

FINAL FEDERAL ENVIRONMENTAL ASSESSMENT
Prepared pursuant to 23 CFR 771.119

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FINAL CONNECTICUT ENVIRONMENTAL IMPACT EVALUATION
Prepared pursuant to RCSA Section 22a-1a-1 to 12, inclusive

FOR
THE RECONSTRUCTION OF INTERCHANGE 33 ON INTERSTATE 95
STRATFORD, CONNECTICUT

STATE PROJECT NO. 138-223

* * *

A Joint Document

THE CONNECTICUT DEPARTMENT OF TRANSPORTATION
In Cooperation With
THE FEDERAL HIGHWAY ADMINISTRATION

March 2006

Approved for circulation:



For Connecticut Department of Transportation

3/31/2006
Date

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For Federal Highway Administration

4/3/06
Date

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
THE RECONSTRUCTION OF INTERCHANGE 33 ON INTERSTATE 95
STRATFORD, CONNECTICUT
STATE PROJECT NUMBER 138-223

Pursuant to 23 CFR 771.121(a), the Federal Highway Administration (FHWA) has determined that the Reconstruction of Interchange 33 on Interstate 95 project in the town of Stratford, Connecticut will have no significant impact on the human and natural environment. This Finding of No Significant Impact (FONSI) is based on the attached Final Environmental Assessment (EA), which has been independently evaluated by FHWA and determined to adequately discuss the need, environmental issues, and impacts associated with the proposed project and the appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA has also determined that the project does not impact Section 4(f) resources, and therefore complies with 23 CFR 771.135. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

4/3/06
Date

Evan L. Powell
For Federal Highway Administration

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ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
ADT	Average Daily Traffic
APE	Area of Potential Effect
BMPs	Best Management Practices
CEPA	Connecticut Environmental Policy Act
CFR	Code of Federal Regulations
CGS	Connecticut General Statutes
CO	Carbon Monoxide
ConnDOT	Connecticut Department of Transportation
CTDEP	Connecticut Department of Environmental Protection
dBA	Decibel, A-weighted
EA	Federal Environmental Assessment
EB	Eastbound
EIE	Environmental Impact Evaluation
FHWA	Federal Highway Administration
I-95	Interstate 95
Leq (h)	Hourly Equivalent Sound Level
LLAOEC	Low Level Area of Environmental Concern
LOS	Level of Service
MPH	Miles Per Hour
MPT	Maintenance and Protection of Traffic
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NB	Northbound
NEPA	National Environmental Policy Act
NDDB	Natural Diversity Database
NO _x	Nitrogen Oxides
NRHP	National Register of Historic Places
PCBs	Polychlorinated Biphenyls
PPM	Parts Per Million
RCSA	Regulations of Connecticut State Agencies
ROW	Right of Way
SB	Southbound
SHPO	State Historical Preservation Officer
SIP	State Implementation Plan
TIP	Transportation Improvement Program
TNM-2.1	Traffic Noise Model, version 2.1
USEPA	U.S. Environmental Protection Agency
VOCs	Volatile Organic Compounds
Vpd	Vehicles per Day
WB	Westbound

1 EXECUTIVE SUMMARY

Project Name: Reconstruction of Interchange 33 on Interstate 95 (State Project 138-223)

Sponsoring Agency: Connecticut Department of Transportation

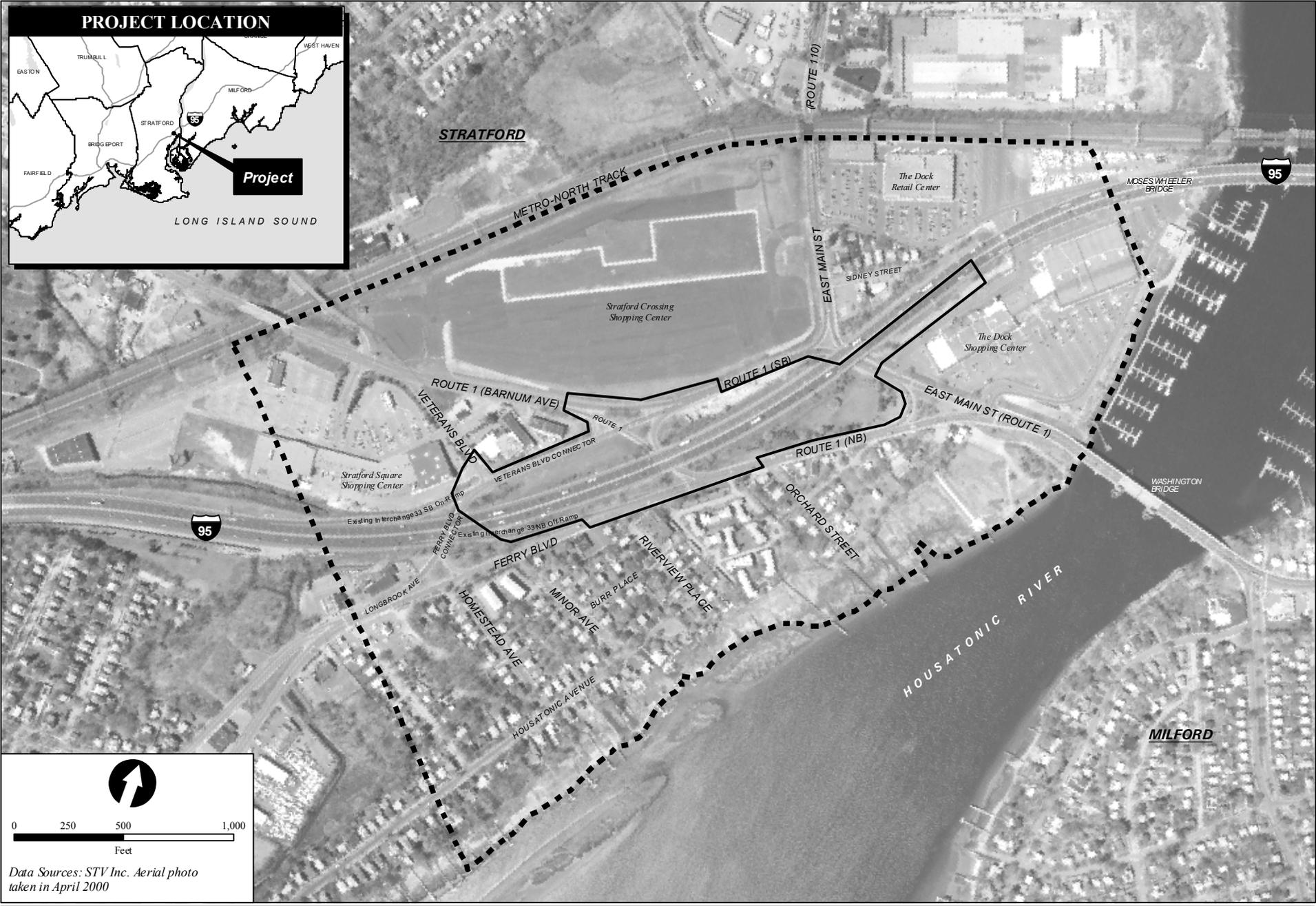
In Cooperation With: Federal Highway Administration

Description of the Proposed Action

The Connecticut Department of Transportation (ConnDOT) proposes to reconstruct Interchange 33 (Exit 33) on Interstate 95 (I-95) in Stratford (the Proposed Action) in order to provide a full interchange (Figure ES-1). The new configuration will be a diamond interchange at this location. Currently, Exit 33 is a partial interchange consisting of a southbound (SB) entrance ramp and a northbound (NB) exit ramp. The proposed new SB off-ramp will connect with Veterans Boulevard on the north side of I-95 and the new NB on-ramp will extend from Ferry Boulevard/U.S. Route 1 NB on the south side of I-95 (Figure ES-2).

In addition to the construction of new ramps at Exit 33 to provide full access to I-95, the Proposed Action will also include some intersection reconstruction and widening of local roads to accommodate the modified flows and travel patterns created by the full interchange. All construction for this project will be conducted within the existing state-owned right-of-way (ROW) of I-95 and/or within the existing ROW of roadways providing access to the new interchange. Local road improvements to accommodate traffic operations include:

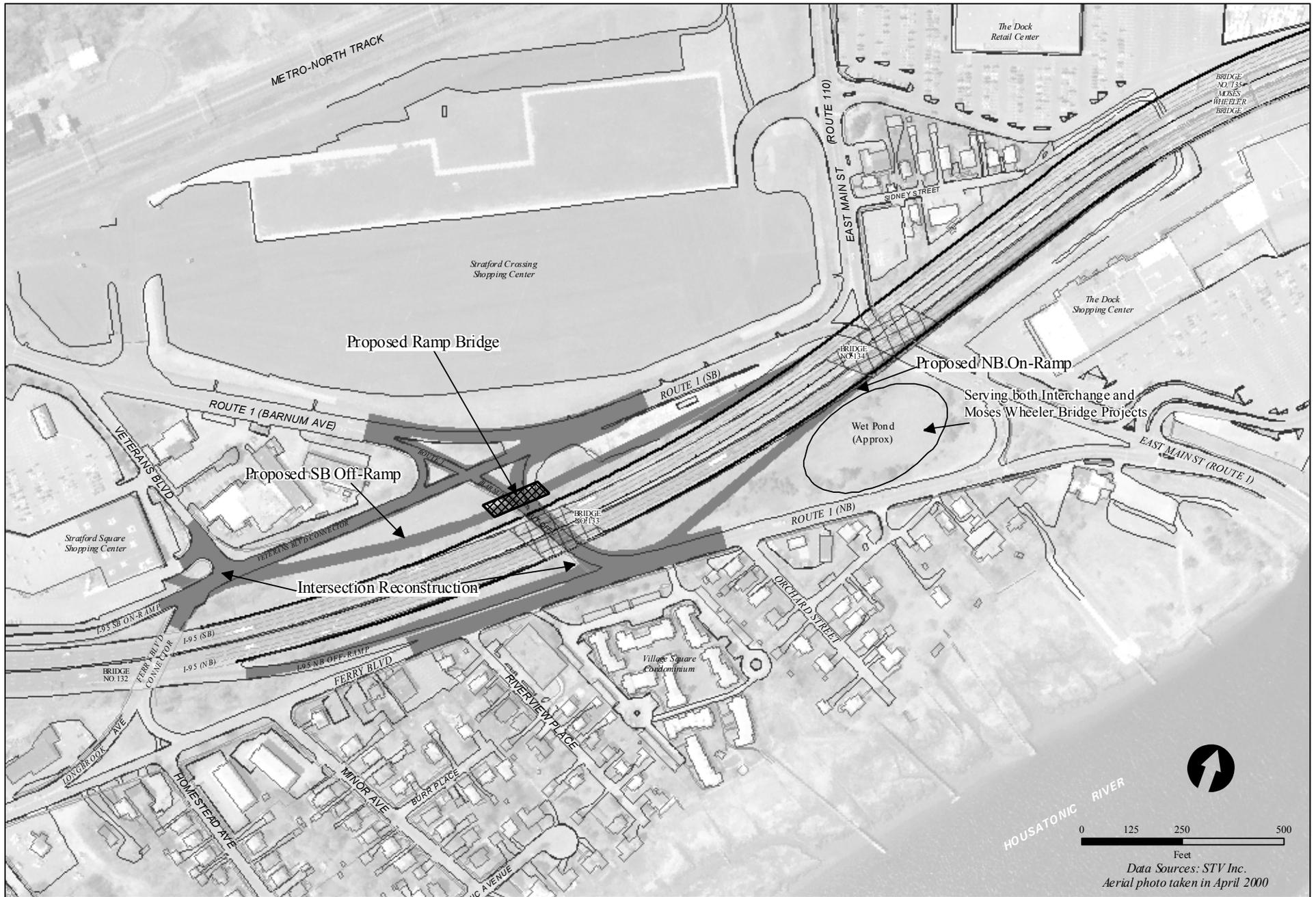
- Connecting the new I-95 SB off-ramp with the intersection of Veterans Boulevard and Longbrook Avenue/Ferry Boulevard Connector. The reconstructed intersection will be signalized with three-phase signal timing.
- Providing a short access drive to accommodate truck access to the rear of the Stratford Square shopping center.
- Constructing a ramp bridge over Barnum Avenue Cutoff to allow extension of the SB off-ramp to connect with the Veterans Boulevard/Ferry Boulevard Connector intersection.
- Providing additional lanes, turning lanes, and/or roadway widening on Veterans Boulevard, Barnum Avenue Cutoff, and Ferry Boulevard.



Environmental Assessment / Environmental Impact Evaluation
 Proposed Reconstruction of Interchange 33
 Stratford, Connecticut

 Project Vicinity
 Proposed Action Site

**PROPOSED ACTION SITE
 AND VICINITY
 Figure ES - 1**



Environmental Assessment / Environmental Impact Evaluation
 Proposed Reconstruction of Interchange 33
 Stratford, Connecticut

- Proposed Action
- Moses Wheeler Bridge Project
 (Not Part of the Proposed Action)

PROPOSED ACTION

Figure ES - 2

0 125 250 500
 Feet
 Data Sources: STV Inc.
 Aerial photo taken in April 2000

- Reconstructing the intersection of Route 1 (Barnum Avenue Cutoff) and Ferry Boulevard to provide access to the new NB on-ramp from Ferry Boulevard. Traffic headed for I-95 NB on Ferry Boulevard will be physically separated with a median barrier from through traffic to minimize potentially unsafe weaving patterns.
- Modifying the intersection of Barnum Avenue Cutoff and Ferry Boulevard from a two-phase to a three-phase signal pattern to facilitate use of the new on-ramp.

The Proposed Action will be constructed in concert with reconstruction of the Moses Wheeler Bridge over the Housatonic River (State Project 138-221), which is situated directly north of the Proposed Action site. Some components of the Moses Wheeler Bridge project will be constructed within the study area for the Proposed Action. These are described in more detail in subsequent relevant sections of this document and can also be identified in Figure ES-2. Most notably, ConnDOT Bridges 133 and 134 in the study area will be reconstructed. In addition, the stormwater management system for the Moses Wheeler Bridge project will be designed to connect and integrate with the stormwater management system for the Proposed Action, and key components of the overall system will be located in the Proposed Action study area.

Purpose and Need

The need for a full interchange at Exit 33 on I-95 was first evaluated in 2001 during final design of the Moses Wheeler Bridge Reconstruction project. This bridge is located just north of Exit 33 on I-95 (approximately 1/2 mile). The need for the project was identified by ConnDOT engineers in the course of work for the Moses Wheeler Bridge and by the public at public meetings held for that project in June 2001. The Proposed Action is needed for three reasons:

- To replace the functionally outdated partial interchange at Exit 33 and complement the improvements to I-95 occurring with the Moses Wheeler Bridge project. Results from the traffic analysis for the Proposed Action indicate that all freeway segments on I-95 in the study area currently operate at Level of Service (LOS) F, the worst level on the scale of A to F (failing). This is due to regional traffic congestion that results in substantial delays on I-95 throughout southwestern Connecticut. While future levels of service on I-95 are predicted to remain much the same, reconstruction of the Moses Wheeler Bridge and its approaches will provide some spot improvements to traffic flow. The Proposed Action will bring Exit 33 up to modern highway design standards and support the benefits gained from the adjacent bridge project. Overall ramp operations are expected to improve in the study area as a result of the Proposed Action. With more traffic utilizing the proposed full interchange at Exit 33, there would be expected decreases in traffic at the two adjacent interchanges, potentially reducing ramp queues at all three interchanges.
- To enhance access to I-95 as well as the local roadway system in this location. A full interchange at Exit 33 will eliminate the current need for drivers to travel longer distances on local streets to access I-95. Currently they must travel to Interchange 32 in the center of Stratford or Interchange 34 in the Devon section of Milford for full access to the interstate. Similarly, drivers traveling SB on I-95 currently need to exit at a different interchange in order to get to destinations in the vicinity of Exit 33.

- To accommodate increased traffic associated with the ongoing intensification of commercial development in this section of Stratford. While existing levels of service are adequate (LOS C or better) for intersections on local streets in the vicinity of Exit 33, operations are projected to decline substantially in one location by 2025. The intersection of Veteran’s Boulevard and Veteran’s Boulevard Connector/Ferry Boulevard is expected to decline to LOS F for both the future morning (AM) and evening (PM) peak hours. In addition, the LOS at intersections of U.S. Route 1 at the Dock Shopping Center and Route 110 at U.S. Route 1 SB approach are projected to decline slightly in the future under no-build conditions.

Alternatives Considered

The purpose of the Proposed Action is specific to Exit 33 and therefore must take place at this location. For this reason, ConnDOT considered no other sites for the Proposed Action. The only alternative action might be to add one new access ramp to create a three-way interchange at this location. This would not serve the project purpose and need and would not substantially improve the functionality of this interchange. Therefore, it was not deemed prudent or feasible to consider either the three-way interchange alternative or alternative sites for the Proposed Action.

Four alternative designs were considered for the construction of a full interchange at Exit 33. They had many features in common, including the provision of both a new entrance and exit ramp to I-95 to complete the existing interchange. Alternative 4 was selected as the Proposed Action as it best met the project purpose and need while providing acceptable LOS at most study area intersections through the 2025 build year in both the AM and PM peak travel hours. Alternative 4 also provides the necessary connections to I-95 with acceptable geometric design. In addition, it provides a longer SB exit ramp than the other alternatives, which substantially decreases the potential for traffic to back up onto I-95. Furthermore, a longer exit ramp provides drivers with a greater distance to reduce speed coming off the highway, thereby creating a safer driving environment.

Since Alternative 4 offers the safest geometry and best overall LOS among the four build alternatives considered, the other three alternatives have been eliminated from further consideration for this EA/EIE. This document evaluates the potential impacts of the No-Action (or No-Build) Alternative and the Proposed Action, Alternative 4.

Impacts Evaluation Summary

The implementation of the Proposed Action will have minor adverse environmental impacts that can be mitigated. Expected impacts include traffic conditions at one intersection, increased roadway runoff, risk of encountering archeological resources, risk of encountering hazardous materials, relocations of public utilities, and construction period impacts. Environmental benefits of the Proposed Action include improved traffic operations, support for land use patterns, enhanced socio-economic conditions, an upgraded stormwater management system, and positive secondary and cumulative effects. Anticipated impacts and corresponding proposed mitigation measures are summarized in Table ES-1.

List Of Potential Permits, Certificates, Or Approvals

- CTDEP - Flood Management Certification
- CTDEP - Coastal Management Consistency Review
- CTDEP - General Permit for Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities
- CTDEP - Special Waste Authorization
- State Traffic Commission (STC) Certificate
- Interstate Highway Access Modification approval – FHWA

Early Coordination

ConnDOT conducted two public meetings in June of 2001 to provide an opportunity for public input and discussion on the Moses Wheeler Bridge reconstruction project. In the course of these meetings, comments were also solicited on a potential project to reconstruct Interchange 33 as a full interchange. On December 16, 2003, ConnDOT initiated the public scoping process for the Reconstruction of Interchange 33 project under the Connecticut Environmental Policy Act (CEPA) by issuing a Scoping Notice in Connecticut's Environmental Monitor to further solicit comments on the Proposed Action from state agency reviewers and other interested parties. No CEPA public scoping meeting was requested or held. A copy of responses received in reply to the CEPA Notice is included in Appendix A.

Review Period and Comments

Review agencies and other interested parties are offered an opportunity to provide comments and other pertinent information that would help define environmental impacts, interpret the significance of such impacts, and evaluate alternatives.

Written comments on this document and any other pertinent information may be submitted to the below-listed agency contact by April 29, 2005 at 4:00 p.m. A public hearing on the Proposed Action will be held on April 13, 2005 at 7:00 p.m. at Stratford Town Hall. The submitted materials and responses, along with the EA/EIE, will be attached to a Record of Decision that will be forwarded to the State Office of Policy and Management (OPM) for a determination of its adequacy. The same material, along with OPM's determination, will be sent to the FHWA for final determination.

Agency Contact

Connecticut Department of Transportation

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Table ES-1: Summary of Anticipated Impacts and Mitigation Measures for Proposed Action

Resource	Impact Synopsis	Mitigation
Traffic and Bicycle, Pedestrian, and Transit Considerations	Future LOS F at one proposed intersection. Slight beneficial effect on ramp operations. Potential short-term construction impacts.	None proposed
Land Acquisitions and Displacements	No adverse impact	None required or proposed
Land Use and Zoning	No adverse impact. Beneficial effect on land use patterns.	None required or proposed
Consistency with State, Regional and Local Plans	Consistent	None required or proposed
Socio-Economic Conditions	No adverse impact. Beneficial impact to economic conditions.	None required or proposed
Community Cohesion	No adverse impact	None required or proposed
Environmental Justice	No adverse impact	None required or proposed
Air Quality	No long-term adverse impact. Potential short-term construction impacts.	None required or proposed
Noise	Existing conditions at impacted receptors not improved. No adverse impact per state standards; minor adverse impacts per FHWA criteria.	None feasible.
Water Quality	Maintenance or improvement of runoff quality. Potential short-term construction impacts.	Temporary and permanent E&S controls.
Wetlands	No adverse impact	None required or proposed
Aquatic and Wildlife Habitat/Threatened and Endangered Species	No adverse impact	None required or proposed
Floodplains	No adverse impact	None required or proposed
Wild and Scenic Rivers/Costal Zones	No adverse impact	None required or proposed
Farmlands	No adverse impact	None required or proposed
Historic, Archaeological and Other Cultural Resources	Potential impact to archeological resources at STP #12.	Temporary protective fencing during construction to avoid archaeologically sensitive area.
Section 4(f) and Section 6(f) Resources	No adverse impact	None required or proposed
Environmental Risk Sites and Hazardous Materials	No long-term adverse impact. Potential short-term construction impacts.	Impermeable liner for the wet pond.
Visual and Aesthetic Resources	No adverse impact	Potential use of landscaping and texturing of retaining walls.
Energy	Potential slight increase in electric usage for ramp lighting.	Energy-efficient lighting for new fixtures will be used.
Public Utilities and Services	Some utility line relocation required. Short-term construction period impacts.	Coordination with service providers for relocation and if necessary, minor modification to project design.
Public Safety and Security	No adverse impact	None required or proposed
Construction Period Impacts	Temporary impacts relative to traffic, air quality, noise, water quality, archaeological resources, hazardous materials, and utilities.	<ul style="list-style-type: none"> • Implement an MPT plan traffic • Adhere to ConnDOT BMPs (Form 816) and CTDEP 2002 E&S Guidelines in implementing E&S plan. • Temporary protective fencing to avoid archaeologically sensitive area. • Implement hazardous materials management plan. • Coordinate with utility service providers and implement agreed-upon relocation plans.
Secondary and Cumulative Impacts	No adverse impact. Beneficial impact to long-term economic development.	None required or proposed

2 PURPOSE AND NEED

2.1 PURPOSE

The Connecticut Department of Transportation (ConnDOT), in conjunction with the Federal Highway Administration (FHWA) proposes to reconstruct Interchange 33 (Exit 33) on Interstate 95 (I-95) in Stratford, Connecticut (Figure 1). The purpose of this project is to provide a full interchange at the current location of Exit 33 on I-95 (the Proposed Action, see Figure 2). Exit 33 is currently a partial diamond interchange consisting of a southbound (SB) entrance ramp and a northbound (NB) exit ramp. The project is intended to modernize the outdated partial interchange, improve traffic circulation in the region, and meet growing demand for vehicular access in this section of the Town of Stratford created by ongoing commercial infill and redevelopment.

2.2 NEED

The concept of a full interchange at Exit 33 on I-95 was first evaluated in 2001 during final design of the Moses Wheeler Bridge Reconstruction project. This bridge is located just north of Interchange 33 on I-95 (approximately ½ mile). The need for a full interchange at Exit 33 was identified by ConnDOT engineers in the course of work for the Moses Wheeler Bridge project and by the public at public meetings for that project held in June 2001. The Proposed Action is needed for three reasons:

- To replace the functionally outdated partial interchange at Exit 33 and complement the improvements to I-95 occurring with the Moses Wheeler Bridge project. Results from the traffic analysis for the Proposed Action indicate that all freeway segments on I-95 in the study area currently operate at Level of Service (LOS) F, the worst level on the scale of A to F (failing). This is due to regional traffic congestion that results in substantial delays on I-95 throughout southwestern Connecticut. While future levels of service on I-95 are predicted to remain much the same, reconstruction of the Moses Wheeler Bridge and its approaches will provide some spot improvements to traffic flow. The Proposed Action will bring Exit 33 up to modern highway design standards and support the benefits gained from the adjacent bridge project. Overall ramp operations are expected to improve in the study area as a result of the Proposed Action. With more traffic utilizing the proposed full interchange at Exit 33, there would be expected decreases in traffic at the two adjacent interchanges, potentially reducing ramp queues at all three interchanges.
- To enhance access to I-95 as well as the local roadway system in this location. A full interchange at Exit 33 will eliminate the current need for drivers to travel longer distances on local streets to access I-95. Currently they must travel to Interchange 32 in the center of Stratford or Interchange 34 in the Devon section of Milford for full access to the

interstate. Similarly, drivers traveling SB on I-95 currently need to exit at a different interchange in order to get to destinations in the vicinity of Exit 33.

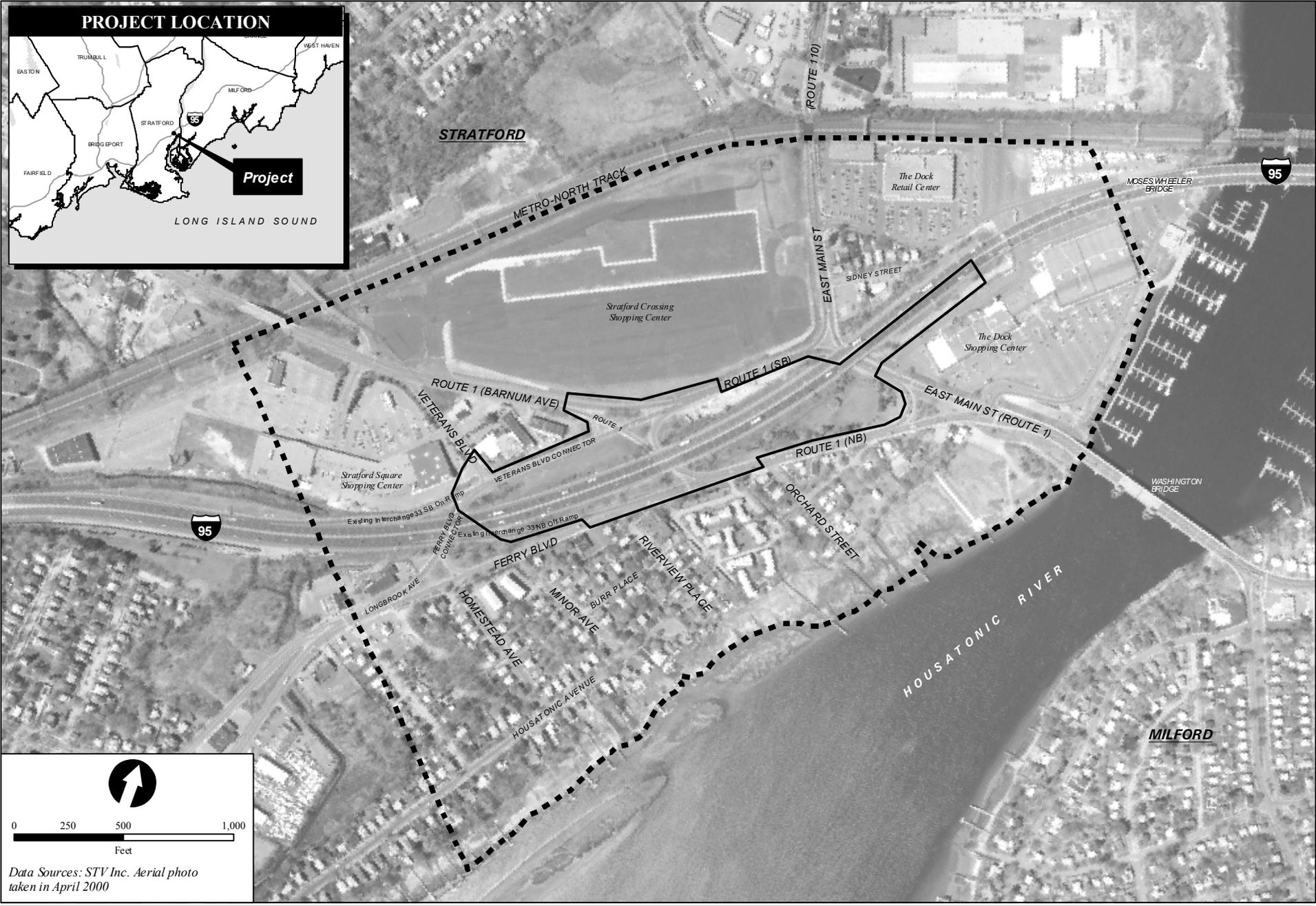
- To accommodate increased traffic associated with the ongoing intensification of commercial development in this section of Stratford. While existing levels of service are adequate (LOS C or better) for intersections on local streets in the vicinity of Exit 33, operations are projected to decline substantially in one location by 2025. The intersection of Veteran's Boulevard and Veteran's Boulevard Connector/Ferry Boulevard is expected to decline to LOS F for both the future morning (AM) and evening (PM) peak hours. In addition, the intersections of U.S. Route 1 at the Dock Shopping Center and Route 110 at U.S. Route 1 SB approach are projected to decline slightly in the future under no-build conditions.

Exit 33 was designed and constructed nearly 50 years ago to design standards of the day and to service toll collection in this location. Since that time, traffic volumes in the region have increased substantially and the overall I-95 highway infrastructure has aged. Exit 33 is functionally outdated to meet today's highway operational needs. Similarly, the Moses Wheeler Bridge just north of Exit 33 has become obsolete and is going to be replaced (ConnDOT Project No. 138-221). While no new capacity will be added to I-95 by that project, the widening of the bridge to meet current design standards will improve traffic flow somewhat. The Moses Wheeler Bridge project will require the reconstruction of two local street bridges within the Exit 33 study area. The Barnum Avenue Cutoff Bridge (ConnDOT Bridge 133) will need to be reconstructed to improve the existing substructure, upgrade the superstructure, and provide adequate vertical clearance beneath the bridge. The East Main Street Bridge (ConnDOT Bridge 134) will need to be reconstructed to create a longer span, to provide adequate clear zone distance to the edge of U.S. Route 1, and maintain sight distances at horizontal curves on both U.S. Route 1 and Route 110 to the northwest of I-95. Since both Bridge 133 and 134 are planned to be reconstructed and are located adjacent to Exit 33, it was logical for ConnDOT to take a close look at the operational functionality of the interchange and consider updating it at the same time as the nearby bridge projects take place.

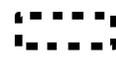
Drivers wishing to enter I-95 NB or exit I-95 SB currently must use Exit 34 in Milford or Exit 32 in Stratford. Each is approximately 2 miles from Exit 33. Exit 32 is located near the center of Stratford where there is heavy traffic on local streets such as Main Street, Barnum Avenue, and Broad Street. Similarly, heavy traffic is present along U.S. Route 1 and the local street network connecting to Exit 34 in the Devon section of Milford. These busy streets are generally two lanes wide with limited shoulders and pass through areas of neighborhood scale and village center type development. The construction of a full interchange at Exit 33 will help reduce through traffic on these local streets connecting to Exits 32 and 34. It will also make access to I-95 more convenient for those living and working directly north and south of Exit 33. They will no longer have to travel additional miles on local streets in heavy traffic to access the next closest interchange in Milford or Stratford center.

It is also important that the area immediately surrounding Exit 33 is becoming a major shopping destination. There are three shopping plazas within a half-mile of the interchange. There is also potential for infill development and redevelopment as well as expansion of existing shopping

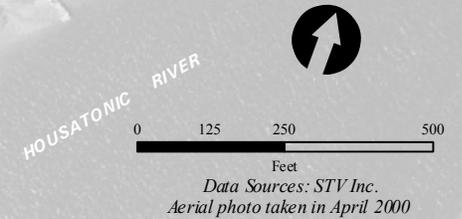
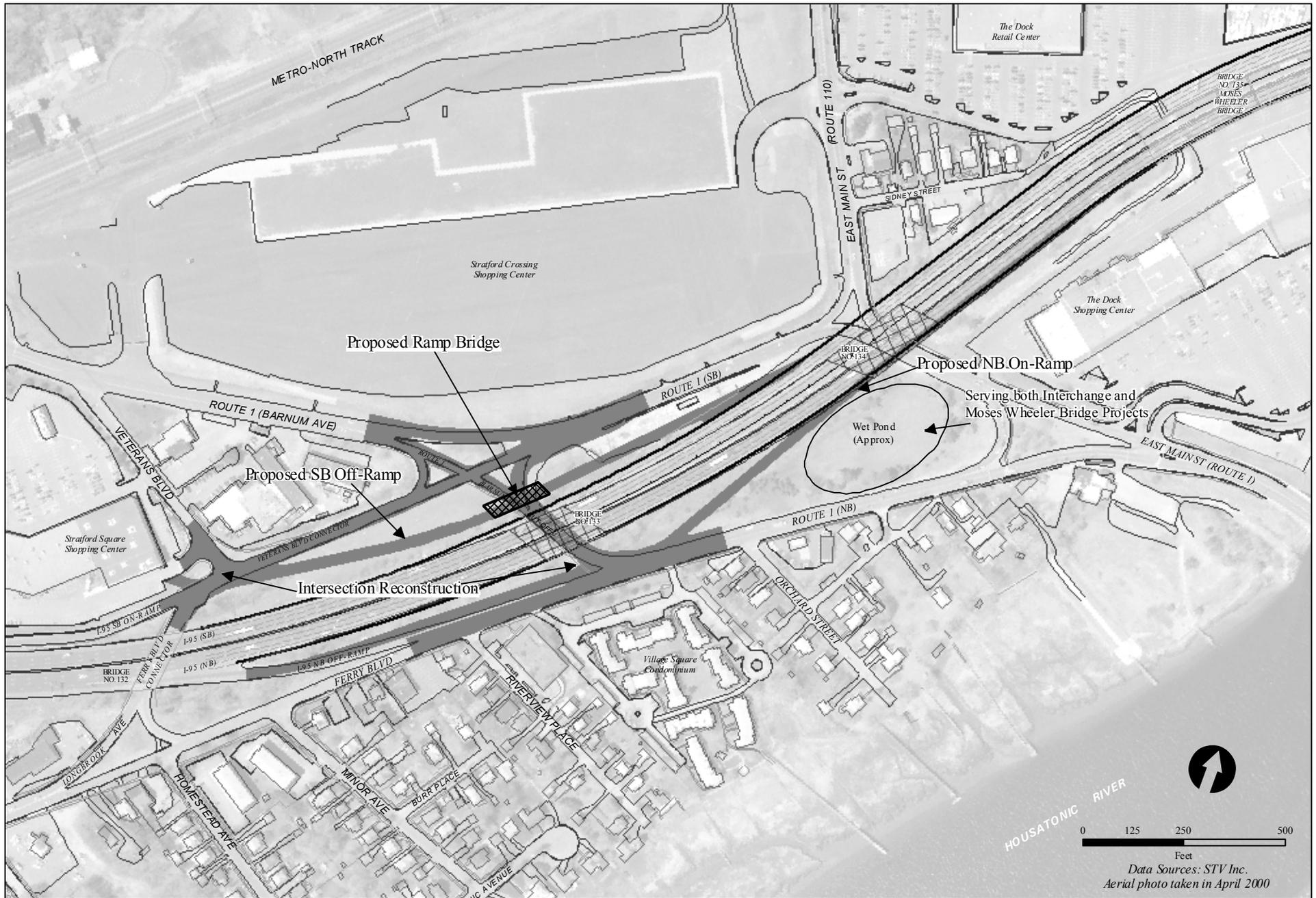
centers that could add 30 acres or more of additional retail use. In addition, Exit 33 serves as a key access point for Ferry Boulevard. This arterial road is a primary access route for several residential, cultural, commercial, and industrial developments in Stratford. Ferry Boulevard also serves as a primary route to several large parcels offering substantial redevelopment opportunities such as the former Allied Signal plant. It is expected that traffic will grow as areawide development intensifies. A full interchange is needed at Exit 33 to provide adequate access to facilitate this development without overburdening the existing local roadway network.



Environmental Assessment / Environmental Impact Evaluation
 Proposed Reconstruction of Interchange 33
 Stratford, Connecticut

 Project Vicinity
 Proposed Action Site

**PROPOSED ACTION SITE
 AND VICINITY
 Figure 1**



Environmental Assessment / Environmental Impact Evaluation
 Proposed Reconstruction of Interchange 33
 Stratford, Connecticut

- Proposed Action
- Moses Wheeler Bridge Project
 (Not Part of the Proposed Action)

PROPOSED ACTION

Figure 2

3 ALTERNATIVES CONSIDERED

3.1 ALTERNATIVE ACTIONS AND SITES

The purpose of the Proposed Action is specific to Exit 33 and therefore must take place at this location. For this reason, ConnDOT considered no other sites for the Proposed Action. The only alternative action might be to add one new access ramp to create a three-way interchange at this location. This would not serve the project purpose and need and would not substantially improve the functionality of this interchange. Therefore, it was not deemed prudent or feasible to consider either the three-way interchange alternative or alternative sites for the Proposed Action.

3.2 ALTERNATIVE DESIGN CONCEPTS (BUILD ALTERNATIVES)

Four alternative designs were considered for the construction of a full interchange at Exit 33. They had many features in common, including the provision of both an entrance and exit ramp to I-95 to complete the existing interchange. Any of the alternative design concepts considered would be constructed in concert with reconstruction of the Moses Wheeler Bridge situated directly north of Interchange 33 and which crosses the Housatonic River. Some components of the Moses Wheeler Bridge project (State Project 138-221) will be constructed within the study area for the Interchange 33 project. Those are described in more detail as appropriate in subsequent relevant sections of this document and can also be identified in Figure 2. Most notably, the stormwater management system constructed for the Moses Wheeler Bridge project is also intended to manage all stormwater flows associated with the Interchange 33 project. Key components of the system will be located in the study area for the new Interchange 33.

The key components of the alternatives that were considered are as follows:

Alternative 1: This alternative would include construction of an on-ramp to I-95 from Ferry Boulevard/U.S. Route 1 NB, beginning just east of the intersection of the Ferry Boulevard/Barnum Avenue Cutoff intersection. It would also include construction of an off-ramp from I-95 SB to intersect with the Barnum Avenue/Veterans Boulevard intersection. This alternative is shown in Figure 3.

This alternative was not preferred because the Ferry Boulevard/Barnum Avenue Cutoff intersection would operate at unacceptable levels of service (LOS F) in the PM peak hour and three other traffic movements would operate at unacceptable levels of service (LOS E and F) in both the AM and PM peak hours in the 2025 build year. The traffic analysis for this alternative also showed that it would cause queuing problems in the PM peak hour in two locations where volumes would exceed capacity.

Alternative 2: In addition to the two new ramps as proposed under Alternative 1, this alternative would reconstruct U.S. Route 1 SB into a two-way road between the East Main Street/Veterans

Boulevard intersection and the Ferry Boulevard/Dock Shopping Center intersection. This would require changing the geometry and signal timings/phasing at three intersections. This alternative is shown in Figure 4.

This alternative was not preferred because seven movements would operate at unacceptable levels of service (LOS E and F) in the PM peak hour and the Ferry Boulevard Connector/Veterans Boulevard intersection would operate at LOS F during both the AM and PM peak hours. This alternative would also cause queuing problems in the 2025 build year condition during the PM peak hour at the Ferry Boulevard/Dock Shopping Center intersection as well as the Barnum Avenue Cutoff/Ferry Boulevard intersection, for all the approaches.

Alternative 3: In addition to the two new ramps as proposed under Alternative 1, this alternative would reconstruct Barnum Avenue Cutoff into a two way street between the Veterans Boulevard/Barnum Avenue intersection and the Ferry Boulevard/Barnum Avenue Cutoff intersection. The geometry of Barnum Avenue Cutoff would be different for this alternative as compared with Alternative 2 where the new SB exit ramp would connect with the Barnum Avenue Cutoff/U.S. Route 1 SB intersection. The SB exit ramp would have three lanes as opposed to the two designed for Alternative 2 and would create a fifth, separate approach to the intersection rather than merge with the U.S. Route 1 SB approach. This alternative is shown in Figure 5.

During the conceptual design stage for this alternative, geometric deficiencies were identified. The truck turning radii from the SB exit ramp would be substandard. Therefore, this alternative was determined not feasible.

Alternative 4: This alternative has the same elements as Alternative 1 with the exception of the configuration of the SB off-ramp. Under this alternative, the SB off-ramp would be extended over Barnum Avenue Cutoff to connect with the intersection of Veterans Boulevard and Longbrook Avenue/Ferry Boulevard Connector. This alternative (Proposed Action) is shown in Figure 2.

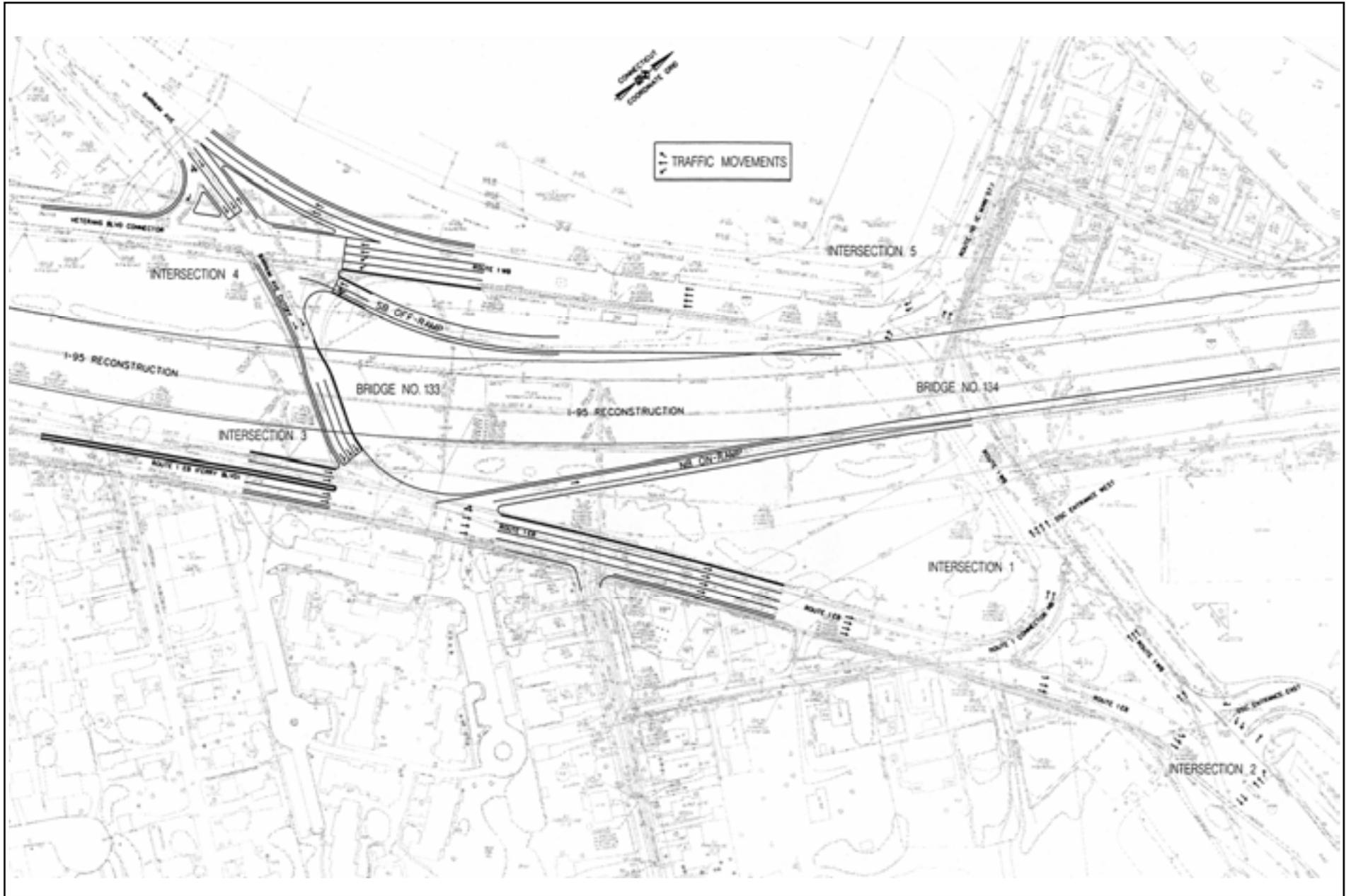
Alternative 4 was selected as the Proposed Action as it best met the project purpose and need while providing acceptable LOS at most study area intersections through the 2025 build year in both the AM and PM peak travel hours. Alternative 4 also provides the necessary connections to I-95 with acceptable geometric design. In addition, it provides a longer SB exit ramp than the other alternatives, which substantially decreases the potential for traffic to back up onto I-95.

3.3 NO-ACTION ALTERNATIVE

The No-Action Alternative would maintain the existing configuration of Exit 33 and its limited access. During the Moses Wheeler Bridge project public meetings the public demonstrated support in favor of improving access at Exit 33 by undertaking a complementary project to the bridge reconstruction to construct a full interchange there. This encouraged ConnDOT to move forward with developing alternative conceptual designs for this project. An added consideration was that the Moses Wheeler Bridge project includes the reconstruction of two local street bridges in the study area, ConnDOT Bridges 133 and 134. Consequently, it was logical for ConnDOT to

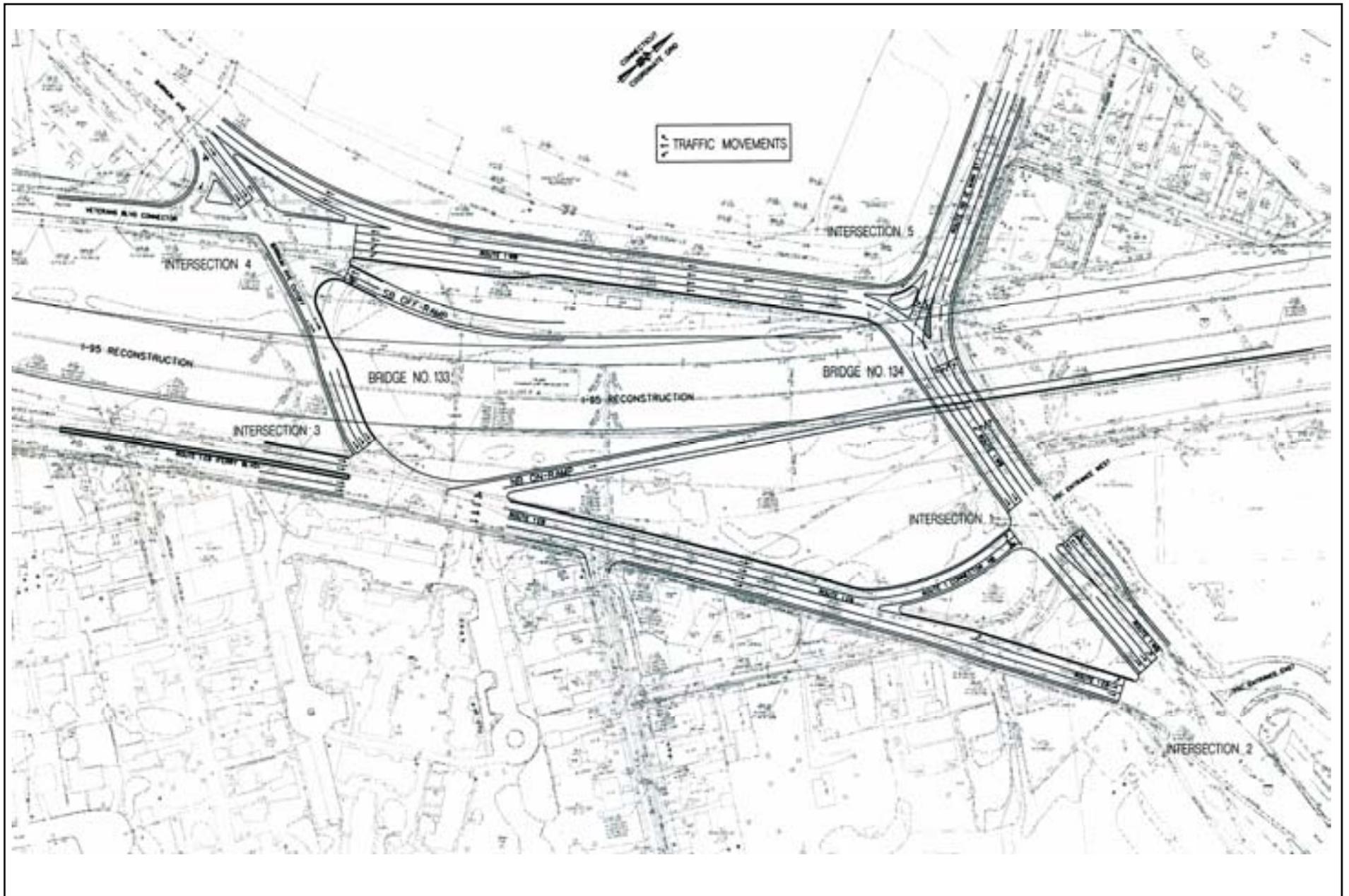
take a close look at the operational functionality of Exit 33 and the feasibility of constructing a full interchange in its place. By doing this, design considerations for the two local street bridges in the context of a full interchange could be taken into account, thus reducing duplication of effort.

The No-Action Alternative would not be supportive of ongoing economic development in the vicinity of Exit 33. This area of Stratford has been emerging as a retail destination and its long-term success could be impeded by inconvenient access patterns and incomplete access to I-95 at Exit 33. Traffic on local streets is expected to increase regardless of whether the full interchange is built, and levels of service are projected to decline over time under No-Action conditions. All of these factors led to the conclusion that the No-Action Alternative was not a preferred option. However, the potential impacts of the No-Action Alternative have been considered in comparison to the Proposed Action throughout this EA/EIE.



Environmental Assessment / Environmental Impact Evaluation
 Proposed Reconstruction of Interchange 33
 Stratford, Connecticut

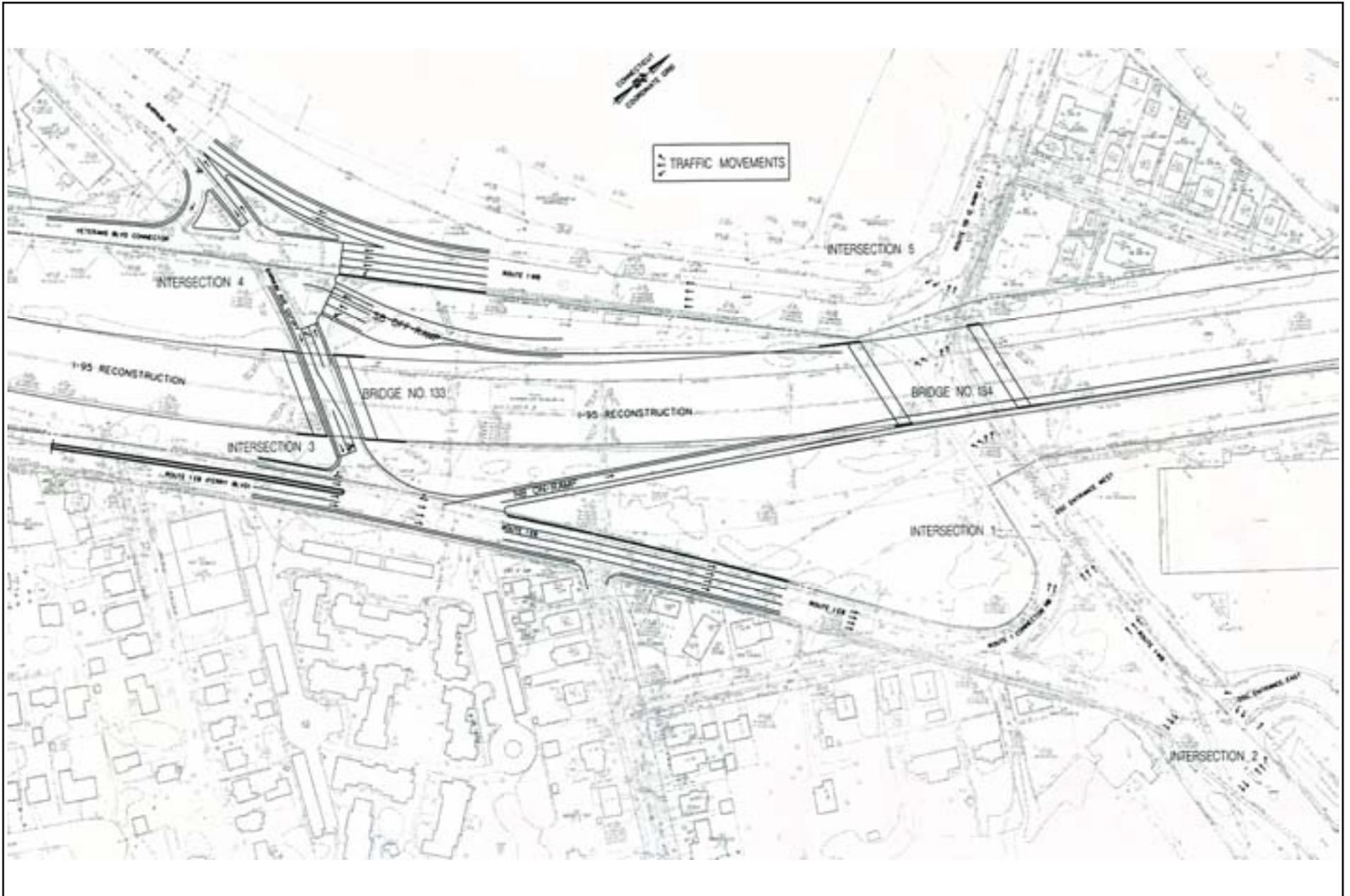
ALTERNATIVE 1
Figure 3



Environmental Assessment / Environmental Impact Evaluation
 Proposed Reconstruction of Interchange 33
 Stratford, Connecticut

ALTERNATIVE 2

Figure 4



4 PROPOSED ACTION

The Proposed Action, as described below, will be financed with both federal and state funds, and as such, is subject to the regulations and guidance established by both the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 *et seq.*) and the Connecticut Environmental Policy Act (CEPA) (Connecticut General Statutes [CGS] Sections 22a-1 through 22a-1h, inclusive, and where applicable, CEPA regulations Section 22a-1a-1 through 22a-1a-12, inclusive, of the Regulations of Connecticut State Agencies [RCSA]). Under NEPA, the subject document is considered an Environmental Assessment (EA) and under CEPA, it is considered an Environmental Impact Evaluation (EIE). The FHWA will serve as the lead federal agency for the preparation of the EA. ConnDOT is the CEPA sponsoring agency for the preparation of the EIE.

ConnDOT proposes to reconstruct Interchange 33 (Exit 33) on Interstate 95 (I-95) in Stratford, Connecticut (the Proposed Action) in order to provide a full interchange (see Figure 2). The new configuration will be a diamond interchange at this location. Currently, Exit 33 is a partial interchange consisting of a SB entrance ramp and a NB exit ramp. The proposed new SB off-ramp will connect with Veterans Boulevard on the north side of I-95 and the new NB on-ramp will depart from Ferry Boulevard/U.S. Route 1 NB on the south side of I-95.

In addition to the construction of new ramps at Exit 33 to provide full access to I-95, the Proposed Action will also include some intersection reconstruction and widening of local roads to accommodate the modified flows and travel patterns created by the full interchange. All construction for this project will be conducted within the existing state-owned right-of-way (ROW) of I-95 and/or within the existing ROW of roadways providing access to the new interchange. Local road improvements to accommodate traffic operations include:

- Connecting the new I-95 SB off-ramp with the intersection of Veterans Boulevard and Longbrook Avenue/Ferry Boulevard Connector. The reconstructed intersection will be signalized with three-phase signal timing.
- Providing a short access drive to accommodate a truck access to the rear of the Stratford Square shopping center.
- Constructing a ramp bridge over Barnum Avenue Cutoff to allow extension of the SB off-ramp to connect with the Veterans Boulevard/Ferry Boulevard Connector intersection.
- Providing additional lanes, turning lanes, and/or roadway widening on Veterans Boulevard, Barnum Avenue Cutoff, and Ferry Boulevard.
- Reconstructing the intersection of Route 1 (Barnum Avenue Cutoff) and Ferry Boulevard to provide access to the new NB on-ramp from Ferry Boulevard. Traffic

headed for I-95 NB on Ferry Boulevard will be physically separated with a median barrier from through traffic to minimize potentially unsafe weaving patterns.

- Changing the intersection of Barnum Avenue Cutoff and Ferry Boulevard from a two-phase to a three-phase signal pattern to facilitate use of the new on-ramp.

The Proposed Action will be constructed in concert with reconstruction of the Moses Wheeler Bridge, situated north of the Proposed Action. Some components of the Moses Wheeler Bridge project (State Project 138-221) will be constructed within the limits of the Proposed Action. These include (and can also be identified in Figure 2):

- Reconstruction of ConnDOT Bridges 133 and 134
- Minor widening of I-95 to add shoulder and median width
- Retaining walls on both the north and south faces of I-95
- New stormwater management system including pre-treatment structures and wet ponds. One of the proposed wet ponds is located in the project area and will receive stormwater flows from the both the full interchange at Exit 33 and the Moses Wheeler Bridge project.

5 EXISTING ENVIRONMENT AND IMPACT ANALYSIS

5.1 TRAFFIC, BICYCLE, PEDESTRIAN AND TRANSIT CONSIDERATIONS

5.1.1 Existing Setting

Interchange 33 at Interstate 95 (I95) in Stratford, Connecticut is currently a half-diamond interchange with a SB entrance ramp and a NB exit ramp. The ramps intersect with U.S. Route 1, which is a pair of one-way frontage roads straddling I-95. I-95 in this area provides three lanes in each direction with one lane entrance and exit ramps. The study area also includes Interchange 32 which provides access to West Broad Street and Interchange 34 which provides access to Bridgeport Avenue. Interchanges 32 and 34 are full diamond interchanges.

Other roadways in the study area include: Ferry Boulevard, East Main Street (Route 110), Veterans Boulevard, Veterans Boulevard Connector, Barnum Avenue and Barnum Avenue Cutoff. Land use in the area is a mix of residential, commercial and retail. Figure 6 shows the study area roadways and intersections.

Seven intersections in the study area were analyzed for traffic levels of service and operational considerations. The seven intersections studied were the following:

- Intersection 1 - Ferry Boulevard at U.S. Route 1 SB (U.S. Route 1 connector NB)
- Intersection 2 - U.S. Route 1 at the Dock Shopping Center entrance east
- Intersection 3 – I-95 NB exit ramp at U.S. Route 1 and EB at Ferry Boulevard
- Intersection 4 - Barnum Avenue Cutoff and U.S. 1 SB (Veterans Boulevard Connector)
- Intersection 5 - East Main Street (Route 110) and U.S. Route 1 SB
- Intersection 6 – Barnum Avenue and Veterans Boulevard/Home Depot Driveway
- Intersection 7 –Veterans Boulevard and Veterans Boulevard Connector/Ferry Boulevard Connector

Intersections 1 through 6 are signalized. Intersection 7, Veterans Boulevard and Veterans Boulevard Connector/Ferry Boulevard Connector, is unsignalized.

The traffic evaluation included Interchanges 32 and 34, which are full diamond interchanges. Interchange 32 is approximately 2,600-3,675 feet to the south of Interchange 33. Interchange 34 is about 8,250-9,850 feet to the north of Interchange 33.

A detailed traffic analysis report (*Traffic Analysis Report: I-95 Interchange 33 Ramp Study*, STV, Inc., September 2003) was prepared to study alternatives for the reconstruction of the Interchange 33 ramps. Information from this report was used to supplement the traffic analyses conducted for this EA/EIE.



Existing Access

Since Interchange 33 provides only partial access to I-95 (SB on and NB off), motorists desiring to enter I-95 northbound and exit southbound must use adjacent interchanges in Stratford (Interchange 32) and Milford (Interchange 34). To access Interchange 34 from the Exit 33 area, motorists travel U.S. Route 1 (Ferry Boulevard) to Bridgeport Avenue for approximately 2 miles. Likewise, to access Interchange 32, motorists travel U.S. Route 1 to Barnum Avenue Cutoff to Route 113 (Main Street-downtown Stratford) to West Broad Street, again approximately 2 miles.

Existing Pedestrian, Bicycle and Transit Facilities

In general, sidewalks are provided in the study area in association with the three large shopping centers. There is also a sidewalk along most of Ferry Boulevard. The *Design Report for the Reconstruction of the Moses Wheeler Bridge* (STV Inc., March 2001) noted that pedestrian volumes in the study area are negligible. According to the *Connecticut Bicycle Map* (ConnDOT, 2002), U.S. Route 1 in the study area is listed as a cross-state route for bicycle travel. Route 110 and Route 113 are listed as recommended bicycle routes. However, there are no bicycle lanes or paths within the study area. The Greater Bridgeport Transit Authority provides transit service (bus lines) in the study area, via the following routes:

- Route 10 (to Stratford Square) (Monday – Sunday)
- Route CL/2 (to Dock Shopping Center) (Monday –Friday)
- Route 16 (to Dock Shopping Center) (Monday – Saturday)

5.1.2 Direct and Indirect Impacts

Access

The No-Action Alternative would maintain existing travel patterns in the study area and, as such, would have no impact on access.

The Proposed Action would provide a full interchange at Exit 33. The proposed new SB off-ramp would connect with Veteran’s Boulevard on the north side of I95 and the new NB on-ramp would connect with Ferry Boulevard/U.S. Route 1 NB on the south side of I95. In addition to the construction of the new ramps, the Proposed Action includes some modification and widening to adjacent roadways as described in Section 4 (*Proposed Action*) and median barriers in the vicinity of Intersection 3. The median barriers are proposed to separate the traffic from the I-95 NB exit ramp and the Route 130 approach. This physical separation is needed in order to incorporate the recommended three-phase cycle, which will eliminate the current weaving maneuvers, providing safer traffic flow and operation. Given these improvements, it is anticipated that there will be traffic flow, access, and operational benefits provided by the Proposed Action.

Pedestrian, Bicycle and Transit Facilities

The existing roadway environment (Ferry Boulevard and Route 1 SB) is not conducive to use by bicyclist or pedestrians due to heavy traffic volumes and speeds, variable roadway shoulders, and intermittent sidewalks. The Proposed Action will not alter or worsen these general conditions. Consequently, there will be no adverse impact to access for bicyclist or pedestrians with the Proposed Action.

Traffic Volumes

ConnDOT provided traffic count data for the AM peak hour, PM peak hour and the average daily traffic (ADT) volume for the base year (2001) and for the design year (2025). Future No-Build volumes include increases in background traffic, as well as additional traffic volumes associated with other proposed developments, including the Home Depot north of Veterans Boulevard.

For the Proposed Action (2025), the new ramps are expected to carry 6,500 vehicles per day (vpd) each, with an anticipated AM peak hour demand of 500 vehicles and a PM peak hour demand of 650 vehicles. The ADT at Interchange 34 SB off-ramp and NB on-ramp is expected to decrease by approximately 2,000 vehicles (each) and the AM and PM peak hour volumes are expected to decrease by 100 to 200 vehicles per hour. Likewise at Interchange 32, the ADT of the SB off-ramp and NB on-ramp is expected to decrease by 3,500 vehicles each. The AM and PM peak hour demand is expected to decrease by approximately 250 to 350 vehicles per hour.

North of Interchange 34, it is anticipated that there would be an increase of 150 vehicles per hour (vph) during the AM peak hour on both I-95 NB and I-95 SB for the Proposed Action compared to the No-Build condition. During the PM peak hour, there would be an increase of 100 vehicles for both I-95 NB and I-95 SB. Over a 24-hour period the daily trips are estimated to be 1,000 vpd higher than under the No-Build condition. This increase is anticipated to result from drivers (vehicles) originating on Route 110 that will choose to use the new ramps at Interchange 33 to travel to and from Route 15 via the Milford Connector. This traffic is therefore not “new” (no new trips are generated by the project), but re-routed due to the improved access provided by the Proposed Action. A summary of the volumes is provided in Table 1.

Crash Data

Crash data were obtained from ConnDOT’s *Traffic Accident Surveillance Report* (TASR 1998-2000) in order to examine the crash rates and number of crashes occurring at the study area intersections along U.S. Route 1 and its connectors. Generally, a safety concern exists when the actual accident rate exceeds the expected accident rate for that type of facility and when there are more than 15 crashes in a three-year period. This occurred at one location in the study area: the U.S. Route 1 split at the Dock Shopping Center.

Table 1: Existing and Future (2025) Traffic Volumes

Location	Base Year 2001			2025 No-Build			2025 Proposed Action		
	AM Peak	PM Peak	ADT	AM Peak	PM Peak	ADT	AM Peak	PM Peak	ADT
Interchange 32									
NB off-ramp	400	790	7,100	550	1,130	9,400	550	1,130	9,400
NB on-ramp	480	670	6,900	680	950	8,900	430	600	5,400
SB off-ramp	630	660	6,900	850	900	8,800	600	550	5,300
SB on-ramp	770	530	7,100	1,050	750	9,400	1,050	750	9,400
Interchange 33									
NB off-ramp	250	700	6,200	330	900	8,100	330	900	8,100
NB on-ramp	**	**	**	**	**	**	500	650	6,500
SB off-ramp	**	**	**	**	**	**	500	650	6,500
SB on-ramp	650	450	6,200	850	590	8,100	850	590	8,100
I-95 NB									
South of Interchange 32	3,470	6,320	63,600	4,670	8,580	86,100	4,670	8,580	86,100
South of Interchange 33	3,550	6,200	63,400	4,800	8,400	85,600	4,550	8,050	82,100
North of Interchange 33	3,300	5,500	57,200	4,470	7,500	77,500	4,720	7,800	80,500
North of Interchange 34	3,550	5,600	60,600	4,810	7,630	82,000	4,960	7,730	83,000
I-95 SB									
South of Interchange 32	6,790	4,720	63,600	9,200	6,400	86,200	9,200	6,400	86,200
South of Interchange 33	6,650	4,850	63,400	9,000	6,550	85,600	8,750	6,200	82,100
North of Interchange 33	6,000	4,400	57,200	8,150	5,960	77,500	8,400	6,260	80,500
North of Interchange 34	6,160	4,820	60,600	8,360	6,510	82,000	8,510	6,610	83,000
Route 1									
NB - North of ramp	650	1,400	12,200	1,650	3,150	28,700	1,750	3,350	30,700
SB – South of Route 110	1,700	1,800	20,800	2,250	2,400	27,600	2,500	2,700	30,600
Interchange 34									
NB off-ramp	160	360	2,700	200	470	3,500	200	470	3,500
NB on-ramp	410	460	6,100	540	600	8,000	440	400	6,000
SB off-ramp	370	630	6,100	480	820	8,000	380	620	6,000
SB on-ramp	210	210	2,700	270	270	3,500	270	270	3,500

Source: Connecticut Department of Transportation and Fitzgerald & Halliday, Inc.

Level-of-Service

A capacity analysis was conducted for the study intersections, ramps, and freeway segments per the procedures presented in the *Highway Capacity Manual 2000* (Transportation Research Board). The Highway Capacity Software (version 4.1d) and Synchro software (version 5), which implements the Highway Capacity Manual procedures, were used to perform the

analyses. The analyses were performed for the weekday AM and PM peak hours for the base year (2001) and design year (2025) for No-Action and Proposed-Action conditions.

Intersection Analysis: Level-of-Service (LOS) for an intersection is determined by the computed or measured control delay in seconds per vehicle. LOS scores range from A to F, with A being the best. LOS F represents long delays and unacceptable conditions. Traffic control signal plans provided by ConnDOT were incorporated into the analysis. Table 2 provides a summary of the LOS for the study area intersections.

According to the *ConnDOT Design Manual*, (2001) the minimum acceptable intersection LOS is D. The analysis results describe the operational effectiveness of the study area intersections. The existing conditions analysis indicates overall acceptable LOS and capacity for all intersections in both the AM and PM peak periods.

Table 2: Intersection Analysis Level-of-Service Summary

	Base Year		Future (2025) No-Action		Future (2025) Proposed Action	
	AM	PM	AM	PM	AM	PM
Intersection 1	A	B	B	B	A	B
Intersection 2	B	B	C	C	A	B
Intersection 3	A	B	A	B	B	F
Intersection 4	A	B	B	B	A	B
Intersection 5	B	B	B	C	B	C
Intersection 6	B	B	B	B	B	C
Intersection 7	C	C	F	F	B	D

Source: Fitzgerald & Halliday, Inc. and STV, Inc

The 2025 No-Action analyses included the future signal plans for study area Intersection 6. For the AM and PM peak hour, all intersections are expected to operate at LOS C or better with the exception of Intersection 7, which is expected to operate at LOS F (EB right turn). This is a decline from LOS C under base year conditions.

Under the future (2025) Proposed Action, during the AM and PM peak periods, all intersections are expected to operate at LOS D or better with most operating at LOS A or B except for Intersection 3, which is expected to fail (LOS F) in the PM peak hour. One reason for the decline in LOS from the No-Action condition is that this intersection would be modified to a three-phase signal to separate the U.S. Route 1 and I-95 NB off-ramp traffic. This is necessary to eliminate potentially unsafe weaving maneuvers. Existing weaving maneuvers occur between these two movements competing for the travel lanes on U.S. Route 1 NB north of the existing off-ramp. The proposed on-ramp would exacerbate the weaving maneuvers and introduce new ones. The addition of the third phase and the installation of the median barrier would eliminate the weaving maneuvers and provide a safer design. Although this mitigation measure would result in higher delays and longer queues on Route 130 eastbound, ConnDOT considers this acceptable and necessary to maintain safety. A design

exception for this is not required since intersection LOS is not one of the controlling design criteria.

A queuing and storage analysis was also performed for the future No-Action and Proposed Action using Synchro software (version 5). For the No-Action condition the following movements at two of the study intersections are expected to have queues that will exceed the available storage length:

- Intersection 2 - U.S. Route 1 and Dock Shopping Center Entrance East: North EB right (PM peak hour)
- Intersection 5 - U.S. Route 110 and Route 1 SB: South WB through (PM peak hour)

For the Proposed-Action condition the following movements are expected to exceed the available storage length:

- Intersection 3 - Barnum Avenue Cutoff and U.S. Route 1 NB: NB left (PM peak hour)
- Intersection 3 - Barnum Avenue Cutoff and U.S. Route 1 NB: North NB through (PM peak hour)

Ramp Analysis: Density (passenger cars per mile per lane or pc/mi/ln) for the ramps and a LOS for the ramp-freeway junction area are provided as measures of effectiveness for the ramp operations. Procedures in the HCM can determine a LOS F at the ramp-freeway junction area even when the ramp is not over capacity. Thus, when the flow entering the ramp-freeway junction area (ramp volume plus the first two lanes of traffic volume) exceed capacity, the ramp-freeway junction area is noted as operating at an unacceptable LOS (LOS E or F). Table 3 provides a summary of the ramp analysis results.

The existing LOS analysis for the ramp merge/diverge areas indicates that 8 of the 10 ramp-freeway junction areas analyzed have an unacceptable LOS under existing conditions during the AM or PM peak hour. The No-Action analysis results indicate that all ramp-freeway junction areas analyzed will operate at a poor LOS during the AM or PM peak hour. Under the future Proposed Action, these junction areas will continue to operate at a poor LOS; however, ramp densities at five of the existing ramps are expected to be less under the Proposed Action than the No-Action, meaning less congestion and delay on these ramps. Ramps that are expected to have decreased density and improved flow include as a result of the project are the following:

- Interchange 32 NB on-ramp and SB off-ramp
- Interchange 33 NB off-ramp and SB on-ramp
- Interchange 34 NB on-ramp

In general, the Proposed Action will provide some improvement to traffic operations on the ramps. Ramp densities are expected to be lower than under No-Action conditions, resulting in less congestion and delay on the ramps. Operations at ramp junction areas are expected to be similar to operations under the No-Action conditions. Thus, the operations at ramp-freeway junction areas are not expected to be adversely affected by the Proposed Action

Table 3: Ramp Analysis Level-of-Service Summary

Location	Existing 2001				No-Action 2025				Proposed Action 2025			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Ramp Density pc/mi/ln	Ramp - Freeway Junction Area LOS	Ramp Density pc/mi/ln	Ramp - Freeway Junction Area LOS	Ramp Density pc/mi/ln	Ramp - Freeway Junction Area LOS	Ramp Density pc/mi/ln	Ramp - Freeway Junction Area LOS	Ramp Density pc/mi/ln	Ramp - Freeway Junction Area LOS	Ramp Density pc/mi/ln	Ramp - Freeway Junction Area LOS
Interchange 32												
NB off-ramp	24.9	C	38.6	F	31.2	D	46.1	F	31.2	D	46.1	F
NB on-ramp	23.8	C	39.0	F	30.9	D	65.1	F	28.8	D	49.7	F
SB off-ramp	39.9	F	32.6	D	47.0	F	39.9	F	51.6	F	38.1	F
SB on-ramp	41.5	F	30.1	D	54.3	F	39.4	F	54.3	F	39.4	F
Interchange 33												
NB off-ramp	25.9	C	38.9	F	32.4	D	46.2	F	31.2	D	45.3	F
NB on-ramp	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	29.7	D	46.0	F
SB off-ramp	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	45.4	F	38.7	F
SB on-ramp	41.2	F	31.0	D	56.3	F	42.1	F	53.0	F	38.1	F
Interchange 34												
NB off-ramp	23.6	C	34.7	D	29.8	D	42.3	F	31.0	D	43.2	F
NB on-ramp	23.5	C	34.2	D	30.4	D	44.3	F	30.8	D	44.1	F
SB off-ramp	38.1	F	32.8	D	45.5	F	40.1	F	45.8	F	40.1	F
SB on-ramp	34.4	F	27.0	C	43.1	F	34.4	D	44.0	F	35.7	F

Source: Fitzgerald & Halliday, Inc., October 2004
n/a: not applicable

Freeway Segment Analysis: Density and speed are provided as measures of effectiveness for basic freeway segment operations. Procedures in the HCM determine that freeway segments with densities greater than 45 pc/mi/ln operate at a LOS F.

Results from the analysis indicate that all freeway segments on I-95 in the study area currently operate at LOS F. This congestion is attributable to the traffic volume demand on I-95 in this section of the state and results in significant travel delays. Without improvements to address the heavy congestion on I-95, freeway segments will continue to operate poorly under the No-Action condition as background growth increases. Under the Proposed Action, the LOS for the freeway segments is expected to be similar to operations under the No-Action and thus, would not be changed by the Proposed Action.

Summary of Impacts

- Intersection 3 (Barnum Avenue Cutoff and U.S. Route 1 NB) is expected to operate at over-capacity condition in the horizon design year of 2025. The EB left turn and through movements are also expected to exceed the available storage length during the PM peak hour.
- Freeway segments and ramp-freeway junction areas are expected to operate similarly to the No-Action condition at LOS D or LOS F during the AM or PM peak hour.

The Proposed Action will improve traffic operations at study intersections. Most study intersections will operate at LOS D or better with most operating at LOS A or B, except for Intersection 3. However, the proposed changes at this intersection (addition of a signal phase) will improve the safety at this intersection by eliminating the weaving maneuvers.

Ramp operations will improve at adjacent interchanges. Freeway segments and ramp-freeway junction areas are anticipated to operate similarly to the No-Action condition. Thus, the Proposed Action would not have any adverse impacts to the freeway or ramp-freeway junction areas.

The project's purpose and need is to improve traffic circulation in the region and to meet the growing demand for vehicular access created by ongoing commercial infill and redevelopment by providing a full interchange. The beneficial impacts on traffic and circulation with respect to the project's purpose and need are as follows:

- The existing partial interchange is completed.
- Daily ramp volumes will decrease at Interchange 32 NB on-ramp and SB off-ramp.
- Travelers will travel shorter distances on local streets in the study area to access I-95.
- Traffic operations will improve at the study area intersections, supporting the forecasted traffic volumes, which include background traffic and traffic volumes associated with other proposed developments
- Delay will decrease specifically for the EB right turn at Intersection 7 (Veterans Boulevard/Proposed Exit 33 SB off-ramp and Veterans Boulevard Connector/Ferry Boulevard Connector) and for overall intersection traffic operations at Intersections 2 (U.S. Route 1 and Dock Shopping Center Entrance East) and 5 (Route 110 and U.S. Route 1 SB), resulting in less congestion and improved traffic flow circulation throughout the study area.
- Queues will improve (shorten) at Intersections 2 and 5 such that they no longer exceed the storage length. This eliminates the potential for vehicular backups that would affect the operation of nearby intersection and/or major drives.

5.1.3 Mitigation

The Proposed Action includes some modification and widening to adjacent roadways and intersections to accommodate anticipated increased traffic flows and modified travels patterns created by the proposed ramps. No other mitigation for traffic is warranted or proposed. Given the lack of existing bicycle and pedestrian facilities and unfavorable conditions for these modes, no bicycle or pedestrian improvements are proposed.

The Southwestern Regional Planning Agency has requested that consideration be given to including a bus stop as part of the Proposed Action. In the final design stage, ConnDOT will work with the local transit authority and regional planning agency to consider accommodations for additional transit service to the study area.

5.2 LAND ACQUISITIONS AND DISPLACEMENTS

5.2.1 Existing Setting

The project site occurs within the existing ROW for I-95 and adjacent frontage roads. It is owned by the State of Connecticut and is occupied by roadways and vacant land situated between Veterans Boulevard/U.S. Route 1 SB, I-95, and Ferry Boulevard/U.S. Route 1 NB (see Figure 7).

5.2.2 Direct and Indirect Impacts

The No-Action Alternative will maintain existing land ownership and use conditions. As such, it will have no direct or indirect impacts in terms of land acquisitions or displacements.

Construction of the Proposed Action will occur entirely within the existing state-owned ROW for I-95 and abutting frontage streets of U.S. Route 1 SB and U.S. Route 1 NB. Modifications to the local street network will occur entirely within town-owned ROW. Consequently, there will be no land acquisitions or displacements for the project.

5.2.3 Mitigation

Since no land acquisition or displacement impacts are anticipated, no mitigation is proposed.

5.3 LAND USE AND ZONING

5.3.1 Existing Setting

Land Use

Land use in the study area directly north and west of I-95 and its frontage roads is predominantly commercial including three large shopping centers with several big-box retail stores. Intermingled with the shopping centers are a residential street with eight single-family homes (Sidney Street), VFW Post 9460 Hall, and a manufacturing/research company. To the southeast of I-95 and its frontage roads, land uses abutting Ferry Boulevard are mixed including a residential condominium complex, medical offices, and a number of commercial establishments including a dance school, gas station, and several restaurants. Beyond these uses, the study area between Ferry Boulevard and the Housatonic River is a residential neighborhood with one and two family homes. Existing land use is shown in Figure 7.

Zoning

The Proposed Action falls within a transportation ROW that has no designated zoning as depicted on the Town of Stratford Zoning Map (Town Planning and Zoning Commission, March 1997). However, the *Zoning Regulations of the Town of Stratford* (Code of Stratford Ordinances, 1965 with amendments to January 1, 2002) stipulate that the boundary of each zoning district shall include the bed of any street and where the street lies in two different

zones, the boundary will be the center of the ROW. Zoning districts in Stratford are generally cumulative, meaning that uses allowed in each more intensive use zone includes all of the land uses allowed in the less intensive use zones, plus additional ones. Land adjacent to and abutting U.S. Route 1 on the northwest side of I-95 is zoned both *CA Business* for mixed retail use and *MA Light Industrial* for light manufacturing, assembly of products, and warehousing. These zones necessarily allow uses provided for in less intensive use zones such as single-family residences and general commercial/retail. Land on the southeast side of I-95 is a mix of *MA Light Industrial*, *CA Business*, and *RS-4 Residential* uses. The *RS-4 Residential* designation is applicable to multi-family as well as single family residential and home occupations.

5.3.2 Direct and Indirect Impacts

Impacts to land use and zoning are evaluated based on the effect that the Proposed Action will have on land use patterns, compatibility of land uses, access to land, and consistency with zoning. The No-Action Alternative will not alter existing conditions and as such will have no impact on land use or zoning.

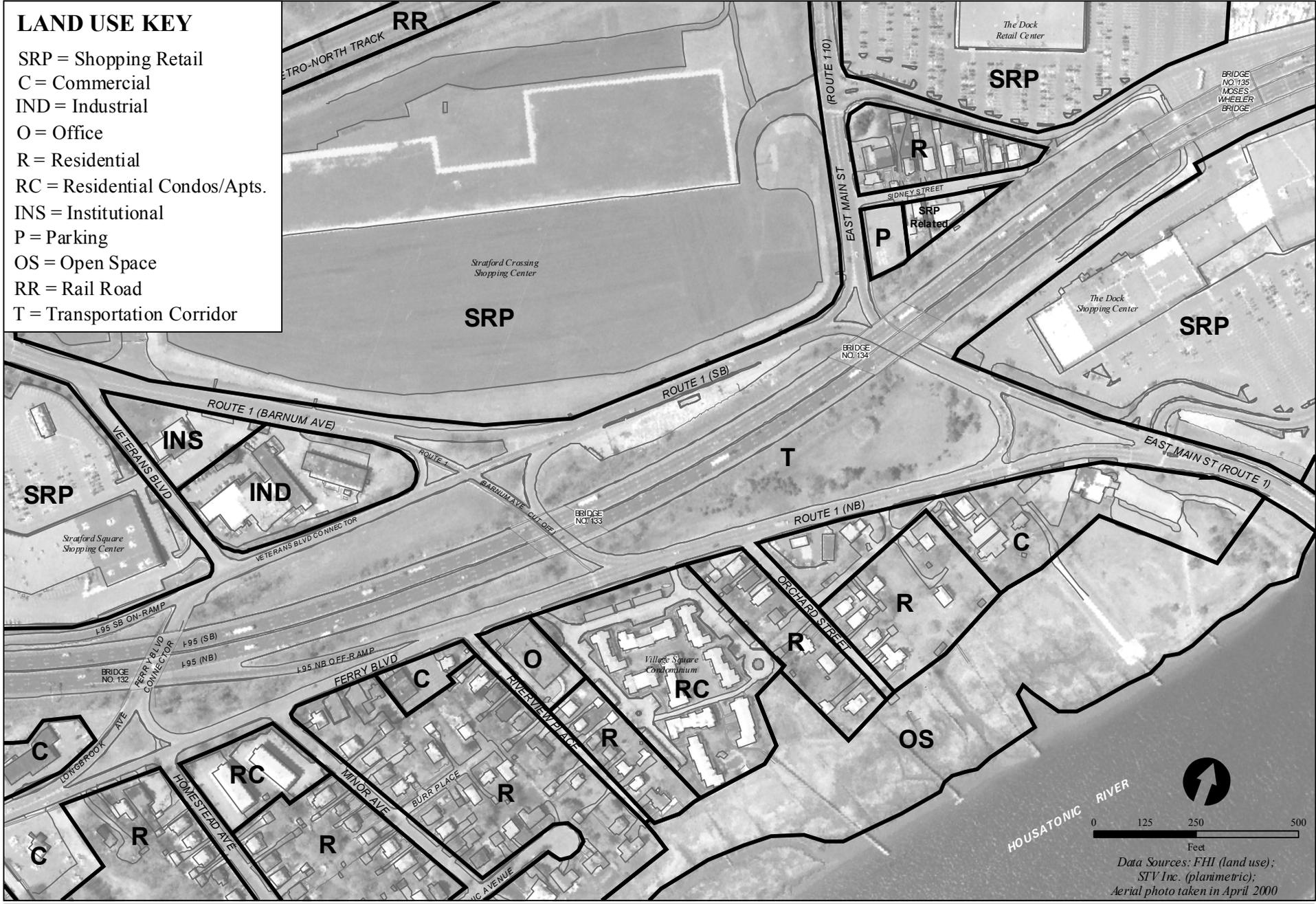
Construction for the Proposed Action will occur entirely within the existing ROW for I-95, the abutting frontage streets, and related intersections. Consequently there will be no direct impacts to land use for the Proposed Action. In addition, as the Proposed Action will occur in existing roadway corridors, it will be compatible and consistent with existing land uses there. The Proposed Action will also be compatible with the overall mix of uses in the study area.

The Proposed Action will facilitate access to all properties in the study area, and is therefore anticipated to have an indirect beneficial effect on land use patterns. The completion of the interchange at Exit 33 will encourage the current trend towards intensification of mixed-use and commercial activity there, and will support infill and redevelopment of vacant properties.

The Proposed Action is consistent with zoning designations in the project vicinity and will not induce any change to zoning in the area.

5.3.3 Mitigation

Since no significant adverse land use impacts are anticipated, no mitigation is proposed.



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EXISTING LAND USE
Figure 7

5.4 CONSISTENCY WITH LOCAL, REGIONAL, AND STATE PLANS

5.4.1 Relevant Plans

The Proposed Action falls within four successively larger planning regions, namely the Town of Stratford, Greater Bridgeport Regional Planning Agency (GBRPA), Coastal Corridor Transportation Investment Area (CCTIA), and State of Connecticut. The plans formulated for each of these regions articulate a vision, goals, and objectives for future land use and/or the transportation system. Key relevant findings of policy and planning reports developed for these regions are summarized below.

Town of Stratford

Stratford Vision: 2001, The Town's Plan of Development (Stratford Planning Commission, 1993): The synopsis for this report notes that key issues for the community are refurbishing commercial districts, affordable housing, vacancy of the Stratford Shakespeare Festival Theater property, and scarcity of vacant land. The report includes a detailed recommendations section including a specific Transportation Plan, as prepared for the town by the GBRPA. The roadways element of the transportation component focuses on improvements to local streets and does not address access to I-95. However, the recommendations for local streets include capacity and safety improvements at Ferry Boulevard Connector, and intersection and mid-block improvements on U.S. Route 1 in the project vicinity.

GBRPA

The GBRPA planning region includes six communities in southwestern Connecticut. The agency is required by federal regulation to prepare a long-range transportation plan for the region and update it at least every three years. This plan was last updated in 2000 and covered a 20-year period from 2000 to 2020. The new plan is currently in draft form (pending formal adoption by the Metropolitan Planning Organization for the region) and covers a 25-year period from 2004 through 2028. The GBRPA also periodically prepares a comprehensive long-range development plan for the region. The current update to that plan is in the formative stages while the most recent completed plan, which dates back to the late 1980s, is no longer available.

Regional Transportation Plan: 2004 ~ 2028, Proposed Program of Projects (Draft) (RTP) (GBRPA, 2003): The primary stated purpose of the RTP is to alleviate existing transportation problems and deficiencies. It also presents plans for the area's transportation system to meet future needs. This plan presents and summarizes recommended transportation projects, actions and programs for the Greater Bridgeport Planning Region over the next 25 years. It focuses both on the existing roadway network as well as on expanding the use of alternative transportation modes. Recommended plan actions in the plan include improvements to Interchange 33.

The plan also includes the following relevant general goals:

- System Preservation and Maintenance – To maintain the principal expressway and highway system in a state of good repair through minor widening, rehabilitation and reconstruction of roads, as necessary to improve safety and operating efficiency
- System Enhancement – To selectively and strategically expand the capacity of key highways to reduce delay and congestion
- Congestion Management – To alleviate congestion through the implementation of intersection improvements (turn lanes), and traffic signal modernization and coordination
- Safety – To improve safety for those using the transportation system and expand overall security with appropriate transportation improvement projects
- Flexibility in Highway Design – To balance the needs for improving roads with the context of the surrounding area and develop transportation facilities that fit their physical setting and preserve scenic, aesthetic, historic and environmental resources, while improving safety and mobility

The specific highway system program elements relevant to this project include:

- Varied improvements to I-95, including additional operating lanes, frontage roads, modifying interchange areas, and selected consolidation of ramps
- Arterial improvements include minor widening to provide lane continuity and uniform road width, major widening to provide four travel lanes, eliminating traffic circles, and intersection improvements
- Replacing major highway bridges, including I-95 over the Housatonic River, Route 34 over the Housatonic River and the Congress Street drawbridge over the Pequonnock River

CCTIA

Connecticut's Transportation Strategy Board (TSB) was established in 2001 to develop statewide strategies to "strengthen and expand the State's transportation system over the next 20 years to enhance Connecticut's prospects for sustainable economic growth and a premier quality of life" (Public Act 01-5 of the June (2001) Special Session, *An Act Implementing the Recommendations of the Transportation Strategy Board*). The planning process for the TSB included creation of five regional planning areas in Connecticut or 'Transportation Investment Areas' (TIA). The Town of Stratford falls within the Coastal Corridor Transportation Investment Area (CCTIA), which includes six regional planning agency regions and 56 municipalities. Section 3(d) of Public Act 01-5 mandates that the participants in each TIA prepare an initial TIA Corridor Plan for submission to the TSB.

Twenty-Year Strategic Plan for Transportation in the Coastal Corridor Transportation Investment Area (Coastal Corridor TIA Board, November 2001)(CCTIA Plan): This initial plan was developed to provide an overview of the Coastal Corridor TIA and its primary regional and inter-regional transportation concerns, and to put forth a 20-year strategy for enhancing the TIA's transportation system. This initial plan also creates a linkage between the

TIA's strategy and the transportation projects endorsed by the TSB and deemed eligible for a share of appropriated funding. The following is the vision statement of the CCTIA Plan:

“The Coastal Corridor TIA will have a transportation system that offers people and goods a choice of safe, convenient and integrated modes of transportation including (a) roads, (b) waterborne, (c) airborne, (d) rail and other modes of public transit and (e) facilities that make walking and bicycling viable transportation options so as:

- To stimulate sustainable economic growth by ensuring mobility of people and goods within the TIA and connectivity of the TIA's economy to the state, regional, national and global economies; and*
- To enhance quality of life by ensuring mobility of all residents of the TIA, including those unable to drive, while protecting the TIA's environmental, cultural, and community resources.”*

One of the key observations within this plan is that congestion on highways in the CCTIA is severe, particularly on the westerly portion of Interstate 95. One of the general recommendations of the CCTIA Plan is to enhance north-south connectivity of roadways to alleviate congestion along east-west routes and to improve quality of life. Relevant recommendations in the CCTIA Plan for roads include:

- Undertake road capacity expansion projects only after a comprehensive review that takes into consideration, at a minimum, the following factors: environmental impact; all reasonable alternatives and options; impact on community character; impact on roadways in adjacent regions, even if those adjacent regions are located outside Connecticut; and impact of the proposed project on the transportation system as a whole
- Evaluate operational and construction improvements to I-95 and Route 15 to relieve congestion and improve access in the corridor

Relevant recommendations in response to identified land use issues include the following:

- Evaluate, formulate and implement state subsidized incentives to encourage increased land use clustering, mixed-use development, transit accessibility and pedestrian-oriented development
- Establish state recognized “Transportation Zone Areas of Development” with associated incentives to encourage their development and use
- Evaluate, formulate and implement incentives to encourage “infill” development in urban areas and existing transportation corridors
- Evaluate, formulate and implement changes in eligibility requirements for various “brownfield” programs and implement new incentive programs specifically encouraging “brownfield” redevelopment in urban areas and existing transportation corridors

Connecticut State Plan of Conservation and Development

The *Conservation and Development Policies Plan for Connecticut 1998-2003* (State Plan) contains economic development, environmental quality, and public service infrastructure guidelines and goals for the State of Connecticut (The 2004-2009 update of the plan is pending approval by the State Legislature) According to the plan's Development Locational Guide Map, the study area falls within a *Neighborhood Conservation Area*. These are often significantly built-up and well populated areas but without the infrastructure, density, and diverse income characteristics of an urban based regional center. The state strategy for a *Neighborhood Conservation Area* is to maintain basically stable communities and support intensification of development when "supportive of community stability and consistent with the capacity of available urban services".

5.4.2 Consistency

The No-Action Alternative is not consistent with the revitalization goals expressed in local, regional or state plans, as it does not provide convenient access that facilitates economic growth in the Town of Stratford.

The Proposed Action is consistent with the vision, goals, and recommendations expressed in all pertinent local and regional plans for future development of the Town of Stratford and the region. The Proposed Action is also consistent with the goals, objectives, and policies set forth in the State Plan.

5.5 SOCIO-ECONOMIC CONDITIONS

5.5.1 Existing Setting

Socioeconomic conditions are characterized by demographics, state of the local economy, and housing, employment, and income levels. Information on socio-economic conditions in the study area was obtained from the U.S. Census Bureau (Census) 2000, Connecticut Department of Labor, Connecticut Economic Resource Center (CERC), and Town of Stratford Department of Community-Economic Development.

Socio-economics and Demographics

Factors that define socio-economic and demographic conditions include resident population, household characteristics, employment, and income levels. Table 4 shows comparative data for Connecticut, the GBRPA region, Town of Stratford, and Census Tracts 807 (Block Group 1) and 808 (Block Group 2). The study area falls within parts of both Census Tract 807 and 808. The physical area of these tracts that most closely encompasses the geography of the study area was used for this analysis, shown in Figure 8.

As can be observed from the data in Table 4, the percentage of the study area population that is elderly (65 + years) is comparable to that of the Town of Stratford as a whole, and slightly higher than the percentages for the region, county, and state. The percentage minority is

substantially lower in all comparisons. Poverty and unemployment in the study area is also low and the median income is virtually the same as in the Town of Stratford and Connecticut overall, while being somewhat less than that of Fairfield County. The study area has a comparatively low residential population, representing about four percent of the total population of Stratford.

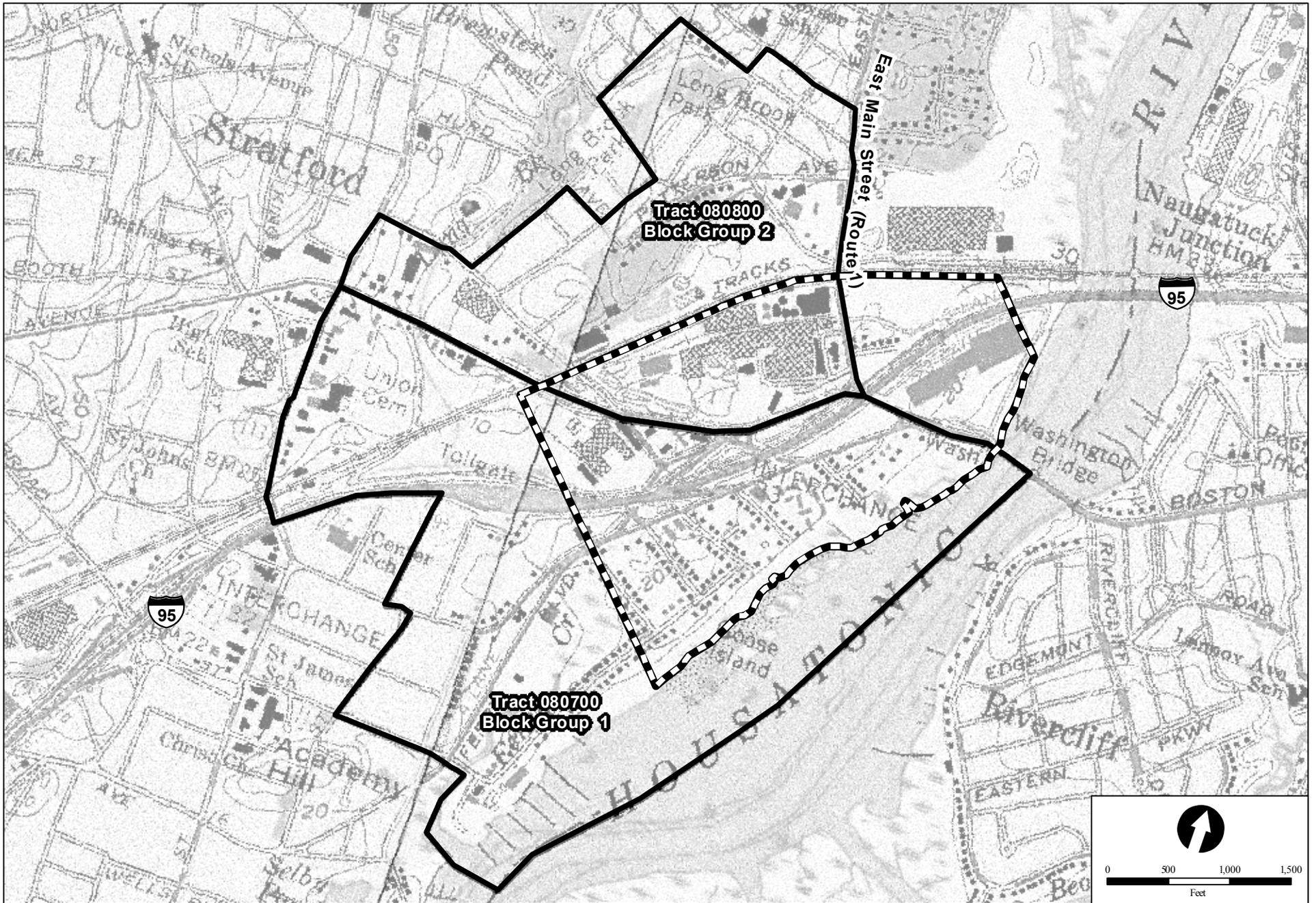
The average household size of 2.2 persons and comparatively low elderly population suggests this is predominantly an area of families with children. The number of vacant housing units is very low in the study area, reflecting the limited amount of vacant land in Stratford overall as documented in the town’s plan of development.

Table 4: Comparative Socioeconomic Data for Project Study Area, GBRPA, Fairfield County, and State of Connecticut

	Study area (Affected Census Blocks)	Town of Stratford	GBRPA	Fairfield County	State of CT
Population					
Population	1,831	49,976	307,607	882,567	3,405,565
Males	897	23,539	146,790	426,127	1,649,319
Females	934	26,437	160,817	456,440	1,756,246
Median Age	41.5	40.8	35.9	37.5	37.4
Percent Elderly (65+ Years)	17%	19.2%	14.3%	13.3%	13.8%
Percent Minority	5%	15.2%	29.3%	20.7%	18.4%
Income/Poverty*					
Median Household Income	\$51,620	\$53,494	N/a	\$65,249	\$53,935
Percent Below Poverty	5%	5%	10%	6.8%	7.6%
Housing/Households					
Households	1,180	19,898	111,459	324,232	1,301,670
Owner Occupied	928	15,989	73,912	224,516	869,729
Renter Occupied	242	3,909	37,547	99,716	431,941
Persons Per Household	2.2	2.5	2.8	2.7	2.6
Percent Vacant Housing Units	2.5%	3.3%	5%	4.5%	6%
Employment					
Of Employment Age	2,247	39,587	234,446	678,639	2,652,316
Employed	1,430	24,221	137,123	426,638	1,664,440
Unemployed	1.3%	2.6%	4.5%	3.1%	3.5%
Not In Labor Force	788	14,333	86,626	230,543	886,997

Source: U.S. Census 2000

*Census poverty definition: \$8,500 per capita income annually or less



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 Project Vicinity
 Census Block Groups

**US CENSUS BLOCK GROUP
 BOUNDARIES**
Figure 8

Economy

The key elements of the economy considered for this evaluation include jobs, employers, and economic trends. Table 5 provides an economic profile of the Town of Stratford.

Table 5: 2001 Economic Profile of Stratford, Connecticut

Jobs	23,431
Employers	2,409
Businesses (Firms) By Sector	
Agriculture	2.3%
Construction/Mining	13.4%
Manufacturing	7%
Transportation And Utilities	3.8%
Trade	24.2%
Finance, Insurance, and Real Estate	7.3%
Services	41%
Government	0.7%

Source: Connecticut Economic Resource Center website 2003

As can be noted, the services sector is the largest in terms of number of firms in Stratford. Services, as defined in the 1987 Standard Industrial Classification (SIC) manual, include any establishment primarily engaged in rendering a wide variety of services to individuals, business, government establishments, and other organizations. This category includes legal services, accounting services, and schools, as well as restaurants and repair and maintenance services. In the study area, the predominant types of businesses are retail stores and restaurants, which fall into the trade and services sectors, respectively. For Stratford, the trade and services categories collectively total approximately 65 percent of firms and 52 percent of employment. However, none of Stratford's top 10 largest employers are located within the study area.

Stratford is a predominantly residential community. The town's Plan of Development calculated that 44 percent of the land use in Stratford is residential. Commercial land use is concentrated primarily along major transportation routes including those traversing the study area. The Dock Inc, owner of The Dock Shopping Center (one of three key retail centers in the study area and in Stratford), is one of the top ten taxpayers in Stratford (Dept. of Community-Economic Development, 2003). Recent developments in the study area include the opening of the Home Depot (Stratford Crossing) shopping plaza, and redevelopment within the Stratford Square Shopping Center.

5.5.2 Direct and Indirect Impacts

The No-Action Alternative will represent a continuation of existing socio-economic and demographic conditions. It will have no impact on employment, housing opportunities, or demographic mix, including resident income levels.

The Proposed Action will provide new, more convenient access to the study area and indirectly to all of Downtown Stratford. Consequently, the Proposed Action is anticipated to have an indirect and beneficial effect on socio-economic conditions.

5.5.3 Mitigation

Since no significant adverse impacts are anticipated, no mitigation is required or proposed.

5.6 COMMUNITY COHESION

5.6.1 Existing Setting

Community cohesion is the sense of unification, “belonging”, or closeness of a neighborhood or community. It can relate to physical characteristics as well as the less tangible perceptions of residents about their neighborhood quality of life. Information on neighborhoods in Stratford was obtained from the Town of Stratford Planning and Zoning Administrator and Department of Community-Economic Development. They report that there are no formal, recognized neighborhoods in Stratford and no representative neighborhood associations (personal communication, December 11, 2003). However, the major retailers in the study area have formed the Stratford Retailer’s Association to promote their collective interests.

Physical characteristics important to neighborhood cohesion include access within the neighborhood, common historical and/or architectural themes among buildings, and the presence of community institutions such as libraries, churches, and fire stations. Access within a neighborhood is characterized by the ability to travel by a variety of modes, including walking and bicycling. The study area is readily accessible by car and transit, but access by bicycle and on-foot is limited. There are no bicycle lanes or paths and sidewalks along busy arterial roads are poorly connected. The study area lacks any cohesive architectural style. There are also no churches, schools, or other community institutions there. The existing I-95 roadway corridor effectively divides the study area in half, disrupting neighborhood connectivity in the study area both physically and visually. As a result of all these factors, the study area exhibits very limited community cohesion.

5.6.2 Direct and Indirect Impacts

The No-Action Alternative will constitute continuance of existing conditions, and as such, will have no direct or indirect impacts to community cohesion. Given the lack of a definable cohesive neighborhood in the study area, the Proposed Action is anticipated to have no impacts to community cohesion. In addition, no adverse impact to community cohesion is anticipated to the Town of Stratford as a whole.

5.6.3 Mitigation

Since no significant adverse impacts to community cohesion are anticipated, no mitigation is required or proposed.

5.7 TITLE VI AND ENVIRONMENTAL JUSTICE

The U.S. Department of Transportation has a policy to insure nondiscrimination under Title VI of the Civil Rights Act of 1964, which says that “no person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The 1998 Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

5.7.1 Existing Setting

Census data (2000) were used to determine the presence or concentration of environmental justice (minority and low-income) populations in the study area. Table 6 compares the concentration of minority and low-income populations in the study area with concentrations in four larger geographic areas.

Table 6: Environmental Justice Populations

	Study Area (affected blocks)	Town of Stratford	GBRPA	Fairfield County	State of CT
Population	1,831	49,976	307,607	882,567	3,405,565
Percent Minority	5%	15.2%	29.3%	20.7%	18.4%
Percent Below Poverty*	5%	5%	10%	6.8%	7.6%
Median Household Income (1999)	\$51,620	\$53,494	Not available	\$65,249	\$53,935

Source: U.S. Census 2000

*Census poverty definition: \$8,500 per capita income annually or less

As Table 6 indicates, there is an equal or lower percentage of minority and low-income populations in the study area in relation to the larger geographic regions to which it was compared. Consequently, there is no concentration of environmental justice populations in the study area.

5.7.2 Direct and Indirect Impacts

As no concentration of environmental justice populations exists in the study area, there will be no impacts from either the No-Action or Proposed Action alternatives.

5.7.3 Mitigation

Since no adverse impacts to environmental justice populations are anticipated, no mitigation is required or proposed.

5.8 AIR QUALITY

Potential air quality impacts from the Proposed Action were estimated through a dispersion modeling analysis. Potential impacts were evaluated in the vicinity of roadway intersections that could be affected by changes in project-related emissions. The analysis was performed in accordance with U.S. Environmental Protection Agency (USEPA) procedures, guidance from the Connecticut Department of Environmental Protection (CTDEP), and requirements of ConnDOT. A detailed technical memorandum documenting the air quality analysis is provided in Appendix B.

5.8.1 Existing Setting

The USEPA has established National Ambient Air Quality Standards (NAAQS) for certain pollutants. Of these, motor vehicle sources primarily emit carbon monoxide (CO), nitrogen oxides (NO_x), and volatile organic compounds (VOCs). The latter two are precursors to ozone formation. Motor vehicle emissions are the predominant source of air pollutants within the study area. The USEPA has designated the Fairfield County area, which includes Stratford, as being in severe non-attainment of the ozone standards.

Any project such as the Proposed Action that is federally funded, licensed, or permitted must conform to an approved State Implementation Plan (SIP), prepared by each state pursuant to Clean Air Act requirements. To conform (in brief), a project must be conforming with the SIP (outlining objectives for state air quality relative to the NAAQS); must not cause or contribute to new NAAQS violations; must not increase the frequency or severity of any existing NAAQS violation; and must not delay or impede the state's timely attainment of the NAAQS, emissions reductions or other air quality milestones. The Metropolitan Planning Organizations (MPOs) are responsible for demonstrating an area's conformity with the SIP. Under EPA conformity rules, a project is considered conforming if it is included in the emissions inventory of a conforming MPO Transportation Plan or MPO Transportation Improvement Plan (TIP).

Project-Level Conformity Determination

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 93. The Proposed Action (project) is included in the Greater Bridgeport MPO's current (2004-2028) Long Range Transportation Plan but is not included in their current (FY 2005-2009) Transportation Improvement Program (TIP).

In accordance with 40 CFR 93.115(a), the applicable criteria and procedures for determining the conformity of a project which is not from a conforming Transportation Plan and TIP are listed in Table 1 of 40 CFR 93.109(b). All of these criteria have been determined to be satisfied for the Proposed Action as follows:

Transportation Control Measures (TCMs) – This project does not interfere with the implementation of any TCM in the current State Implementation Plan (SIP) as there are none.

Currently Conforming Plan and TIP – The MPO’s current Long Range Transportation Plan was determined to be in conformity by FHWA and FTA on April 28, 2004. The FY 2005-2009 Statewide Transportation Improvement Program (STIP), which incorporates the MPO’s current TIP, was determined to be in conformity by FHWA and FTA on May 25, 2005. On March 3, 2006 FHWA and FTA determined that the May 25, 2005 conformity determination remains valid for STIP Amendment #11, dated January 27, 2006.

CO, PM10 and PM2.5 Hot Spots – This project will not cause or contribute to any new violations or increase the frequency or severity of any existing CO or PM10 violations in CO and PM10 non-attainment or maintenance areas as evidenced by the results of the CO hot spot analysis contained herein. NOTE: This project is not located in a PM10 non-attainment or maintenance area, therefore a PM10 hot spot analysis was not required. This project is located in a PM2.5 non-attainment area, however, a PM2.5 qualitative analysis was not performed as this requirement does not go into effect until April 5, 2006. A PM2.5 qualitative analysis will be required and a project level conformity re-determination for this project will be made in accordance with 40 CFR 93.104(d) prior to any FHWA actions on or after April 5, 2006.

PM10 and PM2.5 Control Measures – There are no PM10 or PM2.5 control measures in the current State Implementation Plan.

Emissions Budget or Emissions Reduction – This project has been demonstrated to be consistent with the motor vehicle emissions budgets in the State Implementation Plan as evidenced by the Connecticut Department of Transportation’s Air Quality Conformity Report for Fiscal Year 2005 Transportation Improvement Program and Long Range Transportation Plans, dated June 2004 (Revised March 2005) that was approved by FHWA and FTA on May 25, 2005.

In summary, the Proposed Action has been determined to be in conformity with the Clean Air Act, as amended, pursuant to all applicable U.S. EPA regulations currently in effect as of the date of approval of this Environmental Assessment.

5.8.2 Direct and Indirect Impacts

To determine whether the project would cause or contribute to a new violation of the NAAQS or worsen any existing violation of the NAAQS, air quality modeling analysis was performed. Additionally, per 40 CFR 93.123, project level air quality modeling is required whenever at least one intersection affected by a project has, or is projected to have, a LOS of D, E, or F. In the case of the Proposed Action, Intersections 3 and 7 are projected to have LOS ratings of F and D respectively for the Future (Year 2025) Build scenario (as described in section 5.1).

Methodology

The air quality modeling analysis for the Proposed Action consisted of a microscale (local area) analysis to estimate maximum one- and eight-hour CO concentrations at study area traffic intersections potentially affected by the project. The microscale analysis used

dispersion modeling techniques and was performed in accordance with USEPA's 1992 guidelines (*Guideline for Modeling Carbon Monoxide From Roadway Intersections*, USEPA-454/R-92-005, USEPA, Office of Air Quality Planning and Standards, November 1992). Six intersections were selected for air quality modeling analysis, based on level-of-service and traffic volume data, numbered 1 through 6 on Figure 6.

Maximum CO concentrations were estimated for sensitive receptors (e.g. residences, schools, etc.) in the vicinity of the six intersections that were analyzed. In addition to sensitive receptors, CO concentrations were estimated for "sidewalk" receptors near the intersections. Motor vehicle exhaust emission factors for CO, which are input into the dispersion model, were developed using USEPA's MOBILE6.2 emission factor program in accordance with ConnDOT guidance.

One-hour CO concentrations were estimated using USEPA's CAL3QHC Version 2.0 dispersion model. The eight-hour CO concentrations were calculated from the one-hour results using a persistence factor of 0.7 as recommended by CTDEP. The modeled one- and eight-hour CO concentrations were then added to their respective one- and eight-hour ambient background concentrations specified by CTDEP to get a total maximum CO concentration for each receptor location. The background values used were 5.0 parts per million (ppm) for one hour and 3.0 ppm for eight hours. These background concentrations were held constant for all analysis years and project alternatives. The estimated total maximum CO concentrations were then compared to the NAAQS.

Findings

The estimated maximum one- and eight-hour CO concentrations (including appropriate background concentration levels) for the receptors with the highest CO levels at each of the six intersections analyzed are shown in Table 7. The analysis periods included 2001 Existing, 2008 No-Action and Build (Proposed Action), and 2025 No-Action and Build.

All predicted one-hour CO concentrations are well below the one-hour state and federal Ambient Air Quality CO Standard of 35 ppm. All predicted eight-hour CO concentrations are well below the eight-hour state and federal Ambient Air Quality CO Standard of 9 ppm.

The estimated maximum one- and eight-hour CO concentrations are higher for the Proposed Action than the No-Build Alternative for all but one location. This is due to the additional traffic at the future intersections introduced by the new on- and off-ramps. However, all predicted one-hour CO concentrations are well below the one-hour state and federal Ambient Air Quality CO Standard of 35 ppm. All predicted eight-hour CO concentrations are well below the eight-hour state and federal Ambient Air Quality CO Standard of 9 ppm. As such, the Proposed Action will not result in any significant adverse air quality impacts.

Table 7: Summary of Maximum Estimated CO Concentrations (in ppm)

Intersection	2001 Existing		2008 No-Build		2008 Build		2025 No-Build		2025 Build	
	1-hr	8-hr	1-hr	8-hr	1-hr	8-hr	1-hr	8-hr	1-hr	8-hr
Intersection 1	7.8	5.0	6.9	4.3	7.0	4.4	6.6	4.1	6.7	4.2
Intersection 2	7.9	5.0	6.9	4.3	7.3	4.6	6.5	4.1	6.7	4.2
Intersection 3 (with I-95 NB on - ramp in the Build Condition only)	7.8	5.0	6.8	4.3	8.5	5.4	6.5	4.1	7.4	4.7
Intersection 4	7.3	4.6	6.4	4.0	6.6	4.1	6.2	3.8	6.3	3.9
Intersection 5	8.1	5.2	7.3	4.6	7.2	4.5	6.7	4.2	6.7	4.2
Intersection 6 (with I-95 SB off - ramp in the Build Condition only)	6.6	4.1	6.0	3.7	6.6	4.1	5.8	3.6	6.3	3.9

Note: Includes background levels of 5.0 ppm for the one-hour averaging period and 3.0 ppm for the eight-hour averaging period, in accordance with ConnDOT guidance.

Source: KM Chng Environmental Inc., 2004.

5.8.3 Mitigation

Since no long-term adverse air quality impacts are expected, no mitigation is required or proposed. There may be potential construction period impacts to air quality caused by direct emissions from construction equipment and trucks, fugitive dust emissions, and increased emissions from delayed (idling) motor vehicles on local streets due to disruption of traffic flow. These impacts will be short-term and temporary and are addressed in Section 5.23 *Construction Period Impacts*. An Indirect Source Permit from DEP will not be required for the project, since the project does not involve a new interchange, new highway, or new highway lane greater than one mile in length.

5.9 NOISE

A detailed noise analysis was performed to determine the potential noise impacts of the Proposed Action on public health and welfare. Although the Proposed Action does not qualify as either a Type I or Type II project as defined under 23 CFR 772, such that noise abatement requirements do not apply, the noise analysis was undertaken in compliance with FHWA noise standards. It was prepared using the FHWA Traffic Noise Model, version 2.1 (TNM-2.1) software. The study included noise measurements taken at five residential receptors located along the existing roads and streets in the project area (see Figure 9). The five locations were selected to be representative of receptors (sensitive land uses) that would be most affected by the proposed ramp configurations and changes in traffic patterns on nearby roads. The measurements were used to quantify the existing ambient noise conditions, calibrate the traffic noise model, and to serve as comparison levels against which to evaluate the traffic noise levels associated with the construction of the Proposed Action. Future noise

levels were estimated at these receptors using the TNM-2.1 for Build (Proposed Action) and No-Action alternatives for the year 2025.

5.9.1 Existing Setting

A traffic noise monitoring program was conducted on Thursday December 18, 2003 to measure existing Leq noise levels near five residential receptors in the study area. The Leq, or equivalent noise level, is the steady A-weighted sound level (dBA) over any specified time period that has the same acoustic energy as the fluctuating noise during that period.

Short-term noise measurements were obtained at each of the receptor locations to characterize the existing Leq traffic noise levels. Noise levels were measured using a CEL Model 593 sound level analyzer. The meter was calibrated at the beginning and end of the measurement program with a Bruel and Kjaer Type 4231 calibrator.

The measured Leq sound levels are summarized in Table 8. At all five locations, noise measurements were obtained over 20-minute time intervals along with concurrent traffic counts classified according to the categories of cars, heavy trucks, light trucks, buses, and motorcycles. The measured levels are typical of those expected near a busy freeway interchange. The noise levels at these locations are representative of the loudest levels that would be expected in the study area.

Table 8: Leq Noise Levels within the Study Area

Receptor #	Site Location	Start Time	Land Use	Measured Leq Level (dBA) (20 minutes)
R1	Ferry Blvd. and Minor Ave.	10:14	Residential	65
R2	Ferry Blvd. and Riverview Pl.	10:58	Residential	70
R3	Ferry Blvd. and Village Sq. Condos	11:34	Residential	66
R4	Ferry Blvd. and Orchard St.	13:28	Residential	69
R5	Sidney St. and Route 110	14:03	Residential	69

Source: KM Chng Environmental, Inc.

5.9.2 Direct and Indirect Impacts

In order to assess noise impacts, a traffic noise model was constructed for the existing conditions. Noise levels for the Proposed Action were predicted at the five receptor locations (R1-R5) where noise measurements were conducted, plus numerous other sensitive receptor locations using the FHWA’s TNM-2.1 noise model. Noise levels were predicted for peak-hour Leq for the existing setting (as required by the modeling methodology) as well as for the future Build and No-Build conditions. All receptor locations, roadway and barrier geometries, terrain conditions and elevations were based on the most recent conceptual drawings for the Proposed Action (STV, 2003). The traffic volumes and speeds were modeled using actual traffic counts obtained during the measurement periods.



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● Noise Receptor Monitoring Locations

**NOISE MONITORING SITES AND
 PREDICTED Leq(h) NOISE LEVELS**
Figure 9

Projected peak-hour traffic volumes for the design year 2025, as developed by ConnDOT, were used in the noise impact analysis for the No-Build and Build alternatives. The noise impact analysis results are shown in Table 9. Only R1 through R5 are shown because they represented the ‘worst-case’ impacts.

Table 9: Comparison of Predicted Existing and Future (2025) No-Build and Build Leq(h) Noise Levels, Based on Projected Peak-Hour Traffic Volumes

Receptor	Site Location	Existing Leq(h) (dBA)	Future No-Build Leq(h) (dBA)	Future Build Leq(h) (dBA)
R1	Ferry Blvd. and Minor Ave.	73	74	74
R2	Ferry Blvd. and Riverview Pl.	73	73	74
R3	Ferry Blvd. and Village Sq. Condos	73	73	74
R4	Ferry Blvd. and Orchard St.	72	73	73
R5	Sidney St. and Rte. 110	69	70	69*

* Build condition noise levels are lower than No-Build due to project-related changes in traffic patterns.

Table 9 compares the results of the noise modeling analysis with the predicted peak hour noise levels at the five receptor locations. In general, a 3 dBA change in noise level is just barely perceptible to the human ear, while a 10 dBA change in noise level is perceived as a doubling (or halving) of the noise. A noise impact is considered to occur when the predicted traffic noise level approaches (within one dBA) or exceeds the FHWA’s Noise Abatement Criteria (NAC) contained in 23 CFR 772. The FHWA has established an hourly Leq (h) NAC of 67 dBA for residential receptors and 72 dBA for commercial receptors. In addition, the ConnDOT Highway Traffic Noise Policy states that a noise impact will occur if the difference between the existing Leq (h) noise level and the predicted noise level for a build alternative is 15 dBA or greater.

The examination of the noise impacts for this project indicates that every monitored receptor location is already experiencing noise above acceptable decibel levels. All of the five analyzed receptor locations exceeded the FHWA NAC of 67 dBA for residential receptors and three of the five exceeded the FHWA NAC of 72 dBA for commercial receptors under existing conditions. It can be assumed that R3 would have exceeded the commercial receptor criteria as well, had traffic speeds not been reduced at its location due to road construction at the time of monitoring.

The results in Table 9 indicate that the predicted noise levels for future No-Action and Proposed Action alternatives will exceed the NAC of 67 dBA at all five measurement locations. However, the data also indicates that the changes in noise levels between existing and future conditions are expected to be no more than 1 dBA. Therefore, there would be no adverse impact in terms of ConnDOT Highway Traffic Noise Policy and minor adverse impact relative to FHWA NAC standards.

Noise levels for the Proposed Action and No-Action alternatives were also modeled for numerous other receptor locations in the study area. The results were similar to those shown

in Table 9. Consequently, the findings for the monitored receptor locations represent typical conditions in the study area. Almost all residential and commercial locations along Ferry Boulevard, as well as other streets in the study area, are expected to be impacted in much the same way under both the Proposed Action and No-Action alternatives. Predicted traffic noise levels would range from about 69 to 74 dBA for both cases.

5.9.3 Mitigation

The analysis of existing noise conditions indicated that a substantial portion of the noise currently being experienced by the residential receptors is due to traffic on U.S. Route 1 or Route 110. That means that even if mitigation were considered in the form of a noise barrier along I-95, areas along Ferry Boulevard would still experience substantial traffic noise levels from Ferry Boulevard itself; therefore, noise abatement is not proposed.

In order to verify this conclusion, an assessment was conducted for a potential noise barrier 12 feet high if placed along the proposed NB on ramp, which is the only location at which sound increases could be attributable to the Proposed Action. This barrier would only provide a reduction of 3 dBA for receptors affected by noise from the new ramp, and would not reduce the sound level below the acceptable 67 dBA impact level. Barriers are not considered effective unless they can provide more than a 7 dBA reduction in sound levels. Given the amount of existing noise in the region from sources other than I-95 and the associated ramps, this goal cannot be met at the impacted locations in the study area.

Mitigation for short-term construction period impacts is addressed in Section 5.23 *Construction Period Impacts*.

5.10 WATER QUALITY

5.10.1 Existing Conditions

The project site is located within the Housatonic River Lower Drainage Area, part of the Connecticut West Coast Watershed. The drainage basin encompasses approximately 5,048 km² (1,949 mi²) and drains parts of western Massachusetts, eastern New York and western Connecticut (Alanen, 1992).

Surface Water

The surface water bodies within the study area consist of the Housatonic River, approximately 1,000 feet to the east of the Proposed Action site, and Ferry Creek, a tributary of the Housatonic, just west of the Proposed Action site. The Housatonic River is a tidal estuary in this location. According to the CTDEP's Water Quality Standards and Criteria, the Housatonic River's surface water quality is classified as SC/SB in the project vicinity, meaning a coastal water (S) with a classification of C and a goal of B. The SC classification indicates water quality suitable for fish, shellfish, and wildlife habitat, certain aquaculture operations, recreational uses, industrial, and navigation. However, this classification also means that the water is presently not meeting higher water quality standards due to pollution.

The water quality classification of SB indicates water of a quality for shellfish harvesting, in addition to the designated SC uses.

Ferry Creek flows along the western boundary of the project area, crossing I-95 from north to south. At this location, the creek, which is tidally influenced, has been highly modified and channelized. Large stones and algae marking the high water line cover the slope of the channel. Historic highway construction photos suggest that the course of the creek was altered to accommodate the highway and/or other development. According to the CTDEP's Water Quality Standards and Criteria, Ferry Creek's water quality designation is B/A within the vicinity of the Proposed Action, meaning a current classification of B (non-coastal water) and a goal of A. The B classification indicates water quality suitable for recreational use, fish and wildlife habitat, agricultural and industrial supply, and navigation. The Class A criteria and attainment of Class A designated uses indicate use as a potential drinking water supply, in addition to the designated B uses.

Groundwater

Groundwater within the northeastern portion of the project area generally flows in the direction of the Housatonic River while the groundwater within the southwestern portion flows in the direction of Ferry Creek. The groundwater within the project study area has been classified as GB, indicating groundwater within highly urbanized areas or areas of intense industrial activity and where a public water supply is available. It indicates that the water may not be suitable for direct human consumption without treatment due to waste discharges, spills or leaks of chemicals or land use impacts. Various properties in and adjacent to the study area (to the north and west) have been identified as Superfund sites as designated by the USEPA. These sites have adversely impacted the groundwater quality of the area in the past (see Section 5.18 *Environmental Risk Sites and Hazardous Materials*). The CTDEP policy regarding groundwater classified as GB is to prevent further degradation by regulating any additional discharges (*Water Quality Standards*, CTDEP 1996).

5.10.2 Direct and Indirect Impacts

The Proposed Action will increase the amount of impervious (paved) surfaces in the study area due to the addition of the NB on-ramp, the SB off-ramp, and additional pavement at the reconstructed intersections. Consequently, infiltration of stormwater into the ground will be reduced and runoff volumes will increase. Increased runoff generally results in higher pollutant loads associated with vehicle operations and roadway salting, as well as greater erosion at discharge points.

Since there are no groundwater public water supplies, the slightly reduced recharge from increased pavement will not be an adverse impact to groundwater. The increased runoff could result in adverse impacts to receiving waters, if not properly managed. The Proposed Action, however, includes the design and construction of a new and updated stormwater management system. The system will be designed in concert with the Moses Wheeler Reconstruction project, so both projects will share the same renovated and improved drainage facilities.

The new drainage design includes a proposed wet pond (Wet pond No. 1) that will collect the “first flush” – the first inch - of runoff from much of the interchange, as well as a portion of I-95 within the project area. It is anticipated that all of the new NB entrance ramp, half of the SB off-ramp, and the reconstructed intersection at Ferry Boulevard and Barnum Avenue (Route 1), comprising approximately 70 percent of the Proposed Action, will be drained into the wet pond. The pond will trap sediment and pollutants from runoff, gradually releasing the filtered runoff into the existing piped storm sewer system that runs down Orchard Street. The remaining (western) half of the SB off-ramp and the Veteran’s Boulevard-Barnum Avenue intersection will drain into a piped system ultimately discharging to the existing Ferry Creek outfall. This system will be fitted with deep sumps and/or gross particle separators designed to remove most sediments and pollutants in the first flush of runoff prior to discharge. Since the current drainage system does not include any water quality control devices other than catch basins, the proposed drainage system will improve the level of treatment of highway runoff. The net change in water quality of the Housatonic River and Ferry Creek due to the Proposed Action is therefore anticipated to be negligible or slightly positive.

5.10.3 Mitigation

The project includes a new stormwater management system designed to improve the water quality of highway and interchange runoff. As a result, water quality is not expected to be adversely affected by the Proposed Action, and no mitigation measures are proposed. Additional discussion of improvements to the stormwater management system is provided in Section 5.21 *Public Utilities and Services*.

5.11 WETLANDS

5.11.1 Existing Setting

A review of aerial photographs and the National Resource Conservation Service (NRCS) mapping, supplemented by a limited site walk, indicates that there are no wetlands directly within the Proposed Action site. The nearest wetlands are those associated with Ferry Creek, just to the west of the existing Exit 33 on and off-ramps, and the extensive tidal wetlands along the Housatonic River, southeast of the project area. (see Figure 10) A site visit was made to the portions of these wetlands where the existing drainage outfalls occur; the Ferry Creek outfall is along I-95 near Longbrook Avenue and the Orchard Street outfall is off the southeast end of Orchard Street.

Ferry Creek in the vicinity of the outfall is a channelized section with a narrow swath of vegetation along its sides. Dominant vegetation is indicative of freshwater influence as well as of a disturbed site, consisting of common reed (*Phragmites communis*), tree-of-heaven (*Ailanthus altissima*), common cottonwood (*Populus deltoides*), black locust (*Robinia pseudoacacia*), common winterberry holly (*Ilex verticillata*), and Japanese knotweed (*Polygonum cuspidatum*). This vegetation may provide some food and cover to birds and small urban mammals. Due to the wetland’s small size, its location surrounded by commercial and highway development, and the predominance of invasive species, its primary functions are evaluated to be sediment and toxicant retention.



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WETLANDS
Figure 10

At the Orchard Street drainage outfall, there is a small channel with a natural substrate bottom that conveys drainage toward the Housatonic River. This channel is approximately six feet wide and meanders about 40 feet from the discharge point (outlet) before reaching the river. The channel was not flowing at the time of the site visit but had some standing water. Wetland vegetation occurs along the sides of the channel. Common reed occurs in the more northerly and northwesterly portions of the wetland, while cordgrass (*Spartina alterniflora*) occurs closer to the river's edge. Other plant species observed in association with this wetland were tree-of-heaven (*Ailanthus altissima*), dogwood (*Cornus spp.*), and poison ivy (*Rhus radicans*). The primary functions of this wetland are sediment/toxicant retention and nutrient removal.

5.11.2 Direct and Indirect Impacts

The No-Action Alternative will be a continuance of existing conditions and as such will have no impact to any wetland resources. Based on the conceptual layout of the Proposed Action, no direct impacts to wetlands are anticipated. The nearest elements of the Proposed Action are located approximately 400 feet northeast of the Ferry Creek outfall and 500 feet northwest of the Orchard Street Outfall. The outfalls themselves are not expected to need replacement in order to accommodate the drainage from the Proposed Action (even combined with the Moses Wheeler Bridge drainage). Potential indirect impacts to wetlands due to runoff quantity or quality will be prevented through design of the new stormwater management system, which incorporates water retention and pre-treatment measures, as discussed in more detail in Section 5.21 *Public Utilities and Services*. There are no other indirect impacts to wetlands anticipated by the proposed action.

5.11.3 Mitigation

Since no adverse impacts to wetlands are anticipated, no mitigation is required or proposed.

5.12 AQUATIC AND WILDLIFE HABITAT/THREATENED AND ENDANGERED SPECIES

5.12.1 Existing Conditions

Aquatic and Wildlife Habitat

The site of the Proposed Action is primarily paved or managed as roadway ROW. There are no aquatic habitats and only limited wildlife habitat. The open and undeveloped portions of the I-95 ROW are landscaped and mowed. There are several clumps of white pine (*Pinus strobus*) within the ROW between Ferry Boulevard and I-95; however its location is not conducive to wildlife use. The steeper slopes immediately adjacent to I-95 on both the north and south are populated with sumac (*Rhus* species) and plant species noted as invasive species by the Connecticut Invasive Plant Working Group, including Asiatic bittersweet (*Celastrus orbiculatus Thunb*) and black locust (*Robinia pseudoacacia L.*). While these provide some shelter and feeding opportunities for songbirds, their habitat value is very low.

Wildlife that may occur in the project study area would be mammals and birds typical of urban and suburban settings, such as house mouse (*Mus musculus*), norway rat (*Rattus norvegicus*), common grackle (*Quiscalus quiscula*), English sparrow (*Passer domesticus*), and herring gulls (*Larus argentatus*). Because the project site is located along the Atlantic Flyway, migratory birds may be observed flying over the project study area on their way to rest and forage at nearby shoreline sites.

Outside the ROW, the project study area is a fully developed suburban environment with a preponderance of buildings and pavement. Potential habitats are limited to residential yards and commercial landscaping. More extensive and more naturalistic habitat is available southeast of the study area along the Housatonic River and Long Island Sound.

Threatened and Endangered Species

A search of the Natural Diversity Database (NDDDB) of the CTDEP has indicated no threatened, endangered, or special concern species within the study area. The nearest mapped sensitive species occur on the eastern shore of the Housatonic River. Correspondence with the CTDEP (January 7, 2004 – see Appendix A) has confirmed that there are no known extant populations of threatened, endangered, or special concern species in the study area.

The U.S. Fish and Wildlife Service (USFWS) has indicated that the federally threatened piping plover (*Charadrius melodus*) may be present along the coast of Connecticut in the vicinity of the Proposed Action (correspondence dated December 30, 2003 – see Appendix A). Since the study area does not include beach or shoreline habitats where piping plover may nest or feed, it is very unlikely that they would ever occur in the study area, even on a temporary basis.

5.12.2 Direct and Indirect Impacts

The No-Action Alternative will be a continuance of existing conditions and as such will have no impact on any existing wildlife habitats or sensitive species. The Proposed Action will result in the reconfiguration of roadways and highway infrastructure, resulting in a small reduction in pervious vegetated surfaces. This minor loss of urban-suburban habitat will not result in any detectable reduction of species diversity or populations. Since there are no threatened, endangered, or special concern species within the study area, the Proposed Action will have no direct impacts on such species or their habitats. No such species or their habitats are close enough to the study area to be potentially indirectly affected by the project, and no other habitat-related indirect impacts are anticipated. Furthermore, the USFWS in its December 30, 2003 letter stated that based on the project description and location, it appears the Proposed Action will not impact federally-listed species.

Executive Order 13112 calls on federal agencies to work to prevent and control the introduction and spread of invasive species and to consider the impacts of these species on native habitat. The Proposed Action will convert some land areas to pavement and will render the remaining unused land part of maintained ROW. Common to ConnDOT standards, where the proposed roadway embankments will be vegetated, the specified plant list and/or seed mix will call for non-invasive plant species to be used.

5.12.3 Mitigation

Since no adverse impacts to habitats or federal or state endangered, threatened, or special concern species are anticipated, no mitigation is required or proposed.

5.13 FLOODPLAINS

5.13.1 Existing Setting

Based on the *Flood Insurance Study* (Federal Emergency Management Agency [FEMA], revised April 16, 1990) for Stratford and the *Floodway, Flood Boundary and Floodway Map, City of Stratford, Connecticut, Fairfield County* (National Flood Insurance Program, community-panel number 090016 0003 D, April 16, 1990), portions of the study area fall within the 100-year floodplains associated with Ferry Creek. These floodplains are shown in Figure 11. Portions of the Proposed Action may encroach into floodplains at the intersection of Veterans Boulevard Connector and Longbrook Avenue/Ferry Boulevard Connector. The 100-year floodplain elevation in this location is 10 feet (NGVD29).

5.13.2 Direct and Indirect Impacts

The No-Action Alternative will be a continuance of existing conditions and as such will have no impact to any floodplain resources.

Based on the conceptual design of the Proposed Action, it appears that the reconstructed intersection at the terminus of the proposed SB off-ramp at Veterans Boulevard Connector will be within or partially within the 100-year floodplain. However, no increase in the grade (elevation) of the roadways is anticipated (personal communication, Wm. Kennedy, P.E., STV, Inc., January 13, 2004). Therefore the reconstruction work is not anticipated to have an adverse impact on the 100-year floodplain. The potential net increase in drainage to Ferry Creek from the Proposed Action's increase in impervious surfaces will be directed to the improved stormwater management system, which will be designed to accommodate flows without downstream impacts. Therefore, no changes are anticipated to the 100-year floodplain, and the project will not incur any increased risk or hazards to properties relative to the floodplain.

5.13.3 Mitigation

Since no adverse impacts relative to floodplains are anticipated, no mitigation is proposed.

5.14 WILD AND SCENIC RIVERS/COASTAL ZONES

5.14.1 Existing Setting

Wild and Scenic Rivers

None of the watercourses located within or adjacent to the study area are included in the Wild and Scenic Rivers System (16 C.F.R. Chapter 28, Section 1273). Additionally, none of the watercourses in the study area are currently under study/consideration for designation to the National Wild and Scenic Rivers System.



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- 100-Year Floodplain
- 500-Year Floodplain
- Coastal Boundary

**COASTAL BOUNDARY
 AND FLOODPLAINS**
Figure 11

*Data Sources: DEP (coastal boundary and floodplains)
 STV Inc. (planimetric); Aerial photo taken in April 2000.*

Coastal Zones

The Proposed Action is located almost entirely within the Connecticut Coastal Boundary and is therefore subject to the Connecticut Coastal Management Act (CCMA). The following coastal resources occur within or adjacent to the study area: Coastal Flood Hazard Area (CFHA), which corresponds to the 100-year floodplain (associated with the Housatonic River and Ferry Creek south of I-95); Estuarine Embayment (Housatonic River); and Developed Shorefront. The coastal resources in close proximity to the Proposed Action site are shown in Figure 11. On the figure, lands within the coastal boundary designated as Shorelands are not hatched or shaded in any way. As shown, the Proposed Action within the coastal boundary occurs entirely on Shorelands. These are land areas not subject to coastal processes and typically composed of upland features; both of these descriptions hold true for the project site.

5.14.2 Direct and Indirect Impacts

Wild and Scenic Rivers

Because this designation does not apply to the study area, no impacts to this resource are anticipated as a result of either the No-Action or Proposed Action alternatives.

Coastal Zones

The No-Action Alternative will be a continuance of existing conditions and as such will have no impact on any coastal resources.

The Proposed Action will occur solely on Shorelands. The CCMA resource policy for Shorelands is to regulate their *use and development in a manner which minimizes adverse impacts upon adjacent coastal systems and resources*. Water quality impacts would be the only relevant potential adverse effect upon adjacent coastal resources. However, the project includes a new stormwater management system with water quality pre-treatment features, and no new discharge outfalls are proposed. Therefore, despite increased pavement and resultant increased runoff, the new stormwater system is likely to improve upon or (in worst case) maintain the quality of existing discharges. As a result, no direct or indirect adverse impacts to the Housatonic River (Estuarine Embayment) or Ferry Creek (CHFA) are anticipated from the Proposed Action.

5.14.3 Mitigation

As no adverse impacts are anticipated to coastal resources, no mitigation is proposed.

5.15 FARMLANDS

5.15.1 Existing Setting

The U.S. Department of Agriculture (USDA) recognizes several categories of important farmlands. Prime farmlands are lands of major importance in the production of the nation's food supplies. Farmlands of additional statewide importance are similar to prime farmlands, but have certain characteristics, such as soils that are wetter or slopes that are steeper, that require greater inputs of energy or resources to maintain high yield crops. Mapping by the Soil Conservation Service (SCS) *Soil Survey of Fairfield County* (1981) identifies no important farmland soils within the study area. There are no active farms in the study area.

5.15.2 Direct and Indirect Impacts

As there are no important farmlands in the study area, no impacts from either the No-Action Alternative or the Proposed Action are anticipated.

5.15.3 Mitigation

Since no adverse impacts to any important farmlands are anticipated, no mitigation is required or proposed.

5.16 HISTORIC, ARCHAEOLOGICAL, AND OTHER CULTURAL RESOURCES

Cultural resources considered for this EA/EIE include historically important properties and structures, archeological resources, and community cultural institutions such as libraries, parks, museums, and performing arts centers.

Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f) states that any federally funded project must "take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register." Section 106 further requires agencies to seek comments from the Advisory Council on Historic Preservation (ACHP) and from the State Historic Preservation Officer (SHPO).

5.16.1 Existing Setting

There are no community cultural institutions in the study area.

The first step in evaluating potential impacts to historic and archaeological resources is to establish an Area of Potential Effect (APE) for the project. For this EA/EIE, the APE was determined during a pedestrian survey and through consultation of regional maps. It was defined as extending generally within one-tenth of a mile from the project site.

The presence of historic and archeological resources in the study area was determined through a pedestrian survey and research of reference material from the ConnDOT archives, Stratford Historical Society, Stratford Public Library, Stratford Town Hall, Bridgeport Public Library,

the University of Connecticut's Thomas J. Dodd Research Center, and reports on file at Historical Perspectives, Inc. These provided information on the prehistory, history, and topography of the Town of Stratford and the study area for Interchange 33. Additional information on potential archaeological resources came through consultation with the Connecticut State Historic Preservation Office (SHPO), and the Connecticut Office of the State Archaeologist (see correspondence in Appendix A).

Research indicated that while some historic period structures occur within the APE that are important locally, the area has no historic resources currently listed on the National Register of Historic Places (NRHP). While the locally important structures were not assessed for eligibility for the NRHP, they were reviewed for potential impacts in the impact assessment. The Townwide Historic Resource Survey made special note of the Washington Bridge, which is the Route 1 Bridge over the Housatonic River, as a significant historic structure. This bridge is eligible for listing on the NRHP and is located directly east of the study area.

The SHPO indicated that the project site has "moderate sensitivity for prehistoric and historic archaeological resources" (correspondence, December 11, 2003). Consultation with the State Archaeologist indicated no documentation of any archeological sites within one mile of the APE (personal communication, October 23, 2003). The research concluded that there is some potential for undocumented archaeological resources to exist in a limited portion of the APE. As a result, a Phase 1A Cultural Resources Survey was completed in January 2004 (Historical Perspectives, Inc.)

The Phase 1A survey noted that prior construction activities have destroyed the integrity of most of the potential archaeological resources in the APE and that the Proposed Action would not be anticipated to have an adverse effect in such areas of prior disturbance. Buried 30-inch and 15-inch utility pipes traverse the project site and the embankment of I-95; these utility corridors were also deemed not archaeologically sensitive. The survey confirmed the potential for archeological remains in the area of the proposed NB on-ramp and recommended in-depth field investigation to more specifically determine the character of remains in this archeologically sensitive area. The SHPO concurred (correspondence dated March 23, 2004). Therefore a Phase 1B survey was conducted, as described in the next section. The area of potential archeological sensitivity, shown in Figure 12, is approximately bounded by I-95 and Ferry Boulevard to the north and south, and the Bridges 133 and 134 to the west and east, respectively.

5.16.2 Direct and Indirect Impacts

The No-Action Alternative would be a continuance of existing conditions and as such would have no impact to any cultural resources.

Historic Resources

Historic resources within the APE consist of historic period houses located on streets adjacent to I-95, on Sidney Street and in the residential area east of Ferry Boulevard. None of these properties would be physically impacted by the Proposed Action, but potential impacts to the context of these properties were also assessed, which could include noise and visual impacts.



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 Area of Potential
 Archeological Sensitivity

**POTENTIALLY SENSITIVE
 ARCHAEOLOGICAL AREAS**
Figure 12

Regarding noise, the addition of the SB off-ramp will bring traffic closer to the historic houses located on Sidney Street and the addition of the NB on-ramp will bring traffic closer to the historic houses east of Ferry Boulevard. However, the noise analysis conducted for this EA/EIE concluded that the projected change in noise levels with the Proposed Action will be minimal and therefore would not have a significant adverse affect.

In terms of potential visual (historic context) impacts, I-95 is already visible from the houses on Sidney Street. The addition of the new SB off-ramp will not substantially change this visual setting. I-95 is not readily visible from the residential area east of Ferry Boulevard. Visually, the Ferry Boulevard area is dominated by roadway elements. This setting will not significantly change with the addition of the NB on-ramp, as it will be constructed in the existing open ROW between the interstate and Ferry Boulevard.

Based on these evaluations, there will be no effect on any above-ground historic resources from the Proposed Action. In its review of the project, the SHPO did not identify any concerns regarding historic resources (correspondence dated December 11, 2003 in Appendix A).

Archaeological Resources

A Phase IB archaeological survey was conducted by Historical Perspectives, Inc. in September 2004. The field crew established and excavated 50 centimeter (cm) x 50 cm shovel test pits (STPs) in two areas deemed sensitive for archaeological remains during the Phase 1A survey: the locations of the proposed NB entrance ramp and the proposed stormwater wet pond.

Most of the STPs were found to have apparent fill or demolition layers containing modern artifacts sitting on top of compact, rocky subsoil. The subsoil contained both shell and fuel ash slag, the latter a waste product of furnace heating. One STP, #12, contained an apparent historic deposit below the fill or demolition layers. The crew established a two-meter array around STP #12 to enable further characterization of the nature and extent of the deposit. Each of the four additional STPs held evidence of potentially intact historic deposits. Additional testing at the site of STP #12 is deemed necessary to determine National Register eligibility and to further define the extent of the deposit. No other locations within the project area were recommended for additional testing.

After review of the draft Phase IB survey report, the SHPO concluded that no further archaeological investigations are required and that the Proposed Action will have no effect on the state's archaeological heritage (correspondence dated November 30, 2004 in Appendix A.) This determination was conditional on the following stipulations:

1. Temporary protective fencing shall be established under the field direction of Historical Perspectives, Inc. in order to ensure *in situ* preservation and avoidance of the archaeologically sensitive area by all construction-related activities.
2. ConnDOT and/or HPI shall submit a final reconnaissance survey report (two copies) for SHPO's review and comment.

The final Phase 1B survey has been submitted and has been approved by SHPO (see correspondence dated January 18, 2005 in Appendix A). As such, the only mitigation measure required is the temporary protective fencing.

5.16.3 Mitigation

There will be no adverse effects on historic or archaeological resources from the Proposed Action. The archaeologically sensitive area of STP #12 will be avoided during construction through the implementation of protective fencing, per SHPO's requirements, and a final reconnaissance survey report will be submitted to SHPO. No other mitigation measures are required or proposed.

5.17 SECTION 4(f) AND 6(f) RESOURCES

5.17.1 Existing Setting

Section 4(f) Properties

Section 4(f) of the 1966 Department of Transportation Act (49 USC 303) prohibits use of land from any public park, recreation area, wildlife or waterfowl refuge, or historic property listed on or eligible for the NRHP unless there is no feasible or prudent alternative to the use of the land and the project includes all possible planning to minimize harm. Section 4(f) also applies to archaeological sites listed on or eligible for the NRHP that are determined important for *in-situ* preservation. Section 4(f) does not apply to archaeological sites that are determined important chiefly for their informational value and have minimal value for preservation in place.

There are no public parks, recreational areas, or wildlife/waterfowl refuges located within the study area. Furthermore, there are no historic resources on or eligible for listing on the NRHP within the footprint or property acquisition area of the Proposed Action. The archaeological investigations conducted for this EA/EIE revealed archaeological sensitivity in the area of the proposed NB on-ramp and stormwater wet pond. Although not determined eligible for listing on the NRHP, this sensitive area will be avoided by the project and the cultural resources were revealed by the archaeological investigations to have minimal value for preservation in place. The FHWA has therefore determined that the requirements of Section 4 (f) do not apply (see FHWA correspondence dated February 15, 2005 in Appendix A).

Section 6(f) Properties

Section 6(f) of the Land and Water Conservation Fund Act (1965) provides funds for acquisition, maintenance, and enhancement of public recreational open space by municipalities. There are no public recreational properties or facilities funded and protected under Section 6(f) on the site or within the study area of the Proposed Action.

5.17.2 Direct and Indirect Impacts

There are no Section 4(f) or Section 6(f) properties that will be affected by the Proposed Action or the No-Action Alternative. Therefore, no adverse impacts to these resources are anticipated.

5.17.3 Mitigation

Since no adverse impacts to any Section 4(f) or Section 6(f) resources are anticipated, no mitigation is required or proposed.

5.18 ENVIRONMENTAL RISK SITES AND HAZARDOUS MATERIALS

5.18.1 Existing Setting

The study area and surrounding vicinity has a long history of intensive use and development, and is known for widespread soil and groundwater contamination, both in small isolated areas and large scale sites.

A review of CTDEP's *List of Contaminated or Potential Contaminated Sites* (December 2003) shows there are some active and inactive (remediation completed) sites within the study area. The largest site and the one of most concern is the Raymark Industries, Inc. (Raymark) Superfund Site (USEPA ID#: CTD001186618), which is under an extensive investigation by both the USEPA and CTDEP. This 34-acre site is currently being used for the Stratford Crossing Shopping Center, situated directly northwest of I-95 in the study area. Prior to the site's current use, Raymark manufactured various automotive parts such as, brakes, clutches, and other friction components from 1919 to 1989. These operations produced many types of wastes that contained contaminants, including polychlorinated biphenyls (PCBs), dioxin, semi-volatile and volatile organic compounds (VOCs), asbestos, and metals. These wastes were disposed of mainly into wastewater lagoons, generally located along the southwestern portion of the property near Longbrook Avenue and the U.S. Route 1 SB/Barnum Avenue Cutoff. Since 1995 the USEPA, US Army Corps of Engineers, and CTDEP have been engaged in ongoing and extensive testing, monitoring, and site remediation. Numerous monitoring wells have been placed throughout the vicinity, including within the ROW of I-95.

According to the *Draft Final Remedial Investigation Report, Raymark-OU2-Groundwater* (USEPA, November 2000) (Raymark report), the general groundwater flow is southeast within the study area. The report concluded that the extent of groundwater contamination varied in concentrations and within the entire USEPA study area. The Raymark report study area mainly encompasses the residential properties adjacent to the Proposed Action to the south, southeast, and southwest of I-95.

Table 10 shows the active or completed (remediated) sites, other than Raymark, listed by the CTDEP within the project vicinity.

Due to the high potential of groundwater contamination in the general vicinity of the Proposed Action, ConnDOT commissioned a subsurface site investigation for the adjacent Moses Wheeler Bridge project. In addition to analyzing the USEPA reports, the subsurface site investigation included extensive additional sampling within the I-95 ROW to better assess potential hazardous waste issues.

Table 10: Active and Remediated Contamination Sites

Site	Location	Status
Reynolds Aluminum Building Products Co.	347 Longbrook Avenue	Active
Xtra Mart: leaking underground storage tanks	360 Ferry Blvd	Completed
Synthetic Products Company	375 Barnum Avenue Cutoff	Active
Residence: leaking underground storage tank	89 Riverview Place	Completed
Tilo (Stratford Square Shopping Center) (USEPA non National Priority List site)	Barnum Avenue/Route 1	Completed
Spada Rotary Shop	Ferry Blvd, south of Willow Ave.	Completed

Source: CTDEP, 2003

The Task 210 *Subsurface Site Investigation, Reconstruction of the Moses Wheeler Bridge Interstate 95 Over the Housatonic River Stratford & Milford, Connecticut, Vols. 1-3* (Maguire Group, Inc., April 14, 2003) identified several areas of environmental concern (AOEC) and low-level areas of environmental concern (LLAOEC) within the ROW of the Proposed Action (Figure 13: Areas of Environmental Concern). The soil sample results indicated the presence of a variety of contaminants including lead, total petroleum hydrocarbons (TPH), polynuclear aromatic hydrocarbons (PAHs), and PCBs. These contaminants were detected in soils from 0 to 8 feet below grade. The groundwater sample results indicated the presence of VOCs, metals, PAHs, and arsenic. Table 11 summarizes the conditions for each of the areas of environmental concern.

Table 11: Summary of Areas of Environmental Concern

Area	Contaminants Detected Exceeding Applicable CTDEP RSR Criteria	Contaminants Detected Below Applicable CTDEP RSR Criteria
AOEC #1	PAHs, TPH, lead	PCBs, lead
AOEC #2	PAHs	None
AOEC #3	Arsenic, PAHs	None
LLAOEC "A"	VOCs, Total Metals (both in groundwater)	TPH, PAHs, PCBs
LLAOEC "B"	Total Metals (In groundwater)	TPH, PAHs, PCBs, lead
LLAOEC "C"	VOCs, Total Metals (Both in groundwater)	TPH, PAHs, PCBs

Source: Task 210 *Subsurface Site Investigation* (Maguire Group, Inc., April 14, 2003)



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 Low Level AOEC (LLAOEC)
 AOEC

These areas were identified under the Moses Wheeler Bridge Project.

AREAS OF ENVIRONMENTAL CONCERN
Figure 13

5.18.2 Direct and Indirect Impacts

The No-Action Alternative will be a continuance of existing conditions and no direct or indirect impacts to hazardous materials are anticipated from this alternative.

The Proposed Action consists mostly of paving above existing grade. The project will create additional impervious surface, which would be a benefit in this area in terms of reducing water infiltration and possible movement of contaminated groundwater. Once the proposed retaining wall foundations are in place and utilities have been relocated, these should not pose any risks in terms of hazardous materials. If hazardous materials are encountered during excavation that require removal and disposal, the excavated area will be replaced with clean fill. Construction period impacts relative to hazardous materials are addressed in more detail in Section 5.23 *Construction Period Impacts*.

The proposed wet pond within the Proposed Action site (see Figure 2) is located within the ROW, just south of LLAOEC "C." Due to groundwater fluctuations, it was recognized that the pond would have the potential to act as a receiver of groundwater contamination and increase the potential for direct and indirect exposure of contaminants. In order to prevent such effects, an impermeable pond liner will be used underneath and along its sides.

It is anticipated that there will be no impacts to already established USEPA monitoring wells within the vicinity.

With the exception of the wet wet pond, there are no other anticipated direct or indirect adverse impacts to hazardous materials with either the No-Action Alternative or the Proposed Action.

5.18.3 Mitigation

Remediation of environmental risk sites in the study area is currently under the ongoing purview and direction of the USEPA and CTDEP. That effort is not related to the Proposed Action. However, as it is likely that hazardous materials will be encountered during construction for the Proposed Action, such excavated materials will be replaced with clean fill. The contaminated excavated material will be disposed of in an approved facility. More specific mitigation measures for the construction period are discussed in Section 5.23 *Construction Period Impacts*.

5.19 VISUAL/AESTHETIC EFFECTS

5.19.1 Existing Setting

The Proposed Action is set within a highly urbanized area of Stratford. The visual environment primarily consists of I-95, commercial shopping centers, Routes 1 and 110, residential and commercial properties, and utility poles and wires. Traveling on I-95 in either direction does not offer many views, primarily due to I-95 being elevated above adjacent land uses. However, views from the Proposed Action site are of typical major highway elements

(lighting, signs, guard rails, billboards, etc.), the backs and fronts of adjacent shopping centers, parking lots, and residential houses. The three major commercial shopping centers (The Dock Shopping Center, Stratford Crossing Center, and Stratford Square Shopping Center) have generally box-shaped buildings with little variation in façade style and color and have large paved parking lots in front with little or no landscaped islands. However, along the southern edge (U.S. Route 1 SB and Barnum Avenue) of the Stratford Crossing Center property there is sporadic landscaping of ornamental trees and shrubs. The views from the I-95 NB off-ramp are of residential and commercial land uses. This area, south of Ferry Boulevard, is typical of a well-established neighborhood. The buildings abutting Ferry Boulevard are a mixture of disharmonic materials, colors, and styles.

Views toward the Proposed Action site from adjacent land uses and streets are of an elevated highway with guardrails, concrete bridge abutments, highway lighting and signage, and landscaped slopes with lawn, weedy shrubs/vegetation, and sporadic trees. As a result of I-95 being elevated, viewers from adjacent land uses are limited from seeing beyond the Proposed Action site.

There are no visual resources or aesthetic highlights within the Proposed Action vicinity that stand out against an otherwise generic urban backdrop.

5.19.2 Direct and Indirect Impacts

The No-Action Alternative would be a continuance of existing conditions. The Proposed Action's direct impacts to the visual environment will primarily be the addition of new ramps and retaining walls. Views from I-95 of the Proposed Action will be insignificant, primarily because the proposed elements will be typical highway features that most travelers are accustomed to and there will be limited time to visually focus on these minor improvements due to the speed at which travelers pass through.

Views from adjacent land uses and streets towards the Proposed Action will be of the proposed ramps and retaining walls. However, these changes are not anticipated to be significant because they are similar to existing and surrounding highway features that travelers are accustomed to and will be compatible with the highly developed urban setting. A minor visual improvement may be gained in the event that existing above-ground utility wires are replaced below ground.

5.19.3 Mitigation

Since no significant adverse visual impacts are anticipated, no mitigation is proposed. However, given the length of the proposed retaining walls, consideration will be given to providing landscaping along the walls and/or adding texture to the concrete.

5.20 ENERGY

5.20.1 Existing Setting

Existing energy utilization is the consumption of fuel for vehicles using I-95, electricity used for highway lighting, and energy needs of existing businesses and residences in the study area. Electricity for highway lighting is provided by Connecticut Light and Power. Gas services are provided and maintained by Southern Connecticut Gas Company.

5.20.2 Direct and Indirect Impacts

The No-Action Alternative represents a continuation of existing energy demand and would have no adverse effects on energy use.

Since the Proposed Action is not anticipated to increase travel times or the number of vehicles on the highway facilities, no significant increase in fuel consumption would result from the project. There may be a need for additional light fixtures, associated with the proposed new I-95 ramps, which would represent a slight net increase in electric usage. No other direct or indirect effects on energy use or consumption are anticipated.

Energy consumption during the construction period is discussed in Section 5.23 *Construction Period Impacts*.

5.20.3 Mitigation

As there are no anticipated significant or adverse impacts relative to energy usage, no mitigation is proposed. However, as the design for the Proposed Action progresses and it is determined that new lighting will be needed, the use of energy efficient lighting fixtures will be incorporated.

5.21 PUBLIC UTILITIES AND SERVICES

5.21.1 Existing Setting

The Proposed Action is situated within a highly urbanized area with many existing utility services. Both above-ground and underground utility lines are located within and adjacent to the study area. The only existing utilities that are utilized by I-95 and that will be needed to serve the Proposed Action are the stormwater management system and electricity for highway/roadway lighting.

Public utilities include potable water supply (water mains), sanitary sewer, gas, electric, and telecommunications. The majority of these are located within the ROW of U.S. Route 1 NB and SB.

Potable Water

The Aquarion Water Company of Connecticut provides potable water in Stratford. Within the study area, a water main extends underneath Bridge No. 132 (Longbrook Avenue/ Ferry Boulevard Connector) to Veterans Boulevard. Another main line extends from Longbrook Avenue to Ferry Boulevard (U.S. Route 1 NB), then runs along the entire length of the study area to East Main Street, and continues north along East Main Street.

Sanitary Sewer

Sanitary sewer service is provided and maintained by the Town of Stratford. Sanitary sewer lines are generally located within the same area and ROWs as the water lines. However, within Ferry Boulevard, near the intersection with East Main Street, the sanitary line diverts to the north across the I-95 ROW, to continue up East Main Street.

Stormwater Management

There are two stormwater drainage systems associated with I-95 within the study area, which are maintained by ConnDOT and the Town of Stratford. They are referred to, for the purposes of this document, as Drainage Systems A and B (Figure 14). The divide between the two systems is roughly halfway between ConnDOT Bridges 132 and 133.

Drainage System A: Drainage System A drains the majority of stormwater runoff north of I-95, including a small eastern portion of I-95, within the study area, and discharges into Ferry Creek on the south side of I-95 (west of Longbrook Avenue). Other than catch basins with sumps, there are no water quality structures/devices connected with this system.

Drainage System B: Drainage System B drains the majority of runoff from I-95 within the study area and a portion of Ferry Boulevard. Within this system, all drainage is eventually diverted to a catch basin just north of the intersection of Ferry Boulevard/U. S. Route 1 NB and Orchard Street. The drainage is then directed underneath Ferry Street, runs down Orchard Street, and discharges to the Housatonic River. Other than catch basins, there are no water quality structures/devices connected with this system; however, there are some grass swales and ground infiltration within the open vegetated area just northeast of ConnDOT Bridge No. 133.

Gas and Electrical

Gas services are provided and maintained by Southern Connecticut Gas Company. A gas main extends from Longbrook Avenue along Ferry Boulevard to approximately 170 feet past its intersection with Orchard Street, where it diverts northward, underneath ConnDOT Bridge No. 134, and extends along East Main Street to Sidney Street.

Electrical services are provided and maintained by United Illuminating Company. An underground service line runs along the north side of I-95 and within the Ferry Boulevard/U.S. Route 1 NB ROW. In areas where electrical lines are not underground, they are above ground and are collocated on telephone poles with telecommunications lines.

Telecommunications

Telephone wires and poles are provided and maintained by SBC (formerly Southern New England Telephone Company). Aboveground telephone lines run along the north side of Ferry Boulevard, the south side of U.S. Route 1 SB, and underneath ConnDOT Bridge No. 132. An underground AT&T/SBC fiber optical cable (internet/cable service) runs along Ferry Boulevard heading east, then diverts north across the open space area of the I-95 ROW to East Main Street from which point it is carried over the Moses Wheeler Bridge. A fiber optic Integrated Management Systems cable owned by ConnDOT runs along the southern shoulder of I-95 NB within the majority of the study area.

5.21.2 Direct and Indirect Impacts

The No-Action Alternative would represent a continuance of existing conditions and as such would have no direct or indirect impacts to public utilities or services.

Based on the conceptual alignment for the reconstruction of Interchange 33 and associated roadway intersections, utility impacts may take the form of conflicts between the location of utility lines and structures and proposed interchange elements. Anticipated conflicts include electric utility poles around the intersections proposed for improvement (Route 1-Veterans Boulevard and Route 1-Ferry Boulevard). No direct or indirect impacts to availability or capacity of utility systems are anticipated, and there are no foreseeable conflicts with potable water service as a result of the Proposed Action.

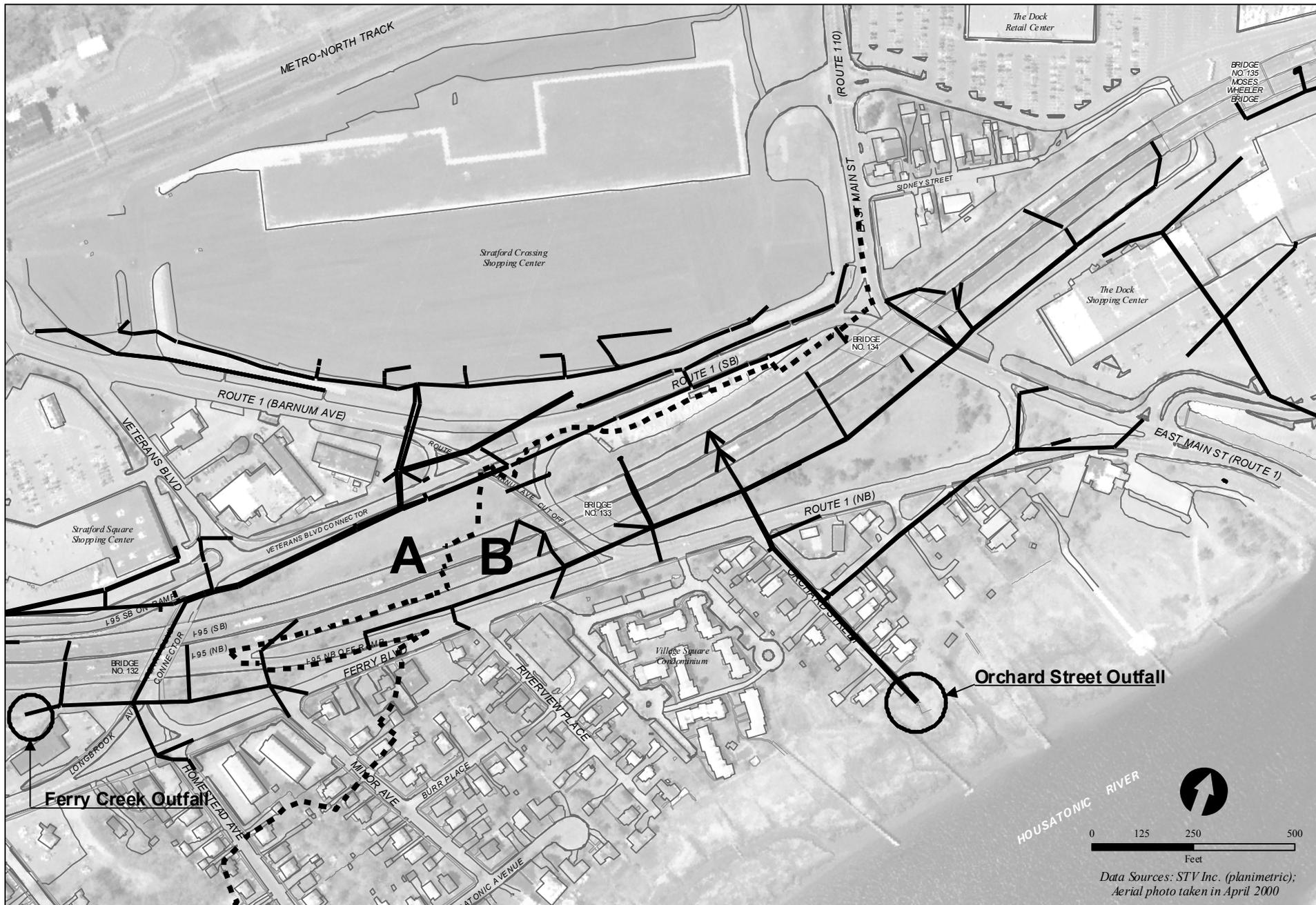
The existing stormwater collection system for I-95 and Interchange 33 will be reconstructed for the Moses Wheeler Bridge Reconstruction project and the Proposed Action. As such, any existing drainage structures that cannot be used in their current locations will be removed as part of project construction and replaced as appropriate with updated structures. Highway and interchange runoff accommodated by the two proposed drainage systems (A and B) will continue to use the existing Ferry Creek and Orchard Street outfalls, respectively, which are not expected to need replacement.

The proposed wet pond adjacent to the proposed NB on-ramp could conflict with several underground utility structures located underground within its footprint. These include a 200-mm sanitary sewer line, a 150-mm gas main, and an AT&T/SBC line.

There may be some temporary adverse impacts to utility service during the construction period for the Proposed Action. These are addressed in Section 5.23 *Construction Period Impacts*.

5.21.3 Mitigation

Potential impacts to utility structures and services will be mitigated through coordination with affected utility companies. Such coordination has already been initiated in association with the Moses Wheeler Bridge Reconstruction project, and will continue to include the Proposed Action. Any utility location conflicts will be mitigated by utility relocation.



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- Drainage Divide
- Existing Drainage Systems

DRAINAGE AREAS & SYSTEMS

Figure 14

The Proposed Action's stormwater management system will be designed using the *2000 ConnDOT Drainage Design Manual*. The use of these updated design guidelines will fully replace and improve upon the stormwater handling function of the highway/interchange drainage system. Temporary and permanent erosion and sedimentation (E&S) control measures will utilize practices recommended by the CTDEP 2002 Connecticut E&S Guidelines.

5.22 PUBLIC SAFETY AND SECURITY

5.22.1 Existing Setting

There are no public health facilities, hospitals, ambulance services, and safety resources in the study area including firefighting and police services. There are three hospitals within approximately three miles of the study area in Bridgeport. The nearest police station is located near the Stratford Town Hall approximately one and a half miles from the study area. The fire station closest to the study area is the department headquarters on Main Street, also approximately one mile from the study area.

5.22.2 Direct and Indirect Impacts

No direct or indirect adverse impacts to the provision of public health and safety services are anticipated with the No-Action Alternative or the Proposed Action. The Town of Stratford and adjacent City of Bridgeport's existing health and safety services will be able to accommodate the Proposed Action without noticeable adverse impacts. There may be a beneficial impact to the provision of emergency response to incidents on I-95 with the enhanced access provided by a full interchange at Exit 33.

5.22.3 Mitigation

Since no significant adverse impacts to public health and safety are anticipated, no mitigation is required or proposed.

5.23 CONSTRUCTION PERIOD IMPACTS

Construction of the proposed project will cause numerous temporary impacts within the study area and on the surrounding street system. These temporary impacts may include:

Traffic: During construction there may be travel delays on I-95 and disruptions to local traffic flow due to lane closures and/or as construction vehicles and equipment access the project site.

Air Quality: Construction activities have the potential to cause short-term air quality impacts resulting from vehicle exhaust and airborne dust associated with removal of paving/soils, and excavation.

Noise: Construction equipment operations will generate additional, temporary, periodic noise above and in addition to existing background noise levels.

Water Quality and Stormwater Management: During construction the potential exists for exposed earth materials to be washed into the drainage systems on site during a storm event.

Hazardous Materials: The study area has a history of soil and groundwater contamination due to former industrial activity. Therefore, during excavation there is potential for exposure of hazardous materials to the air and/or drainage system.

Energy: An increase in energy consumption will occur during the construction phases of the project; however, these impacts will be short term and will primarily consist of fossil fuel usage by construction vehicles and equipment and additional electrical demand for work performed during evening and/or weekend hours.

Historic, Archaeological and Section 4(f) Resources: Without protection, an archaeologically sensitive area in the location of the NB on-ramp could be impacted. No construction-related impacts are anticipated to historic resources and/or Section 4(f) properties.

Public Utilities: Temporary disruptions to utilities and utility service may occur during construction for the Proposed Action and some utility line relocations are likely.

Mitigation Measures: An efficient construction phasing and sequencing plan will be developed, including the following measures:

Traffic: Temporary traffic impacts will be mitigated through the development and implementation of a Maintenance and Protection of Traffic (MPT) plan. Techniques that may be employed include construction phasing to minimize disruptions to traffic, signage, detours, and employment of officers to direct traffic.

Air Quality: Appropriate mitigation for excessive idling of construction equipment and fugitive dust control will be employed as described in Section 22a-174 of the RCSA. Mitigation measures to control impacts to air quality during construction will include wetting and stabilization to decrease dust, cleaning paved areas, placing tarps over truck beds when hauling dirt, and scheduling construction to minimize the amount and duration of exposed earth. In addition, the contractor will be required to keep equipment maintained and operating efficiently in a clean manner to mitigate any exhaust impacts. The latest ConnDOT specification for minimizing diesel emissions during construction will be used and enforced. This specification includes stipulations such as: all diesel-powered non-road construction equipment with engine horsepower (HP) ratings of 60 and above, that are on the project or are assigned to the contract for more than 30 days, shall be retrofitted with Emission Control Devices and/or use Clean Fuels in order to reduce diesel emissions; the establishment of least-impact truck staging zones; and engine idling restrictions.

Noise: While construction noise is exempt under Section 22a-69-1.8(g) of the RCSA, construction documents will require the contractor to limit the duration and intensity of noise

generated by construction. Noise abatement measures in accordance with *ConnDOT Form 816* will be included in construction specifications. Such measures include appropriate mufflers on all construction vehicles and restrictions on hours of operation.

Water Quality and Stormwater Management: To minimize temporary construction related water quality and stormwater management concerns, BMPs as outlined by the ConnDOT *Standard Specifications for Roads, Bridges and Incidental Construction, Form 816, Section 1.10* will be specified and adhered to throughout the period of active construction. An erosion and sedimentation (E&S) control plan will also be implemented and maintained in concurrence with *2002 Connecticut Guidelines for Soil Erosion and Sediment Control* (CTDEP Bulletin 34) to protect adjacent waters. Other details of project construction will be developed during the final design and permitting phase to ensure the protection of water quality.

Historic and Archaeological Resources, Parklands, and Section 4(f) Resources: Temporary protective fencing shall be established under the field direction of Historical Perspectives, Inc., in order to ensure *in situ* preservation and avoidance of the archaeologically sensitive area by all construction-related activities.

Hazardous Materials: Incidental exposure of hazardous materials during construction will be addressed prior to construction commencement, with the development of a hazardous materials management plan. A Health & Safety Plan for construction workers will also be developed in accordance with OSHA guidelines. To ensure there are no impacts to existing monitoring wells during construction, the project design consultant and contractor will coordinate with the USEPA Project Manager handling the Raymark investigation. If any conflicts exist, appropriate mitigation measures will be used such as coordination of schedules during construction periods for when USEPA anticipates sampling. Monitoring wells will also be clearly identified in the field prior to construction to ensure they are not damaged or blocked. No hazardous materials other than fuel for construction equipment will be stored on site during construction. All fuel storage tanks used during construction will be equipped with secondary containment systems.

Utilities: During all phases of construction, efforts will be made to avoid and minimize impacts to utilities in the area. Extensive coordination has and will continue to take place with Town of Stratford utility personnel, and all affected utility providers.

5.24 SECONDARY AND CUMULATIVE DEVELOPMENT IMPACTS

Secondary development is defined as reasonably foreseeable future development elsewhere in the Town of Stratford or surrounding region that may be induced by the Proposed Action. The Community-Economic Development Office in Stratford provided the following list of projected future infill and redevelopment sites and/or projects in Stratford that may be affected by the Proposed Action. Many of these are Brownfield sites that will require remediation for contaminated soils before use.

- Former Allied Signal Plant – 1 million square feet (+) of vacant building space
- Lake Success Business Park – 70 acres of developable property
- Vacant property immediately north of Stratford Crossing Shopping Center - approximately 25 acres
- Stratford Development – 76 acre corporate campus, ½ mile from Sikorsky Airport
- Stratford Shakespeare Festival Theater revitalization
- Infill at The Dock Shopping Center
- Infill at the Stratford Square Shopping Center
- Several two to three acre, isolated parcels along Ferry Boulevard that are largely underutilized

The construction of a full interchange at Exit 33 is anticipated to make access to the study area, including Ferry Boulevard, Veterans Boulevard, and Barnum Avenue in particular, more convenient. Ferry Boulevard is a major arterial in Stratford that provides the most direct route to many of the listed developable parcels. Barnum Avenue and Veterans Boulevard provide direct access to the shopping centers noted above. Consequently, the Proposed Action is anticipated to have a beneficial effect on the redevelopment of these sites. The Proposed Action will support and facilitate this development.

Cumulative impacts are defined as consequences of the incremental effects of a project when added to other past or reasonably foreseeable projects. These impacts are relative to environmental resources that function as integral parts of a larger system. In the context of the Proposed Action, such cumulative impacts are considered pertinent for socio-economic conditions and water quality. No other cumulative impacts are anticipated.

Construction sequencing for the Proposed Action is expected to be closely aligned with that for the Moses Wheeler Bridge project. The cumulative effect of these two projects will be to ease traffic flow on I-95 somewhat and make access to the study area more convenient. This is expected to facilitate travel to the commercial developments in the study area. As the economic base of the study area becomes stronger, infill development and reuse of underutilized properties will also be encouraged. The enhanced access to the study area along with the current trend of growth in the economic base of the area is anticipated to have a cumulative beneficial effect on the Town of Stratford overall.

The concurrent construction of the two projects will also result in cumulative effects to stormwater flows in the area. There will be a cumulative increase in impervious surface area. Consequently, infiltration of stormwater into the ground will be reduced and runoff volumes will increase. Increased runoff generally results in higher pollutant loads associated with vehicle operations and roadway salting, as well as greater erosion at discharge points. The project includes a new stormwater management system designed to manage storm water flows from both the Proposed Action and the Moses Wheeler Bridge project. The system will include a wet pond and deep sumps and/or gross particle separators to pre-treat runoff. As such, the system will likely improve water quality of highway and interchange runoff, with associated cumulative benefits to water quality overall.

6 CERTIFICATES, PERMITS, AND APPROVALS

This section identifies the potential permits, approvals, certifications, and registrations, which may be required for the completion of this project. The need for specific environmental certificates, permits and approvals will be more specifically identified as the project advances to final design.

- CTDEP - Flood Management Certification
- CTDEP - Coastal Management Consistency Review
- CTDEP - General Permit for Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities
- CTDEP - Special Waste Authorization
- State Traffic Commission (STC) Certificate
- Interstate Highway Access Modification approval – FHWA

7 COORDINATION PROCESS

ConnDOT conducted two public meetings in June of 2001 to provide an opportunity for public input and discussion on the Moses Wheeler Bridge reconstruction project. In the course of these meetings, comments were also solicited on a potential project to reconstruct Interchange 33 as a full interchange. On December 16, 2003, ConnDOT initiated the public scoping process for the Reconstruction of Interchange 33 project under the CEPA by issuing a Scoping Notice in Connecticut's Environmental Monitor to further solicit comments on the Proposed Action from state agency reviewers and other interested parties. No CEPA public scoping meeting was requested or held. A copy of responses received in reply to the CEPA Notice is included in Appendix A.

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9 LIST OF PREPARERS

The following individuals prepared technical portions of this EA/EIE:

FITZGERALD & HALLIDAY, INC. – Lead Consultant, Environmental Analysis and Document Compilation

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Principal Planner/Project Manager
B.A. Environmental Studies
Certified Connecticut Zoning Enforcement Official

Linda Perelli Wright
Environmental Group Manager/Quality Control
B.S. Wildlife Resources
M.L.A.

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Principal Engineer/Traffic Impact Analysis
B.S. Civil Engineering
M.S. Civil Engineering

KM Chng ENVIRONMENTAL - Air Quality and Noise Assessments

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Ph.D Geophysics

Alan Goldman
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Qualified Environmental Professional (QEP)

HISTORICAL PERSPECTIVES, INC. - Historic and Archaeological Resources Assessment

Cece Saunders, RPA
Lead Investigator, Archaeological Investigations
M.A. in Anthropology
Connecticut Preservation Review Board Appointee

Timothy Mancl, RPA
Field Investigator, Archaeological Investigations
M.A. in American History
M.S. Industrial Archaeology

10 DISTRIBUTION LIST

The following agencies/persons received a copy of the Draft Environmental Assessment/Environmental Impact Evaluation for the Reconstruction of Interchange 33 on I-95, Stratford, CT (State Project No. 138-223):

Representatives and Senators

Hon. Joseph I. Lieberman U.S. Senator 316 Hart Senate Office Bldg Washington, D.C. 20510-0703	Hon. Rosa L. DeLauro U.S. Representative 3 rd District 2262 Rayburn House Office Bldg Washington, D.C. 20515
Hon. Christopher J. Dodd U.S. Senator 225 Russell Senate Office Bldg Washington, D.C. 20510-0702	Hon. Ernest E. Newton, II State Senator 23 rd District Legislative Office Building, Room 3600 Hartford, CT 06106-1591
Representative Lawrence G. Miller 122 nd Assembly District 60 Peace Acre Lane Stratford, CT 06614	Hon. John A. Harkins 120 th Assembly District 1036 Whippoorwill Lane Stratford, CT 06614
Hon. George Gunther State Senator 21 st District 890 Judson Place Stratford, CT 06497-5997	Representative Terry Backer 121 st Assembly District Legislative Office Building, Room 3902 Hartford, CT 06106-1591

Town Officials

Mr. John Casey, Town Engineer Engineering Department Stratford Town Hall 2725 Main Street Stratford, CT 06615	Ms. Patricia Ulatowski, Town Clerk Stratford Town Hall, Room 101 2725 Main Street Stratford, CT 06615
Mr. Benjamin Branyan, Town Manager Stratford Town Hall, Room 202 2725 Main Street Stratford, CT 06615	Mr. Gary Lorentson Planning & Zoning Administrator Stratford Town Hall, Room 207 2725 Main Street Stratford, CT 06615

State Agencies

<p>Hon. Gina McCarthy Commissioner Department of Environmental Protection 79 Elm Street Hartford, CT 06106</p>	<p>Mr. Kendall Wiggin State Librarian Connecticut State Library 231 Capitol Avenue Hartford, CT 06106</p>
<p>Mr. Thomas Morrissey, Interim Bureau Chief Bureau of Outdoor Recreation Conn. Dept. of Environmental Protection 79 Elm Street Hartford, CT 06106</p>	<p>Hon. Gary J. DeFilippo Commissioner Connecticut Department of Motor Vehicles 60 State Street Wethersfield, CT 06161</p>
<p>Ms. Denise Ruzicka Interim Director – Inland Water Resources Division Department of Environmental Protection 79 Elm Street Hartford, CT 06102</p>	<p>Hon. J. Robert Galvin, M.D., M.P.H. Commissioner Department of Public Health 410 Capitol Avenue Hartford, CT 06106</p>
<p>Mr. Brian Emerick Supervising Environmental Analyst Department of Environmental Protection 79 Elm Street Hartford, CT 06102</p>	<p>Hon. James T. Fleming Commissioner Department of Public Works 165 Capitol Avenue Hartford, CT 06106</p>
<p>Hon. James F. Abromaitis Commissioner Dept. of Economic and Community Development 505 Hudson Street Hartford CT 06106</p>	<p>Mr. Chris Cooper Department of Transportation Office of Communications P.O. Box 317546 2800 Berlin Turnpike Newington, CT 06131-7546</p>
<p>Mr. Karl J. Wagener Executive Director Council on Environmental Quality 79 Elm Street Hartford, CT 06106</p>	<p>Mr. James Okrongly Assistant Chief – Planning Water Supply Section Department of Public Health 410 Capitol Avenue Hartford, CT 06134</p>
<p>Mr. J. Paul Loether Division Director & Deputy SHPO Connecticut Commission on Culture and Tourism 59 South Prospect St. Hartford, CT 06106</p>	<p>Mr. Robert L. Genuario Secretary Office of Policy and Management 450 Capitol Avenue Hartford, CT 06106-1308</p>
<p>Ms. Faith Gavinkuhn Conn. Construction Industries 912 Silas Deane Highway Wethersfield, CT 06109</p>	

U.S. Departments

<p>Mr. Greg Mannesto U.S. Fish and Wildlife Services P.O. Box 307 Charlestown, RI 02813</p>	<p>Mr. Douglas A. Thompson U.S. Environmental Protection Agency Region 1 Wetland Protection Section One Congress Street – Suite 1100 Boston, MA 02114</p>
<p>Mr. Willie Taylor U.S. Department of the Interior Office of Environmental Project Review Main Interior Building 1849 C. Street, N.W. Washington D.C. 20240</p>	<p>Mr. Gordon Beckett U.S. Department of the Interior Fish and Wildlife Service New England Field Offices 70 Commercial Street Suite 300 Concord, New Hampshire 03301-4901</p>
<p>Ms. Christine Godfrey Chief, Regulatory Branch U.S. Army Corps of Engineers New England District 696 Virginia Road Concord, MA 01742-2751</p>	<p>Mr. Bradley Keazer Division Administrator Federal Highway Administration 628-2 Hebron Avenue, Suite 303 Glastonbury, CT 06033</p>
<p>U.S. Department of the Interior Office of Environmental Policy And Compliance 404 Atlantic Avenue, Room 142 Boston, MA 02210-3334</p>	<p>Mr. Joseph Polulech State Conservation Engineer U.S. Department of Agriculture 16 Professional Park Road Storrs, CT 06268-1299</p>

Other

<p>Mr. James T. Wang, Executive Director Greater Bridgeport Regional Planning Agency Bridgeport Transportation Center 525 Water Street Bridgeport, CT 06604-4902</p>	<p>Ms. Karen S. Bowles, Director Stratford Library 2203 Main Street Stratford, CT 06615</p>
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APPENDIX A
SCOPING NOTICES AND COORDINATION CORRESPONDENCE

3. Notice of Scoping for Interstate Route 95, Interchange 33

Municipality where proposed project would be located: Stratford

Project Description: The Connecticut Department of Transportation proposes to reconstruct Interchange 33 as a full interchange at this location. Currently, the interchange consists of a southbound entrance ramp and a northbound exit ramp. This project is intended to modify the interchange to provide a northbound entrance ramp and a southbound exit ramp.

Project Map: 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: January 16, 2004.

This project is an outgrowth of public input received in regard to the reconstruction of the Moses Wheeler Bridge, which carries I-95 over the Housatonic River immediately north of Interchange 33. As a result, the Department does not anticipate the need for a Public Scoping Meeting for this project.

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address 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.

Additional information about the project can be viewed in person at:

Connecticut Department of Transportation
Office of Environmental Planning
Room 2155
2800 Berlin Turnpike
Newington, CT

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

Name: Edgar T. Hurle, Director of
Environmental Planning
Agency: Connecticut Department of
Transportation
Office of Environmental Planning
Address: 2800 Berlin Turnpike
Newington, CT 06131-7546
Fax: (860) 594-2900
E-Mail: Edgar.Hurle@po.state.ct.us

The agency expects to release an Environmental Impact Evaluation for this project, for public review and comment, in April, 2003.

2. EIE Notice for Reconstruction of Interchange 33 on Interstate 95

Municipality where project is proposed: Stratford, Connecticut

Address of Possible Project Location: I-95, Interchange 33

Project Description: The Connecticut Department of Transportation proposes to reconstruct Interchange 33 on Interstate 95 in Stratford, Connecticut to provide a full diamond interchange. Currently, this facility is a partial interchange consisting of a southbound entrance ramp to I-95 from the Veterans Boulevard Connector and a northbound exit ramp from I-95 to Ferry Boulevard. The new configuration will include a new southbound off ramp from I-95 to Veterans Boulevard and a new northbound on ramp from Ferry Boulevard to I-95.

Comments on this EIE will be accepted until the close of business on:
April 29, 2005

The public can view a copy of this EIE at:The Stratford Town Clerk's Office-Town Hall, Room 101-2725 Main Street, Stratford, CT 06615; Stratford Library-2203 Main Street-Stratford, CT 06615; The Greater Bridgeport Regional Planning Agency-Bridgeport Transportation Center-525 Water Street, Bridgeport, CT 06604-4902; The Federal Highway Administration-628-2 Hebron Avenue, Suite 303,Glastonbury, CT 06033; The Connecticut Department of Transportation-2800 Berlin Turnpike-Room 2155,Newington, CT 06131-7549

There is a public hearing scheduled for this EIE on:

DATE: April 13, 2005

TIME: 7:00 pm

PLACE: Town Council Chambers-Stratford Town Hall-2725 Main Street-Stratford, CT

Send your comments about this EIE to:

Name: **Edgar T. Hurle - Transportation
Planning Director**

Agency: **Connecticut Department of
Transportation**

Address: **2800 Berlin Turnpike - Room 2155
Newington, CT 06131-7549**

E-Mail: Edgar.hurle@po.state.ct.us

**If you have questions about the public hearing, or where you
can review this EIE, or similar matters, please contact :**

Name: Keith T. Hall - Transportation
Supervising Planner
Agency: Connecticut Department of
Transportation
Address: 2800 Berlin Turnpike - Newington,
CT 06131-7549
E-Mail: Keith.hall@po.state.ct.us
Phone: 860-594-2926



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

628-2 Hebron Avenue, Suite 303
Glastonbury, Connecticut 06033-5007

February 15, 2005

IN REPLY REFER TO:
HPR-CT

Mr. Stephen E. Korta, II
Commissioner
Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, Connecticut 06131-7546

Subject: State Project No. 138-223 in Stratford
Reconstruction of I-95 Interchange 33
Section 4(f) Determination

Dear Mr. Korta:

A draft Environmental Assessment (EA) has been prepared for the subject project that will be funded in part by the Federal Highway Administration. The purpose of this letter is to document FHWA's determination that, pursuant to 23 CFR 771.135(b), a Section 4(f) evaluation is not required for this project. The basis for this determination is provided in the discussion below. A copy of this determination should be included in Appendix A of the draft EA.

Pursuant to the requirements of Section 106 of the National Historic Preservation Act, the Connecticut State Historic Preservation Office (SHPO) stated in a letter dated January 18, 2005 that this project would have no effect on the state's archaeological heritage. This statement was made with the condition that temporary fencing would be installed around the archaeologically sensitive area, located adjacent to the project limits, to ensure *in situ* preservation and avoidance of the archaeologically sensitive area by all construction-related activities.

Although a conclusive determination regarding the eligibility of the archaeological resources located in this area for listing in the National Register of Historic Places has not been made, it is apparent, based upon the results of the archaeological reconnaissance investigations, that these resources are important chiefly because of what could be learned from data recovery and have minimal value for preservation in place. Thus, although data recovery will not be pursued and the resources will be left undisturbed, the requirements of Section 4(f) do not apply. If you have any questions concerning this matter, please contact Mr. Robert W. Turner, P.E. of our office at (860) 659-6703 ext. 3011 or by e-mail at robert.w.turner@fhwa.dot.gov.

Sincerely yours,

For: Bradley D. Keazer
Division Administrator

cc: Edgar T. Hurle - Cynthia S. Holden - Keith T. Hall



Connecticut Commission on Culture & Tourism

January 18, 2005

Historic Preservation
& Museum Division

Mr. Keith T. Hall
Environmental Planning
ConnDOT
2800 Berlin Turnpike
Newington, CT

59 South Prospect Street
Hartford, Connecticut
06106

(v) 860.566.3005
(f) 860.566.5078

J. Paul Loether
Division Director
Deputy State Historic
Preservation Officer

Subject: I-95 Interchange 33
Stratford, CT
ConnDOT #138-223

Dear Mr. Hall:

The State Historic Preservation Office has reviewed the reconnaissance survey prepared by Historical Perspectives Inc. concerning the above-named project. In the opinion of the State Historic Preservation Office, the archival and archaeological methodologies employed by Historical Perspectives Inc. are consistent with our *Environmental Review Primer for Connecticut's Archaeological Resources*.

The State Historic Preservation Office concurs with Historical Perspectives Inc. that no further archaeological investigations appear warranted. This office expects that the proposed undertaking will constitute no effect upon the state's archaeological heritage. This comment is conditional upon the following:

- Temporary protective fencing shall be established under the field direction of Historical Perspectives Inc. in order to ensure *in situ* preservation and avoidance of the archaeologically sensitive area by all construction-related activities.
- ConnDOT and/or Historical Perspectives Inc. shall provide a professionally prepared historic archaeological inventory form to our office.

The State Historic Preservation Office recommends that Historical Perspectives Inc. consult with the Office of the State Archaeologist at the University of Connecticut (Storrs) regarding the transfer and curation of all field notes, photographs, and artifacts generated by project-related archaeological studies.

This comment updates and supersedes all previous correspondence regarding the proposed project.



I-95 Interchange 33
Stratford, CT
ConnDOT #138-223
Page 2

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

J. Paul Loether
Division Director and Deputy
State Historic Preservation Officer

cc: Dr. Nicholas Bellantoni/OSA
Ms. Cece Saunders/HPI



STATE OF CONNECTICUT

State Historic Preservation Office

Commission on Arts, Tourism, Culture, History and Film

December 11, 2003

Ms. Cece Saunders
Historical Perspectives Inc.
P.O. Box 3037
Westport, CT 06880

Subject: I-95 Interchange
Stratford, CT
ConnDOT #138-223

Dear Ms. Saunders:

The State Historic Preservation Office has reviewed the above-named project. This office notes that the project area possesses moderate sensitivity for prehistoric and historic archaeological resources. Therefore, we recommend that a professional assessment survey be undertaken to identify and evaluate archaeological resources which may exist within proposed project limits, including equipment storage and associated work areas. All archaeological studies must be undertaken in accordance with our *Environmental Review Primer for Connecticut's Archaeological Resources*.

No ground disturbance or construction-related activities should be initiated until this office has had an opportunity to review and comment upon the recommended archaeological survey report.

We anticipate working with Historical Perspectives Inc., ConnDOT and all interested parties in the expeditious furtherance of the proposed undertaking as well as in the professional management of Connecticut's archaeological heritage.

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

J. Paul Loether
Deputy State Historic
Preservation Officer

cc: Dr. Nicholas Bellantoni/OSA
Mr. Keith Hall/ConnDOT

59 SOUTH PROSPECT STREET HARTFORD, CONNECTICUT 06106-1901
Telephone: 860-566-3005 Facsimile: 860-566-5078

AN EQUAL OPPORTUNITY EMPLOYER

HISTORICAL PERSPECTIVES INC.



December 8, 2003

David A. Poirier, Staff Archaeologist
State Historic Preservation Office
Commission on Arts, Tourism, Culture, History and Film
59 South Prospect Street
Hartford, CT 06106

RE: I-95 Interchange - Stratford, State Project 138-223
Stratford, CT

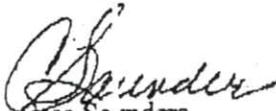
Dear Dr. Poirier,

On behalf of the Connecticut Department of Transportation (ConnDOT), Historical Perspectives, Inc. (HPI), in association with Fitzgerald & Halliday, is presently under contract to prepare an archaeological assessment for a state environmental impact evaluation pursuant to the Connecticut Environmental Policy Act (CEPA) for the above referenced project. This letter is to provide your agency an opportunity to comment on the proposed project.

Two alternatives will be considered for impact evaluation: the first is no build and the second is the Preferred Site Plan, which is Alternative 4, the construction of north- and south-bound entrance ramps on I-95 in Stratford. HPI will be conducting a site inspection and archival research to evaluate the archaeological sensitivity of the project impact areas.

A project map and site description is attached for your review. Please send or fax any comments to the following address or fax number to my attention. You may also reach me at (203) 226-7654 if you have any questions.

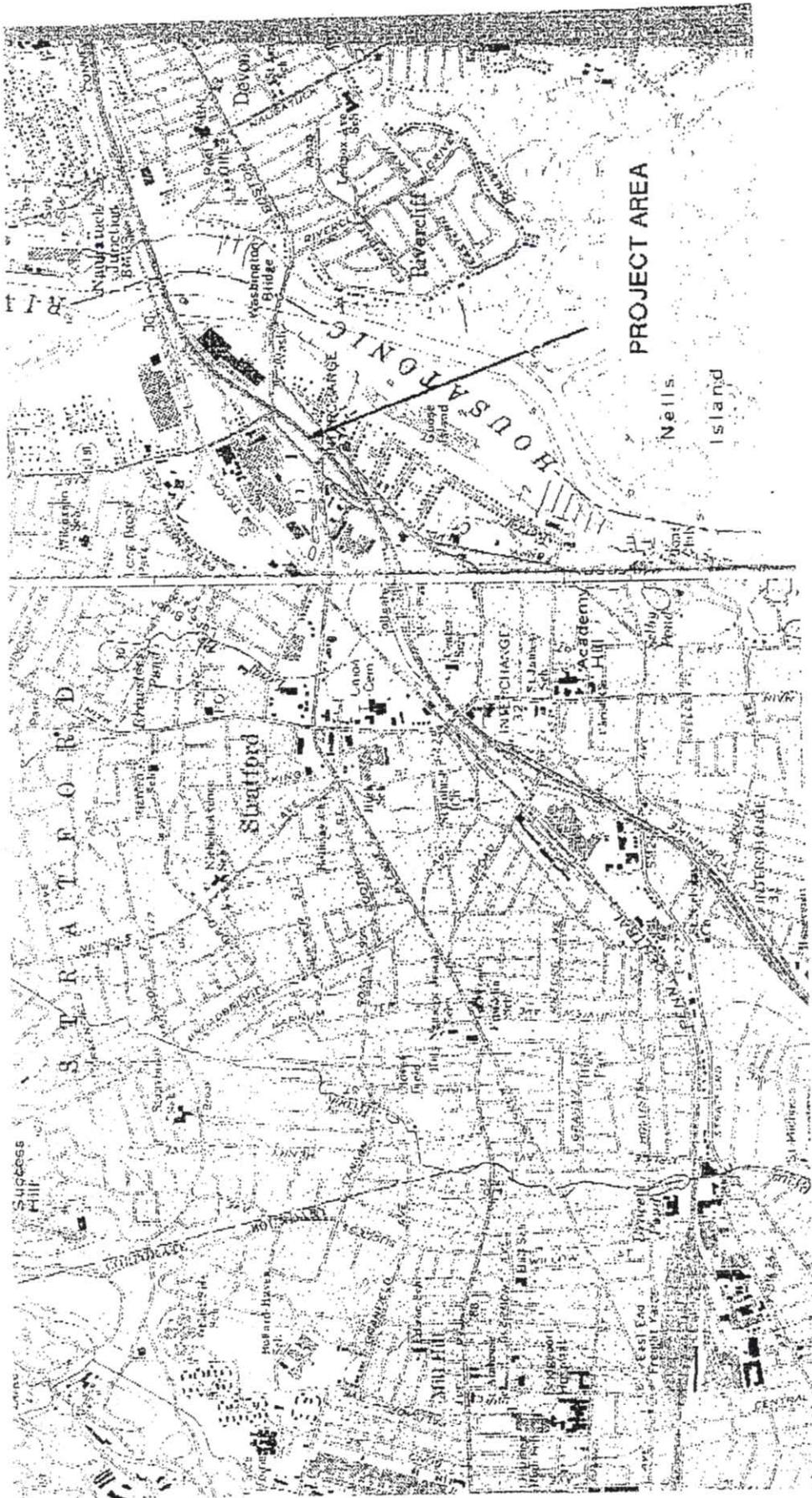
Thank you in advance,


Cece Sanders

encl.

cc: Carol Gould
Nick Bellantoni

P.O. Box 3037 • Westport, Connecticut 06880-9998 • 203-226-7654 • Fax 203-226-8376



PROJECT AREA

Milford Quadrangle

Bridgeport Quadrangle

HISTORICAL PERSPECTIVES INC.



December 8, 2003

Nick Bellantoni, State Archaeologist
Office of State Archaeology
3107 Horseham Hill Road, U-214
University of Connecticut
Storrs, CT 06269-4214

RE: I-95 Interchange - Stratford, State Project 138-223
Stratford, CT

Dear Dr. Bellantoni,

On behalf of the Connecticut Department of Transportation (ConnDOT), Historical Perspectives, Inc. (HPI), in association with Fitzgerald & Halliday, is presently under contract to prepare an archaeological assessment for a state environmental impact evaluation pursuant to the Connecticut Environmental Policy Act (CEPA) for the above referenced project. This letter is to provide your office an opportunity to comment on the proposed project.

Two alternatives will be considered for impact evaluation: the first is no build and the second is the Preferred Site Plan, which is Alternative 4, the construction of north- and south-bound entrance ramps on I-95 in Stratford. HPI will be conducting a site inspection and archival research to evaluate the archaeological sensitivity of the project impact areas.

A project map and site description is attached for your review. Please send or fax any comments to the following address or fax number to my attention. You may also reach me at (203) 226-7654 if you have any questions.

Thank you in advance,


Carol Saunders

encl.

cc: Carol Gould
David A. Poirier

PROJECT DESCRIPTION:

Connecticut Department of Transportation
I-95 Interchange - Stratford, State Project 138-223

HPI has undertaken the preparation of an archaeological assessment for an Environmental Impact Evaluation (EIE) pursuant to the Connecticut Environmental Policy Act (CEPA) for the improvements to the I-95 Interchange - Stratford/#33 [State Project 138-223]. The EIE will examine the impacts of the proposed ramp improvements, which will be within the existing right-of-way. As currently proposed [Alternative 4/Moses Wheeler Bridge over the Housatonic River, Milford/Stratford, Project No. 138-221], the plans call for the addition of a north-bound entrance ramp on Route 1 Eastbound (Ferry Boulevard) between the Barnum Avenue Cut-off and Route 1 Westbound. A south-bound exit ramp is also planned. The ramp runs from the intersection of Route 1 Westbound and Route 110 (East Main Street), across the Barnum Avenue Cut-off, and emptying onto the Veterans Boulevard Connector just before its intersection with Veterans Boulevard and Longbrook Avenue. These changes involve lengthening the bridges at the intersection of Route 1 Westbound and Route 110 (East Main St.) to the north, and I-95 will be widened between these streets and for the approach to the exit ramp. In addition, there will be the introduction of a "wet retention pond" within the project limits. There is the possibility that some utilities will have to be moved and this impact might fall outside the existing right-of-way.

Identification of archaeological resources will be made through coordination with the Connecticut State Historic Preservation Officer (SHPO), supplemented by input from the Office of State Archaeologist, available ConnDOT archives, and local repositories. This scope does not include subsurface testing.

Impacts to [potential] archaeological resources identified during compilation of existing conditions will be evaluated based on the layout and property impacts of the Preferred Site Plan, Alternative 4. Where potential impacts may occur, coordination with SHPO will be undertaken to obtain a determination of effect and to identify possible mitigation measures.

See attached map for project location.



STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION

ENVIRONMENTAL AND GEOGRAPHIC INFORMATION CENTER

79 Elm Street, Store Level
Hartford, Connecticut 06106-5127
Natural Diversity Data Base



January 7, 2004

Christopher E. Carlson
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106

Re: Reconstruction of Interchange 33
on I-95, Stratford

Dear Mr. Carlson:

I have reviewed Natural Diversity Data Base maps and files regarding the area delineated on the map you provided and listed above. According to our information, there are no known extant populations of Federal or State Endangered, Threatened or Special Concern Species that occur at the site in question.

Natural Diversity Data Base information includes all information regarding critical biologic resources available to us at the time of the request. This information is a compilation of data collected over the years by the Environmental & Geographic Information Center's Geological and Natural History Survey and cooperating units of DEP, 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 substituted 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.

Please contact me if you have further questions (424-3589). Thank you for consulting the Natural Diversity Data Base.

Sincerely,

Nancy Murray
Biologist/Environmental Analyst III

NMM/md



United States Department of the Interior

FISH AND WILDLIFE SERVICE

New England Field Office
70 Commercial Street, Suite 300
Concord, New Hampshire 03301-5087



RE: Reconstruction of Interchange 33 on I-95
Stratford, CT

December 30, 2003

Christopher E. Carlson
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106

Dear Mr. Carlson:

I have reviewed your request for information on endangered and threatened species and their habitats for the above-referenced project. My comments are provided in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

I have searched our database and found record of the federally-threatened piping plover (*Charadrius melodus*) along the coast near the project area. However, based on the project description and location, it appears that no impacts to federally-listed species will occur. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

Thank you for your cooperation and please contact me at 603-223-2541, extension 23, if we can be of further assistance.

Sincerely yours,

Michael J. Amaral
Endangered Species Specialist
New England Field Office

REPORT OF MEETING

PROJECT: Replacement of the Moses Wheeler Bridge
Bridge No. 00135 - I-95 over the Housatonic River
ConnDOT Project No. 138-221
(STV Job No. 01-02508)

DATE OF MEETING: 6/14/00
7:00 pm

LOCATION OF MEETING: Milford Town Hall

PURPOSE: This was a Public Information meeting for the Towns of Milford and Stratford to discuss the results of the feasibility study for the rehabilitation/replacement of the Moses Wheeler Bridge and related approach roadway construction.

TRANSACTIONS AND DETERMINATIONS:

The Connecticut Department of Transportation and its consultant STV Incorporated made a brief presentation on the purpose and need of the project and the findings of the Feasibility and Economic Analysis Study performed for the Rehabilitation or Replacement of the Moses Wheeler Bridge.

The following are the issues, comments, concerns and questions that were raised by the residents and public officials in attendance during the informational meeting. They do not reflect responses, comments, determinations, or positions of the Connecticut Department of Transportation.

How will the construction affect the existing boat launch? Will temporary facilities be provided during construction?

2. The neighborhood has requested and applied for noise barriers along the south side of the highway in Milford for years. What is the criteria?

3. How long will the project take?

The study was undertaken using "old" mapping. When will new mapping be available?

5. The project will impact a lot of houses in Devon. It will also impact the Dock plaza.

Why does the profile of the main line need to be raised over Naugatuck Avenue?

7. Has the State made up its mind to widen to south?

It appears that DOT's recommendations (widening to the south) will be based on the easier/cheaper way.

Can't the alignment be shifted to widen south at west end and widen north at east end?

10. A request/demand was made to use the north widening option.

It was suggested that the DOT use aerial mapping for display & clarity. It would be easier for the lay people to visualize.

If the plan is to widen to the south sound barriers will be required (esp. during construction).

2. The DOT should do everything possible to use the north widening option.

Pre construction sound levels should be taken.

15. What will be done to limit noise during construction (local noise ordinances)?
16. How much will sound level increase if highway is widened to the south?
17. What types of noise barriers could be built? (Requested information on barrier types & effectiveness).
18. What if decibel levels are higher than projected?
19. What happened to petition for noise walls?
20. Will there be another meeting once the mapping is better and before final design is finished?
21. Can the highway be shifted even further to the north to utilize the property between the highway and the railroad?
22. Marinas – impact during construction – River Channel.
23. How does bridge widening match into existing highway?
24. Is project for safety improvements or to relieve traffic congestion?
25. Breakdown lanes must stay breakdown lanes !
26. During construction what will be done to limit dust?
27. Why was there no individual notice to owners concerning this meeting?
28. What will be the impact on traffic in Devon Center during construction?
29. What will be DOT's role during construction?

SUMMARY:

- There was a very strong sense that people preferred the alternative that widened the highway to the north.
- It was very clear that residents in Devon feel that noise barriers should be provided regardless of which way the highway is widened.
- The attendees endorsed the idea of widening of the bridge to add shoulders is needed to increase safety.

Reported by: _____ Date: _____
James E. Sherwonit, P.E.

Submitted by: _____ Date: _____
James E. Sherwonit, P.E.

Reviewed by: _____ Date: _____

Approved by: _____ Date: _____



STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

To: Edgar T. Hurlle - Director of Environmental Planning
DOT - Bureau of Policy & Planning, 2800 Berlin Turnpike, Newington

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

Date: January 14, 2004 E-Mail: david.fox@po.state.ct.us

Subject: I-95 Interchange 33, Stratford

The Department of Environmental Protection has received the Notice of Scoping announcing preparation of an Environmental Impact Evaluation for the proposed reconstruction of Interchange 33 on Interstate 95 in Stratford. Given the developed nature of the project location and the relatively minor scale of the proposed project, the Department does not have significant concerns regarding potential impacts. Two issues that should be emphasized in the EIE are potential complications posed by existing contamination within the project area and the proper treatment of stormwater. The following commentary is submitted for your consideration.

Groundwater at the site is classified GB in Connecticut's Water Quality Standards, denoting a historically highly urbanized area or an area of intense industrial activity and where public water supply service is available. Various industrial facilities are located in the project vicinity, including Dresser Industries, Raymark Industries and Ware Chemical. Raymark waste fill has been identified in proximity to the area of proposed work. This waste contains numerous contaminants including, but not limited to: lead, PCBs and asbestos. In addition, the groundwater may be contaminated with volatile organic compounds including, but not limited to: trichloroethylene, 1,1-dichloroethane and toluene. The project should incorporate appropriate remediation where feasible, and it should be designed and constructed so as not to hamper any future remediation efforts. For further information regarding known contamination in the project area, contact Ronald Curran of the Bureau of Waste Management at (860) 424-3764.

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 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. Excavated soils may also require special handling to prevent exposures to workers and the general public. The presence of contamination must also be considered in developing plans for dewatering construction areas, including treatment, as appropriate, and discharge. A *General Permit for the Discharge of Groundwater Remediation Wastewaters to a Sanitary Sewer* covers the discharge of certain contaminated dewatering wastewaters.

FORWARDED TO:
DIVISION

The proposed project is within Connecticut's coastal boundary as defined by section 22a-94 of the Connecticut General Statutes (CGS) and is subject to the provisions of the Connecticut Coastal Management Act (CCMA), sections 22a-90 through 22a-112. In accordance with CGS section 22a-100, state actions within the coastal boundary which may significantly affect the environment must be consistent with the standards and policies of the CCMA. The document should discuss relevant standards and policies. Coastal management concerns which should be specifically addressed in future phases of the project planning process include the potential mobilization of pollutants in contaminated soils at industrialized sites and appropriate use of urban retrofit stormwater best management practices, wherever possible.

At this early conceptual stage, it is not clear whether the project will entail the introduction of a significant amount of new impervious surface, but it will presumably involve the construction new of storm drainage facilities. The Department recommends that any new or reconstructed stormwater systems include the latest controls to remove total suspended solids, oils, greases, nutrients, pathogens and floatable debris. At a minimum, new or reconstructed stormwater systems should be designed, where applicable, in accordance with criteria specified in your memo to James Byrnes dated February 5, 1998 that specified treatment measures for drainage which discharged within fifty feet of regulated wetlands or watercourses. In addition, provisions should be made for the periodic maintenance that will be required to insure continued effectiveness of structural control measures.

The general goal for stormwater management plans in coastal areas is to retain on-site the runoff generated by the first inch of rain falling on the site. In an urban setting, the use of retention and infiltration to accomplish this goal or, alternatively, detention and treatment prior to release to a stormwater conveyance system where retention is not feasible must also consider the potential to mobilize existing soil and groundwater contamination.

The Natural Resources Conservation Service's Soil Survey of Fairfield County depicts the entire site as urban land. If there are any undeveloped areas within the project site or landscape/drainage features that may be considered watercourses, it is recommended that a certified soil scientist perform a site reconnaissance in order to determine whether there are any areas which would be regulated as wetlands or watercourses pursuant to the CGS. If the reconnaissance identifies regulated areas, they should be delineated. Any work or construction activity within the inland wetland areas or watercourses on-site will require a permit from the Inland Water Resources Division pursuant to section 22a-39(h) of the CGS. For further information, contact the division at (860) 424-3019.

It does not appear that the proposed project would be within the 100-year flood zone on the community's Flood Insurance Rate Map. The 100-year flood zone of the Housatonic River generally lies several hundred feet east of Ferry Boulevard in this area of Stratford.

The Natural Diversity Data Base, maintained by DEP, contains no records of extant populations of Federally listed endangered or threatened species or species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or special concern in the project area. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultation with the Natural Diversity Data Base should not be substituted for

on-site surveys required for environmental assessments. The extent of investigation by competent biologist(s) of the flora and fauna found at the site would depend on the nature of the existing habitat(s). If field investigations reveal any Federal or State listed species, please contact the Environmental & Geographic Information Center at (860) 424-3540.

The project may require an indirect source permit from the Bureau of Air Management pursuant to section 22a-174-100(a)(1) of the RCSA. An indirect source permit is required for certain highway projects added to the State highway system as defined in section 13a-14 of the CGS. These include: any new lane greater than a mile in length and connecting either signalized intersections or expressway interchanges or any new expressway interchange service. For further information, contact the Air Planning and Standards Division at (860) 424-3027.

The Department typically recommends that the EPA guidelines for intersection analysis be followed to determine if the carbon monoxide concentrations at the critical intersections will exceed the NAAQS. The following documents should be consulted to determine whether modeling is appropriate:

- EPA-404/R-92-005 - "Guideline for Modeling Carbon Monoxide From Roadway Intersection"
- EPA-404/R-92-006 - "User's Guide to CAL3QHC Version 2.0: A Modeling Methodology for Predicting Pollution Concentrations Near Roadway Intersections"

In addition to typical mitigation measures to minimize impacts to air quality during construction, the Department also recommends the use of construction equipment with air pollution control devices or the use of "clean" fuels that can be effective in reducing exhaust emissions. A program similar to the Connecticut Clean Air Construction Initiative being employed for the New Haven Harbor Crossing Corridor Improvement Program would be beneficial at this urban location.

Thank you for the opportunity to review this project. If there are any questions regarding these comments, please contact me.

cc: Jeff Smith, OPM
Arthur J. Rocque, Jr., DEP/COMM
Ron Curran, DEP/WPSD
William Menz, DEP/APSD
Margaret Welch, DEP/OLISP



STATE OF CONNECTICUT

State Historic Preservation Office

Commission on Arts, Tourism, Culture, History and Film

March 23, 2004

Mr. Keith T. Hall
Environmental Planning
ConnDOT
2800 Berlin Turnpike
Newington, CT

Subject: I-95 Interchange 33
Stratford, CT
ConnDOT #138-223

Dear Mr. Hall:

The State Historic Preservation Office has reviewed the cultural resource assessment survey prepared by Historical Perspectives Inc. concerning the above-named project. In the opinion of the State Historic Preservation Office, the archival and archaeological methodologies employed by Historical Perspectives Inc. are consistent with our *Environmental Review Primer for Connecticut's Archaeological Resources*.

The State Historic Preservation Office concurs with Historical Perspectives Inc.'s assessment that further archaeological investigations appear warranted with respect to the proposed undertaking. This office recommends that a professional reconnaissance survey be undertaken to identify and evaluate archaeological resources which may exist within the archaeological sensitive areas which have been identified by Historical Perspectives Inc. All archaeological studies must be undertaken in accordance with our *Environmental Review Primer for Connecticut's Archaeological Resources*.

This comment updates and supersedes all previous correspondence for the proposed project. For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Paul Loether", written over a horizontal line.

J. Paul Loether
Deputy State Historic
Preservation Officer

cc: Dr. Nicholas Bellantoni/OSA
Ms. Carol Gould/HPI

59 SOUTH PROSPECT STREET HARTFORD, CONNECTICUT 06106-1901
Telephone: 860-566-3005 Facsimile: 860-566-5078

AN EQUAL OPPORTUNITY EMPLOYER



STV Memorandum

Date: 6/08/01

To: File

From: Bill Kennedy

Subject: Public Informational Meeting in Stratford for the Moses Wheeler Bridge Project

A public informational meeting was conducted by ConnDOT on Thursday, June 7, 2001 regarding the Reconstruction of the Moses Wheeler Bridge Project (ConnDOT Project No. 138-221). This meeting was held in the Stratford Town Hall, Council Chambers at 7:00 PM. The meeting was attended by approximately 20 persons. The Department and STV made short presentations to review the purpose of the project and the status of the design effort. A reduced copy of the agenda handed out at the meeting is attached to this memorandum.

The public was given the opportunity to make comments and ask questions after the presentation. The following issues were raised in the public participation session.

- The anticipated construction schedule was discussed.
- The need for new exit and entrance ramps at Interchange 33 was raised by the public. The possibility of including this in this project was discussed.
- The construction cost estimate and what that included were discussed.
- The advantages and disadvantages of steel and concrete bridge alternatives was discussed.
- The right of way acquisition procedure if a property owner doesn't agree to the State's purchase price was discussed.
- The location of anticipated property acquisitions (3 partial takes or easements) was reviewed.
- The location of noise barrier walls was reviewed and the public perceptions of the effectiveness of noise barrier walls was discussed.
- The possibility of extending the existing noise barrier wall on the south side of the Stratford approach and just west of the Limits of Construction was questioned. The questioner was advised to present a written request to ConnDOT regarding this issue.
- The type of foundations for the Moses Wheeler Bridge and depth of bedrock was discussed.
- There was a lengthy discussion of environmental concerns due the immediate proximity of the former Raybestos super fund toxic waste clean up site. The possibility of the I-95 embankment containing contaminated material was raised. The possibility that construction for this project could cause contamination in soil and groundwater to migrate toward homes or into Ferry Creek was questioned. It was noted that by expanding the highway to the north moves the project closer to the former Raybestos site.
- The possibility that an accident on the new highway could foul the railroad tracks was raised, because the highway is being moved closer to the railroad. Also the closer proximity of the highway to the railroad tracks puts in closer to the high voltage lines along the railroad.
- How and when does the CTDEP or EPA get involved in the project was questioned. A new EPA groundwater study in this area is about to begin. It was recommended that ConnDOT consult with CTDEP regarding these issues of possible contamination in soil and groundwater.

GENERAL INFORMATION

The Connecticut Department of Transportation has scheduled this public information meeting to discuss the proposed replacement of the Moses Wheeler Bridge, Bridge No. 00135, in the Towns of Milford and Stratford. The existing bridge spans over the Housatonic River and over Naugatuck Avenue in Milford. This project will make this span into two separate bridges, the new Moses Wheeler Bridge and a separate single span bridge over the Naugatuck Avenue which is identified as Bridge No. 1 in the attached location plan. The construction of the new Moses Wheeler Bridge will be north of the existing bridge and will be constructed in stages to maintain traffic in both directions on I-95.

This portion of Interstate 95 will provide 12 foot outside shoulders, three 12 foot travel lanes, separated by a 38 foot wide median which will provide 16 foot inside shoulders and a 6 foot wide capped concrete barrier section. The inside and outside shoulders will taper off to match the existing shoulders at the project limits.

In addition, there are two other bridges that will be reconstructed within the project limits. These are Bridge No. 00133 over U.S. 1 (Barnum Avenue Cutoff) and Bridge No. 00134 over U.S. 1 (East Main Street).

The proposed project also includes the construction of four retaining walls as shown in the attached location plan. There are two noise barrier walls proposed within the project limits. The noise barrier walls will be placed at the Elbon Street and Sidney Street neighborhoods.

At the present time the project is scheduled to be advertised on January 15, 2003 and the start of construction is anticipated to begin in the summer of 2003. The project will take 4 years to construct. The estimated construction cost for this proposed project is \$ 117,500,000. The cost is exclusive of utility relocation, right of way and engineering costs.

Any comments may be submitted to Mr. Thomas A. Harley, at the address below:

Mr. Thomas A. Harley
Principal Engineer – Consultant Design
Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, Connecticut 06131
Telephone No. (860) 594-3191
Email Address – thomas.harley@po.state.ct.us

Mr. Harley may be contacted at the above telephone number Monday through Friday from 8:30 a.m. to 4 p.m. to arrange for public inspection of the plans.



Public Information Meeting

For the Proposed Replacement of the Moses Wheeler Bridge over the Housatonic River in the Towns of Milford and Stratford

State Project No. 138-221

Milford Tuesday, June 5, 2001 at 7 p.m. City Hall Auditorium 110 River Street Milford, Connecticut	Stratford Thursday, June 7, 2001 at 7 p.m. Council Chambers Town Hall 2725 Main Street Stratford, Connecticut
--	--

- 1. Introduction**
Ms. Julie Georges, Project Manager, Office of Consultant Design
Connecticut Department of Transportation
- 2. General Project Information and Design Presentation**
Mr. William Kennedy, Project Manager (Highways)
Mr. Richard Ezyk, Project Manager (Structures)
STV, Inc.
- 3. Explanation of Rights of Way Process**
Mr. Terry Obey, Property Agent, Division of Rights of Way
Connecticut Department of Transportation
- 4. Public Participation Comments**

Plans showing the recommended proposal are available for public inspection at the following locations:

The Connecticut Department of Transportation
2800 Berlin Turnpike, Room 3303
Newington, Connecticut



STV Memorandum

Date: 6/08/01

To: File

From: Bill Kennedy

Subject: Public Informational Meeting in Milford for the Moses Wheeler Bridge Project

A public informational meeting was conducted by ConnDOT on Tuesday, June 5, 2001 regarding the Reconstruction of the Moses Wheeler Bridge Project (ConnDOT Project No. 138-221). This meeting was held in the Milford City Hall Auditorium at 110 River Street at 7:00 PM and was attended by approximately 40 persons. The Department and STV made a presentation to review the status of the project and design effort. A reduced copy of the agenda handed out at the meeting is attached for reference.

The meeting was opened to questions after the presentation. The following is a list of the issues and concerns raised in the public participation session. These issues were discussed, some at length, and for the most part the public seemed satisfied with the answers and discussion that followed.

- Tree removal on the south side of the I-95 embankment on the Milford approach is a concern of the residence of Devon. The Department indicated that some tree removal will be necessary but efforts will be made to minimize tree removal.
- Maintenance of traffic requirements on I-95 during construction was discussed. The proposed three stage sequence of construction was reviewed.
- The use of night time construction was discussed. Some night construction will be necessary but the project will primarily be constructed during daylight hours.
- The need for, and location of retaining walls on the Milford approach was reviewed.
- Surveyors (Paul Iffland of AI Engineers) told someone in Devon that I-95 would be widened to the south. STV responded that AI Engineers are a subconsultant hired to do survey work and they have not been involved in the design and do not know what they were talking about.
- Noise wall locations were reviewed and discussed. The Milfordites are happy that noise walls are included in the design.
- The public wanted to know when noise walls would be installed. It was explained that noise walls will be installed as the stage construction allows, probably two to three years into the construction period.
- The status of a new entrance and exit ramp at Interchange 33 in Stratford was discussed. These ramps are not included in the Project.
- A comment was made that the new Home Depot/Shaw's shopping center being built in Stratford may cause extra traffic on U.S. Route 1 in Devon and this is a reason the new Interchange 33 ramps should be built as part of this project.
- A comment was made that I-95 should be widened to 8 lanes.
- Vincent Avino (Milford City Councilman) closed the session by thanking ConnDOT for listening to the Milford citizens concerns and widening I-95 to the North and including noise barrier walls in the Project.

GENERAL INFORMATION

The Connecticut Department of Transportation has scheduled this public information meeting to discuss the proposed replacement of the Moses Wheeler Bridge, Bridge No. 00135, in the Towns of Milford and Stratford. The existing bridge spans over the Housatonic River and over Naugatuck Avenue in Milford. This project will make this span into two separate bridges, the new Moses Wheeler Bridge and a separate single span bridge over the Naugatuck Avenue which is identified as Bridge No. 1 in the attached location plan. The construction of the new Moses Wheeler Bridge will be north of the existing bridge and will be constructed in stages to maintain traffic in both directions on I-95.

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At the present time the project is scheduled to be advertised on January 15, 2003 and the start of construction is anticipated to begin in the summer of 2003. The project will take 4 years to construct. The estimated construction cost for this proposed project is \$ 117,500,000. The cost is exclusive of utility relocation, right of way and engineering costs.

Any comments may be submitted to Mr. Thomas A. Harley, at the address below:

Mr. Thomas A. Harley
Principal Engineer - Consultant Design
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Mr. Harley may be contacted at the above telephone number Monday through Friday from 8:30 a.m. to 4 p.m. to arrange for public inspection of the plans.



Public Information Meeting

For the Proposed Replacement of the Moses Wheeler Bridge over the Housatonic River in the Towns of Milford and Stratford

State Project No. 138-221

<u>Milford</u>	<u>Stratford</u>
Tuesday, June 5, 2001	Thursday, June 7, 2001
at 7 p.m.	at 7 p.m.
City Hall Auditorium	Council Chambers
110 River Street	Town Hall
Milford, Connecticut	2725 Main Street
	Stratford, Connecticut

1. Introduction
Ms. Julie Georges, Project Manager, Office of Consultant Design
Connecticut Department of Transportation
2. General Project Information and Design Presentation
Mr. William Kennedy, Project Manager (Highways)
Mr. Richard Ezyk, Project Manager (Structures)
STV, Inc.
3. Explanation of Rights of Way Process
Mr. Terry Obey, Property Agent, Division of Rights of Way
Connecticut Department of Transportation
4. Public Participation
Comments

Plans showing the recommended proposal are available for public inspection at the following locations:

The Connecticut Department of Transportation
2800 Berlin Turnpike, Room 3303
Newington, Connecticut



Connecticut Commission on Culture & Tourism

November 30, 2004

Historic Preservation
& Museum Division

Mr. Keith T. Hall
Environmental Planning
ConnDOT
2800 Berlin Turnpike
Newington, CT

59 South Prospect Street
Hartford, Connecticut
06106

(v) 860.566.3005
(f) 860.566.5078

J. Paul Loether
Division Director
Deputy State Historic
Preservation Officer

Subject: I-95 Interchange 33
Stratford, CT
ConnDOT #138-223

Dear Mr. Hall:

The State Historic Preservation Office has reviewed the draft reconnaissance survey prepared by Historical Perspectives Inc. concerning the above-named project. In the opinion of the State Historic Preservation Office, the archival and archaeological methodologies employed by Historical Perspectives Inc. are consistent with our *Environmental Review Primer for Connecticut's Archaeological Resources*.

The State Historic Preservation Office concurs with Historical Perspectives Inc. that no further archaeological investigations appear warranted. This office expects that the proposed undertaking will constitute no effect upon the state's archaeological heritage. This comment is conditional upon the following:

- o Temporary protective fencing shall be established under the field direction of Historical Perspectives Inc. in order to ensure *in situ* preservation and avoidance of the archaeologically sensitive area by all construction-related activities.
- o ConnDOT and/or Historical Perspectives Inc. shall submit a final reconnaissance survey report (two copies) to our professional staff for technical review and comment. An unbound archaeological inventory form shall accompany the final report.

The State Historic Preservation Office recommends that Historical Perspectives Inc. consult with the Office of the State Archaeologist at the University of Connecticut (Storrs) regarding the transfer and curation of all field notes, photographs, and artifacts generated by project-related archaeological studies.

This comment updates and supersedes all previous correspondence regarding the proposed project.



I-95 Interchange 33
Stratford, CT
ConnDOT #138-223
Page 2

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

J. Paul Loether
Division Director and Deputy
State Historic Preservation Officer

cc: Dr. Nicholas Bellantoni/OSA
Ms. Cece Saunders/HPI

APPENDIX B
AIR QUALITY ANALYSIS TECHNICAL MEMORANDUM

Reconstruction of Interchange 33 on I-95 in Stratford, CT

- Air Quality Technical Memorandum

September 2004

Prepared for:

**Connecticut Department of Transportation
Newington, CT**

Prepared By:

**KM Chng Environmental Inc.
Burlington, MA**



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1.0 Introduction

The Connecticut Department of Transportation (ConnDOT) is proposing to improve access to Interstate 95 at Interchange 33 in Stratford, CT. Currently Interchange 33 is a half-diamond interchange (containing an I-95 southbound entrance ramp and an I-95 northbound exit ramp). The proposed modifications to Interchange 33 involve the construction of a northbound entrance ramp to I-95 and a southbound exit ramp from I-95. The potential air quality impacts of the proposed project were estimated by conducting a dispersion modeling analysis. Impacts were estimated in the vicinity of key roadway intersections within the study area that could potentially be affected by changes in project-related emissions. The analysis was performed in accordance with U.S. Environmental Protection Agency (EPA) procedures, guidance from the Connecticut Department of Environmental Protection (DEP), and requirements of the Connecticut Department of Transportation (ConnDOT).

Section 2 presents the existing setting for this project and discusses the relevant pollutants, the air quality regulatory requirements applicable to the project, and existing air quality in the project study area. Section 3 discusses the methodology for the modeling analysis and describes the direct and indirect impacts associated with this project. Conclusions of the air quality analysis and the status of the project with respect to requirements for an Indirect Source Permit are presented in Section 4.

2.0 Existing Setting

2.1 Regulatory Requirements

The applicable Federal and state requirements that govern air quality in the project study area are described in this section. The main Federal legislation dealing with air quality is the Clean Air Act of 1970¹ (as amended in 1977 and 1990). The applicable Connecticut regulation is Regulations of Connecticut State Agencies, Section 22a-174.

2.2 Ambient Air Quality Standards

The purpose of the Clean Air Act is to preserve air quality and to protect the public's health and welfare. Under the authority of the Clean Air Act, as amended, EPA established National Ambient Air Quality Standards² (NAAQS) for the following pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone, particulate matter ten microns or smaller in diameter (PM₁₀), particulate matter 2.5 microns or smaller in diameter (PM_{2.5}), sulfur dioxide (SO₂), and lead. Ambient air quality standards define allowable limits for atmospheric concentrations of air pollutants. Primary standards are established to protect public health, and Secondary standards are established at levels designed to protect the public welfare by accounting for the effects of air pollution on vegetation, soil, materials, visibility, and other aspects of the general welfare. These

¹ Clean Air Act of 1970 and subsequent amendments, including the Clean Air Act Amendments of 1990. 42 USC 7401-7671g.

² 40 CFR Part 50: National Primary and Secondary Ambient Air Quality Standards.

standards are summarized in Table 1. The Connecticut Ambient Air Quality Standards³ are identical to the NAAQS and are also presented in Table 1.

The EPA has designated the Fairfield County area (which includes Stratford and the Proposed Project) as attainment (in compliance with the NAAQS) for all pollutants except ozone. With respect to the 1-hour ozone standard, the Stratford area, including the project study area, is included in the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment Area and is currently classified as a Severe-17 ozone nonattainment area (having measured ozone concentrations higher than the NAAQS) due to violations of the ozone standard in the recent past.

With respect to the 8-hour ozone standard, the EPA issued final rules^{4,5} on April 15, 2004, that designate this area of Connecticut as a Moderate nonattainment area. This designation took effect on June 15, 2004. As a Moderate ozone nonattainment area for the 8-hour ozone standard, the New York-Northern New Jersey-Long Island, NY-NJ-CT 8-Hour Ozone Nonattainment Area is required to attain the 8-hour ozone standard by the year 2010. With designations in place for the 8-hour ozone standard, the EPA plans to revoke the 1-hour ozone standard in June 2005. To avoid “backsliding” or losing clean air progress toward attaining the 1-hour standard, the April 15, 2004 rules require that current emission control measures for the 1-hour standard must stay in place until the area attains the 8-hour ozone standard.

2.3 Pollutants Related to Motor Vehicles

Motor vehicle sources primarily emit CO, nitrogen oxides (NO_x), volatile organic compounds (VOCs) which are precursors to ozone formation, and, to a lesser extent, PM₁₀, PM_{2.5}, SO₂, and lead. Particulate matter and sulfur dioxide have such low emission levels that they are not addressed further. Lead is no longer considered to be a pollutant of concern for transportation projects because emissions of lead from motor vehicles have been nearly eliminated as unleaded fuels have replaced leaded fuels nationwide.

2.4 Requirements for Conformity

As required by the Clean Air Act, the DEP has prepared a State Implementation Plan (SIP) that explains how the Fairfield County region plans to attain the NAAQS for ozone. The SIP includes analysis of ozone levels in the region, commitments to the required emission control programs, and implementation schedules to reach attainment.

³ Regulations of Connecticut State Agencies, Section 22a-174-24.

⁴ *Final Rule to Implement the 8-Hour Ozone National Ambient Air Quality Standard – Phase 1*. 40 CFR Part 81. April 15, 2004. Available: <http://www.epa.gov/ozonedesignations>.

⁵ *Air Quality Designations and Classifications for the 8-Hour Ozone National Ambient Air Quality Standards; Early Action Compact Areas with Deferred Effective Dates*. 40 CFR Part 81. April 15, 2004. Available: <http://www.epa.gov/ozonedesignations>.

In addition, based on the SIP, ambient pollutant concentrations due to the project must not create or contribute to a new violation of the NAAQS, nor worsen any existing violation of the NAAQS. The air quality modeling analysis for the Interchange 33 Project was performed to demonstrate compliance with the NAAQS for CO in accordance with this requirement.

2.5 Existing Ambient Air Quality

The CT DEP maintains a network of monitoring stations which sample pollutant concentrations in the ambient air and provide data to assess the impact of emission control strategies. Table 2 summarizes the most recent information available (for the year 2002, the most recent complete year for which data are available) from the DEP monitoring stations located nearest to the study area. As shown in Table 2, there are two DEP-operated monitoring sites for PM10 in the region near the project corridor, three for PM2.5, and one monitoring site each for CO, NO₂, ozone, and SO₂. The measured pollutant levels given in Table 2 may be compared to the NAAQS and Connecticut Ambient Air Quality Standards presented in Table 1. Concentrations of VOCs are not measured, and there is no NAAQS specifically for VOCs. Rather, the product of the photochemical reactions of VOC and NO_x - ozone - is measured for purposes of compliance with the NAAQS. Table 2 shows that the measured concentrations in 2002 for all pollutants except ozone are well below the Connecticut and National Ambient Air Quality Standards. Table 2 also indicates that exceedances of the NAAQS for ozone were measured in the Stratford area in 2002. As noted above, the Stratford area currently is classified as a Severe-17 ozone nonattainment area due to violations of the ozone standard.

3.0 Direct and Indirect Impacts

Ambient pollutant concentrations due to the project must not create or contribute to a new violation of the NAAQS, nor worsen any existing violation of the NAAQS. The air quality modeling analysis for the Interchange 33 Project was performed to demonstrate compliance with the NAAQS for CO in accordance with this requirement.

3.1 Air Quality Modeling Analysis Methodology

The air quality modeling analysis for the Interchange 33 Project consisted of a microscale (local area) analysis to estimate maximum one- and eight-hour CO concentrations at traffic intersections potentially affected by the Project within the study area. No emission inventory analysis was required or performed for the EA because this project is included in the emission inventory conducted for the region's approved TIP (see Section 2.3). The microscale analysis used dispersion modeling techniques and was performed in accordance with EPA's 1992 guidelines⁶. The project traffic study provided level of service (LOS) and traffic data for the affected intersections in the vicinity of the project. Table 3 lists the six intersections that were selected for air quality modeling analysis. The locations of these intersections within the study area are shown in Figure 1.

⁶ *Guideline for Modeling Carbon Monoxide From Roadway Intersections*. EPA-454/R-92-005. U.S. Environmental Protection Agency, Office of Air Quality Planning and Standards. Research Triangle Park, NC. November 1992.

Maximum CO concentrations were estimated for sensitive locations (receptors) in the vicinity of the six intersections that were analyzed. Sensitive receptor locations can include local residences, businesses, schools, health care facilities, and other locations where the general public has reasonable access. In addition to sensitive receptor locations representing specific structures or land uses, CO concentrations at intersections are estimated for receptors placed along the roadway shoulder or sidewalk area along the approaches to the intersection and the departures from the intersection. In accordance with EPA's 1992 guidelines, these "sidewalk" receptors were modeled at distances of 3 meters (10 feet), 25 meters (82 feet), and 50 meters (164 feet) along the roadway's approach and departure beginning at the marked stop line.

Motor vehicle exhaust emission factors for CO, which are input into the dispersion model, were developed using EPA's MOBILE6.2 emission factor program⁷, as released by the Office of Transportation and Air Quality (OTAQ)⁸. The MOBILE6.2 input parameters for the project were chosen in accordance with current ConnDOT guidance⁹. Exhaust CO emission factors for vehicles at idle were developed using EPA's recommended procedure¹⁰ from the MOBILE6 guidance document for computing idle emission factors. The major MOBILE6.2 input parameters and the values used in the analysis are listed in Table 4.

One-hour CO concentrations were estimated using EPA's CAL3QHC Version 2.0 dispersion model¹¹. The major CAL3QHC input assumptions are listed in Table 5. The eight-hour CO concentrations were then calculated from the one-hour results using a scale factor of 0.7 as recommended by DEP¹². The modeled one- and eight-hour CO concentrations were then added to their respective one- and eight-hour ambient background concentrations specified by DEP¹⁰ to get a total maximum CO concentration for each receptor location. The background values used were 5.0 parts per million (ppm) for one hour and 3.0 ppm for eight hours. These background

⁷ *User's Guide to MOBILE6.1 and MOBILE6.2 Mobile Source Emission Factor Model*. U.S. Environmental Protection Agency, Office of Transportation and Air Quality, Assessment and Standards Division. Report number 420-R-03-010. Ann Arbor, MI. August 2003.

⁸ Approved final version of MOBILE6.2 computer program released by memorandum *Policy Guidance on the Use of MOBILE6.2 and the December 2003 AP-42 Method for Re-Entrained Road Dust for SIP Development and Transportation Conformity*. Margo Tsirigotis Oge, Director, Office of Transportation and Air Quality, and Steve Page, Director, Office of Air Quality Planning and Standards. U.S. Environmental Protection Agency. Washington, DC. February 24, 2004.

⁹ Personal communications (email) from T. Doyle, Connecticut Department of Transportation to C. Bergweiler, KM Chng Environmental Inc. August 25, 2004.

¹⁰ *Technical Guidance on the Use of MOBILE6 for Emission Inventory Preparation*. Section 4.4.4. U.S. Environmental Protection Agency, Office of Transportation and Air Quality. Ann Arbor, MI. January 2002. This guidance has superceded the *MOBILE5 Information Sheet #2: Estimating Idle Emission Factors Using MOBILE5*. U.S. Environmental Protection Agency, Office of Mobile Sources (now Office of Transportation and Air Quality). Ann Arbor, MI. July 30, 1993.

¹¹ *User's Guide to CAL3QHC Version 2.0: A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections*. EPA-45/R-92-006. U.S. Environmental Protection Agency, Office of Air Quality Planning and Standards. Research Triangle Park, NC. November 1992. Revised June 1993.

¹² Personal communications from P. Bodner, Connecticut Department of Environmental Protection to D. Ernst, KM Chng Environmental Inc. January 14, 2004.

concentrations were held constant for all analysis years and project alternatives. The estimated total maximum CO concentrations were then compared to the NAAQS presented in Table 1.

3.2 Impact Analysis

The estimated maximum one- and eight-hour CO concentrations (including appropriate background concentration levels) for the receptors with the highest CO levels at each of the six intersections analyzed are shown in Table 6.

2001 Existing Conditions

The maximum predicted one-hour CO concentration for the 2001 Existing Conditions occurred at the intersection of East Main Street (Route 110) and U.S. Route 1 Westbound and was estimated to be 8.1 parts per million (ppm) at a receptor located along the southwest approach of East Main Street near Route 1 westbound. All of the predicted one-hour CO concentrations at each receptor at each of the intersections analyzed in the Project Study Area for the 2001 Existing Conditions are well below the one-hour state and Federal Ambient Air Quality CO Standard of 35 ppm.

The maximum predicted eight-hour CO concentration for the 2001 Existing Conditions also occurred at the intersection of East Main Street (U.S. Route 110) and U.S. Route 1 Westbound and was estimated to be 5.2 ppm at the same receptor along the southwest approach of East Main Street near Route 1 westbound. All of the predicted eight-hour CO concentrations at each receptor at each of the intersections analyzed in the Project Study Area for the 2001 Existing Conditions are well below the eight-hour state and Federal Ambient Air Quality CO Standard of 9 ppm.

2008 No-Build Alternative

As shown in Table 6, the maximum predicted one-hour CO concentration for the 2008 No-Build Alternative occurred at the intersection of East Main Street (Route 110) and U.S. Route 1 Westbound and was estimated to be 7.3 ppm at a receptor on the sidewalk of the approach of East Main Street at 3 meters from the stop line. All of the predicted one-hour CO concentrations at each receptor at each of the intersections analyzed in the Project Study Area for the 2008 No-Build Alternative are well below the one-hour state and Federal Ambient Air Quality CO Standard of 35 ppm.

The maximum predicted eight-hour CO concentration (see Table 6) for the 2008 No-Build Alternative also occurred at the intersection of East Main Street (Route 110) and U.S. Route 1 Westbound and was estimated to be 4.6 ppm at a receptor on the sidewalk of the approach of East Main Street at 3 meters from the stop line. All of the predicted eight-hour CO concentrations at each receptor at each of the intersections analyzed in the Project Study Area for the 2008 No-Build Alternative are well below the eight-hour state and Federal Ambient Air Quality CO Standard of 9 ppm.

2008 Build Alternative

The maximum predicted one-hour CO concentration for the 2008 Build Alternative (as shown in Table 6) occurred at the intersection of Barnum Avenue Cutoff and U.S. Route 1 Eastbound and was estimated to be 8.5 ppm at a receptor located on the sidewalk of the eastbound approach of Barnum Avenue at 3 meters from the stop line. All of the predicted one-hour CO concentrations at each receptor at each of the intersections analyzed in the Project Study Area for the 2008 Build Alternative are well below the one-hour state and Federal Ambient Air Quality CO Standard of 35 ppm.

The maximum predicted eight-hour CO concentration (Table 6) for the 2008 Build Alternative also occurred at the intersection of Barnum Avenue Cutoff and U.S. Route 1 Eastbound and was estimated to be 5.4 ppm at the same sidewalk receptor on the sidewalk of the eastbound approach of Barnum Avenue. All of the predicted eight-hour CO concentrations at each receptor at each of the intersections analyzed in the Project Study Area for the 2008 Build Alternative are well below the eight-hour state and Federal Ambient Air Quality CO Standard of 9 ppm.

At all of the intersections analyzed for the 2008 conditions, with the exception of the intersection of East Main Street (Route 110) and U.S. Route 1 Westbound, estimated maximum one- and eight-hour CO concentrations are higher in the Build Alternative than with the No-Build Alternative. This is due to the introduction of additional traffic into these intersections because of the new on- and off-ramps.

2025 No-Build Alternative

As presented in Table 6, the maximum predicted one-hour CO concentration for the 2025 No-Build Alternative was estimated to be 6.7 ppm at the intersection of East Main Street (Route 110) and U.S. Route 1 Westbound, at a receptor on the sidewalk of the approach of East Main Street at 3 meters from the stop line. All of the predicted one-hour CO concentrations at each receptor at each of the intersections analyzed in the Project Study Area for the 2025 No-Build Alternative are well below the one-hour state and Federal Ambient Air Quality CO Standard of 35 ppm.

The maximum predicted eight-hour CO concentration (see Table 6) for the 2025 No-Build Alternative also occurred at the intersection of East Main Street (Route 110) and U.S. Route 1 Westbound, and was estimated to be 4.2 ppm at a receptor located on the sidewalk of the approach of East Main Street at 3 meters from the stop line. All of the predicted eight-hour CO concentrations at each receptor at each of the intersections analyzed in the Project Study Area for the 2025 No-Build Alternative are well below the eight-hour state and Federal Ambient Air Quality CO Standard of 9 ppm.

2025 Build Alternative

The maximum predicted one-hour CO concentration for the 2025 Build Alternative (as shown in Table 6) occurred at the intersection of Barnum Avenue Cutoff and U.S. Route 1 Eastbound and was estimated to be 7.4 ppm at a receptor located on the sidewalk of the eastbound approach of Barnum Avenue at 3 meters from the stop line. All of the predicted one-hour CO concentrations at each receptor at each of the intersections analyzed in the Project Study Area for the 2025 Build Alternative are well below the one-hour state and Federal Ambient Air Quality CO Standard of 35 ppm.

The maximum predicted eight-hour CO concentration (Table 6) for the 2025 Build Alternative also occurred at the intersection of Barnum Avenue Cutoff and U.S. Route 1 Eastbound and was estimated to be 4.7 ppm at the same sidewalk receptor on the sidewalk of the eastbound approach of Barnum Avenue. All of the predicted eight-hour CO concentrations at each receptor at each of the intersections analyzed in the Project Study Area for the 2025 Build Alternative are well below the eight-hour state and Federal Ambient Air Quality CO Standard of 9 ppm.

At all of the intersections analyzed for the 2025 conditions, with the exception of the intersection East Main Street (Route 110) and U.S. Route 1 Westbound, estimated maximum one- and eight-hour CO concentrations are higher in the Build Alternative than with the No-Build Alternative. This is due to the introduction of additional traffic into these intersections because of the new on- and off-ramps.

3.3 Project-Level Conformity Evaluation

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 93. The Proposed Action (project) is included in the Greater Bridgeport MPO's current (2004-2028) Long Range Transportation Plan, but is not included in their current (FY 2005-2009) Transportation Improvement Program (TIP).

In accordance with 40 CFR 93.115(a), the applicable criteria and procedures for determining the conformity of a project which is not from a conforming Transportation Plan and TIP are listed in Table 1 of 40 CFR 93.109(b). All but one of these criteria have been determined to be satisfied for the Proposed Action, as follows:

- Transportation Control Measures (TCMs) – This project does not interfere with the implementation of any TCM in the current State Implementation Plan (SIP), as there are none.
- Currently Conforming Plan and TIP – The MPO's current Long Range Transportation Plan was determined to be in conformity by FHWA and FTA on April 28, 2004. The MPO's current TIP was determined to be in conformity by FHWA and FTA on October 21, 2004.

- CO and PM₁₀ Hot Spots – This project will not cause or contribute to any new violations or increase the frequency or severity of any existing CO or PM₁₀ violations in CO and PM₁₀ non-attainment or maintenance areas as evidenced by the results of the CO hot spot analysis contained herein. NOTE: This project is not located in a PM₁₀ non-attainment or maintenance area, therefore a PM₁₀ hot spot analysis was not required.
- PM₁₀ Control Measures – There are no PM₁₀ control measures in the current State Implementation Plan.
- Emissions Budget or Emissions Reduction – This project is not included in the current statewide transportation network model, and a separate regional emissions analysis has not been performed – this analysis is scheduled to be completed in early 2005. It is anticipated that this project will be demonstrated to be consistent with the motor vehicle emissions budgets in the State Implementation Plan prior to issuing the final Environmental Assessment document.

3.4 Construction Impacts and Mitigation

Construction activities can result in short-term impacts on ambient air quality. These potential impacts include direct emissions from construction equipment and trucks, fugitive dust emissions, and increased emissions from motor vehicles on the streets due to disruption of traffic flow. These impacts will be temporary, and will affect only the immediate vicinity of the construction sites and their access routes. Appropriate mitigation requirements for excessive idling of construction equipment and fugitive dust control are described in Section 22a-174-18 of the Regulations of Connecticut State Agencies (RCSA).

4.0 Conclusions

An air quality modeling analysis was performed to estimate CO concentrations in accordance with guidance from EPA, ConnDOT, and CT DEP. All estimated CO concentrations are less than the NAAQS for the proposed Build alternative. No adverse air quality impacts are expected due to implementation of the proposed Interchange 33 Project. The project is expected to conform to the SIP. Therefore, no mitigation measures are required for potential air quality impacts of project operation. An Indirect Source Permit will not be required for the project, since the project does not involve a new interchange, new highway, or new highway lane greater than one mile in length.

Potential air quality impacts due to construction activities can be reduced through the use of appropriate mitigation measures.

Table 1
Connecticut and National Ambient Air Quality Standards

Pollutant	Standard	Averaging Period	Connecticut^a	National^{a,b}
Carbon Monoxide	Primary and Secondary	8-hour average	10 mg/m ³ (9 ppm)	10 mg/m ³ (9 ppm) ^d
	Primary and Secondary	1-hour average	40 mg/m ³ (35 ppm)	40 mg/m ³ (35 ppm) ^d
Ozone	Primary and Secondary	8-hour average	157 µg/m ³ (0.08 ppm)	157 µg/m ³ (0.08 ppm) ^e
	Primary and Secondary	1-hour average	235 µg/m ³ (0.125 ppm)	235 µg/m ³ (0.125 ppm) ^f
Nitrogen Dioxide	Primary and Secondary	Annual arithmetic mean	100 µg/m ³ (0.05 ppm)	100 µg/m ³ (0.05 ppm)
Sulfur Dioxide	Primary	Annual arithmetic mean	80 µg/m ³ (0.03 ppm)	80 µg/m ³ (0.03 ppm)
	Primary	24-hour average ^c	365 µg/m ³ (0.14 ppm)	365 µg/m ³ (0.14 ppm)
	Secondary	3-hour average	1300 µg/m ³ (0.5 ppm)	1300 µg/m ³ (0.5 ppm)
Particulate Matter (PM10)	Primary and Secondary	Annual arithmetic mean	50 µg/m ³	50 µg/m ³ ^g
	Primary and Secondary	24-hour average	150 µg/m ³	150 µg/m ³ ^h
Particulate Matter (PM2.5)	Primary and Secondary	Annual arithmetic mean	15 µg/m ³	15 µg/m ³ ⁱ
	Primary and Secondary	24-hour average	65 µg/m ³	65 µg/m ³ ¹
Lead	Primary and Secondary	Calendar quarterly mean	1.5 µg/m ³	1.5 µg/m ³

Sources: National - 40 CFR Part 50. Connecticut - RCSA Section 22a-174-24.

^a Units are milligrams per cubic meter (mg/m³), parts per million (ppm), and micrograms per cubic meter (µg/m³).

^b National short-term standards are not to be exceeded more than once in a calendar year.

^c National standards are block averages rather than moving averages.

^d National secondary standards for carbon monoxide have been dropped.

^e Average of the annual fourth highest daily maximum 8-hour average concentration is less than or equal to 0.08 ppm.

^f Maximum daily 1-hour average (averaged over a three year period, the expected number of days above the standard must be less than or equal to one).

^g To attain the PM10 annual standard, the arithmetic average of the 24-hour samples for a period of 1 year, averaged over 3 consecutive years, must not exceed 50 µg/m³.

^h To attain the PM10 24-hour standard, the maximum 24-hour average concentration must not exceed 150 µg/m³ more than once per year (3-year average).

ⁱ See Appendix N of 40 CFR Part 50 for detailed description of how standards are attained.

Table 2
2002 Monitored Ambient Air Quality in the Study Area

Pollutant	City Location DEP Site I.D. Number	Averaging Period	Maximum Concentration ^a	
			1 st Highest	2 nd Highest
Carbon Monoxide	Bridgeport Jasper Mclevy Hall State Street 09-001-0004-1	1 Hour	4.7	4.1
		8 Hours	2.7	2.5
Ozone ^b	Stratford USCG Lighthouse Prospect Street 09-001-3007-1	1 Hour	0.145	0.135
		8 Hours	0.129	0.115
Nitrogen Dioxide ^c	Westport Sherwood Island State Park 09-001-9003-1	Annual	0.019	NA ^g
Particulate Matter - 10 Microns ^d	Bridgeport Roosevelt School Park Avenue 09-001-0010-1	24 Hours	86	45
		Annual	17	NA
	Bridgeport Shed Congress Street 09-001-0113-1	24 Hours	85	43
		Annual	17	NA
Particulate Matter - 2.5 Microns ^e	Bridgeport Roosevelt School Park Avenue 09-001-0010-1	24 Hours	36	35
		Annual	12.7	NA
	Bridgeport Roosevelt School Park Avenue 09-001-0010-2	24 Hours	35	34
		Annual	11.8	NA
	Bridgeport Shed Congress Street 09-001-0113-1	24 Hours	37	35
		Annual	13.0	NA
Sulfur Dioxide ^f	Bridgeport 115 Boston Terrace 09-001-0012-1	3 Hours	0.042	0.039
		24 Hours	0.029	0.029
		Annual	0.005	NA

^{a-g} See notes on following page

- a Concentrations are in parts per million (ppm), except particulate concentrations are in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).
- b The ozone 1-hour standard is 0.125 ppm and the ozone 8-hour standard is 0.08 ppm.
- c The nitrogen dioxide annual standard is 0.05 ppm ($100 \mu\text{g}/\text{m}^3$).
- d Particles with a nominal aerodynamic diameter of 10 microns or less (PM10). The PM10 24-hour standard is $150 \mu\text{g}/\text{m}^3$ and the annual standard is $50 \mu\text{g}/\text{m}^3$.
- e Particles with a nominal aerodynamic diameter of 2.5 microns or less (PM2.5). The PM2.5 24-hour standard is a 3-year average of the 98th percentile values which must be less than or equal to $65 \mu\text{g}/\text{m}^3$ and the annual standard is $15 \mu\text{g}/\text{m}^3$.
- f The sulfur dioxide primary standards are 0.14 ppm ($365 \mu\text{g}/\text{m}^3$) for 24 hours and 0.03 ppm ($80 \mu\text{g}/\text{m}^3$) for the annual average. The secondary standard is 0.50 ppm ($1300 \mu\text{g}/\text{m}^3$) for 3 hours.
- g Not Applicable.

Source: Connecticut Department of Environmental Protection, as reported to U.S. Environmental Protection Agency AIRData website (<http://www.epa.gov/air/data/geosel.html>). *Monitor Values Report* accessed December 29, 2003. The Connecticut Department of Environmental Protection currently does not monitor lead concentrations in the Stratford area.

Table 3

Intersections Modeled for Air Quality Impacts

ID No.	Intersection
1.	Ferry Boulevard and U.S. Route 1 Westbound (Route 1 Connector Northbound)
2.	U.S. Route 1 and Dock Shopping Center Entrance East
3.	Barnum Avenue Cutoff and U.S. Route 1 Eastbound at Ferry Boulevard (with the I-95 Northbound On Ramp in the Build Condition only)
4.	Barnum Avenue Cutoff and U.S. Route 1 Westbound at Veterans Boulevard Connector
5.	East Main Street (Route 110) and U.S. Route 1 Westbound
6.	Veterans Boulevard and Veterans Boulevard Connector (with the I-95 Southbound Off Ramp in the Build Condition only)

Locations of these intersections in the project corridor are shown in Figure 1.

Table 4

Major Input Parameters for MOBILE6.2 Emission Factor Modeling

Parameter or Variable	Values or Sources
<i>Vehicle Fleet and Activity Inputs</i>	
VMT mix	By vehicle type: 2002 Fairfield County, CT data. By facility: All intersections treated as Arterial facility type . By hour: Not varied by hour. By speed: Not varied by speed.
Mileage accrual rates	National defaults
Vehicle model year distribution	The CT DEP file “CTRvRg99.D” was used. Light-duty vehicles: 2002 CT data. Heavy-duty vehicles: National default.
Soak time distribution	National default
Starts per day distribution	National default
Region	Low altitude
Vehicle speeds	Varied 2.5-65 mph, with single average speed per scenario.
Roadway facility (functional classes)	Arterial facility type used for all scenarios.
<i>Seasonal/Meteorological Inputs</i>	
Month of evaluation for CO	January
Temperatures for CO	Minimum: 41.0° F Maximum: 41.0° F
<i>Fuel Inputs</i>	
Reformulated gasoline	Yes; northern region specified.
Gasoline RVP for CO	13.0 psi

Table 4 Continued

Major Input Parameters for MOBILE6.2 Emission Factor Modeling

Parameter or Variable	Values or Sources
<i>State Program Inputs</i>	
Inspection/Maintenance (I/M) Program	The CT DEP file "CTIM99.d" used for existing conditions (2001), reflecting program in place through July 1, 2002. The CT DEP file "CTIM07.d" used for future conditions (2008, 2025), reflecting programs in place from 2004 onward.
Low Emitting Vehicle (LEV) Program	The MOBILE6.2 file "NLEVNE.D" was used.
Anti-tampering program (ATP)	CT DEP data.
Stage II refueling controls	Not modeled (NO REFUELING command used).
<i>Other Inputs</i>	
All other inputs	National default

Table 5
CAL3QHC Input Parameter Values

Traffic:

Design saturation flow rate (SFR): 1600 vehicles per hour
Arrival rate (AT): 3 (random arrivals)
Signal type (ST): 1 (pre-timed; worst-case assumption)

Meteorological:

Wind speed: 1 meter per second
Stability class: D (Neutral)
Mixing height: 1000 meters
Wind directions: 10°- 360° scanned at 10° increments

Other:

Surface roughness coefficient (Z_0): 108 centimeters (corresponding to residential/small low-rise buildings)

Table 6

Summary of Maximum Estimated CO Concentrations (in parts per million)

ID No.	Intersection	2001 Existing		2008 No-Build		2008 Build		2025 No-Build		2025 Build	
		1-hr	8-hr	1-hr	8-hr	1-hr	8-hr	1-hr	8-hr	1-hr	8-hr
1.	Ferry Boulevard and U.S. Route 1 Westbound (Route 1 Connector Northbound)	7.8	5.0	6.9	4.3	7.0	4.4	6.6	4.1	6.7	4.2
2.	U.S. Route 1 and Dock Shopping Center Entrance East	7.9	5.0	6.9	4.3	7.3	4.6	6.5	4.1	6.7	4.2
3.	Barnum Avenue Cutoff and U.S. Route 1 Eastbound at Ferry Boulevard (with the I-95 Northbound On Ramp in the Build Condition only)	7.8	5.0	6.8	4.3	8.5	5.4	6.5	4.1	7.4	4.7
4.	Barnum Avenue Cutoff and U.S. Route 1 Westbound at Veterans Boulevard Connector	7.3	4.6	6.4	4.0	6.6	4.1	6.2	3.8	6.3	3.9
5.	East Main Street (Route 110) and U.S. Route 1 Westbound	8.1	5.2	7.3	4.6	7.2	4.5	6.7	4.2	6.7	4.2
6.	Veterans Boulevard and Veterans Boulevard Connector (with the I-95 Southbound Off Ramp in the Build Condition only)	6.6	4.1	6.0	3.7	6.6	4.1	5.8	3.6	6.3	3.9

Notes:

Background levels of 5.0 parts per million (ppm) for the one-hour averaging period and 3.0 ppm for the eight-hour averaging period are included in the concentrations presented above, in accordance with ConnDOT guidance.

The National and Connecticut Ambient CO Standards are 35 ppm for the one-hour and 9 ppm for the eight-hour averaging time periods.

Source: KM Chng Environmental Inc., 2004.

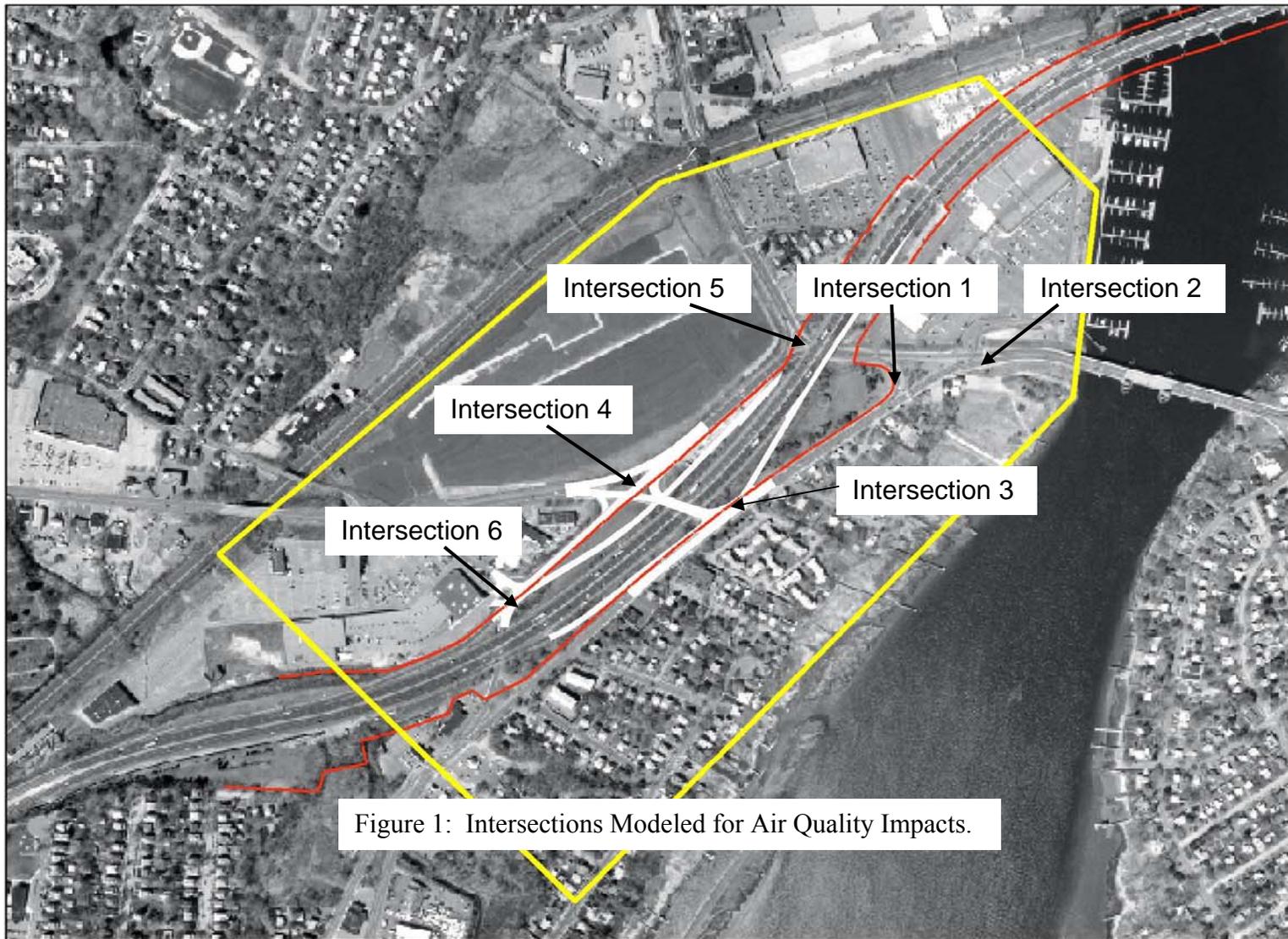


Figure 1: Intersections Modeled for Air Quality Impacts.

0 250 500 1,000 Feet

I-95 ROW

DRAFT Proposed Vicinity Area

APPENDIX C
PUBLIC HEARING TRANSCRIPT, COMMENTS & RESPONSES

APPENDIX C
PUBLIC HEARING TRANSCRIPT, COMMENTS & RESPONSES

This appendix specifically documents what transpired at the April 13, 2005, Public Hearing regarding this project. Additionally, all comments received during the public comment period, which expired on April 29, 2005, are included. Responses to each comment are provided herein as follows:

- Federal agency comments
- State agency comments
- Town of Stratford comments
- Public/individual comments



STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH

RECEIVED

MAR 31 2005

ENVIRONMENTAL PLANNING
DIVISION

March 23, 2005

Mr. Edgar T. Hurle, Transportation Planning Director
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06111

RE: The reconstruction of Interchange 33 on Interstate 95, Stratford, CT

Dear Mr. Hurle:

The Drinking Water Division of the Department of Public Health has reviewed the above project and finds that no comments are necessary.

Thank you for providing the opportunity to comment on this project.

Sincerely,

Lori Mathieu, Supervising Environmental Analyst
Source Water Protection Unit
Drinking Water Division

Cc: file



Phone: (860) 509-7333

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KTH



STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

To: Edgar T. Hurle - Director of Environmental Planning
DOT - Bureau of Policy & Planning, 2800 Berlin Turnpike, Newington

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

Date: April 29, 2005 **E-Mail:** david.fox@po.state.ct.us

Subject: I-95 Interchange 33, Stratford

The Department of Environmental Protection has reviewed the Environmental Impact Evaluation for the proposed reconstruction of Interchange 33 on Interstate 95 in Stratford. The following commentary is submitted for your consideration.

Contrary to the statement on page 37, the project **will require** an indirect source permit from the Bureau of Air Management pursuant to section 22a-174-100(a)(1) of the Regulations of Connecticut State Agencies (RCSA). An indirect source permit is required for certain highway projects added to the State highway system. These include: any new lane greater than a mile in length and connecting either signalized intersections or expressway interchanges or any new expressway interchange **service** (emphasis added). Since this project will add a southbound exit ramp and a northbound entrance ramp to I-95 at this location, providing expressway access that previously did not exist at this interchange, it is considered new service, so that an indirect source permit will be required. For further information, contact William Menz of the Air Planning and Standards Division at (860) 424-3409.

As noted on page 60, "it is likely that hazardous materials will be encountered during construction for the Proposed Action, such excavated materials will be replaced with clean fill. The contaminated excavated material will be disposed of in an approved facility." Project construction plans 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 is considered to be special waste. The disposal of special wastes, as defined in section 22a-209-1 of the RCSA, requires written authorization from the Waste Engineering and Enforcement Division prior to delivery to any solid waste disposal facility in Connecticut. Excavated soils may also require special handling to prevent exposures to workers and the general public. Page 68 notes that a hazardous materials management plan will be developed.

The presence of contamination must also be considered in developing plans for dewatering construction areas, including treatment, as appropriate, and discharge. A *General Permit for the Discharge of Groundwater Remediation Wastewaters to a Sanitary Sewer* covers the discharge of certain contaminated dewatering wastewaters. The potential for contaminated groundwater to be conducted along newly installed stormwater piping should also be considered. The use of

KTH

collars or bedding material to prevent groundwater migration along newly installed pipelines should be considered.

The discussion of groundwater concerns on page 43 addresses only potential impacts to potable water supplies. It should be acknowledged that reduced groundwater infiltration could potentially raise other issues, including but not limited to, impacts to wetlands and effects on upland soil conditions and vegetation.

The proposed stormwater basin is referred to throughout the document as a "retention pond." However, based on the description of how the pond will function (e.g., "the pond will trap sediment and pollutants from runoff, gradually releasing the filtered runoff into the existing piped storm sewer system"), it would more accurately be labeled a "detention pond." Retention of the runoff generated by the first inch of rainfall is generally recommended in the coastal boundary. Although not stated in the document, in this case it appears that infiltration of stormwater could result in mobilization of contaminated groundwater. The rationale for not providing stormwater retention/infiltration should be explicitly discussed. This explanation will also be required in the coastal consistency documentation to be subsequently provided.

Page 44 states that the portion of the project that will drain to Ferry Creek will be fitted with deep sumps and/or gross particle separators. Advanced designs for gross particle separators have been developed, incorporating cyclonic or swirl technology, that the Department believes are more effective in retaining medium to coarse grained sediments as well as floatables than standard designs. It is recommended that the appropriate variety of this type of unit with a cyclonic design be installed, depending on the size of the drainage area. At a minimum, the system should be designed in accordance with criteria specified in your memo to James Byrnes dated February 5, 1998 that specified treatment measures for drainage which discharge within fifty feet of regulated wetlands or watercourses.

In addition, provisions should be made for the periodic maintenance that will be required to insure continued effectiveness of all structural control measures, particularly the proposed detention pond. The pond will have an impermeable liner underneath and along its sides to prevent potential inflow by contaminated groundwater. The liner material should be selected to assure that it can be constructed and maintained without breaching. The pond should also be designed to facilitate periodic removal of accumulated sediments.

Page 47 mentions Executive Order 13112 which "calls on federal agencies to work to prevent and control the introduction and spread of invasive species." On page 44, the EIE describes the Ferry Creek area as channelized "with a narrow swath of vegetation along its sides. Dominant vegetation is indicative of freshwater influence as well as of a disturbed site, consisting of common reed (*Phragmites australis*)..." *Phragmites australis* is an invasive species that can be an indicator of a tidal wetland stressed by too much fresh water (stormwater) inflow. The EIE also states that "infiltration of stormwater into the ground will be reduced and runoff volumes will increase." The EIE should discuss potential measures to prevent and control the spread of *Phragmites australis* that might result from the anticipated increase in stormwater discharged to the Ferry Creek system. Again, this discussion will also be required in the coastal consistency documentation.

Thank you for the opportunity to review this project. If there are any questions regarding these comments, please contact me.

cc: Gina McCarthy, DEP/COMM
Daniel Biron, DEP/IWRD
Ronald Curran, DEP/WPSD
William Menz, DEP/APSD
Margaret Welch, DEP/OLISP



RECEIVED

MAY 02 2005

ENVIRONMENTAL PLANNING
DIVISION

TOWN OF STRATFORD

Benjamin B. Branyan
Town Manager

2725 MAIN STREET
CONNECTICUT 06615

203-385-4001

April 26, 2005

Mr. Edgar T. Hurle
Transportation Planning Director
Connecticut Department of Transportation
P. O. Box 317546
Newington, CT 06131-7546

Re: Exit 33 EA/EIE
State Project No. 138-223

Dear Mr. Hurle:

Thank you for the opportunity to comment on the EA and EIE for the above referenced project. I hope these comments will help make this project more successful when finally implemented as part of the Moses Wheeler Bridge Project.

Following the public hearing on April 13, 2005, the Town Engineer asked the Traffic Engineers about the limits of the traffic study and impacts to local traffic. The limits of the traffic study did not extend to local roads, which may be impacted by the new interchange. There were several comments from residents south of Ferry Boulevard, concerned that increased traffic will inhibit egress from their road onto Ferry Boulevard. Also, we would expect increased traffic on Veterans Boulevard and Longbrook Avenue, as well as at the intersections of Route 113 at Route 1, and Route 113 at Longbrook Avenue. We believe these streets and intersections should be evaluated to ensure that the streets and intersections could accommodate the increase in traffic loads with or without additional improvements.

In the event that you have any questions, please do not hesitate to contact Mr. John Casey, Town Engineer at 203-385-4013. We appreciate your efforts in this matter.

Sincerely,


Benjamin B. Branyan
Town Manager

BBB/JC

cc: John Casey, Town Engineer



KTH



RECEIVED

MAY 12 2005

ENVIRONMENTAL PLANNING
DIVISION

TOWN OF STRATFORD

Benjamin B. Branyan
Town Manager

2725 MAIN STREET
CONNECTICUT 06615

203-385-4001

May 10, 2005

Mr. Edgar T. Hurlle
Transportation Planning Director
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

Re: Exit 33, State Project No. 138-223

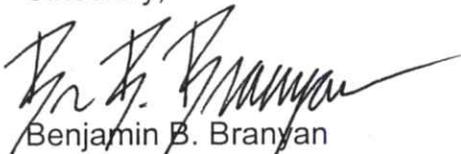
Dear Mr. Hurlle:

At the regularly scheduled Town Council meeting on May 9, 2005, the Stratford Town Council unanimously passed a resolution of support for the reconstruction of Interchange 33 on Interstate 95. Enclosed please find a certified copy of the resolution.

The Town is enthusiastic about this development, and we trust that the resolution strengthens our commitment for a successful project, when formally implemented as a segment of the Moses Wheeler Bridge Project.

Should you have any questions please do not hesitate to contact me.

Sincerely,



Benjamin B. Branyan
Town Manager

Enclosure



KITH

Distribution:

Diane Toolan, Economic /Community Development Director
Gary Lorentson, Planning & Zoning Administrator
John Casey, Town Engineer
U. S. Senator Christopher J. Dodd
U. S. Senator Joseph I. Lieberman
U. S. Representative Rosa DeLauro
Senator George Gunther
Senator Ernie E. Newton, II
Representative John Harkins
Representative Terry Backer
Representative Lawrence Miller



TOWN OF STRATFORD

CONNECTICUT
06615

STRATFORD TOWN COUNCIL MEETING

MAY 9, 2005

RESOLUTION OF SUPPORT FOR RECONSTRUCTION OF INTERCHANGE 33 ON
INTERSTATE 95

Sponsored by: The Stratford Town Council

WHEREAS, it has long been recognized that the construction of a full interchange at Exit 33 on Interstate 95 would add to the economic potential of the Route 1 and Ferry Boulevard corridors through enhanced access; and

WHEREAS, the project would replace the functionally outdated partial interchange at Exit 33 and complement the improvements on Interstate 95 which will occur with the Moses Wheeler Bridge Project; and

WHEREAS, the Town of Stratford has the opportunity to realize substantial benefits to its infrastructure through these coordinated projects and thus benefit its citizens and visitors;

NOW, THEREFORE BE IT RESOLVED that the Town Council of the Town of Stratford reaffirms its support for this project and urges the Connecticut Department of Transportation to continue its work in order to successfully construct the full interchange at Exit 33.

A MOTION WAS MADE BY MR. HENRICK AND MR. STAVOLA SECONDED BY MR. O'NEAL TO SUPPORT THE FOREGOING RESOLUTION. THE MOTION PASSED UNANIMOUSLY.

CERTIFICATION

This is to certify that the undersigned, duly qualified and acting as Council Clerk for the Town of Stratford, CT verifies that the foregoing is a true and correct portion of the minutes adopted at a legally convened Town Council Meeting conducted on May 9, 2005.

Attested: *Carol Cabral*
Carol Cabral, Council Clerk

COMMENT FORM

Public Hearing
State Project No. 138-223
EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Connecticut

Please provide any written comments below:

The proposed Interchange 33 reconstruction on I-95 would be a traffic nightmare and a blight to the surrounding neighborhood. To make it worse, the proposed pond would serve as a mosquito breeding site. Surely our tax money could be put to better use than this! The proposal is just a giveaway to the trucking interests serving Walmart, Home Depot, and Shaws at the expense of taxpayers and their existing environment.

Name: Peter F. Sherwood
Address: 890 Broad Street, Stratford, CT 06615
Telephone: _____

Please submit any comments that you may have on or before April 29, 2005.

KTH

COMMENT FORM

Public Hearing
State Project No. 138-223
EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Connecticut

Please provide any written comments below:

*I oppose the reconstruction of interchange 33 on Interstate 95!
It would impact the neighborhood with more noise and pollution
from traffic- already Stratford is one of the "dirtiest" towns I have
ever lived in with the I-95 traffic running through the town.
The proposed pond for water run-off would only become yet
another area for mosquitoes to breed and for people to litter and
dump garbage.*

*I would have attended the public hearing and opposed this
reconstruction project, but I was out of state. Please consider
my comments.*

April 25, 2005

Name: Janet R. Sherwood

Address: 890 Broad St., Stratford, Ct. 06615

Telephone: _____

Please submit any comments that you may have on or before April 29, 2005.

KTH

RECEIVED

APR 27 2005

COMMENT FORM

ENVIRONMENTAL PLANNING
DIVISION

Public Hearing

State Project No. 138-223

EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Connecticut

Please provide any written comments below:

April 25/2005

Dear Mr. Hule,

as thirty year residents of Willow Ave in
Stratford, - we are very much opposed to any additional
on/off ramps to access I 95. We understand how the
proposed construction would benefit our industrial neighbors,
but certainly not our families residing in the same vicinity.
Having lived through the horror of noise and air pollution
and tragic accidents of the toll gates, - we do not approve
of keeping the trucking companies accommodated. There are
many other areas that should be taken in consideration to
make our highways a safer place to travel on - i.e. :
strong law enforcement for cell phone use while driving!
Stratford does not need more access to I 95, - we need
safer and better quality of highway.

Sincerely,

Katharina L. Weisblee

Bill F. Weisblee

Name: _____

Address: _____

Telephone: _____

Please submit any comments that you may have on or before April 29, 2005.

KTH

APR 20 2005

COMMENT FORM

ENVIRONMENTAL PLANNING
DIVISION

Public Hearing

State Project No. 138-223

EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Connecticut

Please provide any written comments below:

4-15-05

I LAUREN and John Campbell of 11 Bark Place, do not approve of the EA/EIE, Reconstruction of interchange 33 on 95. As one of the residents of the area, we were not notified of the proposal. This reconstruction will effect us in a negative way, with more traffic and noise since we live near 95. We are now dealing with the runoff of asbestos from Raymond, now it will be noise and pollution from increase traffic on both sides of 95. Again we do not support the reconstruction of the interchange. This reconstruction was proposed by someone who does not live in or anywhere near our community. So he does not care about the impact that it will have on us.

Lauren & John A. Campbell

Name: _____

Address: _____

Telephone: _____

Please submit any comments that you may have on or before April 29, 2005.

COMMENT FORM

Public Hearing
State Project No. 138-223
EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Connecticut

Please provide any written comments below:

I am definitely against the proposed project. It will increase traffic which will increase noise. My house is right near the highway and its already to noisy. If the roadways are widened then more trees will be cut down and they block at least some of the noise. We have already had systems put in to our homes because of Hazardous Materials run off when they built the Home Depot and Walmart. To disturb the land again would be unsafe. ~~A~~ A pond of standing water would just make more mosquitos and we have enough. I don't want a truck station either. That will just bring unsavory people to hang around trying to make a few bucks. I've already had the police in my backyard chasing someone who robbed Walmart. I have a child and if he was outside that afternoon who knows what could of happened. The traffic on 95 ~~is~~ now moves fine thru our area why mess with it. They are closing ramps in other areas to help make less traffic and you want to open more. I don't find it a problem to travel an extra couple of minutes to get on 95. ~~95~~

Name: Michele Diaz

Address: 56 Minor Ave Stratford CT 06615

Telephone: 203-377-1397

Please submit any comments that you may have on or before April 29, 2005.

KTH

4/29/2005

Dear Mr. Hurle,

I am writing to ask you not to implement the construction of a new interchange in Stratford at exit 33.

Residents like myself who live in the surrounding area vehemently oppose these additions. We neither need nor want the proposed additional on/off ramps for the following reasons:

- At a time when all other cities and towns along 95 are looking to reduce the number of on and off ramps in Fairfield county as a means to reduce traffic caused by "hopping" short local distances on 95, how can we justify spending CT tax dollars on creating new ramps?
- There is a full interchange 1 mile north of exit 33, another full interchange one mile south and a limited exit 33 to supplement these two exits. This proposal suggests we would have 3 full interchanges within a 2 mile span!
- This added construction and the resultant increase in noise, traffic volume and new traffic patterns will not benefit the local neighborhoods that we're told would be served by these new ramps.
- The only one served by this "convenience" would be Wal-Mart, positioned directly off of exit 33. No one is in dire need of easier access to this shopping area which is always filled to capacity day and night. The other economic center in search of revitalization in Stratford is already served by exit 32.
- This section of Connecticut and Stratford in particular continuously test positive for West Nile virus. Having a standing pool of highway run-off water will only exacerbate this health issue. As you aware, this neighborhood has borne the brunt of a Superfund contamination and the groundwater that flows from that site to the Housatonic River flows directly beneath the proposed construction area. What further environmental nightmares will be stirred up or shifted elsewhere, despite the best planning?

Please do not move forward with this proposal. It is not the best use of taxpayer dollars at a time when the trend is to eliminate such overabundant access points. The people in this area will not benefit from it and do not support the proposal- (Please see the Stratford Star newspaper, April 23rd, pg. 3). Thank you for your time and understanding.

Kevin Downs
116 Willow Ave
Stratford, CT 06615
(203) 386-9536

KM

RECEIVED

COMMENT FORM

APR 21 2005

Public Hearing
State Project No. 138-223

ENVIRONMENTAL PLANNING
DIVISION

EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Connecticut

Please provide any written comments below:

I find it extremely difficult to believe that you are even considering a construction project in an area that has been plagued with environmental issues. With the problems arising from the Raybestos dumping my house has been tested several times with holes drilled in the basement and surrounding land. I have called the mitigation system on the back of my house the "goiter". Being a health educator I spoke at length with the people from the EPA as I had concerns. The house next door to me is testing bad but my house is OK at this point. We spoke about the underground stream and how these chemicals are moving in the ground ^{water} table. And you want to start digging! why? For convenience? Having driven to Florida on several occasions I have been on highways without on/off ramps at every exit. I believe if you look no. 1. is the closest example.

I also have issues with a ^{as pull over} TRUCK STOP! on a highway that we are trying to decrease & wheel traffic why are you encouraging it? Also less than ten exits away there is a truck stop. You want them to pull over in our area where we already have problems, to compound the issues of Air Quality etc.

You say the reasons for this project are economic. With already price houses for sale in this small area, at this time, that I know of perhaps the STATE of CT would like to purchase the whole area.

I Am sorry but I Am extremely Ansy with the proceures for this project!!

Name: M. JEAN EASTMAN

Address: 93 Willow Ave, Stratford CT 06615

Telephone: 203-386-1777

Please submit any comments that you may have on or before April 29, 2005.

KTH

COMMENT FORM

Public Hearing
State Project No. 138-223
EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Connecticut

Please provide any written comments below:

We hope that you will knowingly reconsider this proposal.
Inserting another exit between 34 & 32 (which are only slightly more than 2 miles apart to begin with) will create more congestion in an already very busy area. The area that consumers & business owners want to access is easily located by all of the roads & I 95 exchanges that already exist. Consumers can access the area by using the Honey Spotted Exit/Entrance, W. Broad St & exit 34. To use state funds at a time when state funds are scarce & so sorely needed for other projects doesn't make sense.
Additionally, this entire area is environmentally fragile. Contamination from Raymark has compromised the area. Those of us who live nearby have already had to install equipment in our homes as a preventative measure. To do further construction in this area seems not only environmentally bad for the area, but a potential health hazard for the residents of Stratford.

We hope that you will do much more research regarding this project, especially in light of the environmental issues particular to the area.

Name: Connie and Tom Kristy
Address: 231 Housatonic Ave, Stratford
Telephone: 375-5508 (203)

Please submit any comments that you may have on or before April 29, 2005.

KTH

COMMENT FORM

Public Hearing
State Project No. 138-223
EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Connecticut

Please provide any written comments below:

I attended the public hearing in Stratford on State Project No. 138-223 on April 13 and voiced my opposition to the proposed changes then. The project details disaster in traffic planning, environmental concerns and safety. The area is not large enough for all that is planned. The neighborhoods bordering the area will be negatively affected and they number well into the hundreds of tax paying citizens. Citizens our lawmakers are supposedly serving.

At a time when it has been suggested we limit the number of entrances and exits on I95 - this proposes new on/off lanes. Stratford has 3 other on/off areas in less than 7 miles. The proposed changes are absolutely not warranted.

I also object to the poorly prepared information handed out at the hearing. The map is difficult to read and incorrectly labeled. The Impact Synopsis is incomplete and with little detail. Those present also could not obtain information regarding the "truck pull-off area". No specific information was provided and questions were avoided.

Name: Martha C. Malette

Address: US Housatonic Av. Stratford, Ct. 06415

Telephone: 203-375-8755

Please submit any comments that you may have on or before April 29, 2005.

KTH

COMMENT FORM

Public Hearing
State Project No. 138-223
EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Connecticut

Please provide any written comments below:

In the past I 95 traffic safety patterns have been linked to the number of on/off ramps and the distance between them. Although I see no safety benefit from this proposal at minimum a full safety evaluation as related to I 95 & local traffic is needed.

Because of the Raymark contamination issues in the area a full study of the area including groundwater patterns and the Accret soil from the retention pond proposed site must be conducted.

Any project of this size should fit into a master plan for highway safety both interstate and local which was not referenced.

From my understanding of your information presented at the meeting there was on the presenter's part a clear avoidance and reference to discuss the truck parking area (no environmental impact reference). As this is a major point (bullet) and refused to be discussed this study is incomplete, Spill risk, Air & noise pollution and other potential problems.

Name: Harry Maute

Address: 118 Housatonic Ave, Stratford CT

Telephone: 203-375-8755

Please submit any comments that you may have on or before April 29, 2005.

COMMENT FORM

Public Hearing
State Project No. 138-223

EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Connecticut

Please provide any written comments below: PROS + CONS

CONS - LIVING HERE FOR THE PAST 17 YEARS,
ACCESS TO U.S. 1 + N+S 95 IS NO PROBLEM,
A SLIGHT DRIVE EITHER WAY, AT A TIME
WHEN THERE IS BUDGET PROBLEMS, 11 MILLION,
IS EXCESSIVE, ALSO THEY ARE CONSIDERING CLOSING
ENTRANCES + EXITS TO 95, TO LESSEN TRAFFIC, THIS
DOES NOT HELP. AS FAR AS ECONOMIC DEVELOPMENT
ON RT. 1, THERE IS PLENTY. HOME DEPOT, SHAW'S, WALMART,
MCDONALD'S, THEATRE, CLUB 99, HARBORSIDE, + SO ON, IF PEOPLE
WANT TO GO TO THESE STORES, A SLIGHT DRIVE OF LESS
THAN 3 MINUTES WILL NOT STOP THEM, NOISE, POLLUTION,
ASBESTOS, ALL WILL BE A PROBLEM WITH CONSTRUCTION.
A TRUCK PULL OFF IS DEFINATLY NOT
AN OPTION, NOISE, DIESEL POLLUTION, PROSTITUTION,
ARE SOMETHING WE DO NOT NEED IN OUR BACK
YARD, WOULD YOU? THERE IS NO ROOM.

PROS.

HOW ABOUT INSTALLING A SOUND BARRIER,
THAT WOULD BE NICE, + LESS EXPENSIVE,
(ASBESTOS DOES NOT TO BE DISTURBED, IT COULD COST MORE

Name: JOHN KIEU FOR THAT THAN THE WHOLE JOB, + HEALTH ISSUES,

Address: 56 MINOR AVE

Telephone: 203-377-1397 - CALL ANYTIME.

Please submit any comments that you may have on or before April 29, 2005.

KYH

APR 19 2005

Comment Form

Public Hearing
State Project No. 138-223
EA/EIE for the Reconstruction of Interchange 33 on Interstate 95
Stratford, Ct.

ENVIRONMENTAL PLANNING
DIVISION

Please provide any written comments below:

I am adamantly opposed to the above project for the following reasons:

The interchange we have now functions as it is. Before we were not happy with it there but it was never a problem. The problem is the increase in both local and thruway traffic because of the multitude of both major (Home Depot, WalMart) and minor (Marshalls) stores on either side of Longbrook Ave. Cutoff.

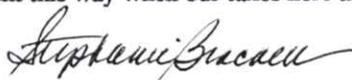
- The DOT is only guessing that traffic will decrease with a new interchange. That is entirely a prediction. You can't possibly have any facts to back that up. The fact is that you won't know that until it actually happens and we who live in the area are just as sure that you are wrong. Traffic will, indeed, increase.
- The noise here is already horrible and it occurs 24/7. We have to listen to the constant noise of traffic on the thruway and local streets, the downshifting of trucks, the sirens of police and other emergency vehicles. I personally have to listen to the phone ring at Home Depot frequently all night long because they forget to turn off the outside speakers and go home. It is a very high piercing sound and others have heard it, too. We also have to listen to the intercom at the raceway over here on Barnum Ave. Cutoff. Granted these are not related to traffic patterns but the wisdom of our town council is to allow all the commercial development here regardless of the quality of life of its residents in the area, so it adds to the traffic noise. Because my bedroom backs on all of this noise, I hear it all night long, so the noise is a major, major issue for me and I believe it has strongly and adversely affected my health.
- To be frank, I don't believe politicians anymore about anything and the DOT is a political entity. I am really concerned that the work will be taking place at night and the increased noise will be horrendous and so will the use of high powered lights. And don't say it won't happen - it does - all the time. Every time there has been highway work here it has happened at night and we have had to cope with the back up screeches of the machinery and the lights.
- The lights - well, lets see. The lights which are lit in this small area at night would light an entire city! I have had to put double covering on my windows in order to darken my bedroom. I have metal blinds and room darkening shades and still it is not dark. When they rebuilt the bridge over the railroad tracks on Longbrook Ave. a few years back the work happened at night because there were fewer trains at night. But no one cared that we couldn't sleep!
- And pollution- what about pollution, both air and water! The air here is already terrible because of drifting pollution from New York. There's tremendous pollution because of the constant braking of autos and trucks and buses and the diesel fumes from the thruway and local trucks and buses. So we breathe awful stuff all the time. There will no doubt be an increase in polluted groundwater movement, something which has been a major issue here because of the "so-called" superfund remediation of the Raymark site. You state that it will be moved to a holding pond that will then discharge into the Housatonic River. Actually, I am appalled. These supposed impermeable caps are not completely impermeable, I don't believe. What about the release of more VOCs. There are already people ill from these chemicals in the ground. Why do we need to further endanger people's lives by digging up, rearranging, and exposing these compounds?

KTH

- Why on earth do we need a truck "staging" area? There is absolutely no need for one. All I can think is that the DOT is in cahoots with the DEP and wants to provide a place for trucks which continue to haul hazardous asbestos waste from other excavated sites in Stratford to Contract Plating or the ballfield. If there is one department in the state which I believe lies to citizens, it is the DEP and I don't trust them one inch. Explain to us why we need a truck staging area.
- And last, but not least, I believe this easy -on, easy-off access will lead to increased crime in the area. We have already seen more of it. We have people from the Walmart shopping running through our yards. Some of us have been approached, one poor woman was accosted in her house by someone running from the police. Years ago, I was mugged at a shopping center and the police told me it was happening frequently and often done by criminals from out of state because the highway was easy to get on and off. So why do we need this?

My answer to all of this is to leave well enough alone. The disadvantages and dangers to area residents are far greater than a newly configured intersection warrants. We may not be the wealthiest residents in the town but we are tired of all the adverse stuff getting dumped on us. The DOT can find other projects in less populated areas to keep themselves busy and to earn a paycheck. I can't imagine why we taxpayers would say yes to our tax dollars spent this way when our taxes here are already outrageous.

Name: Stephanie Brackett



Address: 44 Cottage Place, Stratford, Ct. 06614

Phone: 203-378-7269

RECEIVED

APR 27 2005

April 19, 2005

ENVIRONMENTAL PLANNING
DIVISION

Robert J. Dugan
63 Ferry Court
Stratford, CT 06615
203-375-1862

Mr. Edgar T. Hurle
Transportation Planning Director
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7456

Cc: Richard Blumenthal, Attorney General, P.O. Box 120, Hartford, Connecticut 06141-0120
Frank J. Keegan, Editor, Connecticut Post, 410 State Street Bridgeport, CT 06604

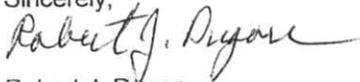
Dear Sir:

We, the undersigned citizens are opposed to State Project No. 138-223*, due to the concerns listed below which were expressed by numerous attendees of the Public Hearing held on 4/13/05 at Stratford Town Hall:

1. The construction process could disturb known pollutants in the soil from former industrial sites nearby such as the former Metal Plating facility and Raymark plant on the north side of I-95 near the proposed project site.
2. This project would inhibit proposed suggestions for the reduction of traffic congestion on I-95. These include the closure of some entrance ramps to reduce the use of I-95 for inter and intra-municipality travel which would free the major artery for it's intended purpose, inter-State travel.
3. The acceleration and deceleration of vehicles on the proposed exit and entrance ramps would cause increased noise particularly from large trucks.
4. The proposed retention pond area appears to be a site that would contribute to mosquito breeding. The Stratford Department of Health has notified residents to minimize the presence of standing water on their property to minimize mosquito breeding and the spread of West Nile virus.
5. The reduction of green-space and increase in paved areas that this project would create will increase the amount of run-off and pollutants into the nearby Housatonic River Estuary.
6. The additional access to I-95 that this project would bring would cause increased crime.

* Draft Federal Environmental Assessment
Draft Connecticut Environmental Impact Evaluation (EA/EIE)
for the Reconstruction of Interchange 33 on Interstate 95 Stratford, CT

Sincerely,



Robert J. Dugan

and

The undersigned residents of Stratford:

1.	Signature	Address	City
2.	Robert Mawborgne	60 Turn Court	Stratford, CT
3.	Joe Schalinge	55 Ferry Ct	Stratford, CT
4.	Bitag Kochan	56 Ferry Ct	STFD CT
5.	G. Vitell	62 Ferry Ct.	Stratford, CT
6.	Pamela Williams	64 Ferry Ct	STFD CT
7.	Brian Boatman	56 ADAM ST.	STFD, CT
8.	Frank Mullen	192 GRAHAM	STFD CT
9.	Phyllis Jackson	95 Dowe	STFD CT
10.	Zhigang He	66 Ferry Court	Stratford
11.	Mana Arguin	82 Ferry Court	Stratford
12.	Bridget Ackerman	56 Ferry Ct	Stratford
13.	Jane Kirby	64 Meadow St.	Stratford
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RECEIVED

APR 29 2005

ENVIRONMENTAL PLANNING
DIVISION

FAX MESSAGE

To: Connecticut DOT

28 April 2005

Att: Mr. Edgar Hule

Transportation Planning Director

Fax: (860) 594-3008

Fm: Ronald Mazzey Tel: (203) 378-4640

Charles Perez Tel: (203) 375-8169

Number of Pages: 4 including top sheet.

Message:

**Please accept our enclosed comments pertaining to April 13, 2005
Meeting concerning State Project 138-223.**

Charles A. Perez
Charles A. Perez

Ronald Mazzey
Ronald Mazzey

KTA

To: State of Connecticut
Commissioner
Department of Transportation

28 April 2005

Att: Transportation Planning Director

Dear Mr. Hule,

We are Stratford residents writing on behalf of our families, neighbors and business owners in the Proposed State Project No. 138-223 that are not pleased with the plan. We are members of "Stratford Action for the Environment" a group that has opposed movement of Raymark contaminated waste for the past five years, we have collected thousands of signatures opposing movement of that waste from residents and citizens who work in Stratford. Our opposition has been the reason for the formation of the Stratford Raymark Advisory Committee to watch the plans and proposals of both the state and federal government agencies action to avoid movement of the contamination into residential neighborhoods. We are charter members of the RAC, currently in the process of working to gain consensus on the methods to mitigate the area of Ferry Boulevard with existing though limited Superfund dollars. This process is long and tedious and extremely difficult due to the Superfund laws, liability issues surrounding the ownership of the contaminated material and its movement. Contaminated waste with Asbestos, Lead and PCB's can only deposited on a licensed RCRA facility, furthermore there are none locally and the cost is extremely prohibitive to move the large volumes.

During the April 13th 2005 meeting at the Stratford, Connecticut Town hall meeting we had an opportunity to listen and express concerns regarding the plans of the project. As a residents of Stratford at the same address for over thirty five years we have had first hand experience with the traffic problems facing residents of the First and Third Districts in the vicinity of the former Raymark Company and Stratford Crossing the shopping area built on contaminated property. In addition to our personal experiences with traffic we work in Bridgeport entering I-95 south bound daily the drive is close less than 6/10 of a mile. In fact to get to an entrance either to the south or north from our home it is less than one mile. After indicating the proximity of the entrance and exit location we want someone to rationalize why we are spending state monies to add a new entrance north bound at exit 33, or a new exit south bound from I-95 at the proposed location of #33 1.) Bring additional business to Wal-Mart, Shaw's, and Home Depot, or 2.) Put "Existing small business out of business during the construction phases", or 3.) Deteriorate air quality!

At this time we would like to express our reasons for objection to proposed change listed in the Project 138-223:

Contamination:

- There is great concern for the potential airborne asbestos from additional construction.

- There are a number of concerns pertaining to the proposed settling pond and the West Nile Virus mosquito problem in Stratford.
 - There are 20 plus properties on Ferry Boulevard that are listed on the Federal Superfund as having Raymark contaminated material in high concentrations of Asbestos, Lead and PCB's.
 - There are both State and Stratford Town properties in the area mention that has Federal Superfund as having Raymark contaminated material in high concentrations of Asbestos, Lead and PCB's in the area of the proposed construction.
 - There are over 110 homes in the area that are living with ground water problems from the former Raymark Company chemical spills that bring VOC by-products through their neighborhoods and into their homes now. The construction could cause additional problems to a sensitive situation that the state has spent \$2.6 million dollars and \$600,000 federal dollars to mitigate.
 - There are know other contamination problems that are on the State DEP list for properties in the area of the foot print of the construction that are not covered under the instructions of the Superfund but are watched regularly for contamination problems.
 - Placing another entrance and exit will add additional pollutants into the already taxed air in the area while cars, busses and trucks are accelerating and decelerating to either enter or exit the highway.
 - We heard comments from the DOT that they did not feel it would be a gain in pollution.
 - Many of us New Englanders like the smell of the water and don't want our windows closed in the nice weather!
- We would like to have samples of the air quality reading from I-95 and I-91 interchange as a starting point during the summer when people have their windows open.

Traffic:

- The traffic situation from Longbrook Avenue over Barnum Avenue cutoff is terrible, and in the winter it is an accident waiting to happen.
- Placing another entrance and exit will add additional traffic back-ups to town streets as I-95 is backed up daily.
- The addition of a new bridge will increase traffic over a narrow railroad two lane bridge connecting Longbrook to Barnum Avenue that has weight restriction on it now.
- Route 1 is used when I-95 has problems and is narrow and currently used as a local route to shopping areas and businesses along the road.
- The Milford Washington Bridge is due to be repaired in the near future blocking the route to Milford from Stratford over Route 1, we have been told this loss of business will end some small businesses that rely on local customers to survive.

- The large businesses can survive as people travel miles to shop at the big box stores, to prove this point count the cars in the parking lots, or try to get a parking spot.

Noise:

- The noise levels of traffic are naturally higher in the winter as the trees summer do not block the decibels of noise, but in the summer the windows are open so the db level is higher than ambient. The additional traffic will increase the noise ratio by a minimum of approximately 6 to 10 db from ambient.
- Trucks parked in an area close to the I-95 will be running all night increasing the db level.
- Construction noise levels are expected to increase for the years of the construction.
 - We would like to have noise level data from I-95 as a reference point during the summer months to compare stop and go traffic noise levels that should be available through the state office OSHA.

Construction Time Lines:

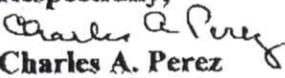
- There was no Construction time line presented to indicate approximate time of start, or finish,
- There was no indication as the relative cost of the project.
- There was no indication of concerns for the neighbors of the immediate construction.

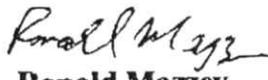
Reasoning:

- With the state's previous position to reduce entrances and exits why is the state anxious to add a new set of highway exists in an area covered by an interchange within 6/10 of a mile from the proposed location?
- Why is the state prepared to get into movement of large amounts of contaminated material under federal control?
- Who is accepting liability for movement or acceptance of contaminated material in the state?

Please respond.

Respectfully,


Charles A. Perez
52 Cottage Place
Stratford, CT 06614
Telephone (203) 375-8169


Ronald Mazzeo
15 Housatonic Avenue
Stratford, CT 06615
Telephone: (203) 378-4640

CC; Congresswoman Rosa DeLauro
Senator George Gunther
Representative James Amann
Representative Larry Miller
First District Representative Jennifer M.F. Hillgen-Santa
Third District Representative Gavin Forrester

Wrzosek, Marie

From: Fiducia, Lorraine T. on behalf of Korta, Steve E.
Sent: Friday, April 15, 2005 8:22 AM
To: Wrzosek, Marie
Cc: Korta, Steve E.
Subject: FW:

DEPARTMENT OF TRANSPORTATION
APR 15 2005
COMMISSIONER'S OFFICE

MARIE:

PLEASE LOG TO ENGINEERING AND HIGHWAY OPERATIONS FOR RESPONSE.

THANK YOU,

LORRAINE

-----Original Message-----

From: Paul Simons [mailto:pauls630@msn.com]
Sent: Thursday, April 14, 2005 9:38 PM
To: steve.korta@po.state.ct.us
Subject:

Steven E. Korta II
Commissioner, CT Department of Transportation

Dear Mr. Korta:

This past Wednesday, April 13, 2005, the CT DOT held a public meeting in the Town of Stratford regarding a full interchange at exit 33 I 95. Unfortunately, due to work related conflicts I was unable to attend the hearing.

With this email, hopefully it will serve as advocacy for the project. This area of Stratford serves as a vital component in our quest to incite more economic development in the town. Stratford is pressured by high costs largely driven by unfunded mandates on both a state and federal level. Thus we have a very high residential tax burden and with development we wish balance the responsibility and shift some to commercial properties. Organic growth in itself is not enough to cover rising costs and we are aggressively seeking to stimulate commercial development with the town.

To accomplish this, we need to develop the Route 1 corridor and allow it to serve as a commercial district. A full interchange will make this a more attractive proposition by giving people easier access to the area. Additionally I would advocate closing the exit 32 at West Broad Street. Doing this will direct traffic into a revitalized commercial area and alleviate traffic and pollution in a largely residential area thus adding to the quality of life for all of the residents in Stratford. On the easterly side of this area, traffic congestion in the Devon area may also be abated with easier access for visitors that seek to shop in our commercial area and also increase the quality of life for Milford residents too.

Thank you for any attention in this matter.

Regards,

4/15/2005

1201

Paul Simons
630 Barnum Terrace
Stratford, CT 06614
203-380-8443

RECEIVED

ROBERT ANDRÉ MAUBORGNE
60 FERRY COURT
STRATFORD, CONNECTICUT 06615

APR 27 2005

ENVIRONMENTAL PLANNING
DIVISION

April 25, 2005

Edward T. Hurle, Director of Environmental Planning
2800 Berlin Turnpike
Newington, Connecticut 06131-7546

RE: State Proposed Project 138-233

Dear Mr. Hurle:

I would like to offer my comments with reference to the above matter.

This is a classic document that is proposed and is, based on a subjective point of view and with no records that support this endeavor for safety of I-95, fifty years of use.

The issue does not merit the need for safety or expense, of discretionary spending by Federal and State governments, when they are presently in a deficit mode or in the red financially.

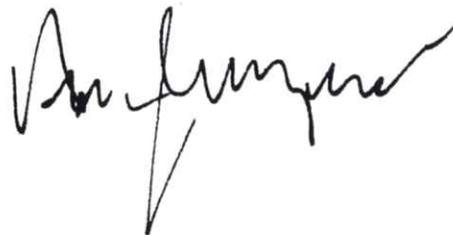
Please inform me as to how you are able to suggest such unreasonable request knowing the facts as stated herein.

Who is going to guarantee that this project will come in on budget and who is the guarantor to this point of financial undertaking?

The strategy must conform to reality and common sense to the macro thinking.

Trusting that will address this unfounded state of affairs and inform the writer your early reply.

Sincerely yours.



KTH

COMMENTS AND RESPONSES

FEDERAL AGENCY COMMENTS

None received

STATE AGENCY COMMENTS

Department of Public Health Drinking Water Division

Comments

In a letter dated March 23, 2005 this agency stated that it had reviewed the project and found that no comment was necessary

State of Connecticut Department of Environmental Protection

Comments

1. Contrary to the statement on page 37 of the document, the project will require an indirect source permit from the Bureau of Air Management pursuant to Section 22a-174-100(a)(1) of the Regulations of Connecticut State Agencies (RCSA).
2. Project construction plans 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 is considered to be special waste. The disposal of special wastes requires written authorization from the Waste Engineering and Enforcement Division prior to delivery to any solid waste disposal facility in CT. Excavated soils may also require special handling to prevent exposures to workers and the general public.
3. Presence of contamination must also be considered in developing plans for dewatering construction areas, including treatment and discharge. The potential for contaminated groundwater to be conducted along newly installed stormwater piping should also be considered. The use of collars or bedding material to prevent groundwater migration along newly installed pipelines should be considered.
4. Discussion of groundwater concerns addresses only potential impacts to potable water supplies. It should be acknowledged that reduced groundwater infiltration could potentially raise other issues, including but not limited to, impacts to wetlands and affects on upland soil conditions and vegetation.
5. Based on the description of how the retention pond will function it would be more accurately labeled a "detention pond." Although not stated in the document, it appears that infiltration of stormwater could result in mobilization of contaminated groundwater. The rationale for not providing stormwater retention/infiltration should be explicitly discussed. This explanation will also be required in the coastal consistency documentation to be subsequently provided.
6. Document states that the portion of the project that will drain to Ferry Creek will be fitted with deep sumps and/or gross particle separators. Advanced designs for gross particle separators have been developed, incorporating cyclonic or swirl technology, which DEP believes are more effective. It is recommended that the appropriate variety of this type of unit be installed.

7. Provisions should be made for the periodic maintenance that will be required to insure continued effectiveness of all structural control measures, particularly the proposed detention pond.
8. The EIE should discuss potential measures to prevent and control the spread of Phragmites that might result from the anticipated increase in stormwater discharged to the Ferry Creek system. This discussion will also be required in the coastal consistency documentation.

Responses

1. An indirect source permit will be obtained for this project.
2. Based upon a review of investigative reports prepared for areas adjacent to this interchange which include the Task 210 Subsurface Site Investigation, Reconstruction of the Moses Wheeler Bridge Interstate 95 over the Housatonic River Stratford & Milford, Connecticut Vols. 1-3 and reports provided by the EPA, it has been determined there is the potential to encounter contaminated and/or hazardous material during construction of this project. Once preliminary design plans are available, a determination will be made regarding the need for additional investigations. This data, in addition to existing data will be used as the basis for developing plans and specifications for handling and disposal of contaminated and/or hazardous materials. Specifically, a Task 210 and/or 310 study will be conducted for the project study area prior to final design. All work will be done in accordance with the applicable regulations.
3. See response to comment 2 above. New piping to serve the Proposed Action is expected to be limited to only that necessary to conduct stormwater from the proposed new ramps to the existing Town of Stratford stormwater drainage system and/or drainage system (including wet pond) constructed as part of the Moses Wheeler Bridge project. These factors lead to the conclusion that the potential for contaminated groundwater to be conducted along newly installed drainage piping is limited. Nonetheless, construction plans will include measures for safely dewatering construction areas as well as measures to prevent contaminated groundwater from being conducted along newly installed stormwater piping. This will be accomplished through the use of special collars, waterproof gaskets and drainage cut-off walls where applicable.
4. The change to groundwater infiltration with the proposed project is expected to be minimal. Any change will only be related to the additional impervious surface area associated with the two new ramps. The dimensions of these new ramps have not been determined, but are anticipated to provide typical 36 foot width (two lanes with shoulders). The new southbound off ramp may be very roughly up to 1500 feet in length and the northbound on-ramp could be very roughly up to 800 feet in length.

Each ramp will contribute stormwater runoff to separate drainage systems. Stormwater from the proposed northbound on and off ramps will first flow into the wet pond where the first flush of stormwater (i.e. that portion of the stormwater runoff containing the first inch or water quality volume) will be retained. The wet basin will be designed in

accordance with the *2004 Connecticut Stormwater Quality Manual* and the *DOT Drainage Manual*. Flow from this wet basin will ultimately enter the existing stormwater drainage system under Orchard Street and ultimately find its way into the Housatonic River. Stormwater from the proposed southbound off-ramp will flow to the existing stormwater drainage system that discharges southwest of the project area and into Ferry Creek. The impervious area of the new ramps is considered to be minimal within the context of the overall local watershed as these drainage systems occur in a highly urbanized area where opportunities for groundwater infiltration are already substantially reduced due to the presence of large amounts of impervious surfaces. The addition of the new ramps will not substantially alter these existing conditions.

Finally, there are no wetlands directly within the project site. The nearest wetlands are those where the existing drainage outfalls occur; the Ferry Creek outfall is along I-95 near Longbrook Avenue and the Orchard Street outfall is off the southeast end of Orchard Street. Due to the wetland's small size, their location surrounded by development, and the predominance of invasive species, their primary functions are evaluated to be limited to sediment and toxicant retention. The additional volume of stormwater runoff contributed to these wetlands as a result of the new ramps is not anticipated to significantly affect the function and values of these wetlands since it will be treated prior to discharge.

5. The wet pond will be designed in accordance with the *2004 Connecticut Stormwater Quality Manual* and the *DOT Drainage Manual*. It will be built before the proposed project is constructed and designed to meet the drainage requirements of the Moses Wheeler Bridge project to the north. The rationale for selecting this type of drainage system for the Moses Wheeler Bridge project is that its stormwater system components will meet the most recent guidelines articulated in the *2004 Stormwater Quality Manual* (CTDEP) as well as BMP's outlined by the *ConnDOT Standard Specifications for Roads, Bridges and Incidental Construction*. The runoff capture volume, water quality volume (WQV) from the northbound on and off ramps will be diverted to this pond for treatment. The wet pond will have adequate capacity to accommodate those stormwater flows. Stormwater flows from the proposed southbound off-ramp will flow to a different drainage system that discharges to Ferry Creek, southwest of the project study area.

As noted, stormwater runoff associated with the northbound on-ramp will be directed through new closed piping to this wet pond. The pond is designed with a wet basin and sediment forebay. The pond will have an impermeable liner to four feet in depth. As such, this will both treat stormwater and prevent infiltration from the pond that could result in mobilization of contaminated groundwater. The wet pond will be designed with an outflow structure that will control/regulate the flow of water out of the basin.

6. ConnDOT has committed to employing deep sumps and hydrodynamic separators as part of the drainage system constructed for the Moses Wheeler Bridge project. The stormwater flows from the proposed southbound off ramp will flow through these structures. No other advanced stormwater treatment will be required to handle the off-ramp flows.

7. Agreed. An access road will be built allowing access to conduct periodic maintenance of the wet pond.
8. Section 5.12 of the EA, which addresses habitats and threatened and endangered species, does discuss the potential for the establishment of Phragmites at the sites for construction. This section states that “Common to ConnDOT standards, where the proposed roadway embankments will be vegetated, the specified plant list and/or seed mix will call for non-invasive plant species to be used”. The existing outfall from the current stormwater drainage system at Ferry Creek is already heavily populated with Phragmites. Only stormwater flows from the southbound off-ramp will be added to the overall volume of stormwater discharged there, and these flows will first pass through deep sumps and hydrodynamic separators prior to discharge. This treated volume is minor when considered in the context of the entire drainage system. Nonetheless, impacts to regulated areas will be avoided and minimized to the extent practicable during design. Any unavoidable wetland impacts will be properly mitigated and ConnDOT will work with the appropriate regulatory agencies to reach an agreement on a mitigation plan. Any areas excavated containing Phragmites will not be allowed to be re-used as fill material. The invasive species removal specifications will also be used during construction.

TOWN OF STRATFORD COMMENTS

Benjamin Branyan, Town Manager, Town of Stratford

Comments

9. Limits of traffic study did not extend to local roads which may be impacted by the new interchange – evaluate Ferry Blvd., Veterans Blvd., Longbrook Ave., as well as the intersections of Route 113 at Route 1 and Route 113 at Longbrook Ave. to ensure streets and intersections could accommodate the increase in traffic loads with or without additional improvements
10. Stratford Town Council unanimously passed a resolution of support on May 9, 2005

Responses

9. A supplemental traffic analysis has since been performed to assess the potential impacts of the proposed full interchange at the following intersections.
 - Route 1 & Route 113
 - Route 113 & Longbrook Avenue
 - Route 1 & Longbrook Avenue

The scope of this effort was determined in consultation with the Town Engineer for the Town of Stratford. ConnDOT provided traffic volumes for the existing year (2005) and the design year (2025). For the Proposed Action, Longbrook Avenue and Route 113 are anticipated to carry an additional 20 to 50 vehicles per hour during the peak hours from the No-Action. Route 1 is anticipated to carry up to an additional 170 vehicles per hour during the peak hours from the No-Action.

Results from the analysis indicate the intersections of Longbrook Avenue with Route 1 and Route 113 will operate with an overall intersection level-of-service (LOS) C or better during the morning and evening peak hours under the No-Action and the Proposed-Action. Optimizing signal timings will improve individual turning movements to operate at acceptable levels-of-service. The intersection of Route 1 and Route 113 will operate at LOS D and LOS F during the morning and evening peak hours, respectively, under both the No-Action and the Proposed-Action.

In summary, though travel patterns are anticipated to change slightly in this study area as a result of the Proposed Action, the level of service for the intersections of Longbrook Avenue with Route 1 and Route 113 are anticipated to easily accommodate the projected future growth and change in travel patterns. Traffic operations at the intersection of Route 1 and Route 113, under the Proposed Action, will operate similarly to operations under the No-Action and thus, would not be changed by the Proposed Action. ConnDOT is underway with design improvements (State Project 138-212) at this intersection and these improvements are anticipated to improve traffic operations and support future demand. No other mitigation is warranted or proposed.

10. Comment noted. No response required

PUBLIC/INDIVIDUAL COMMENTS

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Written Comments

Peter F. Sherwood

Stratford resident

Comments

11. Project would be a traffic nightmare and blight to surrounding neighborhood
12. Proposed retention pond would serve as a mosquito breeding site
13. Project accommodates trucking company interests at the expense of taxpayers and their existing environment
14. Tax dollars could be put to better use

Responses

11. The traffic analysis conducted as part of this environmental evaluation process utilized standard industry practices and the findings are sound. The analysis concluded that with the proposed project, travel conditions on local roads and through most of the affected intersections would not decline significantly and in fact, would improve in many locations. In summary, under the Proposed Action:
 - Most study intersections will operate at LOS D or better with most operating at LOS A or B, except for the intersection of Barnum Avenue Cutoff and U.S. Route 1 NB (Intersection 3).
 - Intersection 3 is expected to operate at over-capacity condition in the horizon design year of 2025. The EB left turn and through movements are also expected to exceed the available storage length during the PM peak hour. However, proposed improvements at this intersection (addition of a signal phase) will improve safety by eliminating the weaving maneuvers.
 - Delay will decrease specifically for the EB right turn at the intersection of Veterans Boulevard/Proposed Exit 33 SB off-ramp and Veterans Boulevard Connector/Ferry Boulevard Connector (Intersection 7) and for overall intersection traffic operations at the intersection of U.S. Route 1 and Dock Shopping Center Entrance East (Intersections 2) as well as Route 110 and U.S. Route 1 SB (Intersection 5), resulting in less congestion and improved traffic flow circulation throughout the study area.
 - Queues will improve (shorten) at Intersections 2 and 5 such that they no longer exceed the storage length. This eliminates the potential for vehicular backups that would affect the operation of nearby intersections and/or major drives.
 - Freeway segments and ramp-freeway junction areas are expected to operate similarly to the No-Action condition at LOS D or LOS F during the AM or PM peak hour.
 - Ramp operations will improve at adjacent interchanges.

- Freeway segments and ramp-freeway junction areas are anticipated to operate similarly to the No-Action condition.
 - The level of service for the intersections of Longbrook Avenue with Route 1 and Route 113 are anticipated to easily accommodate the projected future growth and change in travel patterns. Traffic operations at the intersection of Route 1 and Route 113, under the Proposed Action, will operate similarly to operations under the No-Action and thus, would not be changed by the Proposed Action.
12. Wet ponds do not generally encourage mosquito breeding and the spread of West Nile virus because they are designed as natural habitats, and as such there are predators present within the habitat to control mosquito larvae. In addition, the Town of Stratford already has an active spraying program for mosquito control that manages the mosquito population to the extent feasible and practical.
 13. The proposed truck access is not a pull-off area or trucker rest area. It is a driveway to facilitate access by large trucks to the Stratford Square shopping center. This is needed to eliminate the need for trucks to make a hazardous hairpin turn from the local roadway into the Shopping Center. It will have the effect of removing some large trucks from local streets with a beneficial effect on travel by local residents. The proposed truck access drive would be situated in the midst of a fully developed commercial area and would have no direct effect on any residential neighborhood. Residences will be buffered from any noise generated by truck air-brakes by existing commercial buildings and distance.
 14. Comment noted. No response required

Janet R. Sherwood
Stratford resident

Comments

15. Opposed to the project
16. Impact the neighborhood with more noise and pollution from traffic
17. Proposed retention pond would serve as a mosquito breeding site and an area for people to dump garbage

Responses

15. Comment noted. No response required
16. Air Pollution: Significant increases in air pollution from motor vehicles that could result in violation of NAAQS most often result from substantial increases in traffic volumes as well as vehicles idling for long periods of time as they sit in traffic. The air quality analysis for this environmental evaluation utilized the standard industry methodology to measure potential traffic-related air pollution. That methodology was reviewed and approved by FHWA. Table 7 in Section 3.8 of the EA reports the findings of this analysis. The results are sound. The analysis concluded the estimated maximum one- and eight-hour carbon-monoxide CO concentrations are higher for the Proposed Action than the No-Action Alternative for all but one location. This is due

to the additional traffic at the future intersections introduced by the new on- and off-ramps. However, all predicted one-hour CO concentrations are still well below the one-hour state and federal Ambient Air Quality CO Standard of 35 ppm. All predicted eight-hour CO concentrations are also well below the eight-hour state and federal Ambient Air Quality CO Standard of 9 ppm. As such, the Proposed Action will not result in any significant increase in local air pollution levels.

Noise: Following the public hearing, a supplemental assessment of the traffic noise analysis was completed for the proposed Reconstruction of Interchange 33 on Interstate 95 in the Town of Stratford in accordance with Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) under FHWA Noise Regulations 23 CFR Part 772, “Procedures for Abatement of Highway Traffic and Construction Noise” and the ConnDOT’s policy and guidance. This added assessment, a more in-depth analysis of noise impacts on neighborhoods and receivers, was done to address the comments of concern received at the hearing of April 2005.

In summary, the noise levels generated by the proposed new ramps would not substantially increase the traffic noise levels at any given receiver (concentration of residences) in the project area. This would be in part from the small amount (650 vehicles per hour) of traffic on the new off-ramp from I-95 southbound to Route 1 westbound as compared to the overall volume of traffic on I-95 and Route 1. In addition, I-95 would provide shielding from this off-ramp. The proposed on-ramp from Route 1 to I-95 northbound also has minimal vehicle (650 vehicles per hour) volumes.

The analysis also considered what effect noise barriers might have on residences’ noise experience. All receivers with the exception of Receiver Group 6 Receiver R7 would benefit from a noise barrier system located along I-95, the existing off-ramp to Route 1 and the proposed on-ramp from Route 1 to I-95 northbound. The reductions in traffic noise levels from I-95, the existing off-ramp and the proposed on-ramp meet ConnDOT and FHWA criteria for insertion loss and the cost to benefit ratio. Therefore, it is recommended that noise abatement measures be provided along the existing off-ramp, I-95 and the proposed on-ramp. However, it should be noted that the future traffic noise levels with the full interchange and with noise abatement provided along I-95 (mainline, new on-ramp, and existing off-ramp) would be higher at most receivers than from the future traffic noise levels emanating from Route 1 by itself.

17. See the response 12 above with regards to mosquito control

Mr. & Mrs. William F. Weirether

Stratford residents

Comments

18. Opposed to the project
19. Project accommodates trucking company interests at expense of residents
20. Do not need more access to I-95 – need safer and better quality of highway

Responses

18. Comment noted. No response required
19. See response 13 provided above
20. Comment noted. No response required

Mr. & Mrs. John Campbell

Stratford residents

Comments

21. Opposed to the project
22. Negatively affected with more traffic, noise and pollution
23. No concern for residents of the area

Responses

21. Comment noted. No response required
22. See responses 11 and 16 above
23. Comment noted. No response required

Michele Diaz

Stratford resident

Comments

24. Opposed to the project
25. Increased traffic and noise
26. If roadways are widened trees would be cut down that block some of the noise
27. Disturbing the land would be unsafe due to hazardous materials
28. Proposed retention pond and mosquito problem
29. Truck station would attract unsavory people resulting in increased crime
30. Closing ramps in other areas to reduce traffic – why open more?

Responses

24. Comment noted. No response required

25. See responses 11 and 16 provided above
26. Accepted and scientifically sound studies of noise and noise abatement have documented that trees do not provide any substantive barrier to sound travel. Additionally, the reconfiguration and addition to highway infrastructure as well as minor roadway widening for the construction of a full interchange at Exit 33 will result in a very limited loss of previously vegetated areas. This is due to the highly developed and urbanized nature of the area and the fact that all construction will take place within existing right-of-way. ConnDOT standards for re-vegetation of disturbed areas with approved plant species will be followed.
27. See responses 2 and 3 provided above
28. See response 12 provided above
29. The proposed truck access is not a pull-off area or truck station. It is a driveway to facilitate access by large trucks to the Stratford Square shopping center. There is no readily available statistical information that demonstrates that new highway access points or truck access points increase local crime rates in and of themselves. There are numerous socioeconomic factors that play a role in the incidence of crime. The vicinity of the new full interchange at Exit 33 will be patrolled by state and local law enforcement officials to the same extent and with the same diligence as they do currently.
30. The state evaluates the need for improvements to the highway system on a location by location basis. There is no formal state policy promoting general reduction in the number of interchanges on I-95. At one time the statewide Transportation Strategy Board (TSB) recommended that ConnDOT explore what the impacts would be on traffic flow and highway operations if such a policy were followed. Subsequently, Section 16 of Public Act 01-5, (2001) mandated ConnDOT to carry out a study of the "Appropriateness of Peak Hour On-Ramp Closures on Interstate 95 in the Coastal Corridor". In responses to this, the Bureau of Policy and Planning carried out a "Ramp Closure Initiative" study which developed/ identified ramp selection criteria and objectives. It also prepared cost estimates, identified impacts, and benefits. A draft scope of services was developed, identifying project tasks. The initial study activities did include a list of "Preliminary Ramps Considered". Interchange 33 was not on this list. However, this study was never advanced beyond the Planning - Scoping level, for a number of reasons, most notably lack of funding needed to move to a higher study level. Therefore, an explicit ramp closure policy was never formalized by the State of Connecticut.

Kevin Downs
Stratford resident

Comments

31. Opposed to the project
32. Reduce the number of on/off ramps in Fairfield County as a means to reduce traffic – how can we spend CT tax dollars on building new ramps?

Response to Comments
Interchange 33 EA/EIE
State Project No. 138-223
March 2006

33. Increase in noise, traffic volume and new traffic patterns will not benefit the local neighborhoods, only serves commercial interests
34. Proposed retention pond would exacerbate problem with mosquitoes and West Nile virus
35. Proposed construction in area of Superfund contamination may be environmental nightmare

Responses

31. Comment noted. No response required
32. See response 30 provided above
33. The proposed project is consistent with and supports the adopted land use and transportation system policies for the Town of Stratford including the study area that surrounds Interchange 33. While the Proposed Action will facilitate economic development, it will not be directly responsible for commercial expansion in the area. The extent to which any commercial development may expand in the area and directly impact residential neighborhoods will be determined by Stratford zoning and local land use decisions.
34. See response 12 provided above
35. The CTDEP and EPA are engaged in a coordinated process to address contamination issues arising from the Raymark Superfund site. This process will continue independent of the implementation of the Proposed Action. As noted in responses 2, 3 and 4, project implementation will include measures to handle any contaminated soils that are encountered and avoid/minimize any potential for contaminated groundwater to be conducted along new piping for the project or co-mingle with surface runoff in the wet pond. Consequently, it is not expected that implementation of the Proposed Action will have any adverse impact on the efforts of the CTDEP and EPA to mitigate the contamination issues of the Superfund site. However, as the project moves forward and supplemental investigations are conducted, if required, ConnDOT will coordinate with the USEPA.

M. Jean Eastman
Stratford resident

Comments

36. Area is plagued with environmental issues – chemicals in groundwater table
37. Truck pullover area would encourage truck traffic and decrease air quality

Responses

36. See responses 2, 3, and 5 provided above
37. See response 13 and 16 provided above

Connie & Tom Kristy

Stratford residents

Comments

- 38. Opposed to the project
- 39. Adding ramps will create more traffic congestion in an already busy area
- 40. Use of state funds at a time when they are scarce & needed for other projects doesn't make sense
- 41. Entire area is environmentally fragile – contamination from Raymark has compromised the area – further construction is a potential health hazard for residents of Stratford
- 42. Much more research needed regarding the project in light of environmental issues specific to the area

Responses

- 38. Comment noted. No response required
- 39. See response 11 provided above
- 40. Funding for this project will be budgeted in accordance with approved ConnDOT procedures and the Statewide Transportation Improvement Plan. As such, it will be prioritized for implementation in logical sequence in the context of all programmed state highway transportation projects.
- 41. See response 35 provided above.
- 42. The EA does provide for more follow-up research as mitigation and as needed.

Martha C. Mautte

Stratford resident (*Ms. Mautte provided both oral and written comments*)

Comments

- 43. Opposed to project – don't have a good system now and this will not improve it
- 44. Under the impression that State is studying decreasing the number of exits and entrances - At a time when it has been suggested we limit exits on I-95 this proposes new ramps – proposed changes are not warranted
- 45. Construction of this project is money not well spent
- 46. Project fraught with problems including environmental, noise, congestion and traffic
- 47. Project details disaster in traffic planning, environmental concerns and safety
- 48. Neighborhoods bordering the area will be negatively impacted

Responses

- 43. Comment noted. No response required
- 44. See response 30 provided above
- 45. Comment noted. No response required
- 46. See responses 2, 3, 11, and 16 provided above

47. See responses 2, 3, and 11, provided above. The traffic impact evaluation for this EA considered accident history and roadway safety. One location was noted as having a history of a substantial number of accidents. Overall, intersection improvements included as part of the Proposed Action are expected to improve safety of travel on local streets, including the single high accident location. The proposed project is not estimated to have any adverse effect on traffic circulation on the mainline highway. Consequently, a more in-depth safety evaluation is not warranted.
48. Negative impacts to neighborhoods are generally measured in terms of induced changes to land use patterns, changes in access to a neighborhood (including high levels of traffic delay), construction that physically divides a neighborhood, noise and visual effects, or unwelcome changes to neighborhood institutions, architectural themes, or cultural resources. The compact residential neighborhoods in the study area are generally self-contained and form its western and eastern boundaries. They lie beyond the limits of all proposed project construction and east and west of the highway, separated from it by local arterial roads. As the analyses in the EA demonstrate, these neighborhoods will not experience any of the effects listed above as a result of the Proposed Action with the exception of poorer LOS at one study intersection.

Harry Mautte
Stratford resident

Comments

49. No safety benefit from this proposal – a full safety evaluation as related to I-95 and local traffic is needed
50. Due to Raymark contamination issues, a full study of the area including groundwater patterns and the actual soil from the proposed retention pond site must be conducted
51. Any project of this size should fit into a master plan for highway safety, both interstate and local
52. Avoidance and reluctance to discuss truck parking area (no environmental impact was referred to) makes this study incomplete
53. Spill risk, air and noise pollution and other potential problems

Responses

49. See responses 11 and 47 provided above
50. See responses 2 and 3 provided above
51. Comment noted. No response required
52. See response 13 above. This will not be a truck parking area or trucker rest area. The environmental assessment conducted for this EA included all of the study area including the proposed truck access drive.
53. See responses 2, 3, and 16 provided above. If this concern relates to spill risk from motor vehicle accidents, it should be noted that the Proposed Action is expected to allow for safer driving conditions than exist currently. In particular, the proposed

truck access drive and new signal phasing on Route 1 will reduce hazardous truck turning movements and weaving maneuvers respectively. The result will be a safer facility that can be expected to lower accident rates and lessen the potential for spills.

John Kiely

Stratford resident

Comments

54. At a time when there are budget problems \$11 million for this project is excessive
55. Project is contrary to considering closing entrances and exits to I-95
56. Noise, pollution and asbestos will all be a problem with construction
57. Truck pull-off is definitely not an option – noise, diesel pollution and crime
58. Suggestion to install a noise barrier – less expensive alternative

Responses

54. See response 40 provided above.
55. See response 30 provided above
56. Section 5.23 *Construction Period Impacts* of the EA addresses construction related effects and offers mitigation for noise, air quality, and hazardous materials
57. See response 13 and 16 above.
58. See response 16 provided above

Stephanie Brackett

Stratford resident (*Ms. Brackett provided both oral and written comments*)

Comments

59. Opposed to the project
60. Increase in traffic with new interchange
61. Traffic noise is already horrible in the area
62. Opposed to the use of high powered lighting during construction
63. Air and water pollution – increase in polluted groundwater movement, release of more VOCs
64. No need for a truck staging area
65. Easy on – easy off will lead to increase in crime in area
66. Intersection of Longbrook Ave. & Barnum Ave. is very dangerous when traffic backs up
67. Level of noise from traffic and during construction
68. Traffic increase on ramps, highway and local roads with construction of full interchange
69. Contaminated groundwater and retention pond with water being carried out to the river
70. Need to reduce the number of exits rather than add more exits
71. Project is a financial burden – taxes in Stratford have already increased
72. Maintain residential neighborhood – enough commercial development

Response to Comments

Interchange 33 EA/EIE

State Project No. 138-223

March 2006

Responses

59. Comment noted. No response required
60. See response 11 provided above
61. Comment noted. No response required.
62. Safety to the worker and the motorist are the top priority concerning work zone lighting. The illumination of the work zone at night will need to be brighter than standard roadway lighting levels due to the fact that the contractor will be responsible to provide sufficient illumination to create a safe work zone for construction workers and sufficient light for workers to perform their work effectively. Although construction lighting is not shielded, it is directional in that it is focused on the work operations. That is, work zone lighting will be portable, focused and adjustable so that the contractor will be able to effectively aim the construction lights toward the work operations and prevent excess glare to the motorist or surrounding development. I-95 does not directly abut any residences in the study area. Still, construction specifications will require that direct light emissions not be directed toward residences in the area.
63. See responses 2, 3 and 16 provided above
64. See response 13 provided above. There is no truck staging area proposed as part of the project.
65. There is no readily available statistical information that demonstrates that new highway access points or truck access points increase local crime rates in and of themselves. There are numerous socioeconomic factors that play a role in the incidence of crime. The vicinity of the new full interchange at Exit 33 will be patrolled by state and local law enforcement officials to the same extent and with the same diligence as they do currently.
66. The proposed project will improve intersection operations at all but the intersection of Ferry Boulevard and Barnum Avenue Cutoff. While delays are expected to increase there, safety will be improved with addition of a signal phase.
67. See response 16 provided above
68. See response 11 provided above
69. See response 3 and 5 provided above
70. See response 30 provided above
71. See response 40 provided above
72. See response 48 provided above

Robert J. Dugan

(And 12 additional residents of Stratford)

Comments

73. Opposed to the project
74. Construction could disturb known pollutants in soil from former industrial sites
75. Project would inhibit proposed suggestions for the reduction of traffic congestion on I-95 such as the closure of some entrance ramps
76. Increased noise particularly from large trucks
77. Proposed retention pond appears to be a mosquito breeding site – spread of West Nile virus
78. Reduction of green space and increase of paved areas will increase the amount of run-off and pollutants into the nearby Housatonic River Estuary
79. Additional access to I-95 would result in increased crime

Responses

73. Comment noted. No response required
74. See response 2 and 3 provided above
75. See response 30 provided above
76. See response 16 provided above
77. See response 12 provided above
78. See response 4 provided above
79. See response 65 provided above

Charles A. Perez and Ronald Mazzey

Stratford residents and members of Stratford Action for the Environment (*Mr. Perez provided both oral and written comments*)

Comments

80. Oppose movement of Raymark contaminated waste into residential neighborhoods- why is the state prepared to get into the movement of large amounts of contaminated material under federal control and who is accepting liability for this?
81. Why spend state funds on additional ramps when existing ramps are convenient?
82. Concerns with proposed retention pond and the West Nile mosquito problem
83. Another entrance and exit will deteriorate air quality - suggestion that samples of air quality readings from I-95 and I-91 be taken as a starting point during the summer
84. Another exit and entrance will cause additional traffic back-ups to town streets
85. Additional traffic will increase the noise ratio by a minimum of 6 to 10 db - request that noise level data from I-95 be taken as a reference point during the summer months to compare stop and go traffic noise levels that should be available through OSHA - noise problem at Cottage Place area

86. With the state's position to reduce entrances and exits, why add a new set of exits?
87. Opposed to project
88. Affect of project on property values

Responses

80. See response 2 and 3 provided above. ConnDOT will assume cost/responsibility for implementation of remedial action plans for any contaminated soils encountered during construction of the Proposed Action. No contaminated soils will be transported to, stored, or disposed of in any residential neighborhood. The remediation of neighborhood impacts resulting from the Raymark site contamination is still ongoing. It will continue to be under EPA and DEP purview.
81. The existing ramps are operating at a poor level of service, are at capacity, and are not convenient for Stratford commuters wishing to access I-95 in the peak travel hours
82. See response 12 provided above
83. See response 16 provided above
84. See response 11 provided above
85. See response 16 provided above
86. See response 30 provided above
87. Comment noted. No response required
88. Property values are generally affected when there is a change in adjacent/abutting land use, induced change to predominant land use patterns, when blight is facilitated, or when access to property is significantly altered. The proposed project will not have these effects. No land will be acquired, and no land abutting any private property will change use. While the project will enhance access to the local street system, it will not directly or significantly alter access to any residential properties. The proposed project will indirectly enhance access to commercial properties in the area and will, thereby, facilitate economic development. This is expected to provide a beneficial effect on commercial property values. However, the extent to which the predominant land use patterns may change over time will not be a result of the full interchange at Exit 33, but will be controlled by local zoning and the local development approval process.

Paul Simons

Stratford resident

Comments

89. In support of the project
90. Need to develop Route 1 corridor as a commercial district and project will provide easier access to area

91. Suggests closing Exit 32 in order to redirect traffic into a revitalized commercial area and alleviate traffic and pollution in a largely residential area thus adding to the quality of life for residents of Stratford

Responses

89. Comment noted. No response required.
90. Comment noted. No response required
91. The impacts of closing Exit 32 have not been evaluated. Any ramp closures will have an impact on travel patterns and other repercussions. Consequently the suggested closing of Exit 32 would require an independent in-depth environmental evaluation. It cannot be adequately addressed in the context of this EA. Yet, since the Proposed Action is needed to enhance access to I-95 from the local street network and supplement the existing access, it could be anticipated that this benefit would be diminished if other adjacent interchanges were closed.

Oral Comments

Roger Salls

Stratford resident, local business owner & Pres. of the Stratford Chamber of Commerce

Comments

92. Stated that the Chamber of Commerce is in total support of the project.
93. Project is long overdue, has no negative impact on the area, and will decrease the flow of traffic at Exits 32 and 34.

Response:

92. Comment noted. No response required
93. Comment noted. No response required

Tom Yates

Stratford resident

Comments

94. Is in total support of the project that it is long overdue and there are no environmental hazards.
95. Traffic on Route 1 at night is terrible and it backs up into Stratford.
96. Suggests incorporating project into one contract with the Moses Wheeler Bridge project in order that construction startup costs will be minimal.

Responses

94. Comment noted. No response required

95. Comment noted. No response required
96. Comment noted. No response required

John Rich

Stratford resident & member of the Voluntary Emergency Medical Services

Comments

97. Concerned with hazardous materials and pollution of groundwater – if project adversely impacts the groundwater where will the funds come from to remediate the new remediation?
98. Impact of the increase in traffic on Ferry Boulevard especially in emergency situations
99. Project may not be warranted if a limited access highway with toll-ticket system is going to be instituted at a later date – why build only to close?

Responses

97. See response 2 and 3 provided above
98. The proposed project will be constructed in a highly developed suburban area where existing traffic congestion on major arterial roads currently affects emergency response to incidents (either traffic or non-traffic related). Emergency response personnel utilize varied techniques to help move emergency vehicles through heavy traffic. The proposed project will maintain or improve traffic operations at most study intersections. The single intersection where levels of service are expected to substantially decline will be improved to enhance safety of flow. Therefore, increased queues in this location will be offset by safer, less confusing flow patterns. As a result, the Proposed Action will not further hinder emergency response along already congested suburban roadways.
99. There are no plans or programmed projects by the State of Connecticut to change I-95 to a toll-ticket system.

Ted Russell

Stratford resident

Comments

100. Concerned with increasing the already high level of traffic in the area
101. Environmental issues – hazardous materials and groundwater (environmentally sensitive area affected by Superfund site)
102. Traffic problems at particular intersection (behind Marshall's) would not be made better by interchange improvements, only get worse
103. Increased traffic noise
104. Desire to maintain residential neighborhood – loss of property value (commercial development at the expense of residents)

Responses

- 100. See response 11 provided above
- 101. See response 2 and 3 provided above
- 102. See response 11 provided above
- 103. See response 16 provided above
- 104. See response 48 and 88 provided above

Joseph Toro

Stratford resident

Comments

- 105. Hazardous materials and pollution of groundwater – how will construction be impacted by its proximity to a Superfund site?
- 106. Increase of truck traffic in the Longbrook Avenue underpass – already a dangerous intersection
- 107. Increase in crime with easier access to the highway
- 108. Increased traffic noise, esp. from trucks decelerating on added exit ramp
- 109. Additional lighting in an area that is already extremely bright

Responses

- 105. See response 2 and 3 provided above
- 106. See response 11 and 13 provided above
- 107. See response 29 provided above
- 108. See response 16 provided above
- 109. The subject interchange experiences very high traffic volumes and vehicle travel speeds. In accordance with American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration (FHWA) illumination warranting guidelines ConnDOT will need to illuminate both the new and modified "on" and "off" ramps associated with Interchange 33. The existing lighting fixtures located along the southbound entrance ramp and northbound exit ramp were installed approximately 12-13 years ago and are classified as semi-cutoff type fixtures. ConnDOT changed its standard type of roadway lighting fixture to a full cutoff type fixture in 1999.

A lighting fixture is considered semi-cutoff when slightly more light (5%) is permitted at or above a horizontal plane located at the bottom of the luminaire than in the cutoff distribution. A lighting fixture is considered cutoff when a negligible amount of light (2.5%) is directed at or above a horizontal plane located at the bottom of a luminaire. A lighting fixture is considered full-cutoff when no light is directed at or above a horizontal plane located at the bottom of the luminaire. Full cutoff fixtures are designed to minimize glare, light trespass and light pollution. Full cutoff type lighting fixtures will be specified for any new light fixtures installed along the

proposed southbound off-ramp that will connect with Veterans Blvd. on the north side of I-95 and the new northbound on-ramp will extend from Ferry Blvd. /U.S. Route 1 northbound on the south side of I-95.

Bill Grant

Stratford resident

Comments

- 110. Concerned with pollution
- 111. Increased traffic noise – suggests installation of sound barrier along with the off-ramp

Responses

- 110. Comment noted. No response required.
- 111. See response 16 provided above

Robert Mauborgne

Stratford resident (*Mr. Mauborgne provided both oral and written comments*)

Comments

- 112. Opposed to project – I-95 to be used as interstate, not for local traffic
- 113. Project will be a financial burden to state and county - Discretionary spending when state is presently in a deficit mode
- 114. Safety factor – create more tie-ups and possibly more accidents on I-95
- 115. Need less ramps and less exits on I-95
- 116. Concerns of the assessment of environmental, social and economic impact – purity of water, health hazards, traffic flow, noise, artificial lighting, crime, devaluation of residential property

Responses

- 112. Comment noted. No response required
- 113. See response 40 provided above
- 114. See response 47 provided above
- 115. Comment noted. No response required
- 116. Comment noted. The environmental assessment addresses all of these issues.

John Goodsell

Stratford resident

Comments

- 117. State traffic studies done in the past indicate less exit and entrance ramps will help the traffic flow – so why add more?
- 118. State has budget problems so why spend money on things we have been able to do without?
- 119. Need a balance between the quality of life and commercial interests
- 120. Increase in crime with easy on-off access to I-95

- 121. Noise pollution problem exists now – exit ramp will increase variable noise
- 122. Loss of green space and trees in area for proposed retention pond

Responses

- 117. See response 30 provided above
- 118. See response 40 provided above
- 119. Comment noted. No response required
- 120. See response 29 provided above
- 121. See response 16 provided above
- 122. See response 26 provided above. An appropriate planting plan will be devised as needed during design and ConnDOT will revegetate disturbed areas from an approved plant species list.

Laurie Goodsell

Stratford resident

Comments

- 123. Important point to make is that Ferry Boulevard is a residential area
- 124. Increase in crime as it relates to truck pull-off area
- 125. Retention pond and potential mosquito breeding problem
- 126. Increased traffic noise with additional exit and down-shifting of vehicles

Responses

- 123. See response 48 provided above
- 124. See response 29 provided above.
- 125. See response 12 provided above
- 126. See response 16 provided above

Pam Williams

Stratford resident

Comments

- 127. Opposed to project
- 128. Concerns with traffic on Ferry Boulevard trying to get out of Ferry Court complex
- 129. Issues with noise, safety and lighting

Responses

- 127. Comment noted. No response required
- 128. See response 11 provided above
- 129. See response 16, 47, and 109 provided above

Lucia Smith
Stratford resident

Comments

- 130. Opposed to project
- 131. Environmental concerns – disturbance of ground in light of remediation done last year
- 132. Traffic problems on I-95 result in heavy traffic on Ferry Boulevard and side roads

Responses

- 130. Comment noted. No response required
- 131. See response 2 and 3 provided above
- 132. See response 11 provided above

Mike Singh
Stratford resident

Comments

- 133. Number one priority is the safety of the children, not commercial interests – if you can't make it a safe project then it has got to go

Responses

- 133. The proposed project will not direct any traffic into or through the existing residential neighborhoods. The configuration of these neighborhoods does not promote cut-through traffic currently. The Proposed Action will not change this. Consequently the safety for children bicycle riding or walking in their neighborhoods is not anticipated to change. The arterial roads that connect these neighborhoods to the rest of Stratford currently do not facilitate walking and do not include safety features to protect pedestrian travel. These conditions will not change with the Proposed Action.

Barbara Dugan
Stratford resident

Comments

- 134. Increased traffic noise, esp. by allowing more trucks to enter and exit the area
- 135. Air quality as cars speed up and slow down (no evidence of studies done on this)
- 136. Contaminated groundwater – don't disturb ground until they figure out what will happen
- 137. Additional traffic in area will be more hazardous
- 138. Affect of project on property values

Responses

134. See response 13 and 16 provided above
135. There was a microscale analysis conducted for this EA. See response 16 provided above.
136. See response 2 and 3 provided above
137. See response 47 provided above
138. See response 88 provided above

APPENDIX D
SUPPLEMENTAL NOISE ASSESSMENT
TECHNICAL REPORT

Traffic Noise Re-Assessment
State Project Number 138-223
Interstate 95 / Interchange 33
Stratford



Prepared by The Connecticut Department of Transportation
Office of Environmental Planning
Bureau of Policy and Planning



October, 2005

A reassessment of the traffic noise analysis has been completed for the proposed Reconstruction of Interchange 33 on Interstate 95 in the Town of Stratford in accordance with Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) under FHWA Noise Regulations 23 CFR Part 772, “Procedures for Abatement of Highway Traffic and Construction Noise” (Table 1) and the Connecticut Department of Transportation’s Policy and Guidance. This reassessment was done to address comments received at the public hearing of April 2005.

Table 1: Hourly A-Weighted Sound Level – decibels (dBA)

Activity Category	Leq(h)	Description of Activity Category
A	57	Lands on which serenity and quiet (Exterior) 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	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	N/A	Undeveloped Lands
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

The project location is within an area occupied by residential neighborhoods and mixed commercial (see Figure 1).

Potential impacts due to traffic noise for the proposed project are determined by anticipated traffic volumes, travel speeds, vehicle mix, and roadway elevations in relation to the receivers evaluated. The noise climate of any potential receiver can be improved or worsened based upon these variables. Traffic noise levels for the future build conditions will vary from 59.5 to 77.7 decibels Leq(h). The build condition traffic noise levels for receivers located along Willow Street (Receiver Group 1) will vary between 69.3 and 69.6 decibels Leq(h).

Receiver Group 2, which comprises the neighborhoods bounded by Willow Street to the south, Ferry Boulevard (Route 130) to the west and Homestead Avenue to the north, will experience build traffic noise levels between 68 and 73.7 decibels Leq(h).

Receiver Group 3, which comprises the receivers bounded by Homestead Avenue to the south, Ferry Boulevard (Route 130) to the west and Minor Avenue Street to the north, will experience build traffic noise levels between 69.8 and 75.4 decibels Leq(h).

Receiver Group 4, which comprises the receivers bounded by Minor Avenue to the south, Ferry Boulevard (Route 130) to the west, and Riverview Place to the north, will experience build traffic noise levels between 66.8 and 77.7 decibels Leq(h).

Receiver Group 5, which comprises the receivers bounded by Riverview Place to the south, U.S. Route 1 east bound to the west, and Orchard Street to the north, will experience build traffic noise levels of 59.5 to 73.9 decibels Leq(h).



Figure 1 Noise Receiver Location

Receiver Group 6, which comprises the receivers bounded by Orchard Street to the south, U.S. Route 1 east bound to the west, and U.S. Route 1 to the north, will experience build traffic noise levels of 66.5 to 72.1 decibels Leq(h).

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. The neighborhood in question is within 91 meters (300 feet) of the nearest travel lane of the highway.
4. That a traffic noise barrier will provide at least a seven decibel reduction in the noise climate of the neighborhood in the middle of the barrier system.
5. That the cost of the traffic noise barrier system meets the cost/residence index of \$50,000 per residence.

Table 1: Breakdown of Traffic Noise from Individual Roadways Leq(h) also incorporates the Ldn levels for the proposed off-ramp from I-95 SB to Route 1 and Route 1 to I-95 NB on-ramp. The noise levels generated by the ramps would not substantially increase the traffic noise levels at any given receiver in the project area. This in part would be from the small amount (650 vehicles per hour) of traffic on the new off-ramp from I-95 southbound to Route 1 westbound as compared to the overall volume of traffic on I-95 and Route 1. I-95 also would provide shielding from this off-ramp. The proposed on-ramp from Route 1 to I-95 northbound also has minimal (650 vehicles per hour) vehicle volumes.

As shown in Table 2: Breakdown of Traffic Noise from Individual Roadways with Barriers Leq(h) dBA, all receivers as denoted would receive a benefit from a full barrier system located along I-95, the existing off-ramp to Route 1 and the proposed on-ramp from Route 1 to I-95 NB. However, in comparing the future build traffic noise levels from Route 1 and the future build conditions with the barrier system, noise levels would have between -11.3 dBA and 8.2 dBA change over the noise levels produced by traffic on Route 1 alone. This is shown in Table 3: Comparison Between Route 1 Noise Levels and Barrier Noise Levels.

As shown by Table 3: This table shows the composite traffic noise levels of Route 1 only and the abated traffic noise levels from the existing off-ramp to Route 1, I-95 and the proposed new on-ramp to I-95 northbound and the difference in the levels from these distinct noise sources.

Table 4 shows the relationship between the traffic noise levels of all unabated traffic along the roadways with in the study area and with abatement along I-95, the existing off-ramp and the proposed on-ramp from Route 1 to I-95 northbound. Also indicated are the expected reduction or increase (receiver group 6 in traffic noise levels with the proposed abatement measures in place.

The FHWA has determined that the improvements to Interchange 33 in the Town of Stratford is in meeting with the guidance set forth to comply with funding under a Type I highway project. Therefore, the Department will consider traffic noise abatement for the project.

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 815, 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, 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 (dBA). Any operation that exceeds this standard will cease until a different construction methodology is developed to allow work to proceed within the 90-dBA limit.”

Table 1 Breakdown of Traffic Noise from Individual Roadways Leq(h)

Receiver Number	Noise Levels I-95 only	Noise Levels New On-Ramp only	Noise Levels Off-Ramp Only (I-95 NB)	Noise Levels Route 1 only	Noise Levels New Off-Ramp Only (I-95 SB)	Total Combined Noise Levels	Noise Levels Modeled with TNM 2.5	Noise Levels New On-Ramp Only (I-95 NB) Ldn	Noise Levels New Off-Ramp Only (I-95 SB) Ldn
RECEIVER GROUP 1									
R1	69.1	18.7	46.1	60.5	48.3	69.7	69.3	29.6	40.9
R2	69.0	28.1	46.0	61.1	49.3	69.7	69.3	37.2	40.8
R3	69.5	30.1	45.7	57.3	49.2	69.8	69.6	39.3	39.2
R4	69.5	33.6	45.5	55.3	49.5	69.7	69.6	41.2	41.3
RECEIVER GROUP 2									
R1	67.8	31.1	45.5	56.6	47.3	68.2	68.0	39.9	39.2
R2	68.1	24.2	45.7	53.2	47.2	68.3	68.1	38.0	40.1
R3	73.5	28.7	55.1	64.3	52.2	74.1	73.7	36.9	40.6
R4	73.0	33.7	53.1	60.7	53.0	73.3	73.2	42.5	44.8
R5	70.2	25.3	49.9	57.2	50.3	70.5	70.2	35.0	44.5
R6	69.1	22.7	47.2	53.7	49.2	69.3	69.1	32.5	43.0
RECEIVER GROUP 3									
R1	73.4	35.4	54.0	61.8	53.8	73.8	73.5	43.7	46.4
R2	71.2	26.0	50.6	57.9	51.2	71.5	71.3	35.6	45.3
R3	69.8	20.9	47.7	54.6	49.8	70.0	69.8	31.3	44.4
R4	70.2	20.8	48.8	55.7	50.1	70.4	70.3	31.2	44.9
R5	69.7	21.2	49.3	55.2	49.2	69.9	69.8	32.1	45.3
R6	71.4	26.1	52.1	59.2	51.2	71.7	71.5	35.8	46.8
R7	74.9	39.1	56.2	62.8	54.6	75.3	75.2	46.3	48.2
R8	75.1	36.9	57.9	64.3	54.5	75.6	75.4	45.3	48.6
RECEIVER GROUP 4									
R1	76.6	41.6	62.7	72.0	56.1	78.1	77.4	48.8	52.4
R2	77.2	36.8	60.2	72.0	55.5	78.4	77.7	45.0	50.3
R3	72.5	28.0	53.0	59.0	52.1	72.8	72.7	43.0	47.9
R4	70.7	24.1	50.3	55.6	50.4	70.9	70.9	34.1	46.8
R5	69.5	23.0	48.8	54.3	49.3	69.7	69.6	33.5	45.9
R6	68.9	22.7	48.4	53.4	48.7	69.1	69.1	33.3	45.4
R7	67.5	23.7	46.0	52.2	47.5	67.7	67.6	34.1	44.6
R8	66.5	21.9	45.1	52.8	46.7	66.8	66.8	33.1	44.2
R9	70.8	24.8	49.7	58.0	51.5	71.1	71.0	35.4	49.1

Receiver Number	Noise Levels I-95 only	Noise Levels New On-Ramp only	Noise Levels Off-Ramp Only (I-95 NB)	Noise Levels Route 1 only	Noise Levels New Off-Ramp Only (I-95 SB)	Total Combined Noise Levels	Noise Levels Modeled with TNM 2.5
R10	71.4	28.0	51.1	57.4	51.5	71.7	71.5
R11	73.1	28.0	54.0	61.2	53.1	73.5	73.3
R12	73.4	37.7	56.2	64.5	54.4	74.0	73.9

Noise Levels New On-Ramp Only (I-95 NB) Ldn	Noise Levels New Off-Ramp Only (I-95 SB) Ldn
37.7	48.4
42.8	49.2
47.0	49.6

RECEIVER GROUP 5

R1	72.1	24.1	52.9	61.7	53.0	72.6	72.5
R2	69.0	22.4	48.4	56.6	49.4	69.3	69.1
R3	66.4	23.5	46.4	51.4	46.3	66.6	66.3
R4	67.3	41.6	30.0	57.6	49.4	67.8	67.5
R5	69.6	45.2	30.1	59.7	51.6	70.1	69.9
R6	71.0	50.0	41.9	66.0	52.1	72.3	71.5
R7A	68.3	31.3	48.9	60.7	48.4	69.1	69.0
R8A	67.6	47.2	46.5	58.7	47.8	68.2	67.8
R9A	72.6	45.8	34.5	63.8	54.9	73.2	72.9
R10A	59.3	29.4	33.8	48.3	40.8	59.7	59.5
R11A	64.7	40.3	25.0	52.1	46.3	65.0	64.8
R12A	61.0	37.5	31.4	49.4	41.9	61.4	61.2
R7B	70.2	36.8	51.9	65.0	50.5	71.4	70.9
R8B	72.7	52.0	49.5	63.1	53.9	73.3	72.9
R9B	73.1	54.7	37.9	68.4	55.8	74.5	73.9
R10B	60.1	29.1	33.0	51.7	41.4	60.7	61.0
R11B	66.4	46.1	23.1	56.0	48.3	66.9	66.6
R12B	62.1	42.4	31.1	51.0	43.4	62.5	62.3

35.1	50.1
33.7	46.3
34.3	43.1
52.1	47.6
55.3	50.4
62.5	52.4
43.2	44.1
55.2	47.4
57.3	54.5
39.8	40.9
51.3	45.9
47.4	35.6
49.2	46.5
58.6	52.6
61.5	55.8
39.3	37.9
54.0	46.1
50.0	32.8

RECEIVER GROUP 6

R1	64.4	47.4	41.8	64.5	48.1	67.6	66.5
R2	69.7	44.4	26.7	59.8	51.5	70.2	69.9
R3	67.6	40.8	27.2	57.2	49.5	68.0	67.8
R4	69.2	43.3	32.2	62.7	51.1	70.1	69.6
R5	71.1	49.5	42.5	68.1	53.1	72.9	72.1
R6	66.0	44.0	36.9	67.7	49.7	70.0	68.5
R7	66.1	43.3	37.7	69.3	53.5	71.1	69.2

57.8	50.5
55.5	50.3
52.4	48.1
54.0	48.3
60.7	51.0
54.8	47.6
53.0	47.6

Table 2 Breakdown of Traffic Noise from Individual Roadways with Barriers Leq(h)

Receiver Number	Barrier Noise Levels I-95 only	Barrier Noise Levels New On-Ramp only	Barrier Noise Levels Off-Ramp Only (I-95 NB)	TNM 2.5 Calculated No Barrier Noise Levels	Noise Levels with Barriers along I-95, Off-ramp and New On-ramp	TNM 2.5 Calculated Noise Reduction
RECEIVER GROUP 1						
R1	68.7	69.3	67.7	68.8	62.8	6.0
R2	68.8	69.3	67.9	68.7	62.2	6.5
R3	68.0	69.6	67.9	69.1	61.4	7.7
R4	67.7	69.6	67.6	69.0	61.3	7.7
RECEIVER GROUP 2						
R1	66.0	68.0	65.9	66.8	61.7	5.1
R2	65.7	68.1	65.5	67.4	61.6	5.8
R3	72.5	73.7	69.1	72.5	64.6	7.9
R4	71.5	73.2	69.9	71.9	63.7	8.2
R5	67.4	70.2	67.2	69.5	62.1	7.4
R6	66.5	69.1	66.7	68.4	61.2	7.2
RECEIVER GROUP 3						
R1	71.8	73.5	70.2	72.5	64.3	8.2
R2	67.2	71.3	68.5	70.5	62.5	8.0
R3	65.2	69.8	67.4	68.9	61.0	7.9
R4	65.4	70.3	67.6	69.5	61.3	8.2
R5	62.6	69.8	65.9	68.9	60.4	8.5
R6	65.2	71.5	67.9	70.5	62.1	8.4
R7	69.7	75.2	70.8	73.4	64.8	8.6
R8	70.1	75.4	69.8	74.0	65.1	8.9
RECEIVER GROUP 4						
R1	70.2	77.4	69.9	75.9	67.6	8.3
R2	70.7	77.7	69.4	75.2	67.1	8.1
R3	65.2	72.7	67.9	71.4	62.5	8.9
R4	63.6	70.9	67.3	69.5	60.9	8.6
R5	62.9	69.6	66.7	68.4	60.3	8.1
R6	62.4	69.1	66.1	67.8	59.8	8.0
R7	60.9	67.6	65.2	66.3	58.5	7.8
R8	59.8	66.8	64.6	65.4	58.0	7.4
R9	62.5	71.0	68.3	69.8	61.6	8.2
R10	63.7	71.5	68.1	70.3	61.7	8.6

Receiver Number	Barrier Noise Levels I-95 only	Barrier Noise Levels New On-Ramp only	Barrier Noise Levels Off-Ramp Only (I-95 NB)	TNM 2.5 Calculated No Barrier Noise Levels	Noise Levels with Barriers along I-95, Off-ramp and New On-ramp	TNM 2.5 Calculated Noise Reduction
R11	65.5	73.3	68.7	71.8	62.4	9.4
R12	66.1	73.9	68.5	72.2	63.6	8.6

RECEIVER GROUP 5

R1	64.7	72.5	70.1	71.1	62.9	8.2
R2	61.8	69.1	66.6	68.2	60.5	7.7
R3	59.7	66.3	64.4	65.5	57.7	7.8
R4	62.7	67.3	67.5	67.2	62.3	4.9
R5	63.5	69.5	69.8	69.1	63.2	5.9
R6	65.8	71.4	70.3	69.5	65.8	3.7
R7A	62.1	69.0	64.9	66.8	61.4	5.4
R8A	61.8	67.8	66.5	65.6	61.7	3.9
R9A	64.0	72.9	72.8	70.5	64.0	6.5
R10A	52.8	59.5	58.6	59.7	52.5	7.2
R11A	56.3	64.6	64.7	64.0	56.3	7.7
R12A	56.0	61.1	60.9	61.1	55.7	5.4
R7B	65.0	70.9	68.0	69.2	64.6	4.6
R8B	64.3	72.9	72.2	70.9	64.2	6.7
R9B	67.5	73.8	73.7	72.5	67.7	4.8
R10B	54.2	61.0	58.8	59.8	53.9	5.9
R11B	57.8	66.5	66.6	65.8	57.8	8.0
R12B	56.4	62.1	62.2	61.7	56.2	5.5

RECEIVER GROUP 6

R1	63.3	65.8	64.4	63.7	61.3	2.4
R2	63.3	69.3	69.9	68.6	63.1	5.5
R3	62.3	67.3	67.8	67.1	62.1	5.0
R4	65.5	69.1	69.6	69.0	65.3	3.7
R5	67.6	71.1	71.4	70.3	67.4	2.9
R6	66.6	68.3	68.5	67.3	66.0	1.3
R7	68.1	69.0	69.2	68.8	67.5	1.3

Table 3 Comparison Between Route 1 Noise Levels and Barrier Noise Levels

Receiver Number	Noise Levels Route 1 only	Noise Levels with Barriers along I-95, Off-ramp and New On-ramp	Noise Level Difference	Combined Traffic Noise Levels from Route 1 and Barriers along I-95, Off-ramp and On-ramp
RECEIVER GROUP 1				
R1	60.5	61.9	1.4	64.3
R2	61.1	60.9	-0.2	64.0
R3	57.3	60.8	3.5	62.4
R4	55.3	60.9	5.6	62.0
RECEIVER GROUP 2				
R1	56.6	61.3	4.7	62.6
R2	53.2	61.4	8.2	62.0
R3	64.3	63.2	-1.1	66.8
R4	60.7	63.0	2.3	65.0
R5	57.2	61.6	4.4	62.9
R6	53.7	60.9	7.2	61.7
RECEIVER GROUP 3				
R1	61.8	63.4	1.6	65.7
R2	57.9	62.0	4.1	63.4
R3	54.6	60.7	6.1	61.7
R4	55.7	60.8	5.1	62.0
R5	55.2	59.8	4.6	61.1
R6	59.2	61.3	2.1	63.4
R7	62.8	63.9	1.1	66.4
R8	64.3	64.0	-0.3	67.2
RECEIVER GROUP 4				
R1	72.0	61.6	-10.4	72.4
R2	72.0	60.7	-11.3	72.3
R3	59.0	61.9	2.9	63.7
R4	55.6	60.3	4.7	61.6
R5	54.3	59.7	5.4	60.8
R6	53.4	59.3	5.9	60.3
R7	52.2	57.8	5.6	58.9
R8	52.8	57.1	4.3	58.5
R9	58.0	60.5	2.5	62.4
R10	57.4	60.9	3.5	62.5
R11	61.2	61.2	0.0	64.2
R12	64.5	60.8	-3.7	66.0

RECEIVER GROUP 5				
R1	61.7	60.9	-0.8	64.3
R2	56.6	59.7	3.1	61.4
R3	51.4	57.3	5.9	58.3
R4	57.6	61.5	3.9	63.0
R5	59.7	62.1	2.4	64.1
R6	66.0	61.6	-4.4	67.3
R7A	60.7	58.6	-2.1	62.8
R8A	58.7	60.5	1.8	62.7
R9A	63.8	60.9	-2.9	65.6
R10A	48.3	51.1	2.8	52.9
R11A	52.1	55.2	3.1	56.9
R12A	49.4	55.2	5.8	56.2
R7B	65.0	59.2	-5.8	66.0
R8B	63.1	62.0	-1.1	65.6
R9B	68.4	62.8	-5.6	69.5
R10B	51.7	51.2	-0.5	54.5
R11B	56.0	55.9	-0.1	59.0
R12B	51.0	55.5	4.5	56.8

RECEIVER GROUP 6				
R1	64.5	54.3	-10.2	64.9
R2	59.8	61.8	2.0	63.9
R3	57.2	61.3	4.1	62.7
R4	62.7	63.8	1.1	66.3
R5	68.1	62.4	-5.7	69.1
R6	67.7	60.3	-7.4	68.4
R7	69.3	61.5	-7.8	70.0

Table 4 Comparison of Traffic Noise Levels for All Sources with Abatement and with No Abatement

Receiver Number	Noise Levels Modeled with TNM 2.5 (All Sources)	Combined Traffic Noise Levels from Route 1 and Barriers along I-95, Off-ramp and On-ramp	Difference of Noise Levels of No Abatement vs. Abatement
RECEIVER GROUP 1			
R1	69.3	64.3	5.0
R2	69.3	64.0	5.3
R3	69.6	62.4	7.2
R4	69.6	62.0	7.6
RECEIVER GROUP 2			
R1	68.0	62.6	5.4
R2	68.1	62.0	6.1
R3	73.7	66.8	6.9
R4	73.2	65.0	8.2
R5	70.2	62.9	7.3
R6	69.1	61.7	7.4
RECEIVER GROUP 3			
R1	73.5	65.7	7.8
R2	71.3	63.4	7.9
R3	69.8	61.7	8.1
R4	70.3	62.0	8.3
R5	69.8	61.1	8.7
R6	71.5	63.4	8.1
R7	75.2	66.4	8.8
R8	75.4	67.2	8.2
RECEIVER GROUP 4			
R1	77.4	72.4	5.0
R2	77.7	72.3	5.4
R3	72.7	63.7	9.0
R4	70.9	61.6	9.3
R5	69.6	60.8	8.8
R6	69.1	60.3	8.8
R7	67.6	58.9	8.7
R8	66.8	58.5	8.3
R9	71.0	62.4	8.6
R10	71.5	62.5	9.0
R11	73.3	64.2	9.1
R12	73.9	66.0	7.9

<i>RECEIVER GROUP 5</i>			
R1	72.5	64.3	8.2
R2	69.1	61.4	7.7
R3	66.3	58.3	8.0
R4	67.5	63.0	4.5
R5	69.9	64.1	5.8
R6	71.5	67.3	4.2
R7A	69.0	62.8	6.2
R8A	67.8	62.7	5.1
R9A	72.9	65.6	7.3
R10A	59.5	52.9	6.6
R11A	64.8	56.9	7.9
R12A	61.2	56.2	5.0
R7B	70.9	66.0	4.9
R8B	72.9	65.6	7.3
R9B	73.9	69.5	4.4
R10B	61.0	54.5	6.5
R11B	66.6	59.0	7.6
R12B	62.3	56.8	5.5

<i>RECEIVER GROUP 6</i>			
R1	66.5	64.9	1.6
R2	69.9	63.9	6.0
R3	67.8	62.7	5.1
R4	69.6	66.3	3.3
R5	72.1	69.1	3.0
R6	68.5	68.4	0.1
R7	69.2	70.0	-0.8

APPENDIX E
ADDITIONAL COMMENTS RECEIVED

NOTE: These comments were received after the close of the public comment period. They are included here for informational purposes. These comments do not raise any new issues or concerns that were not already fully addressed in Appendix C: Response to Comments. Many of these comments respond favorably to the Proposed Action. As a consequence, no separate response to each of these comments is provided.



RECEIVED

MAY 12 2005

ENVIRONMENTAL PLANNING
DIVISION

TOWN OF STRATFORD

Benjamin B. Branyan
Town Manager

2725 MAIN STREET
CONNECTICUT 06615

203-385-4001

May 10, 2005

Mr. Edgar T. Hurle
Transportation Planning Director
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

Re: Exit 33, State Project No. 138-223

Dear Mr. Hurle:

At the regularly scheduled Town Council meeting on May 9, 2005, the Stratford Town Council unanimously passed a resolution of support for the reconstruction of Interchange 33 on Interstate 95. Enclosed please find a certified copy of the resolution.

The Town is enthusiastic about this development, and we trust that the resolution strengthens our commitment for a successful project, when formally implemented as a segment of the Moses Wheeler Bridge Project.

Should you have any questions please do not hesitate to contact me.

Sincerely,


Benjamin B. Branyan
Town Manager

Enclosure



Distribution:

Diane Toolan, Economic /Community Development Director
Gary Lorentson, Planning & Zoning Administrator
John Casey, Town Engineer
U. S. Senator Christopher J. Dodd
U. S. Senator Joseph I. Lieberman
U. S. Representative Rosa DeLauro
Senator George Gunther
Senator Ernie E. Newton, II
Representative John Harkins
Representative Terry Backer
Representative Lawrence Miller



TOWN OF STRATFORD

CONNECTICUT
06615

STRATFORD TOWN COUNCIL MEETING

MAY 9, 2005

RESOLUTION OF SUPPORT FOR RECONSTRUCTION OF INTERCHANGE 33 ON
INTERSTATE 95

Sponsored by: The Stratford Town Council

WHEREAS, it has long been recognized that the construction of a full interchange at Exit 33 on Interstate 95 would add to the economic potential of the Route 1 and Ferry Boulevard corridors through enhanced access; and

WHEREAS, the project would replace the functionally outdated partial interchange at Exit 33 and complement the improvements on Interstate 95 which will occur with the Moses Wheeler Bridge Project; and

WHEREAS, the Town of Stratford has the opportunity to realize substantial benefits to its infrastructure through these coordinated projects and thus benefit its citizens and visitors;

NOW, THEREFORE BE IT RESOLVED that the Town Council of the Town of Stratford reaffirms its support for this project and urges the Connecticut Department of Transportation to continue its work in order to successfully construct the full interchange at Exit 33.

A MOTION WAS MADE BY MR. HENRICK AND MR. STAVOLA SECONDED BY MR. O'NEAL TO SUPPORT THE FOREGOING RESOLUTION. THE MOTION PASSED UNANIMOUSLY.

CERTIFICATION

This is to certify that the undersigned, duly qualified and acting as Council Clerk for the Town of Stratford, CT verifies that the foregoing is a true and correct portion of the minutes adopted at a legally convened Town Council Meeting conducted on May 9, 2005.

Attested: *Carol Cabral*
Carol Cabral, Council Clerk

DiLuca, Jessica L.

From: Hall, Keith T.
Sent: Wednesday, June 22, 2005 11:56 AM
To: DiLuca, Jessica L.
Subject: FW: Support the full interchange at Exit 33 in Stratford

-----Original Message-----

From: Tim Hampford [mailto:thampford@hampfordresearch.com]
Sent: Wednesday, June 22, 2005 10:32 AM
To: edgar.hurle@po.state.ct.us
Cc: keith.hall@po.state.ct.us; rsalls5376@aol.com
Subject: RE: Support the full interchange at Exit 33 in Stratford

Dear Mr. Hurle,

I am writing to express my support for the I-95 Exit 33 Reconstruction project. Construction of a new interchange would bring improved access from I-95 to Route 1 (Devon), Ferry Boulevard, Barnum Avenue and East Main Street. Ease of access makes these areas, already targeted for economic revitalization, much more attractive to commercial and retail businesses looking to expand along the I-95 corridor. An influx of businesses would generate additional tax revenue that should be used to lower the residential tax burden Stratford residents must carry. Considering the climate of slow economic growth in our region, I am pleased that Stratford's Town Council unanimously endorsed this project, and understand the economic benefits it will bring to all residents.

Recent opposition to this project has utilized the local press to define their objections to the project. Unfortunately, this small but vocal group has misinformed others in their attempt to garner support for defeating the project. It is important that the project's decision makers hear from the much larger group of residents that support the project on its merits. The completion of this project will benefit the entire Town of Stratford, through economic growth and a larger tax base. I urge you to support the project for the betterment of our community.

Best Regards

Tim Hampford
President
Hampford Research, Inc.
54 Veterans Boulevard
Stratford, CT 06615

DiLuca, Jessica L.

From: Hall, Keith T.
Sent: Wednesday, June 22, 2005 11:56 AM
To: DiLuca, Jessica L.
Subject: FW: Support the full interchange at Exit 33 in Stratford

-----Original Message-----

From: RSalls5376@aol.com [mailto:RSalls5376@aol.com]
Sent: Wednesday, June 22, 2005 10:53 AM
To: edgar.hurle@po.state.ct.us; Dtoolan@townofstratford.com; FDHyatt@snet.net; Hoydick@BRBC.org; Mauryj1923@aol.com; mh001@earthlink.net; MREE526@cs.com; sphilips@slrgroup.com; tab@bjklaw.us; tdillon@flagshipnetworks.com; timpanelli@brbc.org; thampford@hampfordresearch.com
Cc: keith.hall@po.state.ct.us
Subject: Fwd: Support the full interchange at Exit 33 in Stratford

In a message dated 6/22/2005 10:32:48 AM Eastern Daylight Time, thampford@hampfordresearch.com writes:

Dear Mr. Hurle,

I am writing to express my support for the I-95 Exit 33 Reconstruction project. Construction of a new interchange would bring improved access from I-95 to Route 1 (Devon), Ferry Boulevard, Barnum Avenue and East Main Street. Ease of access makes these areas, already targeted for economic revitalization, much more attractive to commercial and retail businesses looking to expand along the I-95 corridor. An influx of businesses would generate additional tax revenue that should be used to lower the residential tax burden Stratford residents must carry. Considering the climate of slow economic growth in our region, I am pleased that Stratford's Town Council unanimously endorsed this project, and understand the economic benefits it will bring to all residents.

Recent opposition to this project has utilized the local press to define their objections to the project. Unfortunately, this small but vocal group has misinformed others in their attempt to garner support for defeating the project. It is important that the project's decision makers hear from the much larger group of residents that support the project on its merits. The completion of this project will benefit the entire Town of Stratford, through economic growth and a larger tax base. I urge you to support the project for the betterment of our community.

Best Regards

Roger Salls
Presidents

6/22/2005

***Stratford Chamber of Commerce
Roger Salls Photography
80 Ferry Boulevard Suite 106
Stratford, CT 06615***

DiLuca, Jessica L.

From: Hall, Keith T.
Sent: Wednesday, June 22, 2005 7:38 AM
To: DiLuca, Jessica L.
Subject: FW: Support the full interchange at Exit 33 in Stratford

-----Original Message-----

From: Stephanie Philips [mailto:sphilips@slrgroup.com]
Sent: Tuesday, June 21, 2005 11:38 PM
To: edgar.hurle@po.state.ct.us
Cc: keith.hall@po.state.ct.us; John A. Harkins
Subject: Support the full interchange at Exit 33 in Stratford

Mr. Hurle

My name is Stephanie Philips, SoftLink Resources, and I am writing to you in support of the full interchange at Exit 33 in Stratford. My company provides onsite computer services and we frequently depend on direct I95 access to reach our clients quickly. As a resident and business owner in Stratford and a member of the Stratford Chamber of Commerce, I recognized the significant benefits of replacing the partial interchange as part of the I95 traffic improvements on the Moses Wheeler Bridge. Furthermore, enhanced access to RT1 and the local roadways will increase opportunities for our local businesses and complement the increase economic growth along the Barnum Avenue extension (Route1) and Ferry Blvd. Both of these reasons are good for Stratford, and I commend Rep. Mr. John Harkins for advocating these improvements for our community.

Although there has been very recent opposition to the Exit 33 project, the majority of those who spoke out or signed any petition were mis-informed by a much smaller vocal group about the details of the projects; which lead to believe there would be a negative environmental impact. There are many more of us who support the project and easily recognized the clear benefits and where surprised at any opposition. As a result, it is important that you equally hear from people like me who urge you to continue support for this project.

Stephanie Philips
President

SoftLink Resources
Stephanie Philips
7365 Main Street, #334
Stratford, CT 06614-1300
v: 203 377-2119
f: 203 377-5015
sphilips@slrgroup.com

DiLuca, Jessica L.

From: Hall, Keith T.
Sent: Wednesday, June 22, 2005 11:56 AM
To: DiLuca, Jessica L.
Subject: FW: Exit 33 Interchange

-----Original Message-----

From: Norman [mailto:nk@efficiencybindery.com]
Sent: Wednesday, June 22, 2005 10:57 AM
To: Edgar. Hurle (E-mail)
Cc: John A. Harkins (E-mail); Keith. Hall (E-mail); Roger Salls (E-mail); Laura Hoydick (E-mail 2)
Subject: Exit 33 Interchange

Dear Mr... Hurle,

I am Norman Kamienski CEO of Efficiency Mailing and Bindery, Inc. and I urge you to do whatever is necessary to implement the full interchange at exit 33 on I-95. The traffic from exit 34 in Milford through Devon and into Stratford is unbelievable and hazardous.

I know that Representative Harkins has been working to complete this and he is justified in this endeavor contrary to the few people in opposition to change.

Thank you for any assistance you can give.

Norman Kamienski
Efficiency Mailing and Bindery, Inc.
100 Lupes Drive
Stratford, CT 06615
(203)375-1011

Hall, Keith T.

From: lppalombi@snet.net
Sent: Thursday, June 23, 2005 8:17 PM
To: edgar.hurle@po.state.ct.us
Cc: keith.hall@po.state.ct.us; john.harkins@housegop.state.ct.us
Subject: Support the full interchange at Exit 33 in Stratford

Mr. Hurle:

I would like to voice my support for the full interchange at Exit 33 off I-95 in Stratford.

I am a resident of Stratford and I am also the Office Manager of the Southwestern Regional District, a.k.a. Coastal Fairfield County Convention & Visitors Bureau. I am very aware of what easy access can mean to the life of a community. It would have to be a plus for local businesses, as well as a wonderful convenience for residents.

Thank you for your consideration.

L. Patricia Palombi
91 Huntington Road
Stratford, CT 06614
203.377.4697

Hall, Keith T.

From: Michael Nealy [mnealy@easternbag.com]
Sent: Friday, June 24, 2005 10:06 AM
To: Timothy A Bishop
Cc: Governor.Rell@po.state.ct.us
Subject: RE: In favor of a full interchange at Exit 33 I-95

Dear Governor Rell,

I am writing to express my support for the proposed I95 Exit 33 project which has been included in your Transportation Bill. The town of Stratford, I believes suffers greatly from the lack of an exit with direct access to Barnum Ave. (Rt 1). Having lived in Stratford for over 20 years, I now find myself considering a move out of town due to our increasing homeowner tax burden. With the recently installed reevaluation in town my tax bill for the coming year is expected to be over \$7,000.00. I am firmly convinces that the opening of the I95 exit 33 to a full interchange will increase both traffic to current merchants as well as attract numerous national type chain stores. The major benefit as I see it to that is a shifting of the tax burden from homeowners to business, making this town a more affordable place to live and raise a family.

Please give this project your support. Don't allow the cries of a few derail a plan that is good for the masses. The "NIMBY" attitude that has been the cause of death in too many other projects, should not rear its ugly head here.

Thank you,

Michael Nealy
420 Second Hill Lane
Stratford, CT 06614
203-375-3863

Hall, Keith T.

From: Mauryj1923@aol.com
Sent: Friday, June 24, 2005 9:38 AM
To: edgar.hurle@po.state.ct.us
Cc: keith.hall@po.state.ct.us; John.Harkins@housegop.state.ct.us; fdhyatt@snet.net
Subject: Stratford Exit 33

Dear Mr. Hurle,

There appears to be a very vocal minority in Stratford opposing the I-95 Exit 33 Reconstruction project. Many of their claims appear to be completely misleading.

Personally, I am involved with assisting in marketing Stratford as a desirable town in which to do business. Claims such as the ponds becoming the breeding ground for West Nile virus are so inappropriate considering that the ponds have to be constructed as part of the bridge replacement project.

There is also reference to a truck parking lot planned near the interchange and according to the plans, no such truck parking lot is being considered.

Other comments relate to asbestos problems. The ramps are going to be built up, not down, so clean fill will undoubtedly be used rather than disturbing any potential contaminants.

I have talked with representatives of a major employer located in the immediate area and the exit would make it much easier for their employees coming to work to access their facility without clogging neighboring streets.

The Dock shopping area is ready for growth, meaning increased tax revenue to Stratford and that will help alleviate the residential property tax burden. Access to other retailing establishments already in the area would also do much to alleviate traffic problems, again on other Stratford streets.

There are many economic advantages to Stratford with the development of the Exit 33 exchange. I do hope that you will give favorable consideration to this project.

Maury Johnson, 577A Arapaho Lane, Stratford, 203/375-4209

Send him thanks and the Gov asked you to fwd to Comm. Korta?

-----Original Message-----

From: Timothy A Bishop [mailto:tab@bjklaw.us]

Sent: Friday, June 24, 2005 8:13 AM

To: Governor Rell

Cc: John.Harkins@housegop.state.ct.us; keith.hall@po.state.ct.us; cynthia.holden@po.state.ct.us; edgar.hurle@po.state.ct.us; newton@senatedems.state.ct.us; george.gunther@po.state.ct.us; lawrence.g.miller@cga.ct.gov; terry.backer@po.state.ct.us; John.Harkins@housegop.state.ct.us; o_neal_alvin@sbcglobal.net; gavinforrester@prodigy.net; NEFEA@aol.com; jmfullgenesq@ndscontrol.com; coachcrudo@aol.com; mh001@earthlink.net; naldrichcpa@aol.com; Phil.Pepin@asml.com; hoydick@brbc.org; RSalls5376@aol.com

Subject: In favor of a full interchange at Exit 33 I-95

June 24, 2005

Governor M. Jodi Rell
Executive Office of the Governor
State Capitol
210 Capitol Avenue
Hartford, Connecticut 06106
Greater Hartford Area: 860-566-4840

Subject: I-95 Exit 33 Interchange Completion – Stratford, CT

Dear Governor,

As one of the honorees at the BRBC luncheon you recently attended, I listened enthusiastically to your discussion of the urgent need for approval of your Transportation Bill. Nowhere is the impact of our aging transportation infrastructure felt more than in Stratford. I support your transportation bill and urge my representatives in Hartford to do the same. I also seek your continued support for a full interchange at exit 33 on I-95 in Stratford.

The I-95 Exit 33 Reconstruction project will expand the existing 1/2 interchange into a full interchange (on/off both ways) and bring improved access from I-95 to Route 1 (Barnum Avenue) Ferry Boulevard, East Main Street and Devon. Ease of access makes these areas, already targeted for economic revitalization, much more attractive to commercial and retail businesses looking to expand along the I-95 corridor. The dysfunctional nature of the current interchange has had a crippling effect on economic development along Ferry Boulevard and the Barnum Avenue corridor. A full interchange would generate much needed tax revenue on the commercial side, thereby easing the residential tax burden. Unfortunately, political opportunists and some misinformed neighbors have been dunning the local press with erroneous facts. Their goal appears to be to stir up a public outcry and cloud the positive impact of this project, essentially using a public issue to advance personal objectives. I think at when you hear from the hundreds of businesses and thousands of residents who support this long overdue project, you'll come to appreciate how important it is that this project stay on schedule. For your further information, I've summarized some of the facts behind the rumors spread by the opposition.

Increased Traffic/Highway Noise

Opponents decry a perceived increase in traffic around the completed interchange. The Draft Environmental Assessment (EA) recently made public by the DOT indicates only one out of the seven surrounding intersections may be adversely impacted. In addition, the EA indicates overall traffic will slightly improve in areas around Exit 32 and Exit 34.

Tractor Trailer Parking Area

Local papers mistakenly reported a tractor trailer parking area is planned for the area. Clearly there is no such plan. Continued reference to a Truck Stop in this area is intentionally misleading.

Mosquito Breeding in the Retention Pond

Opponents are misleading the public into believing that the retention pond is required by the interchange project. The pond is required for storm water runoff and management for the bridge project, and will be built regardless of whether the interchange is improved. There is no evidence that the new pond would add to the current level of risk of associated with West Nile Virus exposure. Currently mosquitoes are breeding in the hundreds of acres of marshland bordering the river in that area with virtually no adverse health consequences. The suggestion that a virus-laden hoard of mosquitoes will by-pass a huge salt marsh to infest a tiny retention pond is ludicrous. Even if it were a risk, it is easily eradicated by treating the pond on a periodic basis.

I cannot stress strongly enough how desperately Stratford needs this interchange. Cuts by the Federal Government led to the closing of the Stratford Army Engine Plant several years ago, and residential property owners and small business owners are still reeling from the loss in jobs and reduction of our tax base. The Town recently acquired the Shakespeare Theater property from the State of Connecticut and the Dock Shopping Center was recently purchased by a developer with intentions of expanding the property. Developments of these sites depends, to a substantial degree, upon infrastructure improvements. The current infrastructure is inadequate, particularly in comparison to our neighboring communities. A full interchange gives us a fighting chance to redevelop the Stratford Army Engine Plant property, successfully develop the theater, expand the Dock Shopping Center property and improve opportunities for businesses all along the Ferry Boulevard and Barnum Avenue (Route 1) corridors. It provides an extra margin of safety for times when the Washington Bridge is disabled or closed and a safe route for traffic to detour when there's a problem on I-95. The people and business of Stratford want this project. We need this project. There's simply no good reason to oppose it. I urge your support and look forward to the opportunity to work with you to bring this project forward on the proposed schedule.

Thank you for your continued support.

Bishop, Jackson & Kelly LLC

Tim Bishop

tab@BJKLAW.US

80 Ferry Boulevard

Suite 103

Stratford, CT 06615

l: (203) 386-1282

fax: (203) 386-1795

mobile: (203) 650-2799

June 24, 2005

Governor M. Jodi Rell
Executive Office of the Governor
State Capitol
210 Capitol Avenue
Hartford, Connecticut 06106
Greater Hartford Area: 860-566-4840

Subject: I-95 Exit 33 Interchange Completion – Stratford, CT

Dear Governor:

It has come to my attention that there is opposition on making Exit 33 a full interchange. I cannot imagine how anyone can be opposed to this interchange. When I was younger, every time my parents drove through the Ferry Boulevard / Barnum Avenue Corridor, I was amazed that there were so many businesses coming and going (out of business) and never understood why. Twenty-five years later and it is still the same way, businesses coming and going. If the Ferry Boulevard / Barnum Avenue Corridor were a full interchange, I am sure that the coming and going of businesses, (out of business) would change. This is just a logical point of view, as the Ferry Boulevard / Barnum Corridor has been dysfunctional ever since I-95 has been built.

Now that I am older and a resident of the Town of Stratford paying taxes, along with owning a business in the City of Bridgeport, I fully understand why all those businesses came and went for all those years when I was younger. The Ferry Boulevard / Barnum Avenue Corridor is dysfunctional. And now that our community has the opportunity to correct the problem and help our economical development. It surprises me that this project has a select few special interest groups sabotaging something that is good for the Town of Stratford and the State of Connecticut.

First and foremost, if you made Ferry Boulevard / Barnum Avenue Corridor a functional interchange, we as a community can improve our economical development, as we have been hit the hardest economically compared to our neighboring communities. It would allow our community to build our tax base with making the redevelopment of the Stratford Army Engine Plant property more attractive to businesses. Which would help in lowering our taxes. It will also give our community the chance to develop the Shakespeare Theater and make it into one of Connecticut's major attractions, as it once was.

This dysfunctional interchange just doesn't affect the taxes in the Town of Stratford. It makes it very difficult getting on and off I-95 for those people that live on the Milford / Stratford line. Depending on if they are getting off or on I-95, they have to go many miles out of their way just to get to and from the highway. It also affects businesses that deliver to this area of Stratford and the Devon Section of Milford. I am an owner of a Dry Cleaner in the City of Bridgeport that delivers house to house in this area. Making Exit 33 a full interchange, would allow my drivers to reach their destinations in a timely fashion for our customers, without any delays. I am sure, I am not the only business that would love to have a functional interchange at Exit 33 to help with making their business more profitable. Which in return would help the State of Connecticut in Revenues.

I urge your support on this project, as there is NO good reason, not to make Exit 33 a full interchange. It is a win, win situation for everyone in the Town of Stratford and the State of Connecticut.

I thank you for letting me voice my concerns on the Exit 33 Ferry Boulevard / Barnum Avenue Corridor.

Troy Minty
VP
Pembroke Laundry and Cleaners Inc.
396 Madison Ave.
Bridgeport, CT 06604
Tel: 203-334-3171
Fax: 203-334-3173
Mobile: 203-260-0481

06/27/05:

-----Original Message-----

From: Litke, Jeff
Sent: Monday, June 27, 2005 9:16 AM
To: 'Tminty@aol.com'
Subject: RE: In favor of a full interchange at Exit 33 I-95

June 27, 2005

Mr. Troy Minty
Tminty@aol.com

Dear Mr. Minty:

Thank you for your correspondence to Governor Rell regarding an interchange at exit 33 on Interstate 95. The Governor appreciates the time you took to write your letter.

Governor Rell has asked that I forward your concerns to Commissioner Steve Korta's office at the Department of Transportation to review and respond to you directly. If you do not receive a response from the Department of Transportation within two weeks, please feel free to call the Governor's Office back at (860) 566-4840 or 1-800-406-1527.

Thank you again for your letter to Governor Rell.

Sincerely,

ff Litke
Staff Assistant
Office of Governor M. Jodi Rell

Governor's Office Tracking Sheet

Control No: 73328 Received: 06/26/2005 Due: 07/11/2005 Response: 06/27/2005

Issue: Transportation - Interstate 95 (P)
Interchange at exit 33

Type: Electronic Mail
Status: Closed Correspondence

Origin: Mr. Timothy Belliveau
belliveau@optonline.net
email, CT 00000-0000

DEPARTMENT OF TRANSPORTATION

JUN 28 2005

COMMISSIONER'S OFFICE

Remarks:

Referred By: Jeff Litke

Referred To: Commissioner Steve Korta (860) 594-3000

Action: Please Respond Directly to Constituent

Referred: 06/27/2005 Due: 07/11/2005 Returned: 06/27/2005

Notes:
06/27/05:

Please respond directly to the constituent, regarding the following letter, on behalf of Governor Rell. Also, please acknowledge that the Governor referred it to your agency.

It is not necessary to send a copy of response to the Governor's Office. The constituent has been instructed to contact the Governor's Office directly if they do not hear from the Agency within two (2) weeks.

If you have any questions, I can be reached at 524-7302. Thank you.

Jeff Litke
Staff Assistant
Office of the Governor

06/27/05:

-----Original Message-----

From: Tim Belliveau [mailto:belliveau@optonline.net]
Sent: Sunday, June 26, 2005 7:46 PM
To: Governor Rell
Subject: Subject: I-95 Exit 33 Interchange Completion - Stratford, CT

252G

Dear Governor Rell:

In writing to request your support for reconstruction of a full interchange (on ramp and off ramp) at Exit 33 on I-95 in Stratford. The I-95 Exit 33 Reconstruction project will correct the existing half-measure which has become less and less adequate in managing traffic. This project will provide necessary infrastructure for

economic revitalization of an area of Stratford that has sorely needed ease of access and opportunities for commercial development. Thank you for your support.

Sincerely,

Timothy Belliveau

06/27/05:

-----Original Message-----

From: Litke, Jeff

Sent: Monday, June 27, 2005 10:25 AM

To: 'belliveau@optonline.net'

Subject: RE: Subject: I-95 Exit 33 Interchange Completion - Stratford, CT

June 27, 2005

Mr. Timothy Belliveau
belliveau@optonline.net

Dear Mr. Belliveau:

Thank you for your correspondence to Governor Rell regarding an interchange at exit 33 on Interstate 95. The Governor appreciates the time you took to write your letter.

Governor Rell has asked that I forward your concerns to Commissioner Steve Korta's office at the Department of Transportation to review and respond to you directly. If you do not receive a response from the Department of Transportation within two weeks, please feel free to call the Governor's Office back at (860) 566-4840 or 1-800-406-1527.

Thank you again for your letter to Governor Rell.

Sincerely,

Jeff Litke
Staff Assistant
Office of Governor M. Jodi Rell

Hurle, Edgar T.

From: mgalaty@optonline.net
Sent: Tuesday, June 28, 2005 8:25 AM
To: Edgar.Hurle@po.state.ct.us
Cc: townmanager@townofstratford.com
Subject: I95 Exit 33

Mr. Edgar T. Hurle
Director of Office of Intermodal and Environmental Planning
Phone: (860) 594-2920
E-Mail Address: Edgar.Hurle@po.state.ct.us
<http://www.ct.gov/dot/cwp/view.asp?a=1383&q=273350&dotNav=%7C>

Mr. Hurle,

Stratford needs the proposed changes to Exit 33 in order to allow traffic from the North to enter and leave back to the North on I95.

I am disputing anyone saying that Exit 32 in Stratford Connecticut is sufficient for the town of Stratford; the town needs changes to I95 and the local roads to reduce the amount of traffic which wants to go through residential roads such as King Street and the other roads circled in the map below. Currently the houses in that residential area were built less than 50' from road and there is no way the roads can be compliant to the Connecticut Noise Limits of 55 decibels at 50' when the houses are near 25' from the road. The proposed changes to exit 33 put all traffic onto State of Connecticut routes which are intended to handle traffic. Exit 33 will eliminate some of the traffic and help reduce accidents and traffic which are currently occurring in the circled area below. Further, the Town of Stratford needs to look into ways to promote traffic to using the roads which I've added arrows on. Even considering making the local roads either one way or making them dead end streets.

I will plan to dispute this at the next Stratford Town Meeting.

Sincerely,

Michael Galaty
221/231 King Street
Stratford, CT 06615
203/502-0117

CC: Benjamin Branyan, Town Manager Telephone: (203) 385-4001, E-Mail: townmanager@townofstratford.com



Executive Office of the Governor

State Capitol

210 Capitol Avenue

Hartford CT 06106

SUBJECT: I-95 Exit 33 Interchange Completion - Stratford CT

Dear Governor Rell:

After considering all factors such as highway safety, local traffic considerations, economic consequences to the community, pollution, and other environmental considerations, we feel that the proposed interchange at Exit 33 of Interstate I-95 would be desirable and in the best interests of all concerned, including travelers and local residents. We therefore support the proposed interchange and urge its implementation.

M. Lewis Chaplowe

Billie G. Chaplowe

120 Lantern Road, Stratford CT 06614

06/28/05:

-----Original Message-----

From: Litke, Jeff

Sent: Tuesday, June 28, 2005 8:32 AM

To: 'bchaplowe@yahoo.com'

Subject: RE: I-95 Exit 33 Interchange Completion - Stratford CT

June 28, 2005

Hall, Keith T.

*quality
of project
He talked
to ETH*

From: Hurle, Edgar T.
Sent: Wednesday, June 29, 2005 2:43 PM
To: Holden, Cynthia S.; Hall, Keith T.
Subject: FW: Exit 33 Interchange on I 95

-----Original Message-----

From: Tom Dillon [mailto:tdillon@flagshipnetworks.com]
Sent: Wednesday, June 29, 2005 2:35 PM
To: edgar.hurle@po.state.ct.us
Subject: Exit 33 Interchange on I 95

Mr.. Hurle,

My name is Tom Dillon. I am the owner of a small company called Flagship Networks located in Stratford. I wanted to share my support for a full interchange at Exit 33 here in town. I believe that this improvement will have a positive impact on the town. A southbound exit at 33 will be a much smoother entrance into the town of Stratford. I believe that it will make it much more attractive for other business to expand and build new outlets on Ferry Boulevard where my business is located. I also see this improvement as an invaluable asset to the town's chances of developing the Army Engine plant, the Dock shopping center and the Stratford Shakespeare Theater.

I have looked at the recent opposition for the interchange and I believe that they represent a minority of the town. The vast majority of residents will benefit from this improvement based on the potential for responsible commercial development in town which will help reduce the tax burden on the residents.

Please accept this email as representative of the majority opinion in Stratford that this project is a benefit to the town and all of its residents.

Thank You,

Tom Dillon
Flagship Networks
203-416-5821



DEPARTMENT OF TRANSPORTATION
JUL 01 2005
COMMISSIONER'S OFFICE

TOWN OF STRATFORD

Benjamin B. Branyan
Town Manager

2725 MAIN STREET
CONNECTICUT 06615

203-385-4001

June 29, 2005

Stephen E. Korta
Commissioner
2800 Berlin Turnpike
Newington, CT 06131

Re: Exit 33, State Project No. 138-223

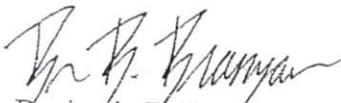
Dear Mr. Korta,

At the regularly scheduled Town Council meeting held on May 9, 2005, the Stratford Town Council unanimously passed a resolution in support of the reconstruction of Interchange 33 on Interstate 95. Enclosed please find a certified copy of the resolution.

The current partial interchange at Exit 33 is functionally outdated. The construction of a full interchange at this site would significantly enhance the economic potential of the Route 1 and Ferry Boulevard corridors. As these areas have already been targeted for revitalization, the ease of access that the new interchange would provide will make the areas even more attractive to commercial and retail business developers and could result in a substantial increase in the Town's tax base. In addition, the infrastructure improvements afforded by this project, in conjunction with the improvements that are scheduled to occur through the Moses Wheeler Bridge Project, will greatly benefit both the Town's citizens and visitors for many years to come.

On behalf of the Town Council, I urge your full support of the Exit 33 Interchange Reconstruction and look forward to working with you to help bring this project to fruition.

Sincerely,


Benjamin B. Branyan
Town Manager

1996





TOWN OF STRATFORD

CONNECTICUT
1836

STRATFORD TOWN COUNCIL MEETING

MAY 9, 2005

RESOLUTION OF SUPPORT FOR RECONSTRUCTION OF INTERCHANGE 33 ON
INTERSTATE 95

Sponsored by: The Stratford Town Council

WHEREAS, it has long been recognized that the construction of a full interchange at Exit 33 on Interstate 95 would add to the economic potential of the Route 1 and Ferry Boulevard corridors through enhanced access; and

WHEREAS, the project would replace the functionally outdated partial interchange at Exit 33 and complement the improvements on Interstate 95 which will occur with the Moses Wheeler Bridge Project; and

WHEREAS, the Town of Stratford has the opportunity to realize substantial benefits to its infrastructure through these coordinated projects and thus benefit its citizens and visitors;

NOW, THEREFORE BE IT RESOLVED that the Town Council of the Town of Stratford reaffirms its support for this project and urges the Connecticut Department of Transportation to continue its work in order to successfully construct the full interchange at Exit 33.

A MOTION WAS MADE BY MR. HENRICK AND MR. STAVOLA SECONDED BY MR. O'NEAL TO SUPPORT THE FOREGOING RESOLUTION. THE MOTION PASSED UNANIMOUSLY.

CERTIFICATION

This is to certify that the undersigned, duly qualified and acting as Council Clerk for the Town of Stratford, CT verifies that the foregoing is a true and correct portion of the minutes adopted at a legally convened Town Council Meeting conducted on May 9, 2005.

Attested: Carol Cabral
Carol Cabral, Council Clerk



DEPARTMENT OF TRANSPORTATION

JUL 01 2005

COMMISSIONER'S OFFICE

TOWN OF STRATFORD

Benjamin B. Branyan
Town Manager

2725 MAIN STREET
CONNECTICUT 06615

203-385-4001

June 29, 2005

Carl F. Bard
Deputy Commissioner
2800 Berlin Turnpike
Newington, CT 06131

Re: Exit 33, State Project No. 138-223

Dear Mr. Bard,

At the regularly scheduled Town Council meeting held on May 9, 2005, the Stratford Town Council unanimously passed a resolution in support of the reconstruction of Interchange 33 on Interstate 95. Enclosed please find a certified copy of the resolution.

The current partial interchange at Exit 33 is functionally outdated. The construction of a full interchange at this site would significantly enhance the economic potential of the Route 1 and Ferry Boulevard corridors. As these areas have already been targeted for revitalization, the ease of access that the new interchange would provide will make the areas even more attractive to commercial and retail business developers and could result in a substantial increase in the Town's tax base. In addition, the infrastructure improvements afforded by this project, in conjunction with the improvements that are scheduled to occur through the Moses Wheeler Bridge Project, will greatly benefit both the Town's citizens and visitors for many years to come.

On behalf of the Town Council, I urge your full support of the Exit 33 Interchange Reconstruction and look forward to working with you to help bring this project to fruition.

Sincerely,

Benjamin B. Branyan
Town Manager

FROM THE DESK OF THOMAS A. HARLEY			
NAME	FYI	PLS	PLS. SEE ME
JUL 07 2005			
BRIDGE			
LOCAL ROADS			
STATE ROADS			
FILE			

Ned Hurle



RECEIVED

JUN 30 2005

ENVIRONMENTAL PLANNING
DIVISION



TOWN OF STRATFORD

Benjamin B. Branyan
Town Manager

2725 MAIN STREET
CONNECTICUT 06615

203-385-4001

*Letter in triplicate
7/8/05*

June 29, 2005

Edgar T. Hurle
2800 Berlin Turnpike
Newington, CT 06131

Re: Exit 33, State Project No. 138-223

Dear Mr. Hurle,

At the regularly scheduled Town Council meeting held on May 9, 2005, the Stratford Town Council unanimously passed a resolution in support of the reconstruction of Interchange 33 on Interstate 95. Enclosed please find a certified copy of the resolution.

The current partial interchange at Exit 33 is functionally outdated. The construction of a full interchange at this site would significantly enhance the economic potential of the Route 1 and Ferry Boulevard corridors. As these areas have already been targeted for revitalization, the ease of access that the new interchange would provide will make the areas even more attractive to commercial and retail business developers and could result in a substantial increase in the Town's tax base. In addition, the infrastructure improvements afforded by this project, in conjunction with the improvements that are scheduled to occur through the Moses Wheeler Bridge Project, will greatly benefit both the Town's citizens and visitors for many years to come.

On behalf of the Town Council, I urge your full support of the Exit 33 Interchange Reconstruction and look forward to working with you to help bring this project to fruition.

Sincerely,


Benjamin B. Branyan
Town Manager



Keith



TOWN OF STRATFORD

Benjamin B. Branyan
Town Manager

2725 MAIN STREET
CONNECTICUT 06615

203-385-4001

June 29, 2005

Cynthia S. Holden
2800 Berlin Turnpike
Newington, CT 06131

Re: Exit 33, State Project No. 138-223

Dear Ms. Holden,

At the regularly scheduled Town Council meeting held on May 9, 2005, the Stratford Town Council unanimously passed a resolution in support of the reconstruction of Interchange 33 on Interstate 95. Enclosed please find a certified copy of the resolution.

The current partial interchange at Exit 33 is functionally outdated. The construction of a full interchange at this site would significantly enhance the economic potential of the Route 1 and Ferry Boulevard corridors. As these areas have already been targeted for revitalization, the ease of access that the new interchange would provide will make the areas even more attractive to commercial and retail business developers and could result in a substantial increase in the Town's tax base. In addition, the infrastructure improvements afforded by this project, in conjunction with the improvements that are scheduled to occur through the Moses Wheeler Bridge Project, will greatly benefit both the Town's citizens and visitors for many years to come.

On behalf of the Town Council, I urge your full support of the Exit 33 Interchange Reconstruction and look forward to working with you to help bring this project to fruition.

Sincerely,

Benjamin B. Branyan
Town Manager



*Thank Keith
Pls. reply
Thank you etc.
CSH*



TOWN OF STRATFORD

Benjamin B. Branyan
Town Manager

2725 MAIN STREET
CONNECTICUT 06615

203-385-4001

June 29, 2005

Keith T. Hall
2800 Berlin Turnpike
Newington, CT 06131

Re: Exit 33, State Project No. 138-223

Dear Mr. Hall,

At the regularly scheduled Town Council meeting held on May 9, 2005, the Stratford Town Council unanimously passed a resolution in support of the reconstruction of Interchange 33 on Interstate 95. Enclosed please find a certified copy of the resolution.

The current partial interchange at Exit 33 is functionally outdated. The construction of a full interchange at this site would significantly enhance the economic potential of the Route 1 and Ferry Boulevard corridors. As these areas have already been targeted for revitalization, the ease of access that the new interchange would provide will make the areas even more attractive to commercial and retail business developers and could result in a substantial increase in the Town's tax base. In addition, the infrastructure improvements afforded by this project, in conjunction with the improvements that are scheduled to occur through the Moses Wheeler Bridge Project, will greatly benefit both the Town's citizens and visitors for many years to come.

On behalf of the Town Council, I urge your full support of the Exit 33 Interchange Reconstruction and look forward to working with you to help bring this project to fruition.

Sincerely,

Benjamin B. Branyan
Town Manager

FROM THE DESK OF SCOTT A. HILL			
JUN 30 2005			
	F.Y.I.	PLS DO	PLS SEE ME
J. ANDREWS			
K. HALL			
R. MESSINA			
J. WALESZCZYK			



Governor's Office Tracking Sheet

Control No: 73862 *Received:* 07/05/2005 *Due:* 07/19/2005 *Response:* 07/05/2005

Issue: Transportation - Interstate 95
 Interchange at exit 33

Type: Electronic Mail
Status: Closed Correspondence

Origin: Mr. Mark Wynnich
 mwynnich@weinwyncpa.com
 email, CT 00000-0000

DEPARTMENT OF TRANSPORTATION

Remarks:

JUL 05 2005

Referred By: Jeff Litke

COMMISSIONER'S OFFICE

Referred To: Commissioner Steve Korta (860) 594-3000

Action: Please Respond Directly to Constituent

Referred: 07/05/2005 *Due:* 07/19/2005 *Returned:* 07/05/2005

Notes:

07/05/05:

Please respond directly to the constituent, regarding the following letter, on behalf of Governor Rell. Also, please acknowledge that the Governor referred it to your agency.

It is not necessary to send a copy of response to the Governor's Office. The constituent has been instructed to contact the Governor's Office directly if they do not hear from the Agency within two (2) weeks.

If you have any questions, I can be reached at 524-7302. Thank you.

Jeff Litke
Staff Assistant
Office of the Governor

07/05/05:

-----Original Message-----

From: Mark Wynnich [mailto:mwynnich@weinwyncpa.com]

Sent: Tuesday, July 05, 2005 10:56 AM

To: Governor Rell

Cc: John.Harkins@housegop.state.ct.us; keith.hall@po.state.ct.us; cynthia.holden@po.state.ct.us;
edgar.hurle@po.state.ct.us; newton@senatedems.state.ct.us; george.gunther@po.state.ct.us;

lawrence.g.miller@cga.ct.gov; terry.backer@po.state.ct.us; John.Harkins@housegop.state.ct.us;

o_neal_alvin@sbcglobal.net; gavinforrester@prodigy.net; NEFEA@aol.com; jmfhillgenesq@ndscontrol.com;

boachcrudo@aol.com; mh001@earthlink.net; naldrichcpa@aol.com; Phil.Pepin@asml.com; Laura Hoydick;

Roger Salls; tab@bjklaw.us; Mark Wynnich

Subject: Re: full interchange at Exit 33 I-95

While I agree that a full interchange at Exit 33 off of I-95 is necessary and long overdue, I would delay the start of any work on this project until at least one-year after the entire I-95 Bridgeport Corridor project is completed.

As a resident of Milford, I am inconvenienced by the lack of a full interchange at Exit 33 when I wish to patronize stores in that area such as The Home Depot, Wal-Mart, Petco, Stop & Shop, etc. I have to get off at the exit before (# 34 in Milford) or the exit after (# 32 in Stratford) and then take local roads that are often congested with traffic, especially during commuting hours or on weekends, due to stop signs and traffic lights. This inconvenience, at times, has turned me away from stores in that area in favor of ones that are easier and quicker to access although further away.

However, as a Milford resident that has been commuting from Exit 36 to my office in Fairfield off of Exit 24 since August 2003 using I-95 South, I am increasingly frustrated by the daily bumper-to-bumper traffic that moves less than 15 mph (sometimes 5 -10 mph, if at all) that starts anywhere from Exits 33-31 and continues that way all the way to Exit 24. This is a direct result of the I-95 Bridgeport Corridor project. This congestion occurs everyday during commuting hours and often occurs during non-commuting hours. Without congestion, this commute would usually take 15 - 20 minutes. With the congestion, it takes 45 minutes and as long as 90 minutes to go 10 miles! It has forced me to detour off of I-95 and take local roads with the accompanying inconvenience due to turns, stop signs, stop lights, and traffic. My alternate route using the Merritt Parkway is not much better. Currently, that route takes about 30 - 40 minutes, sometimes 45 - 50 minutes due to traffic backing up during commuting hours at Exit 48 on the Merritt Parkway. This used to be even worse before they opened up the new lanes on the Sikorsky Bridge. Prior to commuting to Fairfield, I used to commute from Milford to Trumbull. My primary route was the Merritt Parkway over the Sikorsky Bridge both before and after the bridge reconstruction project started. That was a commuting disaster due to increased time as well as the perception of loss of control on the steel grid deck of the bridge.

In summary, my commutes for the last ten years have rarely been easy, smooth and quick. I would just like to enjoy an easy, smooth and quick commute for just one year. That is why I would strongly request that any work on Exit 33 be delayed until at least one year after the completion of the entire I-95 Bridgeport Corridor project.

Mark M. Wynnich, CPA
Weinshel, Wynnich & Associates, LLC
418 Meadow Street, Suite 201
Fairfield, CT 06824

Tel: 203-367-2022
Fax: 203-367-1040
E-mail: mwynnick@weinwyncpa.com

The information contained in this e-mail is privileged and confidential information intended solely for the use of the addressee named above. If the reader of this message is not the intended recipient, you are hereby notified that any use, dissemination, distribution or reproduction of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by e-mail or telephone. Thank you.

Hall, Keith T.

From: Hurle, Edgar T.
Sent: Wednesday, July 06, 2005 9:49 AM
o: Hall, Keith T.
Subject: FW: I-95 Exit 33 Stratford-Comments

For files only, no response required.

-----Original Message-----

From: Armstrong, Richard B.
Sent: Wednesday, July 06, 2005 9:19 AM
To: 'theitalianking1@aol.com'
Subject: I-95 Exit 33 Stratford-Comments

Dear Mr. Wilder:

Thank you for your comments concerning the proposed improvements to I-95 interchange 33. The Department of Transportation will continue to consider all comments and recommendations received from the general public and federal, state and local officials.

Again, thank you for taking the time to comment.

Sincerely,

Richard Armstrong
Principal Engineer-Consultant Design
Connecticut Department of Transportation

--Original Message--

From: theitalianking1@aol.com [mailto:theitalianking1@aol.com]
Sent: Tuesday, July 05, 2005 12:06 AM
To: webmaster.conndot@po.state.ct.us
Subject: General Comment

Name: jack wilder
Contact phone number:
Contact E-mail address: theitalianking1@aol.com

Comment: to whom this may concern,
there is a project that is under consideration by you (dot). the exit 33 interchange completion on i95 in stratford, which will be done in conjunction with the moose wheeler bridge replacement. recently, you may have been hearing a lot of people being opposed to this project. i would like to say this small minority of people do not reflect the view of the whole town. they do not speak for those who shop on route 1. it is a hassle not being able to get off the exit. one must go around and waste time to get to the place of choice near exit 33. this project will help spur economic growth in stratford, especially along the depressed route 1 corridor. others and i are in favor of this project. i am writing to you on behalf of those who are in favor of this project. as for those who are opposed, this small minority does not know what they are talking about. they are blinded by thier own ignorance. if this project was so bad, then why are most on the town council in favor of it and why is the chamber of commerce in favor of it as well? go figure. i urge you to keep this project on its way to becoming a reality. use what resources you need to disprove these obstructionists wrong. thank you for your time and effort.

Hall, Keith T.

From: FREDERIC HYATT [fdhyatt@snet.net]
Sent: Thursday, June 30, 2005 3:43 PM
To: Hall, Keith T.
Subject: RE: Exit 33 full interchange on I-95

Discussed via
 phone. No reply
 Required
 KHA

Keith; Here is the gist of my message you couldn't open or didn't receive.

Has the comment period of the draft EIS ended... you said yes. The reason I asked the question was two things that I feel should be included in the administrative record for future reference.

(1) I didn't see anything in the EIS addressing the emergency evacuation route for Lordship and south end residents along Elm St. and east along Ferry Blvd to the new on-ramp to New Haven. The south end of town is subject to flooding during hurricanes, nor-easterners and river flooding. When this occurs residents have problems getting to higher ground or home if they have to travel under the viaducts on Main and adjoining streets that go under the Amtrak and Metro North rail lines. This is a public safety issue because evacuation route signs are already posted on Elm St.

(2) Dresser Industries, a top 10 employee in town, was not addressed as being in the study area of the EIS. Dresser Industries is just north of the Dock Shopping center along East Main St. A Dresser representative to the EDC Commission feels that their employees would directly benefit from both new on/off ramps in getting to and from work.

Other areas of concern not related to the EIS but may be appropriate for inclusion in the Administrative record are:

(1) Opposition to the new ramps is based in part on a DOT proposal to include a Tractor trailer parking area in the vicinity of the three Shopping malls adjacent to the ramps. Please clarify if this is true or that the DOT proposal calls for nothing more than better access roads to these shopping malls.

(2) Opposition to the new ramps is based in part on the creation of retention pond(s) that will create a mosquito breeding area. My understanding is the pond(s) are a design requirement for highway intersections like this and that the pond(s) are required for an ongoing project for the Moses Wheeler bridge. I would think this is a universal problem in highway design and the Federal and maybe the State DOT have ongoing R&D project to minimize or eliminate mosquito breeding as a concern to residents.

Thanks for taking the time to talk to me. I know you have a lot of mail to answer but please don't send me the bed bug letter response. I can wait to hear from you with the best answers you can give me so the Commission has a fully informed understanding of the issues.

Frederic D. Hyatt
 Chairman Stratford EDC
 (203) 375-1967

"Hall, Keith T." <Keith.Hall@po.state.ct.us> wrote:

Good Afternoon Mr. Hyatt

Unfortunately, the attachment didn't come through. Could you perhaps cut and paste the text and re-

6/30/2005



TOWN OF STRATFORD

CONNECTICUT
06615

DEPARTMENT OF TRANSPORTATION

JUL 26 2005

COMMISSIONER'S OFFICE

July 19, 2005

Commissioner Stephen E. Kota II
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131-7546

Dear Commissioner Kota,

The purpose of this letter is to convey the Town of Stratford Economic Development Commission's support for the proposed I-95 exit 33 project.

At its regularly scheduled meeting on July 6, 2005, the Commission by a unanimous vote endorsed the reconstruction of exit 33 on I-95 to a full interchange. This endorsement is based in part on statements in the Connecticut Department of Transportation draft EIS that support our economic development objectives for Stratford including the improved access and traffic flow that will result. There are also public safety issues not mentioned in the EIS for emergency evacuation of Lordship and the 100 year flood plain areas in the south end of town. Evacuation routes on Elm Street and Ferry Boulevard will be improved by the additional northbound exit to I-95.

The Commission recently completed a survey of 1800 businesses in Stratford. A majority of replies supports the full interchange. The survey replies also show the top four areas for Stratford to focus its revitalization efforts on are the Shakespeare Theater, the Army Engine Plant, waterfront development and the Ferry Blvd/Stratford Avenue business corridor. All these areas will benefit from the full interchange. Also, the State of Connecticut has designated the closed Army Engine Plant a Defense Plant zone and it will derive many of the benefits of an Enterprise zone.

Please consider these factors in DOT decisions and funding to proceed with this project.


Frederic D. Hyatt
EDC Chairman

TOWN OF STRATFORD
ECONOMIC DEVELOPMENT COMMISSION

FREDERIC D. HYATT
Chairman

654 Osage Lane
Stratford, CT 06614

(203) 375-1967
E-mail: fdhyatt@snet.net

2174

Cc George Gunther, State Senator 21 st District
John Harkins, State Representative 120th District
Terry Backer, State Representative 121st District
James Abromaitis, Commissioner of Economic Development
Joseph Crudo, Town of Stratford Councilman at Large
Benjamin Branyan, Stratford Town Manager
Diane Toolan, Director, Stratford Economic Development Dept.
Roger Salls, President, Stratford chamber of Commerce
EDC Commissioners





State of Connecticut
HOUSE OF REPRESENTATIVES
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

DEPARTMENT OF TRANSPORTATION

AUG 23 2005

COMMISSIONER'S OFFICE

REPRESENTATIVE JOHN A. HARKINS
ONE HUNDRED TWENTIETH DISTRICT

1036 WHIPPOORWILL LANE
STRATFORD, CONNECTICUT 06497
TELEPHONES
HOME: (203) 377-1019
CAPITOL: (860) 240-8700
IN STATE TOLL FREE: 1-800-842-1423
E-mail: John.Harkins@housegop.state.ct.us

ASSISTANT MINORITY LEADER

MEMBER
BANKS COMMITTEE
INSURANCE AND REAL ESTATE COMMITTEE
TRANSPORTATION COMMITTEE

STATE CHAIRMAN
ALEC

August 19, 2005

Commissioner Stephen E. Korta II
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 0671-7456

Subject: Interstate 95 Exit 33
Stratford

Dear Commissioner Korta,

I am lending my support to the design and construction of the proposed full interchange at Exit 33 on I-95. The original draft of this proposal was completed on January 6, 2000. The environmental assessment has been completed and we await the final plan and design. Over the years, local leaders, elected officials and the business community have been solidly committed and supportive to the construction of this interchange.

Over fifty years ago when I-95 was constructed, Exit 33 was proposed to be a full interchange. Location of a toll plaza in Stratford resulted in a partial interchange that had a lasting, negative effect on the community.

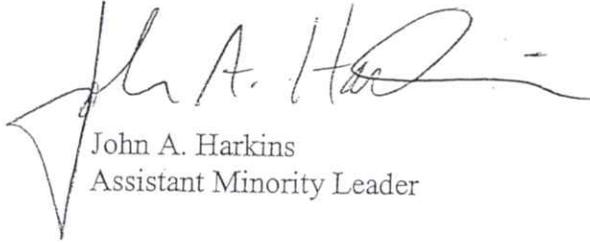
Construction of a full interchange at Exit 33 will alleviate unnecessary local traffic from Exits 32 and 34 allow for direct access to U.S. Highway #1 in Stratford. Future economic development plans for Stratford at the former U.S. Army Engine Plant, Shakespeare Theater, Connecticut Air and Space Museum, revitalization of U.S. Highway #1 and Ferry Boulevard depend upon completion of the proposed full interchange.

2462

Commissioner Korta
Page 2
August 19, 2005

I urge the D.O.T. to finalize the planning and design of this project so that a full interchange at Exit 33 finally becomes reality. Your attention to this matter is appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Harkins". The signature is stylized with a large, sweeping initial "J" and a long horizontal flourish extending to the right.

John A. Harkins
Assistant Minority Leader

ROBERT ANDRÉ MAUBORGNE
60 FERRY COURT
STRATFORD, CONNECTICUT 06615

May 20, 2005

Edgar T. Hurle
Transportation Planning Director
Bureau of Policy and Planning
State Of Connecticut
Department of Transportation
200 Berlin Turnpike
Newington, Connecticut 06131-7546

RE: State Project No. 138--223

Dear Sir:

The above State Project No. 138-223 is great mistake and flaw.

I am enclosing a copy a letter dated May 19, 1995 to Joseph Crudo,
Council Chairman, Town of Stratford, of factual concerns.

These are concerns of the assessment of environmental and social
economic impact that affect the Code of Federal Regulation (23 CFR
Part 771 Environmental Impact.

There is NO justification or documentation of evidence that serve this
cause for this project that will serve the pest interest to the public.

Trusting that logic and prudent reasoning will prevail to prevent this
project from going forward at this time, that serves the best interest to
the people and the environment.

Sincerely yours,



KTH

May 19

COPY

ROBERT ANDRÉ MAUBORGNE
60 FERRY COURT
STRATFORD, CONNECTICUT 06615

May 19, 2005

Joseph Crudo, Council Chairman
Town of Stratford
Town Hall
Stratford, CT 06615

Dear Councilman Crudo:

On May 9, 2005, Minutes of Meeting, your council members voted unanimously to support for the project and urges the Connecticut Department of Transportation to continue its work in order to successfully construct the full interchange at Exit 33.

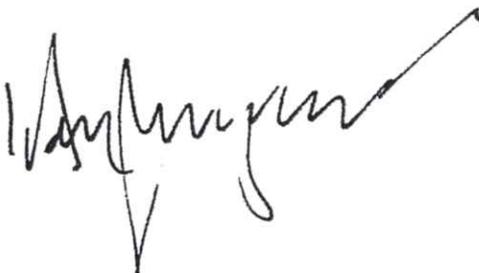
This is a great mistake and flaw.

The area is a toxic area, could affect the purity of water, health hazards, traffic flow, noise, artificial lighting, crime, devaluation of real estate residential property.

The Town of Stratford has not made an environmental study by any of the town commissions with relation to the above matter.

The council trust and understanding to rethink and resolve this matter at this time and repeal this resolution as given.

Sincerely yours,



Date 5/27/05
 TO: Governor Jodi Reel
210 Capital Ave., Room 200
State Capitol, Hadd, Ct. 06106

- I am writing this letter to you to tell you, that as a citizen in the state of Connecticut, I am unequivocally opposed to DOT State Project No. 138-223 interchange 33 entrance and exit additions to I-95. This project uses taxpayer money to fund a project whose only benefit will be to increase traffic to the "big-box" retailers currently located in that area of Stratford, namely, Home Depot, Walmart and Shaw's. These are the same retailers who are currently enjoying a five year tax break from Stratford, thus forcing the local citizenry to bear the burden of the business's taxes. We have better projects for our taxes..
- There is already an exit and an entrance right there and within 6/10 miles in either direction there are additional entrances and exits. For years all of us, including lawmakers, have both said and heard that we need to decrease the number of ingresses and egresses on the highway. In addition, there are many dead-end streets in the area. We know people will not be able to get in or out at times. What if there is an emergency or an accident on I-95 and traffic spills out onto local streets? This is already a nightmare for those of us who live near I-95.
- This project will cause a significant decrease in the quality of life for the residents living in the area. There will be a marked increase in noise, air pollution, both foot and vehicular traffic, crime, mosquitoes etc. There will probably be nighttime work with the incumbent use of very strong lights and very loud machinery which will render many residents sleepless over long periods of time.
- In addition, and perhaps, most importantly, there are serious health concerns associated with this. There is known Raymark asbestos buried in the ground where machinery will dig. While not hazardous when buried, it becomes very dangerous when airborne. There is also the movement of very contaminated ground water, which ends up in Ferry creek and then on into the Sound and also into a suggested holding pond, where, as we all know, mosquitoes which could be carrying the West Nile virus could breed. Many residents in the area have already had VOCs showing up in their basements and have had to have this remediated. But we continue to be plagued with this. The "clean-up" of the Raymark Superfund site did not really clean it all up. It is going to continue to haunt us for a long time to come.
- Finally, you are an elected official, put in office by the same taxpayers on whom you want to visit this disastrous mistake. We can and will change things using every legal political process possible. You were elected to serve us, not we, you.

Signed: Stephanie Brackbill
 Address: 44 Cottage Pl.
Slyd, Ct. 06614

* Please see enclosed articles also.

Ct. Post, May 24, 2005

New exit a bad idea

The 11 Stratford residents who are fighting the state Department of Transportation's plan to expand the Interstate 95 interchange at Exit 33 are on the right track.

Such a project, while having some worthwhile benefits — but mostly for the large retail chains at the former Raymark property, however — should be abandoned, if not forever, than at least for the foreseeable future.

Ask anyone who has driven through Fairfield County on the busy highway in the last 10 to 15 years — the last thing needed on I-95 is another construction project, especially one of dubious need.

If there was a serious traffic configuration problem, or a structural flaw that would be corrected by another highway construction job, then it would be hard to argue against it.

For instance, while it has been a huge inconvenience, the reconstruction of the I-95 corridor through Bridgeport is worthwhile, because it will result in a safer roadway configuration, full shoulders on both sides of each lane of travel, and a smoother interchange with Route 25.

But the project proposed at Exit 33 — which would add a southbound exit ramp and a northbound entrance ramp — has no such valuable features. Essentially, it would make it easier for motorists to use the highway.

At a time of severe traffic congestion, this is the wrong approach for the state DOT to take.

Instead of encouraging people to use the highway, we must encourage them to do the opposite.

Instead of more exit and entrance ramps, we need fewer of them.

Exit 33: Groups banning together to stop project

Continued from page 1

- that added ramps could hinder efforts to reduce traffic congestion on I-95.
- noise from large trucks would increase in the area.
- mosquito breeding would be spurred by a proposed retention pond.
- green space would be lost.
- crime would increase because of easier access to the highway.

Dugan said the vast majority of about 30 residents attending a public hearing on the project last month opposed it.

What really seems to be happening is the big-box retailers and the Chamber of Commerce in town are driving this, not the residents," said Dugan, of 65 Ferry Court, a condo complex that would directly face

the new entrance ramp.

"This project would have a devastating impact on traffic in our area, and we believe it would also actually hurt businesses because of the increased traffic that will keep people away from the local stores," said Dugan.

Ron Mazzei, also a member of SAFE and the Raymark Advisory Committee, said members of both groups will be filing a petition in opposition to the planned interchange changes.

"We're totally against it," said Mazzei. "What about the people on Ferry Blvd? When they start the construction, what is it going to do to the businesses there, and the condos?"

But Town Council Chairman Joseph Crudo, Ret- large, said the project is crucial to the town's future economic development.

"I totally support the project. I think Rep. (John) Harkins, R-Stratford, said it best — this will be a boon to our economic development plans down the road," said Crudo.

Crudo also pointed out the project is not scheduled to begin until 2008.

"I think this is long overdue," said Harkins. "We are talking about economic development and pending projects, so it's important to create better access to businesses and I believe this project will provide that."

Keith Hall, transportation supervising planner for the DOT, said "the proposal is to create a full interchange from what is now a half interchange at Exit 33 in Stratford."

Hall said the DOT would have to fully evaluate opposition to the plan that "dealt with a number of issues, noise, air quality, hazardous waste being near the former

Raymark site & water retention

A6 ★ CONNECTICUT POST

4. Post, Wed., May

Stratford

By **JOAN STABLEFORD**
Correspondent

STRATFORD — About 25 residents crowded a small room at the Sterling House Tuesday night, outraged over the \$11 million state plan to expand Interstate 95's exit 33 interchange.

"This is a serious health issue. I am very troubled by it," said Barbara Dugan, a Ferry Court resident. "When I grew up in New Jersey, I was exposed to trichlorethylene [TCE] and as a result, have health problems. There are chemicals in the soil from Raymark and exposure is likely."

The state has proposed adding a southbound exit ramp and a northbound entrance ramp to I-95 at exit 33 at Ferry and Veterans boulevards. Currently, there is only a northbound exit and a southbound entrance at that exit.

The state introduced its proposal at a town meeting in April and the Town Council has endorsed the proposal, citing potential economic development advantages.

The construction area is located on a Superfund site, left over from the former Raymark property that contains very hazardous wastes, said Cottage Place resident Charles Perez, member of the citizens group Stratford Action For the Environment (SAFE).

Wal-Mart, Shaw's and The Home Depot occupy the former industrial site.

"The only ones who benefit from this are Wal-Mart, Shaw's and Home Depot, who already got a tax break for five years," Cottage Place resident Stephanie Brackett said.

More than \$250 million has already been spent to contain the hazardous waste and new construction will only unearth more problems for Stratford citizens, Perez said.

Perez said he is afraid that volatile "organic" compounds (VOCs) — such as airborne-released asbestos, lead, TCE, vinyl chloride, PCBs and dioxins — are most likely present in the soil that would have to be re-

Already, 110 homes in the area have had VOC mitigation systems installed.

"Once they dig the stuff up, where are they going to put it?" said Housatonic Avenue resident Ron Massey, a member of the Raymark Advisory Committee, as well as SAFE.

"Prior to the Raymark Advisory Committee," he said, "the EPA wanted to dump it all over the place."

"This is really a quality-of-life issue," said Willow Avenue resident Kevin Downs, a father of two small children. "The soil on two sections of upper Fair Creek hasn't even been touched yet."

Edwin Fordham, owner of the Housatonic Marina, said that before he built his marina in the late 1980s, the EPA and state Department of Environmental Protection told him not to worry about asbestos. Then,

Wednesday, May 25, 2005

REGIONAL NEWS

Residents protest \$11m expansion of I-95 exit

The early 1990s, they added, property to the Superfund site because of contamination. Beyond soil contamination, residents cited increased traffic congestion, noise pollution, polluted ground water systems with run-off in proposed settling pond that will breed mosquitoes and the elimination of green space.

Many small businesses on Ferry Boulevard will also be negatively affected by the construction and traffic, Perez said. "If we don't fight these people, we'll lose the battle," said Robert Mauborgne, of Ferry Court. "This is illogical. The town [council] forgets that we are their bosses."

SAFE members have a campaign to get signatures of residents who oppose the expansion. It has also urged residents to write letters to the Town Council and the state Department of Transportation, as well as to their state representatives.

SAFE is also urging every resident opposed to the expansion I-95 interchange to attend the next Town Council meeting on June 13 and speak out against the proposal.

Date Commissioner Hurd
TO: DOT
2800 Berlin Tpke.
Newington, Ct. 06131-7546

- I am writing this letter to you to tell you, that as a citizen in the state of Connecticut, I am unequivocally opposed to DOT State Project No. 138-223 interchange 33 entrance and exit additions to I-95. This project uses taxpayer money to fund a project whose only benefit will be to increase traffic to the "big-box" retailers currently located in that area of Stratford, namely, Home Depot, Walmart and Shaw's. These are the same retailers who are currently enjoying a five year tax break from Stratford, thus forcing the local citizenry to bear the burden of the business's taxes. We have better projects for our taxes..
- There is already an exit and an entrance right there and within 6/10 miles in either direction there are additional entrances and exits. For years all of us, including lawmakers, have both said and heard that we need to decrease the number of ingresses and egresses on the highway. In addition, there are many dead-end streets in the area. We know people will not be able to get in or out at times. What if there is an emergency or an accident on I-95 and traffic spills out onto local streets? This is already a nightmare for those of us who live near I-95.
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- In addition, and perhaps, most importantly, there are serious health concerns associated with this. There is known Raymark asbestos buried in the ground where machinery will dig. While not hazardous when buried, it becomes very dangerous when airborne. There is also the movement of very contaminated ground water, which ends up in Ferry creek and then on into the Sound and also into a suggested holding pond, where, as we all know, mosquitoes which could be carrying the West Nile virus could breed. Many residents in the area have already had VOCs showing up in their basements and have had to have this remediated. But we continue to be plagued with this. The "clean-up" of the Raymark Superfund site did not really clean it all up. It is going to continue to haunt us for a long time to come.

*You were not
but your job
is political.*

◀ Finally, you are an elected official, put in office by the same taxpayers on whom you want to visit this disastrous mistake. We can and will change things using every legal political process possible. You were elected to serve us, not we, you.

Signed: Stephanie Braswell
Address: 44 Cottage Pl
Slyd, Ct 06114

KTH

Stratford Bard, 5/20/05

Groups put brakes on Exit 33

By Richard Weizel
Bard Correspondent

Several groups have joined forces to try and convince the state's Department of Transportation not to proceed with an \$11 million DOT plan to expand and add exit and entrance ramps to Interstate 95's Exit 33 interchange.

Stratford Action for the Environment and the Ferry Court Condo Association group, among others, are now working together to gather as many signatures as possible in a petition drive to stop the proposal.

"It would be a nightmare, a complete disaster for residents and businesses in the Ferry Boulevard area," said SAFE President Charles Perez, who is also a member of the Raymark Advisory

"It would be a nightmare, a complete disaster ..."

Charles Perez
SAFE president

Committee - a panel also concerned about the plan.

"There's no reason this project needs to happen," said Perez. "All it will do is create more traffic, noise, pollution, crime and hurt the environment by releasing more toxic materials into the air and creating a breeding ground for West Nile carrying mosquitoes."

About a dozen residents from the Ferry Court Condos also recently sent a letter of protest against the proposal to Edgar T. Hurlle, the transportation-planning director for the state DOT.

Despite the unanimous approval last week by the Town Council, which sent the plan to the Ordinance Committee for public hearing later this month, residents who live near the area of the proposed project have requested that the DOT scrap the plans.

Presented by DOT officials in April at a public hearing at Town Hall, the plans call for adding a southbound exit ramp and northbound entrance ramp to I-95 at Ferry and Veterans boulevards to create what was originally intended in Stratford during the 1950s.

Currently, there is only a northbound exit and southbound entrance at Exit 33.

Robert J. Dugan, a Ferry Court resident, and 10 others at the condo complex who sent the letter to Hurlle, oppose the interchange expansion because they maintain in their letter that construction could have a negative impact on the area in number of ways.

They say in the letter the project would:

- disturb pollutants in the soil from nearby former

Exit 33: Groups banning together to stop project

◆ Continued from page 1

industrial sites.

- that added ramps could hinder efforts to reduce traffic congestion on I-95;
- noise from large trucks would increase in the area;
- mosquito breeding would be spurred by a proposed retention pond;
- green space would be lost;
- crime would increase because of easier access to the highway.

Dugan said the vast majority of about 30 residents attending a public hearing on the project last month opposed it.

"What really seems to be happening is the big-box retailers and the Chamber of Commerce, in town are driving this, not the residents," said Dugan, of 65 Ferry Court, a condo complex that would directly face

the new entrance ramp.

"This project would have a devastating impact on traffic in our area, and we believe it would also actually hurt businesses because of the increased traffic that will keep people away from the local stores," said Dugan.

Ron Mazzey, also a member of SAFE and the Raymark Advisory Committee, said members of both group will be filing a petition in opposition to the planned interchange changes.

"We're totally against it," said Mazzey. "What about the people on Ferry Blvd? When they start the construction, what is it going to do to the businesses there, and the condos."

But Town Council Chairman Joseph Crudo, R-at-large, said the project is crucial to the town's future economic development.

"I totally support the project, I think Rep. (John) Harkins, R-Stratford, said it best — this will be a boon to our economic development plans down the road," said Crudo.

Crudo also pointed out the project is not scheduled to begin until 2008.

"I think this is long overdue," said Harkins. "We are talking about economic development and pending projects, so it's important to create better access to businesses and I believe this project will provide that."

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CT. Post., Wed., May
Stratford

By **JOAN STABLEFORD**
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"This is a serious health issue, I am very troubled by it," said Barbara Dugan, a Ferry Court resident. "When I grew up in New Jersey, I was exposed to trichlorethylene [TCE] and as a result, have health problems. There are chemicals in the soil from Raymark and exposure is likely."

The state has proposed adding a southbound exit ramp and a northbound entrance ramp to I-95 at exit 33 at Ferry and Veterans boulevards. Currently, there is only a northbound exit and a southbound entrance at that exit.

The state introduced its proposal at a town meeting in April and the Town Council has endorsed the proposal, citing potential economic development advantages.

The construction area is located on a Superfund site, left over from the former Raymark property, that contains very hazardous wastes, said Cottage Place resident Charles Perez, member of the citizens' group Stratford Action For the Environment (SAFE).

Wal-Mart, Shaw's and The Home Depot occupy the former industrial site.

"The only ones who benefit from this are Wal-Mart, Shaw's and Home Depot, who already got a tax break for five years," Cottage Place resident Stephanie Brackett said.

More than \$250 million has already been spent to contain the hazardous waste and new construction will only unearth more problems for Stratford citizens, Perez said.

Perez said he is afraid that volatile organic compounds (VOCs) — such as airborne-released asbestos, lead, TCE, vinyl chloride, PCBs and dioxins — are most likely present in the soil that would have to be re-

Already, 110 homes in the area have had VOC-mitigation systems installed.

"Once they dig the stuff up, where are they going to put it?" said Housatonic Avenue resident Ron Massey, a member of the Raymark Advisory Committee, as well as SAFE.

"Prior to the Raymark Advisory Committee," he said, "the EPA wanted to dump it all over the place."

"This is really a quality-of-life issue," said Willow Avenue resident Kevin Downs, a father of two small children. "The soil on two sections of upper Fair Creek hasn't even been touched yet."

Edwin Fordham, owner of the Housatonic Marina, said that before he built his marina in the late 1980s, the EPA and state Department of Environmental Protection told him not to worry about asbestos. Then,

Wednesday, May 25, 2005

REGIONAL NEWS

25, 2005 Residents protest \$11m expansion of I-95 exit

In the early 1990s, they added his property to the Superfund list because of contamination.

Beyond soil contamination, the residents cited increased traffic congestion, noise pollution, polluted ground water sys-

tems with run-off, a proposed settling pond that will breed mosquitoes, and the elimination of green space.

Many small businesses on Ferry Boulevard will also be negatively affected by the con-

struction and traffic, Perez said.

"If we don't fight these people, we'll lose the battle," said Robert Mauborgne, of Ferry Court. "This is illogical. The town [council] forgets that we are their bosses."

SAFE members have mounted a campaign to get signatures of residents who oppose the construction. It has also urged residents to write letters to the Town Council and the state Department of Transportation, as well

as to their state representatives.

SAFE is also urging every resident opposed to the expanded I-95 interchange to attend the next Town Council meeting on June 13 and speak out against the proposal.

Frank T. Dunn, Jr.
448 Housatonic Avenue
Stratford, Connecticut 06615
(203) 380-2388

The Honorable M. Jodi Rell
Governor
The State of Connecticut
Room 200
State Capitol
Hartford, CT 06106

Re: State Project No. 138-223, a.k.a., Make I-95 More Dangerous

Dear Governor Rell,

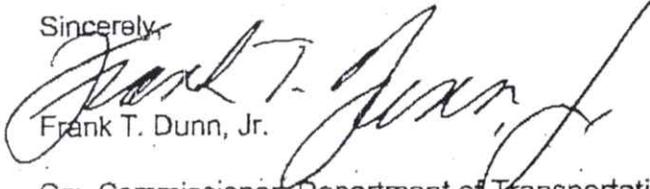
This is a request that you ask the Department of Transportation to stop its policy of making I-95 more dangerous for Connecticut residents. Specifically, please do **not** allow the DoT to expand the Exit 33 exchange in Stratford because doing so will only increase the risk level of using I-95 in Fairfield and New Haven counties.

Under the DoT's State Project No. 138-223, two more exit and entrance ramps will be grafted onto an already over-interchanged highway. The expanded Interchange 33 will present drivers with two more DoT designed road hazards as they go through the I-95 gauntlet of dips, curves, short sight lines, insanely abrupt entrance and exit ramps, and endless construction-without-actual-improvement projects. You are fortunate that the DoT is not subject to professional malpractice and product liability suits from consumers of I-95.

If DoT was actually concerned with the safe transport of Connecticut residents, it would be **closing interchanges, not expanding them**. Simultaneously, DoT would be lengthening the remaining I-95 interchanges to reduce the risks that these ramps have presented for 50 years.

To close, I-95 is too badly designed and far too crowded to permit the number of existing interchanges, let alone add more. To have the DoT proceed with construction of an expanded Interchange 33 on I-95 will simply be raising the already high risk factor of this road.

Sincerely,


Frank T. Dunn, Jr.

Cc: Commissioner, Department of Transportation
Senator George Gunther, Senate 21st District
Representative John Harkins, 120th District
Representative Lawrence G. Miller, 122nd District
Benjamin Branyan, Town Manager, Stratford

ROBERT ANDRÉ MAUBORGNE
60 FERRY COURT
STRATFORD, CONNECTICUT 06615

June 20, 2005

State of Connecticut
Department of Transportation
Edgar T. Hurle, Transportation Director
Bureau of Policy and Planning
200 Berlin Turnpike, P.O. Box 317546
Newington, Connecticut, 06131-7546

Dear Director Hurle:

RE: State Project No. 138-223

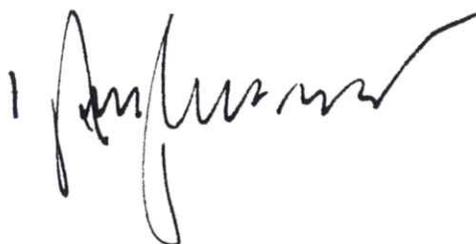
With reference to your letter dated May 6, 2005, the facts do not support the need of a safe adequate corridor based on the merits of history to insure safe adequate transportation.

This is ideological political un-prudent cost to the State of Connecticut, and does not consider on the social and environmental impact to the residence where people abode in this area.

The facts are clear, the opposition by persons signed petition to this project is overwhelming, and there is no logical reasoning with this insight.

Please take the time to respond to this format of understanding as herewith given.

Sincerely yours,



KTH

Hall, Keith T.

From: Don Henault [d.henaultii@sbcglobal.net]

Sent: Tuesday, June 28, 2005 10:46 AM

To: John.Harkins@housegop.state.ct.us; keith.hall@po.state.ct.us; cynthia.holden@po.state.ct.us; edgar.hurle@po.state.ct.us; newton@senatedems.state.ct.us; george.gunther@po.state.ct.us; lawrence.g.miller@cga.ct.gov; terry.backer@po.state.ct.us; o_neal_alvin@sbcglobal.net; gavinforrester@prodigy.net; NEFEA@aol.com; jmfhillgenesq@ndscontrol.com; coachcrudo@aol.com; mh001@earthlink.net; naldrichcpa@aol.com; Phil.Pepin@asml.com; hoydick@brbc.org; RSalls5376@aol.com; tab@bjklaw.us; townmanager@townofstratford.com; stratfordstar@add-inc.com

Subject: I-95 Exit 33 Interchange Project

To all Concerned:

I am **NOT** in favor of the Exit 33 interchange project slated for the Town of Stratford.

This project will not bring any additional economic development to the Town of Stratford. There is little or no undeveloped land in this section of Town that would benefit from this project. The only way, is if you planning the seize the residential properties in the area for commercial development.

Those of us ,who live off on Ferry Boulevard have enough trouble as it is leaving our streets with the existing traffic, with extra traffic the generated by the new Interchange it will be near impossible to leave our homes at all. Not to mention the reductions in our property values quality of life.

This project is not in the best interest of the residents of the Town of Stratford. This Project should be scraped and the funds used to bolster programs our Education System or additional funding for our community centers which would have a much greater impact on the Town of Stratford than a new entrance ramp I-95.

Donald N Henault II
89 Riverview Place
Stratford, CT 06615
d.henaultii@sbcglobal.net

ROBERT ANDRÉ MAUBORGNE
60 FERRY COURT
STRATFORD, CONNECTICUT 06615

DEPARTMENT OF TRANSPORTATION

July 1, 2005

JUL 05 2005
COMMISSIONER'S OFFICE

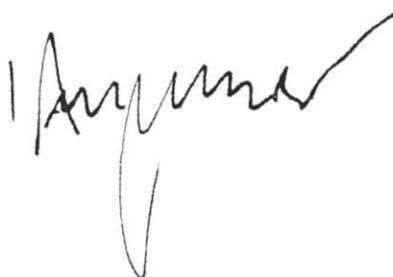
RE: State Project No. 138-223

Dear Commissioner Korta:

I am inclosing a copy of a letter to Edgar T. Hurle, of which I requested information of which I have not received as of this date.

I request that you review the context of my letter and trust that your office will take the necessary action to prevent this project to take place.

Sincerely yours,



State of Connecticut
Commissioner of Transportation
Stephen E. Korta, 2nd
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

2017

COPY

June 20

ROBERT ANDRÉ MAUBORGNE
60 FERRY COURT
STRATFORD, CONNECTICUT 06615

June 20, 2005

State of Connecticut
Department of Transportation
Edgar T. Hurle, Transportation Director
Bureau of Policy and Planning
200 Berlin Turnpike, P.O. Box 317546
Newington, Connecticut, 06131-7546

Dear Director Hurle:

RE: State Project No. 138-223

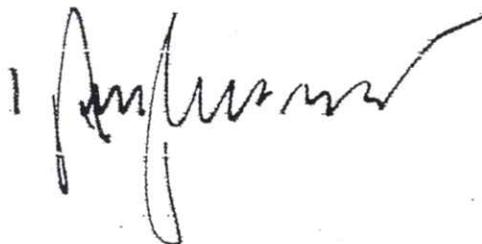
With reference to your letter dated May 6, 2005, the facts do not support the need of a safe adequate corridor based on the merits of history to insure safe adequate transportation.

This is ideological political un-prudent cost to the State of Connecticut, and does not consider on the social and environmental impact to the residence where people abode in this area.

The facts are clear, the opposition by persons signed petition to this project is overwhelming, and there is no logical reasoning with this insight.

Please take the time to respond to this format of understanding as herewith given.

Sincerely yours,



GOVERNOR'S OFFICE
Tracking Sheet

Control No: 74342 Received: 07/12/2005 Due: 07/27/2005 Response: 07/13/2005

Issue: Transportation - Interstate 95
Intersection at exit 33

Type: Electronic Mail
Status: Closed Correspondence

Origin: Ms. Sandra Zalik
858 Housatonic Avenue Extension
sandra.zalik@pb.com
Stratford, CT 06615

DEPARTMENT OF TRANSPORTATION
JUL 13 2005
COMMISSIONER'S OFFICE

Remarks:

Referred By: Jeff Litke

Referred To: Commissioner Steve Korta (860) 594-3000

Action: Please Respond Directly to Constituent

Referred: 07/13/2005 Due: 07/27/2005 Returned: 07/13/2005

Notes:

07/13/05:

Please respond directly to the constituent, regarding the following letter, on behalf of Governor Rell. Also, please acknowledge that the Governor referred it to your agency.

It is not necessary to send a copy of response to the Governor's Office. The constituent has been instructed to contact the Governor's Office directly if they do not hear from the Agency within two (2) weeks.

If you have any questions, I can be reached at 524-7302. Thank you.

Jeff Litke
Staff Assistant
Office of the Governor

07/13/05:

-----Original Message-----

From: sandra.zalik@pb.com [mailto:sandra.zalik@pb.com]

Sent: Tuesday, July 12, 2005 3:51 PM

To: Governor Rell

Subject: Exit 33 interchange

277G

Dear Governor Rell,

I am extremely concerned about the disastrous changes that are pending in my neighborhood.

First, with all the focus on transportation issues in Fairfield County, I cannot believe that anyone would consider ADDING exit and entrance ramps to I-95. We should be concerning ourselves with closing ramps to reduce local traffic and offer some relief to commuters. Second, Stratford has 4 exchanges already, all within approximately five miles. To suggest that we need more than that is hard to imagine.

The people of this neighborhood are horrified at the disruption this will cause in our lives. The construction, the noise, the additional traffic, the construction equipment will cause a nightmare that we dare not even imagine. Further, and more importantly, this construction is proposed to take place in the area of a Superfund site. The former Raybestos plant contamination has seeped into the ground water and is carried to the river. We feel that disrupting this area could cause a shift in the groundwater that could bring it closer to residential neighborhoods and endanger our families. Another ill-planned feature of this project is the 300 foot pond that is planned for this area. Not only will it be dug in the Superfund area, but it will also be a potential breeding place for mosquitos. Why on earth would a reasonable person want to create the possibility of breeding mosquitos that could carry life-threatening diseases to our neighborhood?

We don't feel that this project will add any value to our quality of life, but rather it stands to benefit only a small group of big box retailers that are already enjoying a very large tax rebate, which costs the taxpayers millions of dollars. The argument of improved economic benefit for the area rings hollow to all of us who know how busy the parking lots at these stores already are. Further, there is no potential added economic benefit since the area is fully developed. Any incidental development that might occur in the nearby area would be more easily accessible via exit 32.

Please help us!

Sincerely,
Sandra Zalik
858 Housatonic Avenue Extension
Stratford, CT 06615
203-378-3761

07/13/05:

-----Original Message-----

From: Litke, Jeff
Sent: Wednesday, July 13, 2005 8:59 AM
To: 'sandra.zalik@pb.com'
Subject: RE: Exit 33 interchange

July 13, 2005

Ms. Sandra Zalik
858 Housatonic Avenue Extension

RECEIVED

ROBERT ANDRÉ MAUBORGNE
60 FERRY COURT
STRATFORD, CONNECTICUT 06615

JUL 29 2005

July 28, 2005

ENVIRONMENTAL PLANNING
DIVISION

Edward T. Hurle
Transportation Planning Director
2800 Berlin Turnpike
Newington, Connecticut 06131-7546

RE: State Proposed Project 138-233

Dear Mr. Hurle:

This is to acknowledge your letter dated July 18, 2005.

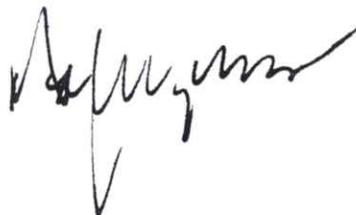
The substance of your comments, are not solving the problem of needs and economic costs in reality.

This project proposal is not on issues of logic, facts, science, infrastructure needs, human and natural resources and environmental impact as stated in your draft document.

Please illustrate what facts support this proposal in concise detail form as to the purpose and needs in substance not on theory.

Thank you.

Sincerely yours,



ROBERT ANDRÉ MAUBORGNE
60 FERRY COURT
STRATFORD, CONNECTICUT 06615

NAR
as P³¹ E.T.H.
8/8/05

August 4, 2005

Keith T. Hall
Transportation Supervising Planner
Bureau of Policy and Planning
State of Connecticut
Department of Transportation
2800 Berlin Turnpike
Newington, Connecticut 06131

RE: State Project No. 138-223

Dear Mr. Hall:

This is to acknowledge your letter dated August 2, 2005.

The mythological that you have touted in your letter is based on fiction.

I have been a resident in this location for 23 years, and I have never noticed any interchange problems, or safety problems of traffic at any hour of the day.

Please submit the following information that relates to the merits of your context in your letter of issue in your argument.

Please state the way this project, is to be funded, and by whom and paid for in total cost.

At present, the State of Connecticut has a debt issue, as well as the federal government.

Sincerely yours,

