut Department of Transportation (CTDOT), with financial assistance from the Federal Highway Administration (FHWA), proposes improvements to Interstate Highway 91 and State Route 15 in the City of Hartford and Town of East Hartford. The improvements would consist of major widenings and ramp relocations between the Wethersfield town line and the intersection with Interstate 84 in East Hartford.

The following improvements are proposed: northbound I-91 would be widened for approximately 4,300 feet to extend the four lane travel lane section from Interchange 27 to Interchange 29. This widening will occur on the easterly side of I-91 and require modifications to the following six bridges: Bridge No. 2555, I-91 over Service Road; Bridge No. 3244, I-91 over a drainage crossing; Bridge No. 813, I-91 over Route 15; Bridge No. 3613, I-91 over a drainage crossing (8x12 box culvert); Bridge No. 1466, I-91 over southbound (SB) entrance ramp to SB I-91 and SB Route 15; and Bridge No. 480, I-91 over Airport Road.

The I-91 Exit Ramp at Interchange 29 would be completely relocated. It is proposed to remove the existing ramp (Bridge No. 6000C) and provide a major diverge on I-91 North just south of Bridge No. 5922 (I-91 north-bound over Route 15). I-91 will be widened at this location to accommodate the diverge which will consist of three lanes to the right maintaining I-91 north-bound traffic via Bridge No. 5922 and two lanes to the left via a new bridge over SB Route 15. To accommodate this widening, the southern approach to the Charter Oak Bridge, Bridge No. 6000A (Route 15 over I-91, Reserve Road and a rail line) will also

need to be widened. The two-lane Route 15 Exit 89 ramp to I-91 will also require realignment.

The four travel-lane section on northbound Route 15 formed by the two entering lanes from I-91 merging with the two travel lanes on Route 15 is extended over Charter Oak Bridge by modifying the existing pavement markings across the bridge until Interchange 90 where there is a lane-drop to Route 2 and Route 5. Route 15 North from the Charter Oak Bridge to the Silver Lane underpass would be widened. The remaining three travel lanes will need to be reduced to two prior to the Route 15 merge with I-84. This improvement will require widening Bridge No. 6043A (Route 15 over Route 5) and Bridge No. 5796 (Route 15 over Silver Lane). Old noise barriers will be removed and new noise barriers will be constructed.

Under the provisions of the Programmatic Agreement concluded in October of 2012 among CTDOT, FHWA, the Connecticut State Historic Preservation Officer (CT SHPO), and the Advisory Council on Historic Preservation regarding compliance with Section 106 of the National Historic Preservation Act (NHPA) for minor transportation projects¹, the Office of Environmental Planning (OEP) intends to make a determination of effect on historic properties for the described undertaking.

Resources Potentially Affected:

Online digital resources maintained by the National Park Service were consulted for the purpose of locating any National Register of Historic Places (NRHP)-listed historic properties in the project vicinity. There are literally dozens of NRHP properties within one mile of the project limits, both in Hartford and East Hartford. Only two lie within a quarter-mile, however. The Coltsville National Historical Landmark, including both the former Colt Arms Factory and Colt Park, is situated about 1200 feet northwest of the highway corridor near the midpoint of the project area—well outside of the project area of potential effect (APE). The Old Wethersfield Historic District is the nearest NRHP resource to the project area, and approaches the APE at its southern limit. None of the affected highway and ramp bridges are presently considered eligible for the NRHP according to the State Inventory of Structures. The Charter Oak Bridge itself was built in 1991 and is therefore not presently NRHP eligible.

A number of historic maps were examined to assess the likelihood of previously unidentified historic properties existing within the project APE. The 1930 Griswold-Spiess Map of reconstructed Native settlement in Connecticut circa 1625 presents the Podunk village of Hockanum somewhere in proximity to the eastern landing of the Charter Oak Bridge on the east bank of the Connecticut River. The 1811 Warren Map of Connecticut does not show any early Federal Period settlement in the vicinity of the APE, except for perhaps at the extreme northeastern limit along the Hockanum River in East Hartford around the crossroads of what became Silver Lane and Main Street. The 1855 Woodford map

¹ *Programmatic Agreement among the Federal Highway Administration, the Connecticut Department of Transportation, the Connecticut State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Implementation of Minor Transportation Projects*, signed October 26, 2012. Accessible online at: www.ct.gov/culturalresources

of Hartford County also depicts a considerable amount of development around Main Street and Silver Lane in East Hartford, but virtually no occupation throughout the remainder of the APE. In 1934, much of the APE to the east of the Connecticut River appears to have been cleared for agricultural use based upon Fairchild Series aerial photographs. The same sources suggest sparse industrial use on the west bank of the River at that time.

Digital site records maintained by the Office of the State Archaeologist were consulted for the purpose of identifying any previously known archaeological resources in the project vicinity. There are at least 10 documented archaeological sites within a mile of the APE, about evenly divided between pre-Colonial indigenous and post-European Contact historic sites. None of these resources, however, fall within a quarter-mile of the estimated project limits and none are expected to experience any impacts in association with the present undertaking.

Soil classification maps maintained by the US Natural Resources Conservation Service were examined in conjunction with archaeological predictive models developed within the State of Connecticut to assess the sensitivity of the project area for previously unknown pre-Contact resources. Most of the project area has been heavily impacted by construction of the existing bridges and highway network. The undertaking does occur near terrain that is known to have been occupied by Native populations during the Contact Period and discrete areas of archaeological sensitivity were predicted to remain near the confluence of the Hockanum and Connecticut Rivers and at the extreme southern end of the APE near Wethersfield Cove.

The project APE was therefore field reviewed by Secretary of the Interior-qualified OEP archaeological staff on September 5th of last year. All areas slated for possible storm water modification predicted to be archaeologically sensitive were examined to verify potential. The overwhelming majority of these areas proved to be already inundated, previously modified for drainage purposes, or periodic wetlands poorly suited to human habitation. The few remaining potentially sensitive areas have since been avoided in the course of project design and the only locations of new construction or water management features are expected to fall within the existing transportation right-of-way in locations of intense previous sub-surface disturbance.


Also in the course of field review, OEP staff noted a set of buildings standing at 166 Silver Lane in East Hartford that are potentially eligible for the NRHP. Dating to 1730 according to the records of the town property assessor, a single story wood frame Minimal Traditional-style dwelling with centrally placed chimney, accompanied by a complex of rural function out-buildings presents indications of being an essentially intact rural homestead from the 18th Century. Present project design plans, however, call for no impacts to this property and the proponents have been instructed to continue to avoid it.

Determination of Effect:

Consultation was carried out with Federally-recognized Native American Tribal authorities with ancestral ties to the State of Connecticut for this undertaking in December of 2014 and November of 2015. While the Mashantucket Pequot initially raised concerns about the possibility of impacts to pre-Contact archaeological resources, neither they, nor the Narragansett or the Mohegan Tribe, expressed any further concern with the project upon receiving more precise definitions of the limited areas of direct subsurface effects.

Though the boundaries of the Old Wethersfield NRHP Historic District do fall in immediately proximity and, to a small degree, within the project APE at its extreme southern end, OEP does not view the effects to this resource to constitute an adverse impact to any of the contributing properties, their setting, or any other aspect of the resource that contributes to its eligibility for the NRHP. Work in this area will consist of no more than repair of an existing drainage culvert, stabilization of existing erosion control features, and acquisition of a drainage easement for infrastructure that is already in place.

Given the above circumstances, OEP hereby determines that there will be *no adverse effect to historic properties* associated with the described undertaking as presently proposed. With this determination, FHWA, through OEP, has concluded its responsibility to consider the potential effects of the described project on cultural resources under Section 106 of the NHPA via the provisions of the Section 106 Programmatic Agreement referenced above.

A handwritten signature in black ink, appearing to read 'C. Speal', with a horizontal line underneath it.

C. Scott Speal,
National Register Specialist
Office of Environmental Planning
Connecticut Department of Transportation

ATTACHMENTS

THPO coordination

From: michelle.herrell@dot.gov [<mailto:michelle.herrell@dot.gov>]

Sent: Friday, November 20, 2015 12:04 PM

To: Ranslow, Mandy; Speal, Charles S; McMillan, Mark J.

Subject: Tribal Consultation

Hi,

I sent the Tribes the following projects for their review on October 6, 2015 and asked for their responses within 30 days (November 6, 2015):

14-177

15-365

43-129

63-703

124-169

138-230

151-321

I have not received any responses from the Tribes on these projects and it is beyond the 30-day response period. Thus, Tribal Consultation is concluded for the above-listed projects at this time.

Michelle Herrell

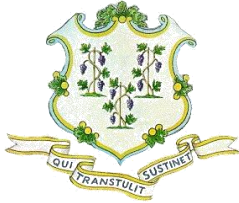
Environmental Protection Specialist

Federal Highway Administration | Connecticut Division Office

628-2 Hebron Avenue, Suite 303 | Glastonbury, CT 06033

P: (860) 494-7577 | F: (860) 659-6724

michelle.herrell@dot.gov



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546



Transmittal:

From: C. Scott Speal **Date:** October 5, 2015
Through: Mark W. Alexander
To: Michelle Herrell
Environmental Protection Specialist, FHWA

Project: State No.: 63-703
F.A.P. No.:
Project Title: Improvements on I-91 North to
Route 15 & I-84 East
Town: Hartford

Subject: Tribal Consultation Update

Abstract:

The Connecticut Department of Transportation (CTDOT), with financial assistance from the Federal Highway Administration (FHWA), proposes improvements to Interstate Highway 91 and State Route 15 in the City of Hartford and Town of East Hartford. The improvements would consist of major widenings and ramp relocations between the Wethersfield town line and the intersection with Interstate 84. This project was originally submitted for Tribal review in November of 2014. At that time the project scope was vague and the extent of impacts as yet undetermined. Some of the consulting parties expressed concern and requested formal cultural resource field survey. At this point, the scope of the project has become more refined and the areas of potential archaeological sensitivity have been avoided in design. Though some stormwater basins will be added as part of the undertaking, these will all fall along the highway corridor. The proponents therefore request reconsideration of the request for a formal identification effort.

Description of Activity:

The following improvements are proposed to Interstate 91 in the City of Hartford: northbound I-91 would be widened for approximately 4,300 feet to extend the four lane travel lane section from Interchange 27 to Interchange 29. This widening will occur on the easterly side of I-91 and require modifications to the following six bridges: Bridge No. 2555, I-91 over Service Road; Bridge No. 3244, I-91 over a drainage crossing; Bridge No. 813, I-91 over Route 15; Bridge No. 3613, I-91 over a drainage crossing (8x12 box culvert); Bridge No. 1466, I-91

over southbound (SB) entrance ramp to SB I-91 and SB Route 15; and Bridge No. 480, I-91 over Airport Road.

The I-91 Exit Ramp at Interchange 29 would be completely relocated. It is proposed to remove the existing ramp (Bridge No. 6000C) and provide a major diverge on I-91 North just south of Bridge No. 5922 (I-91 north-bound over Route 15). I-91 will be widened at this location to accommodate the diverge which will consist of three lanes to the right maintaining I-91 north-bound traffic via Bridge No. 5922 and two lanes to the left via a new bridge over SB Route 15. To accommodate this widening, the southern approach to the Charter Oak Bridge, Bridge No. 6000A (Route 15 over I-91, Reserve Road and a rail line) will also need to be widened. The two-lane Route 15 Exit 89 ramp to I-91 will also require realignment.

The four travel-lane section on northbound Route 15 formed by the two entering lanes from I-91 merging with the two travel lanes on Route 15 is extended over Charter Oak Bridge by modifying the existing pavement markings across the bridge until Interchange 90 where there is a lane-drop to Route 2 and Route 5. Route 15 North from the Charter Oak Bridge to the Silver Lane underpass would be widened. The remaining three travel lanes will need to be reduced to two prior to the Route 15 merge with I-84. This improvement will require widening Bridge No. 6043A (Route 15 over Route 5) and Bridge No. 5796 (Route 15 over Silver Lane). Old noise barriers will be removed and new noise barriers will be constructed.

In the interest of compliance with Section 106 of the National Historic Preservation Act, the American Indian Religious Freedom Act, and other relevant federal and state cultural resource laws and directives, CTDOT and FHWA request your review and commentary on this project with regard to any Native concerns within or in immediate proximity to the project area.

Potentially Affected Resources:

Online digital resources maintained by the National Park Service were consulted for the purpose of locating any National Register of Historic Places (NRHP)-listed historic properties in the project vicinity. There are literally dozens of NRHP properties within one mile of the project limits, both in Hartford and East Hartford. Only two lie within a quarter-mile, however. The Coltsville National Historical Landmark, including both the former Colt Arms Factory and Colt Park, is situated about 1200 feet northwest of the highway corridor near the midpoint of the project area. The Old Wethersfield Historic District is the nearest NRHP resource to the project area—approaching the corridor at its southern limit. Neither of these resources is expected to see any effect from the present undertaking, however. None of the affected highway and ramp bridges are considered eligible for the NRHP according to the State Inventory of Structures. The Charter Oak Bridge itself was built in 1991.

A number of historic maps were examined to assess the likelihood of previously unidentified historic properties existing within the project area of potential effect (APE). The 1930 Griswold-Spiess Map of reconstructed Native settlement in Connecticut circa 1625 presents the Podunk village of Hockanum somewhere in proximity to the eastern landing of the Charter Oak Bridge on the east bank of the

Connecticut River. The 1811 Warren Map of Connecticut does not show any early Federal Period settlement in the vicinity of the APE, except for perhaps at the extreme northeastern limit along the Hockanum River in East Hartford around the crossroads of what became Silver Lane and Main Street. The 1855 Woodford map of Hartford County also depicts a considerable amount of development around Main Street and Silver Lane in East Hartford, but virtually no occupation throughout the remainder of the APE. In 1934, much of the APE to the east of the Connecticut River appears to have been cleared for agricultural use based upon Fairchild Series aerial photographs. The same sources suggest sparse industrial use on the west bank of the River at that time.

Digital site records maintained by the Office of the State Archaeologist were consulted for the purpose of identifying any previously known archaeological resources in the project vicinity. There are at least 10 documented archaeological sites within a mile of the APE, about evenly divided between pre-Colonial indigenous and post-European Contact historic sites. None of these resources, however, fall within a ¼ mile of the estimated project limits and none are expected to experience any impacts associated with the present undertaking.

Soil classification maps maintained by the Department of Energy and Environmental Protection were examined in conjunction with archaeological predictive models developed within the State of Connecticut to assess the sensitivity of the project area for previously unknown pre-Contact resources. Most of the project area has been heavily impacted by construction of the existing bridges and highway network. The undertaking does occur near terrain that is known to have been occupied by Native populations during the Contact Period and discrete areas of archaeological sensitivity may remain near the confluence of the Hockanum and Connecticut Rivers and at the extreme southern end of the APE near Wethersfield Cove. These areas, however, have now been avoided in the course of project design and the only locations of new construction should now fall within the existing transportation right-of-way in areas of extensive previous sub-surface disturbance.

The project APE was field reviewed by Secretary of the Interior-qualified OEP archaeological staff on September 5th of this year. All areas slated for possible stormwater modification predicted to be archaeologically sensitive were examined to verify potential. The overwhelming majority of these areas proved to be already inundated, previously modified for drainage purposes, or periodic wetlands poorly suited to human habitation. Some areas of potential sensitivity do exist along the margins of some proposed basins, however, so OEP will arrange to coordinate avoidance.

Recommendations:

This project was originally submitted for Tribal review in November of 2014. At that time the project scope was vague and the extent of impacts as yet undetermined. Some of the consulting parties expressed concern about archaeological effects and requested formal cultural resource field survey. At this point, however, the scope of the project has become more refined and areas of potential archaeological sensitivity have been avoided in design. Areas of predicted sensitivity under the Charter Oak Bridge will not be affected by this undertaking as no off-bridge work is proposed at this location. A previously

discussed off-site environmental mitigation facility has also been eliminated from the proposal. The Office of Environmental Planning therefore finds no remaining areas of archaeological potential to be surveyed.

OEP now anticipates reaching a finding of no historic properties affected for the undertaking. We do, however, request an updated view from you with regard to Native concerns with this proposed project. It is our continuing pleasure to work with you regarding the protection of Connecticut's Native American cultural heritage. We thank you for your time and input.

Attached Documents:

- Historic Properties Review Map
- Preliminary Engineering Plans – May 2015
- Field Review Photos – 5 SEP 2015
- 2 Proposed Stormwater Modifications

ATTACHMENTS

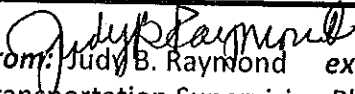
Air Quality Assessment

memorandum

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Subject Air Quality Assessment
Project 0063-0703
Improvements on
Route 5/15 and I-91N
City of Hartford and Town of
East Hartford
Date February 22, 2016

To: Meredith Andrews, P.E.
Transportation Engineer
Bureau of Engineering & Construction


From: Judy B. Raymond ext.2032
Transportation Supervising Planner
Bureau of Policy & Planning

In response to your January 22, 2016 request, an air quality assessment has been completed for the subject project.

Project-level Conformity Determination

Project level conformity determination for improvements to Route 5/15 and Interstate 91 in Hartford and East Hartford.

Federal regulations concerning the conformity of transportation projects developed, funded or approved by the USDOT and by metropolitan planning organizations (MPOs) are contained in 40 CFR Part 93. The Proposed Action (project) is included in the South Western Region Metropolitan Planning Organization current Long Range Transportation Plan ("Plan") and current Transportation Improvement Program (TIP).

In accordance with 40 CFR §93.109, the applicable criteria and procedures for determining the conformity of a project which is from a conforming Transportation Plan and TIP are listed in Table 1 of 40 CFR §93.109(b). These criteria have been determined to be satisfied for the Proposed Action as follows:

- **Currently Conforming Plan and TIP** – The MPO's current Transportation Plan and the FY 2015-2018 Statewide Transportation Improvement Program (STIP), which incorporates the MPO's current TIP, were determined to be in conformity by FHWA on October 15, 2015.
- **Project from a Conforming Plan and TIP** – The project is identified in the MPO's current Transportation Plan and is included in the MPO's current TIP. The scope of the project, as described in this environmental document, is consistent with the scope identified in the current Plan and TIP.
- **CO, PM₁₀ and PM_{2.5} Hot Spots** – This project will not cause or contribute to any new violations or increase the frequency or severity of any existing CO or PM_{2.5} violations in CO and PM_{2.5} maintenance areas as evidenced by the results of the CO hotspot analysis

contained herein. NOTE: This project is located within the boundaries of the portion of the state which has been classified as attainment for CO and PM_{2.5}. A project level conformity determination is not required for CO or PM_{2.5}.

Mobile Source Air Toxics

In accordance with FHWA Memorandum, "Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents", dated December 12, 2012, (http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/aqintguidemem.cfm) this project requires a qualitative analysis or discussion of Mobile Source Air Toxics effects.

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/methodology/methodology00.cfm.

For this project on Route 5/15 and Interstate 91N in Hartford and East Hartford, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. Due to the scope of work for this project, the VMT estimated for the Build Alternative does not change from that of the No Build Alternative, because the daily traffic volumes associated with the highway are not expected to increase with the improvements of Route 5/15 and Interstate 91N. Refer to the table below for VMT figures. In addition, any potential emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to U.S. Environmental Protection Agency's (EPA's) MOVES2010b model, emissions of all of the priority MSAT decrease as speed increases. Also, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

<u>Improvements on Route 5/15 & I-91N</u>	<u>Year</u>	<u>No Build</u>	<u>Build</u>
Route 5/15	2019	242,120	242,120
Interstate 91N	2019	418,757	418,757

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and

speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, <http://www.epa.gov/iris/>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of "FHWA's Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents". Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, <http://pubs.healtheffects.org/view.php?id=282>) or in the future as vehicle emissions substantially decrease (HEI, <http://pubs.healtheffects.org/view.php?id=306>).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupported assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (<http://pubs.healtheffects.org/view.php?id=282>). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA

(<http://www.epa.gov/risk/basicinformation.htm#g>) and the HEI (<http://pubs.healtheffects.org/getfile.php?u=395>) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

In summary, the Proposed Action has been determined to be in conformity with the Clean Air Act, as amended, pursuant to all applicable EPA regulations.

If there are any questions, please contact Matthew Cegielski at (860) 594-2029.

Steven J. Giannitti\sjg

cc: Sebastian A. Cannamela
Maribeth C. Wojenski – Judy B. Raymond – Matthew D. Cegielski

ATTACHMENTS

Noise Study Report

NOISE STUDY REPORT

RELOCATION OF I-91 NB INTERCHANGE AND WIDENING OF I-91 AND
ROUTE 15 NB TO I-84 EB
IN THE CITY OF
HARTFORD AND THE TOWN OF EAST HARTFORD, CONNECTICUT
STATE PROJECT NO. 63-703

PREPARED BY THE
CONNECTICUT DEPARTMENT OF TRANSPORTATION

BY

OFFICE OF ENVIRONMENTAL PLANNING
WATER AND NOISE COMPLIANCE UNIT



June 2016

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INTRODUCTION AND PROJECT DESCRIPTION

Existing Conditions: Three of the four connections for the Interstate 91 (I-91) and the Interstate 84 (I-84) interchange are located proximate to the physical crossing of the interstates in downtown Hartford. Interchange 29, which is located approximately 1.6 miles to the south of I-84, provides the I-91 North to I-84 East connection, via Route 15.

There is significant traffic delays on I-91 North due to the vertical geometry of the road, single lane configuration of the I-91 Exit 29 off-ramp, traffic volumes at or near capacity, and heavy traffic weave on the Charter Oak Bridge. As a result, there is an above average crash frequency on I-91. Traffic routinely backs up from Exit 29 onto the northbound I-91 mainline, taking up the right-most lane of the three-lane facility. The lengths of the back-ups vary, but have been observed extending approximately 1.4 miles to the vicinity of the Wethersfield Cove. The condition is made far worse by the tendency of drivers to cut into the right lane queue from the center lane, drastically reducing the capacity of that center lane.

PURPOSE AND NEED

The purpose of this project is to address safety concerns associated with capacity and operational failures at Interchange 29 on I-91 North, which connects to Route 15 North and I-84 East.

PROPOSED IMPROVEMENTS:

The following improvements are proposed (south to north): Northbound I-91 will be widened for approximately 4,300 feet to extend the four lane travel lane section from Interchange 27 to Interchange 29 to relieve congestion, address significant safety concerns and provide an efficient I-91 to I-84 connection. This widening will occur on the easterly side of I-91 and will require modifications to the following four bridges: Bridge No. 813, I-91 over Route 15; Bridge No. 3613, I-91 over a drainage crossing (8x12 box culvert); Bridge No. 1466, I-91 over SB entrance ramp to SB I-91 and SB Route 15; and Bridge No. 480, I-91 over Airport Road. Due to subsurface soil conditions, it is anticipated that the use of light weight fill will be required in fill areas approaching Bridge No. 480 and the Charter Oak Bridge.

The I-91 exit ramp at Interchange 29 will be relocated and replaced. To address the adverse vertical grade and limited capacity of the existing ramp, it is proposed to remove the ramp and provide a major diverge on I-91 North just south of Bridge No. 815 (I-91 over Route 15). I-91 will be widened to accommodate the diverge which will consist of three lanes to the right maintaining I-91 traffic over Bridge No. 815 (existing condition) and two lanes to the left via a new bridge over southbound Route 15.

The two left lanes of the I-91 diverge would horizontally displace the two existing northbound lanes on Route 15. The Route 15 northbound lanes would be realigned to the east and would be merged with the two lanes from I-91 to form a four lane section prior to the Charter Oak Bridge. To accommodate this four travel lane section, widening of Bridge No. 6117 (Route 15 over I-91, Reserve Road and a rail line) will be required. The two lane entrance ramp from Route 15 to I-91 will also require realignment.

To avoid widening of Bridge No. 6000A (northbound barrel of the Charter Oak Bridge), the existing cross-section of 10-foot left shoulder, three 12-foot travel lanes and a 10-foot right shoulder would be modified to a 4-foot shoulder (left), four 11-foot travel lanes and a 10-foot

shoulder (right) for approximately 850 feet. The cross-section would transition to 10-foot shoulders (left & right) and 12-foot travel lanes on the remaining section of Charter Oak Bridge.

Northbound Route 15 from the Charter Oak Bridge to the Silver Lane underpass will be widened. The four travel lane section on northbound Route 15 formed by the two entering lanes from I-91 merging with the two travel lanes on Route 15 is extended over Charter Oak Bridge until Interchange 90 where there is a lane drop to Route 2 and Route 5. The remaining three travel lanes will need to be reduced to two prior to the Route 15 merge with I-84. Due to the proximity of the four lane merge and the lane drop at Interchange 90, it was determined that Route 15 would be widened to three travel lanes from east of the Charter Oak Bridge to the Silver Lane underpass, and providing a lane drop prior to its merge with I-84 East.

This widening addresses capacity concerns on Route 15 and allows a more desirable distance from Interchange 29 on I-91 to merge from three travel lanes to two prior to its merge with I-84 East. This improvement will require widening Bridge No. 6043A (Route 15 over Route 5) and Bridge No. 5796 (Route 15 over Silver Lane).

The project is considered a Type I Project; therefore, a noise analysis was completed in accordance with 23 CFR Part 772 – *Procedures for Abatement of Highway Traffic and Construction Noise*, and the Connecticut Department of Transportation Highway (Department) *Traffic Noise Abatement Policy for Projects Funded by the Federal Highway Administration* (FHWA).

EXISTING LAND USES

East Hartford

Existing land (Figure 1) uses on the East Hartford side of the project area consist of predominantly residential neighborhoods to the north of Route 15 bounded by Silver Lane and multistory, multifamily residential apartments to the south of Route 15. A residential neighborhood is located at the interchange with Route 15 and Route 2. This neighborhood is bounded by the off ramp to Route 2 eastbound and westbound and the off ramp to Main Street. A school and park are located immediately adjacent to the Charter Oak Bridge. These locations are bounded by the Connecticut River to the west, Route 2 to the east and the Charter Oak Bridge to the south.

Existing traffic noise barrier walls were provided in 1988 for the multi-residential apartment area and residences located in East Hartford along Route 15 northbound and residences located along Route 15 southbound (Figure 2). The traffic noise barrier walls were originally constructed of abortive plastic panels. This plastic barrier system deteriorated over the years to the point of having to replace the system with a newer concrete post and panel system. The existing system is constructed of absorptive panels supported by ground mounted H-columns and attached to the structures and safety barriers. The barrier wall panels mounted on the bridge structure over Silver Lane are of lightweight transparent panels.

Under project 63-703, the noise barrier walls along Route 15 northbound will be impacted from the widening of Route 15 northbound. This two barrier system will be replaced to maintain the noise reduction provided to the apartment complex and residences located along Silver Lane and along Route 15 northbound. Along Route 15 northbound, one noise barrier wall currently starts along the commuter lot located to the west of the apartment complex and terminates along Route

15 northbound off ramp to Silver Lane. The second segment of this system begins at the gore area of Route 15 northbound Silver Lane off ramp and terminates along Route 15 northbound past the Silver Lane overpass. The existing Route 15 southbound noise barrier wall which runs from approximately 230 feet east of the Silver Lane on ramp to just past the Bridge over Silver Lane will not be impacted.

The proposed noise barrier wall system is shown by dashed white lines, the existing noise barrier walls are shown as white solid lines (Figure 2). The two barrier system (Noise Barrier #1 and Noise Barrier #2) located along Route 15 northbound will be replaced as shown in Figure 2. The proposed noise barrier wall (Noise Barrier #4) located along Route 15 southbound will start at the beginning of the Silver Lane onramp to Route 15 southbound and terminate before the Main Street overpass.

Hartford

Existing land (Figure 3) uses on the Hartford side of the project area consist of a mix of commercial and light industrial multi-level buildings to the west of the project along Interstate 91. Additionally, there are large box transportation businesses including various freight transits. To the southeast of the Charter Oak Bridge is an active boat launch. The main noise source for the boat launch is mainly Interstate 91 and would receive minimal benefit from any noise abatement located on the Charter Oak Bridge.

ANALYSIS METHODOLOGY

MODEL USED AND ASSUMPTIONS

The Federal Highway Administration (FHWA) noise prediction model (Traffic Noise Model 2.5 (TNM 2.5)) was used to derive existing and future noise levels. The Department provided the concurrent hourly volume for the local road network. The posted speed limits for the roadway networks and concurrent traffic counts were used for the existing and future build scenarios for the roadway networks. The traffic data for the noise modeling for the existing and future build conditions is summarized in Table 1. Twelve-foot traffic lane widths were used for the existing analysis of Route 15 and I-91 roadways.

FIELD MEASUREMENTS

Ambient noise field measurements were taken at ten different locations along the local roadway network (Figure 1), in accordance with the FHWA publication “Measurement of Highway-related Noise.” Noise measurements were taken on November 4, 2015 and November 18, 2015. Field measurements included the counted number of vehicles, type of vehicle, meteorological conditions, unusual noise, and any present obstructions between the measurement location and traffic. Table 1 summarizes the information for the ambient noise field measurements.

TABLE 1 HOURLY TRAFFIC AT NOISE READING LOCATIONS BASED ON CONCURRENT TRAFFIC COUNTS

Site	Time Period	Autos*	Medium Trucks*	Heavy Trucks*	Buses*	Motorcycles*	Measured Leq (in dB(A))
Receptor 1	No AM Noise Readings Taken						
	4:36 PM – 4:51 PM	3272 15 NB 2780 15 SB	56 15 NB 60 15 SB	104 15 NB 104 15 SB	12 15 NB 4 15 SB	0 15 NB 8 15 SB	62.2
Receptor 2	7:20 AM – 7:35 AM	1624 15 NB	96 15 NB	152 15 NB	0 15 NB	0 15 NB	67.5
		2160 15 SB	76 15 SB	148 15 SB	24 15 SB	0 15 SB	
		296 On-ramp	8 On-ramp	4 On-ramp	8 On-ramp	0 On-ramp	
	4:27 PM – 4:42 PM	3380 15 NB 2344 15 SB 260 On-ramp	20 15 NB 72 15 SB 12 On-ramp	72 15 NB 148 15 SB 4 On-ramp	8 15 NB 8 15 SB 0 On-ramp	4 15 NB 4 15 SB 0 On-ramp	67.1
Receptor 3	No AM Noise Readings Taken						
	4:44 PM – 4:59 PM	496 Silver Ln WB 924 Silver Lane EB	8 Silver Ln WB 24 Silver Lane EB	0 Silver Ln WB 4 Silver Lane EB	12 Silver Ln WB 12 Silver Lane EB	0 Silver Ln WB 0 Silver Lane EB	74.2
Receptor 4	7:56 AM – 8:11 AM	2076 RTE 15 NB	70 RTE 15 NB	135 RTE 15 NB	4 RTE 15 NB	0 RTE 15 NB	59.1
		3522 RTE 15 SB	118 RTE 15 SB	230 RTE 15 SB	8 RTE 15 SB	0 RTE 15 SB	
	5:31 PM – 5:46 PM	2938 RTE 15 NB	40 RTE 15 NB	80 RTE 15 NB	12 RTE 15 NB	0 RTE 15 NB	56.7
		3802 RTE 15 SB	54 RTE 15 SB	104 RTE 15 SB	8 RTE 15 SB	0 RTE 15 SB	
Receptor 5	9:21 AM – 9:36 AM	2129 RTE 15 NB	72 RTE 15 NB	139 RTE 15 NB	4 RTE 15 NB	0 RTE 15 NB	59.3
		3804 RTE 15 SB	128 RTE 15 SB	248 RTE 15 SB	4 RTE 15 SB	4 RTE 15 SB	
	5:10 PM – 5:25 PM	3974 RTE 15 NB 3014	56 RTE 15 NB 43	110 RTE 15 NB 83	4 RTE 15 NB 4	0 RTE 15 NB 0	58.7

TABLE 1 HOURLY TRAFFIC AT NOISE READING LOCATIONS BASED ON CONCURRENT TRAFFIC COUNTS

Site	Time Period	Autos*	Medium Trucks*	Heavy Trucks*	Buses*	Motorcycles*	Measured Leq (in dB(A))
		RTE 15 SB	RTE 15 SB	RTE 15 SB	RTE 15 SB	RTE 15 SB	
Receptor 6	No AM Noise Readings Taken						
	4:06 PM – 4:21 PM	1140 Main Str. 504 15 NB Off-Ramp	32 Main Str. 0 15 NB Off-Ramp	12 Main Str. 0 15 NB Off-Ramp	12 Main Str. 0 15 NB Off-Ramp	12 Main Str. 8 15 NB Off-Ramp	58.5
Receptor 7	6:51 AM – 7:06 AM	1932 15 NB	128 15 NB	232 15 NB	0 15 NB	0 15 NB	63.2
		2952 15 SB	156 15 SB	192 15 SB	0 15 SB	0 15 SB	
		440 Rt. 2 On-Ramp	12 Rt. 2 On-Ramp	4 Rt. 2 On-Ramp	4 Rt. 2 On-Ramp	0 Rt. 2 On-Ramp	
		416 15 NB Off-Ramp	16 15 NB Off-Ramp	36 15 NB Off-Ramp	4 15 NB Off-Ramp	0 15 NB Off-Ramp	
Receptor 7	4:01 PM – 4:16 PM	3160 15 NB	48 15 NB	152 15 NB	0 15 NB	0 15 NB	61.6
		3404 15 SB	76 15 SB	112 15 SB	0 15 SB	0 15 SB	
		492 Rt. 2 On-Ramp	8 Rt. 2 On-Ramp	8 Rt. 2 On-Ramp	8 Rt. 2 On-Ramp	0 Rt. 2 On-Ramp	
		588 15 NB Off-Ramp	12 15 NB Off-Ramp	40 15 NB Off-Ramp	4 15 NB Off-Ramp	0 15 NB Off-Ramp	
Receptor 8	8:02 AM – 8:17 AM	2320 15 NB	104 15 NB	2320 15 NB	180 15 NB	0 15 NB	65.3
		3632 15 SB	136 15 SB	3632 15 SB	128 15 SB	4 15 SB	
		1956 Rt. 2 Ramp	24 Rt. 2 Ramp	1956 Rt. 2 Ramp	32 Rt. 2 Ramp	0 Rt. 2 Ramp	
No PM Noise Readings Taken							
Receptor 9	No AM Noise Readings Taken						
	3:35 PM – 3:50 PM	3852 RTE 15 NB 3188 RTE 15 SB	68 RTE 15 NB 80 RTE 15 SB	102 RTE 15 NB 170 RTE 15 SB	4 RTE 15 NB 20 RTE 15 SB	4 RTE 15 NB 4 RTE 15 SB	63.6

TABLE 1 HOURLY TRAFFIC AT NOISE READING LOCATIONS BASED ON CONCURRENT TRAFFIC COUNTS							
Site	Time Period	Autos*	Medium Trucks*	Heavy Trucks*	Buses*	Motorcycles*	Measured Leq (in dB(A))
Receptor 10	8:54 AM – 9:09 AM	2320	104	2320	180	0	63.6
		15 NB	15 NB	15 NB	15 NB	15 NB	
		3632	136	3632	128	4	
		15 SB	15 SB	15 SB	15 SB	15 SB	
		448	20	12	12	0	
		Sliver Lane Off Ramp	Sliver Lane Off Ramp	Sliver Lane Off Ramp	Sliver Lane Off Ramp	Sliver Lane Off Ramp	
No PM Noise Readings Taken							
SOURCE: CTDOT.* Combined traffic count for directional movements NOTES: dB(A) – A-weighted decibels.							

MODEL VALIDATION

Using the ambient noise field measurements listed in Table 2, the TNM2.5 model was validated for accuracy, per the requirements in 23 CFR §772.11(d)(2). The sites where the noise field measurements were taken were included into the noise model for the existing condition to determine the modeled noise at that location. Table 2 compares the measured Leq versus modeled Leq for the ten sites. Based on FHWA's guidance, if the measured Leq and modeled Leq are within 3 dB(A), the model is valid. Therefore, based on the data in Table 2, the uses of the noise model developed for this project is considered valid for predicting sound levels for the existing and build alternatives (Table 3).

Locations not meeting the ± 3 decibels for validation were most likely influenced by variables that cannot be accounted for in the TNM 2.5. These variables may include aircraft flyovers, emergency vehicle sirens, noise and vibrations emanating from bridge structures, atmospherics, etc.

TABLE 2 FHWA TNM MODEL VALIDATION				
Site	Time Period	Measured Leq	Modeled Leq	Difference
Receiver 1 -	8 4:36 PM to 4:51 PM	62.2	62.6	0.4
Receiver 2 -	7:20 AM to 7:35 AM	67.1	68.8	1.7
Receiver 3 -	4:44 PM to 4:59 PM	74.2	71.6	-2.6
Receiver 4 -	5:31 PM to 5:46 PM	56.7	60.4	3.7
Receiver 5 -	9:21 AM to 9:36 AM	59.3	59.1	-0.2
Receiver 6 -	4:06 PM to 4:21 PM	58.5	61.8	3.3
Receiver 7 -	6:51 AM to 7:06 AM	63.2	64.1	0.9
Receiver 8 -	8:02 AM to 8:17 AM	65.3	62.7	-2.6
Receiver 9 -	3:35 PM to 3:50 PM	63.6	62.5	-1.1
Receiver 10 -	8:54 AM to 9:09 AM	63.6	60.4	-3.2
NOTES:				
Modeled Leq based on traffic counts from Table 1.				
Difference = Measured Leq minus Modeled Leq.				

TRAFFIC NOISE IMPACTS

The FHWA has developed noise abatement criteria (NAC) and procedures in 23 CFR Part 772, as shown in Table 3, and CTDOT Noise Policy that states that traffic noise impacts occur when either:

- 1) The predicted traffic noise levels approach or exceed the FHWA NAC for the applicable activity category shown in Table 4; or,
- 2) The predicted traffic noise levels substantially exceed the existing noise levels by ≥ 15 dB(A).

TABLE 3 23 CFR 772 (TABLE 1) NOISE ABATEMENT CRITERIA (NAC)				
Activity Category	L_{eq} (h)^{\1,2\}	L₁₀ (h)^{\1,2\}	Evaluation Location	Description of Activity Category
A	57	60	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ^{\3\}	67	70	Exterior	Residential.
C ^{\3\}	67	70	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	55	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E ^{\3\}	72	75	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--	--	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	--	--	Undeveloped lands that are not permitted.
SOURCE: CTDOT Noise Policy, 2011.				
\1\ Either Leq(h) or L10(h) (but not both) may be used on a project.				
\2\ The Leq(h) and L10(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.				
\3\ Includes undeveloped lands permitted for this activity category.				

The modeling results for the existing condition and design year build scenarios can be found in Table 4. Based on the Department's current Noise Abatement Policy, the Department considers a predicted noise level within 1 dB(A) as "approaching" the NAC. A predicted increase of 15 dB(A) or more is also considered by the Department to substantially exceed the existing noise level. No substantial increase impacts would result from the proposed action. Highway traffic noise levels for the build condition will vary from 62 to 74 decibels (Table 4). Under the future build conditions, five locations would approach, equal or exceed the FHWA NAC of 67 dB(A) Leq(H).

FEASIBLE AND REASONABLE CONSIDERATION OF ABATEMENT

When considering abatement, the Department's Noise Policy states that noise abatement measures must be both feasible and reasonable. The feasibility and reasonableness of a noise barrier is determined by the following factors for Feasibility and Reasonableness.

Feasibility

The combinations of acoustical and engineering factors considered in the evaluation of a noise abatement measure are the following:

1. A noise abatement measure provides a noise reduction of 5dB(A) or greater for a minimum of two-thirds impacted Receivers.
2. Engineering feasibility of the noise abatement measure(s) shall consider adverse impacts created by or upon property access, drainage, topography, utilities, safety, and maintenance requirements.

Reasonableness

The combination of social, economic, and environmental factors are considered in the evaluation of a noise abatement measure. Reasonableness implies that good judgment and common sense has been applied in arriving at a decision. The following criteria are applied to determine if a noise abatement measure is reasonable:

1. An impacted Receiver that would receive a noise reduction of five dB(A) will be considered a benefitted Receiver.
2. That a traffic noise barrier will provide at least a seven decibel reduction in the noise climate for two-thirds of the benefitted Receivers.
3. That the cost of the traffic noise barrier system meets the cost/residence index of \$55,000 per benefitted Receiver.

ABATEMENT EVALUATION

Noise barrier walls were analyzed for the residential neighborhoods in East Hartford within the project corridor (Figure 1). Noise abatement measures are considered reasonable and feasible as one neighborhood (Location 2) approaches or exceeds the NAC of 67 dB(A) Leq(h) or substantially exceed the existing noise levels by ≥ 15 dB(A). Hartford has no residential neighborhoods within the project as the locations are mostly commercial areas; therefore, no abatement is proposed.

East Hartford

Replacement of existing traffic noise barrier walls:

Noise Barrier Wall #1

For the Apartment complex neighborhood (Receiver #'s 4 and 5) , the noise barrier wall (Noise Barrier Wall #1 shown in Figure 2) that is in existence today will be reconstructed. The traffic noise barrier wall (#1) will begin at the point along the commuter lot located to the west of the apartment complex and terminate along the off ramp to Silver Lane (\pm Station 240+24 to \pm Station 252+50) and retain the existing heights.

Cost

\$1,440,000, this cost does not include demolition costs

Noise Barrier Wall #2

This system (Noise Barrier Wall #2, shown in Figure 2) will be replaced along Route 15 NB at the gore area of the Silver Lane off ramp to just past the bridge carrying Route 15 NB over Silver Lane (\pm Station 251+50 and terminate at \pm Station 262+86) and have a height of fifteen feet above the baseline profile.

Cost

\$900,000, this cost does not include demolition costs

Noise Barrier Wall #3

For this neighborhood north of Route 15 (Receiver #3), the noise barrier wall (Figure 2) that is in existence today will not be impacted under this project and will remain in place as constructed.

Not Impacted.

Noise Barrier Wall #4

Cost

\$767,850

For this neighborhood, a noise barrier wall (Figure 2) will begin along the on ramp to Route 15 SB and terminate at Station ±237+50). The height of the barrier will be between fifteen and eleven feet. The noise barrier wall criteria are as follows:

Heights

- 15 feet will begin at ±Station 252+00 and end at ±Station 248+60
- 13 feet from ±Station 248+60 to ±Station 247+50
- 12 feet from ±Station 247+50 to ±Station 245+50
- 11 feet from ±Station 245+50 to ±Station 242+00

Length

This noise barrier wall is ±1,120 feet in length.

- Number of receivers: 42
- Number of impacted receivers: 14
- Number of receivers getting five decibel reduction: 14
- Number of receivers getting seven or greater decibel reduction: 14
- Cost per Benefited receiver \$54,846

In determining the feasibility/cost effectiveness for providing traffic noise abatement, the following criteria are applied:

1. The neighborhood in question approaches (within one decibel) or exceeds the FHWA NAC of 67 dBA Leq(h).
2. Exceeds the existing noise levels by 15 decibels.
3. That a traffic noise barrier will provide at least a seven decibel reduction in the noise climate of the neighborhood for two-thirds of the benefitted Receivers.
4. That the cost of the traffic noise barrier system meets the cost/residence index of \$55,000 per residence.

As shown in Table 4, Receptor 2 would receive a benefit from a traffic noise barrier system located along Route 15 southbound. In comparing the future build traffic noise levels from Route 15 and the future build conditions with the barrier system, noise levels will have a 0 dBA to 7 dBA reduction in traffic noise.

Based on the studies, the State intends to install new highway traffic noise abatement measures in the form of a traffic noise barrier wall at the neighborhood along the on ramp from Silver Lane, along Route 15 SB and terminate at Sta.±242+00. The preliminary indications of the likely abatement measures are based upon preliminary design for a barrier cost of \$767,850 that will

reduce the noise level by 7 dB(A) for fourteen residences. The Cost/residence index is \$154 below the \$55,000 limit, thus within the acceptable range per CTDOT policy. The Department will proceed with the likelihood of providing the traffic noise abatement measure. If it subsequently determined during final design that these conditions have substantially changed, the abatement measures might not be provided. A final decision regarding installation of the abatement measure(s) will be made upon completion of the project's final design and the public involvement processes.

Summary

Table 4 Noise Levels with and without traffic noise abatement shows the traffic noise levels from the lane addition would be comparatively equal for all receivers. The data shown in Table 4 indicates that receptors 1 and 2 would experience impacts from future build conditions and noise abatement is feasible. Traffic noise levels for the project build conditions would be greater than the levels from traffic along the existing roadway network as shown in Table 4.

Receptor 8 would experience an impact under the 2039 Build AM conditions. However, the receptor is depressed below the Charter Oak Bridge and a reasonable amount of reduction would not be achievable for this or any other location that is in the same situation; therefore, no abatement measures are to be considered likely for this location.

The existing noise barrier walls (#1 and #2) being replaced in East Hartford along route 15 northbound are being impacted by Project 63-703 through this area. The noise barrier locations were constructed under the Type II State Retrofit Program. The noise barrier walls will be reconstructed along the locations along Route 15 northbound and along the off ramp to Silver Lane (noise barrier wall #1). Noise barrier wall #2, will be reconstructed along Route 15 northbound and terminate at the original terminus along Route 15.

PUBLIC INVOLVEMENT

Public involvement will be initiated for the proposed Noise Barrier Wall #4. Public opinion will be considered to make the determination of the reasonableness for the noise barrier wall. The noise barrier wall will be constructed if two-thirds of the returned ballots are in favor of the noise abatement measures. Two solicitations will be made, one initial solicitation to the fourteen addresses that would benefit from the proposed noise abatement system and a second solicitation for the benefitted addresses not responding to the first solicitation.

CONSTRUCTION NOISE

Construction noise will be limited and temporary. Large pieces of construction equipment will be in operation at close proximity to the structures abutting the proposed project but the operations will be of short duration. Construction specifications require the contractor to comply with the following as per Form 816, Section 1.10; Environmental Compliance:

“1.10.05 – Noise Pollution: The contractor shall take measures to control noise intensity caused by his construction operations and equipment, including but not limited to equipment used for drilling, pile driving, blasting, and excavation or hauling.

All methods and devices employed to minimize noise shall be subject to continuing approval of the Engineer. The maximum allowable level of noise at the nearest residence or occupied building shall be 90 decibels on the “A” weighted scale (dB(A)). Any operation that exceeds this standard will cease until a different construction methodology is developed to allow work to proceed within the 90-dB(A) limit.”

INFORMATION FOR LOCAL OFFICIALS

The Department has no authority over local land use planning and development. The Department can only encourage local officials and developers to consider highway traffic noise in the planning, zoning and development of property near existing and proposed highway corridors. The lack of consideration of highway traffic noise in land use planning at the local level has added to the highway traffic noise problem which will continue to grow as development continues adjacent to major highways long after these highways were proposed and/or constructed.

In order to help local officials and developers consider highway traffic noise in the vicinity of this proposed Type I project, the Department will work with the local elected officials to develop an understanding of noise compatible land principles and assist in incorporating these principles into their local zoning codes, plans and applicable ordinances as per the requirements of 23 CFR §772.17. This noise analysis will be made available during the public involvement process for the proposed project.



FIGURE 1 RECEPTOR LOCATIONS



FIGURE 2 EXISTING AND PROPOSED NOISE BARRIER WALLS LOCATIONS



FIGURE 3 HARTFORD LAND USES

Receptor Number	Land Use Activity Category	Number of Receivers	Average Distance to Nearest Lane Of the Roadway Network (feet)	Noise Abatement Criteria	Future Noise Levels Build by Project Build Date ¹						
					Existing No Build	Future No-Build	Build 2019 AM	Build 2019 PM	Build 2039 AM	Build 2039 PM	
Receptor 1	B	13-MF	337	67	64/64	64/60	64/60	63/59	65/62	65/62	
Receptor 2	B	3-SF, 11-MF	224	67	69/69	67/58	67/58	65/57	70/60	70/60	
Receptor 3 ²	B	2-SF, 1-MF	70	67	69/69	72/67	72/67	69/65	74/71	74/71	
Receptor 4 ²	B	80-MF	362	67	61/61	67/60	63/59	62/58	67/59	67/59	
Receptor 5 ²	B	64-MF	131	67	60/60	59/59	66/59	65/59	70/61	70/61	
Receptor 6	B	6-SF, 1-MF	369	67	64/64	63/63	63/63	62/62	65/65	65/65	
Receptor 7	B	3-SF, 5-MF	631	67	60/60	64/64	63/63	63/63	65/65	65/65	
Receptor 8	C	P	500	67	63/63	62/62	64/64	63/63	66/61	66/61	
Receptor 9	C	P	345	67	60/60	63/63	63/63	62/62	65/65	65/65	
Receptor 10 ²	B	3-SF, 4-MF	271	67	62/62	63/63	67/59	66/58	64/64	64/64	
SF – Single Family Residence, B-Business, MF –Multiple Family Residence, P –Park or Trail					¹ nn/nn: nn without abatement/nn with abatement			² Existing Noise Barrier Walls			

TABLE 4 NOISE LEVELS WITH AND WITHOUT TRAFFIC NOISE ABATEMENT