

## Connecticut Coastal Area Management Program Consistency

The Connecticut Coastal Area Management Act (CSG Sec 22a-90 through 22a-112) Coastal Resources Map indicates that areas within 1,000 feet of the Thames River and tidal wetlands in New London, Waterford, Montville, Norwich, Preston, Ledyard and Stonington are within the Coastal Zone (Figure 6-1). Consistency with the Connecticut Coastal Area Management Program policies is required as part of the federal compliance with the Federal Coastal Zone Management Act of 1972. Review of Connecticut Coastal Policies and Use Guidelines indicate that any proposed activity must be consistent with both coastal land and water resources policies for General Development, and the activity has to be assessed to ensure no adverse impacts to coastal resources.

This section examines the consistency of each of the 6 alternatives evaluated in this Draft EIS. No alternative has been selected as the “preferred alternative” at this time, nor is there any proposed action.

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### 6.1 Project Relationship to the Coastal Area

The project elements and alternatives listed below, except for Alternative A (No Action) include work within the Coastal Area, defined as the land within 1,000 feet of the high tide line or tidal wetlands in the municipalities of New London, Waterford, Montville, Norwich, Preston, Ledyard, and Stonington.

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#### 6.1.1 Alternative B

Alternative B would require the following actions within the boundaries of the Coastal Area:

- Construction of the Connecticut College/USCGA station
- Construction of the Waterford Station
- Construction of the Mohegan Sun Transportation Center

- Construction of the Norwich West Transportation Center
- Construction of the transitway within the Providence & Worcester right-of-way, and a new bridge over the Shetucket River
- Construction of a new platform at the Norwich East Transportation Center
- Construction of a portion of the Transitway north of Poquetanuck Cove
- Construction of a passing siding along the New England Central line, north of Trading Cove
- Upgrades of the NECR track and signals
- Passenger rail service on the New England Central Line
- Transit service along the east shore of the Thames River, within the Providence & Worcester right-of-way

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**6.1.2 Alternative C**

Alternative C would include the actions listed above, but would also include construction of a new transit bridge across the Thames River.

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**6.1.3 Alternative D**

Work within the Coastal Area included in Alternative D is limited to the upgrade of existing Route 2 in Norwich.

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**6.1.4 Alternative E**

Alternative E would include the following actions within the Coastal Area:

- Widening the Route 2A bridge by adding a new 2-lane bridge parallel to the existing Mohegan-Pequot Bridge
- Widening Route 2A to 4 lanes between the bridge and Route 12
- Construction of a portion of the Route 2A Bypass within 1,000 feet of Poquetanuck Cove in Preston
- Upgrade of existing Route 32 in the vicinity of Horton's Cove and Oxoboxo Brook in Montville

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**6.1.5 Alternative F**

Alternative F would have include the same actions within the Coastal Area as Alternative E.

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## 6.2 Coastal and Land and Water Resource Policies (CGS Sect. 22a-5)

This section demonstrates the compliance of the various alternatives with the Connecticut Coastal Policies.

**Promote and coordinate management of water, land and air resources to assure their protection, enhancement and proper allocation and utilization.**

Each of the alternatives under consideration is consistent with this policy. Planning concepts have been developed to avoid impacts to sensitive land and water resources to the greatest extent practicable, and to minimize unavoidable impacts.

**Provide for the protection and management of plants, trees, fish, shellfish, wildlife, and other animal life of all types, including the preservation of endangered species**

Alternatives C, E and F may affect the habitat of Atlantic sturgeon, a state-listed fish species, through the placement of new bridge piers in the Thames River. Each of the alternatives will, to varying degrees, result in the loss of natural vegetation and wildlife habitat.

**Provide for the protection, enhancement and management of the public forests, parks, open spaces, and natural area preserves.**

None of the alternatives under consideration will affect public lands or preserves within the Coastal Area. As described in Chapter 3, Alternatives B, C, D, E and F are likely to result in minor impacts to parks or state wildlife management areas outside of the Coastal Area. Increased rail service along the NECR or P&W corridors will not adversely affect public access to the waterfront. Alternatives B and C will enhance public access by providing a rail station at the Thames Landing marina and park in Waterford, and by improving public transit access to proposed public waterfront parks in New London.

**Provide for the protection, enhancement and management of inland, marine and coastal water resources, including but not limited to wetlands, rivers, estuaries, and shorelines.**

Alternatives C, E and F will result in the minor loss of riverine substrate due to the placement of new bridge piers in the Thames River, but will not affect adjacent wetlands or shorelines. No other impacts to wetlands, rivers, estuaries or shorelines within the Coastal Area will occur as a result of any other alternative, although each of the alternatives is likely to result in the loss of inland wetlands and waterways outside of the jurisdictional area.

**Provide for the prevention and abatement of all water, land and air pollution including, but not limited to, that related to particulates, gases,**

**dust, vapors, radiation, odors, nutrients and cooled or heated liquids, gase and solids.**

Each of the alternatives will include mitigation measures to prevent or abate water and air pollution likely to result from construction activities or from vehicular traffic. No impacts to the Coastal Area are anticipated.

**Provide for control of pests and regulation the use, storage and disposal of pesticides and other chemicals which may be harmful to man, sea life, animals, plant life, or natural resources.**

New transportation facilities will not involve the use of pesticides or other harmful chemicals. The use, storage and disposal of chemicals used during construction (fuel, hydraulic fluid, etc.) will be done in accordance with ConnDOT specifications, and in compliance with all applicable statutes and regulations. Spill prevention and protection plans will be developed prior to construction.

**Regulate the disposal of solid waste and liquid waste, including but not limited to domestic and industrial refuse, junk motor vehicles, litter and debris, which methods shall be consistent with sound health, scenic environmental quality, and land use practices.**

The use, storage and disposal of liquids used during construction (fuel, hydraulic fluid, etc.) will be done in accordance with ConnDOT specifications, and in compliance with all applicable statutes and regulations. Spill prevention and protection plans will be developed prior to construction. Solid waste generated during construction will be used as fill materials, where appropriate, or disposed of in accordance with regulations.

**Regulate the storage, handling and transportation of solids, liquids and gases which may cause or contribute to pollution.**

The use, storage and disposal of liquids used during construction (fuel, hydraulic fluid, etc.) will be done in accordance with ConnDOT specifications, and in compliance with all applicable statutes and regulations. Spill prevention and protection plans will be developed prior to construction. Solid waste generated during construction will be used as fill materials, where appropriate, or disposed of in accordance with regulations.

**Provide for minimum state-wide standards for the mining, extraction, excavation or removal of earth materials of all types.**

Any earth excavation required for construction will be re-used as fill material for the project or disposed of in accordance with state regulations.

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### 6.3 Adverse Impact Consistency

**Degrading water quality through the significant introduction into either coastal waters or groundwater supplies of suspended solids, nutrients, toxics, heavy metals or pathogens, or through the significant alteration of temperature, pH, dissolved oxygen or salinity.**

None of the alternatives are anticipated to result in significant pollution of coastal waters or groundwater supplies. As described in Chapter 3 of this Draft EIS, the use of appropriate BMPs will mitigate for any suspended solids, metals, or other pollutants resulting from construction or operations of these alternatives.

**Degrading existing circulation patterns of coastal waters through the significant patterns of tidal exchange or flushing rates, freshwater input, or existing basin characteristics and channel contours.**

None of the alternatives under consideration would result in significant changes to tidal exchange, flushing characteristics, channel contours, or other characteristics of coastal waterways.

**Degrading natural erosion patterns through the significant alteration of littoral transport of sediments in terms of deposition or source reduction.**

None of the alternatives under consideration would alter patterns of littoral transport of sediments.

**Degrading natural or existing drainage patterns through the significant alteration of groundwater flow and recharge and volume of runoff.**

None of the alternatives under consideration would significantly alter existing drainage patterns, groundwater recharge, or runoff volumes within the Coastal Area, as described in Chapter 3. Any alternative that includes areas of new impervious surface would be designed with appropriate stormwater BMPs to protect surface and groundwater resources.

**Increasing the hazard of coastal flooding through significant alteration of shoreline configurations or bathymetry, particularly within high velocity flood zones.**

None of the alternatives under consideration would significantly alter shoreline configurations or bathymetry. None of the alternatives involves construction in any high-velocity flood zone.

**Degrading visual quality through significant alteration of the natural features of vistas and view points.**

None of the alternatives under consideration would significantly alter these features. Alternative C, through the construction of a new bridge across the Thames River, would alter the vistas of the river that are currently available from the Mohegan-Pequot Bridge and from areas on and along the Thames

River upriver from the existing bridge. Alternatives E and F, which would include construction of a new roadway bridge immediately adjacent to the existing Route 2A bridge, are not anticipated to have a substantial effect on views from, or of, the Mohegan-Pequot Bridge.

**Degrading or destroying essential wildlife, finfish or shellfish habitat through significant alteration of the composition, migration patterns, distribution, breeding or other population characteristics of the natural species or significant alterations of the natural components of the habitat.**

None of the alternatives under consideration is anticipated to significantly affect essential wildlife habitat, or to have a substantial adverse effect on wildlife habitat, within the Coastal Zone. Alternative C includes construction of a new bridge across the Thames River, which may affect Atlantic sturgeon habitat. Alternatives E and F, which also include construction of a new Route 2A bridge over the river, may affect sturgeon habitat. Effects of these alternatives would be minimized by placing new bridge piers directly adjacent to the existing Route 2A bridge.

**Degrading tidal wetlands, beaches and dunes, rocky shorefronts, and bluffs and escarpments through significant alteration of their natural characteristics or function.**

None of the alternatives under consideration would significantly affect tidal wetlands, beaches, dunes, rocky shorefronts, or escarpments.