

## REPORT OF MEETING

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**Meeting Date & Time:** April 3, 2013  
**Meeting Location:** Stratford Inn & Conference Center 7:00 – 9:30 p.m.  
**Project Name:** Runway Safety Area Improvements, Realignment of CT Route 113 (Main Street)  
**State Project No:** 15-336  
**URS Project Number:** 38397085  
**Town:** Stratford, CT  
Igor Sikorsky Memorial Airport (BDR), Owned by City of Bridgeport  
**Subject of Meeting:** Public Information and Scoping Meeting  
**Moderator:** URS Corporation (URS)  
**Project Team:**

Connecticut Department of Transportation

Rich Armstrong  
Steven Hebert  
Kimberly Lesay  
Denise Young  
Laurie LaRocca  
Mark Alexander  
Chris Samorajczyk

City Of Bridgeport

Stephen Ford  
John Ricci  
Lisa Trachtenburg

Federal Aviation Administration

Richard Doucette  
Gail Lattrell

CME Engineering

Dale Spencer

Fitzgerald and Halliday, Inc.

Dan Hageman

URS Corporation

Gerry D'Amico  
Roger Krahn  
Stephen Mitchell  
Gary Nash  
Sydney Neer

Marilyn Wade  
Fraser Walsh

**Regulatory Agency Representatives:**

U.S. Environmental Protection Agency

Ron Jennings  
Jim Murphy

Connecticut Department of Energy and Environmental Protection

Micheal Grzywinski  
Ronald Curran

**PROJECT INFORMATION PRESENTATION (7:00 pm – 8:00 pm):**

The project team present project information in power point format and included the following:

- URS – meeting format
- CT DOT – NEPA & CEPA process
- CME – Schedule & Cost
- URS – Design Elements
- CT DOT – Raymark Waste Removal
- CT DOT – Environmental Resource impacts and mitigation

**PUBLIC COMMENT (including questions and answers 8:00 – 9:30 pm):**

- URS asked if any public officials wanted to speak, and there was no response.
- URS noted that each speaker would be given 5 minutes to speak and called for the first speaker.

A representative of the Lordship Improvement Association, Beautification Committee and Executive Board of Protect Your Environment (PYE) discussed concerns of broken airport fence and standing water, huge holes in sidewalk and the issue of trash and dead animals (smell). The Association wants FAA or Bridgeport to do something about it.

A representative of the Association also spoke about fixing the fence and stated that there are safety, liability and vulnerability issues associated with the broken fence. It was also stated that there are unhealthy conditions with stagnant water and mold. The representative also stated that signage during flooding was inadequate – the signs are too close to the flooding. It was requested that clean-up and repair of the fence occur prior to the construction project. Gratitude for the work that will be done with this project was expressed, but still is very concerned about the fence. It was questioned if the fence is secure from terrorism. The representative stated that when the representative spoke with the airport manager, he said it would be done by mid-March 2013. It isn't done. Fence has been down for 2 years. Who do we have to go to in order to get the fence fixed? The representative also mentioned there were issues with black ice that were supposed to be addressed.

A Lordship resident of 50 years and a pilot came to the meeting to see what was going to be done about Main Street flooding. The resident says we should go all the way to make it flood free. It was brought up that in the past, there had been discussion about a dike around the area to prevent flooding, but it wasn't practical. The resident questioned why the road could not be raised to 18' above the flood level. When it floods EMS, police, fire and rescue can't get through and that seconds count. The resident expressed concern that when the road is closed, there are going to be problems especially if the detour road is affected by a plane crash. It was stated again that it is unacceptable that Main Street still floods. The resident requested that DOT check with ACOE to see what they say about it. The resident stated that DOT is in a position to fix the flooding and that DOT should do it. A

*representative of URS Corporation (URS) responded that realigned portion of Main Street does include raising the road and is estimated to flood every 3 or 4 years with the proposed modifications. To completely eliminate flooding, the road would need to be raised 14'. It was also mentioned that the flooding should recede after the next low tide cycle (6 hours).*

A representative of Short Beach Commission who oversees the golf course, tennis courts, etc. stated that her concern is that closing the road is a financial impact on their business. They are struggling financially. The representative noted that the Short Beach area is an enterprise zone that relies on recreational resources (e.g. golf), so if the roadway closure could not be avoided during peak golf/recreation season, signage to direct people to these recreational resources would be preferable. The representative requested if someone could do something for them that would be helpful. It was also stated the Commission would send a letter regarding such.

A resident stated that his parents and several families live off the dirt driveway. There are several homes back there. The resident understands when Main Street closes, there will be another driveway built. *A representative of the City of Bridgeport (City) introduced herself and responded to his question. The representative stated that the new driveway from Sniffens Lane has been approved; Bridgeport has a permit to construct the driveway. The driveway will be built before the driveway access from Main Street closes.* The resident asked about transferring utilities. *The City representative said although she had not read the permit, she understood a water line will be constructed under the new driveway.*

A resident and pilot stated that driving to the train station twice a day was his concern; flooding of the road is his biggest concern. It floods and stays flooded. Raising the road enough is what the resident wants. The 6-hour clearing of water is a good thing. Project will impact his life positively. He also expressed concern regarding BMS response. *A representative of URS clarified that there is a short closure to reconnect the two "ends" of the new road with the old road. The road would be closed for approximately 3 weeks. This is due to the time needed for grading up the area as the old road was low.* The resident talked about the blast fence and stated that if it were just a chain link fence, there would be less injury.

A resident has been fighting the extension for years, but understands it's a done deal and that it is mostly good. He understands that Stratford received 47 acres from Bridgeport and that relocating all the utilities is a cost to be shared by FAA and a half by the utilities. Some of the utilities are owned by the Town. Is the Town paying for the utilities relocation? *A representative of CME Engineering (CME) answered his question. It was confirmed that the resident was talking about the sanitary force main. Dale confirmed that there was no cost to the Town to relocate the sewer.* The resident stated that some people walk to work. How will they get there? *A representative of URS answered that during reconnection, the sidewalks will not be closed. But that during RMW removal, it is hazardous and the sidewalk will be closed. It is a recreational path. We unfortunately cannot accommodate the walkers; there will be a time where these people are inconvenienced.* The resident went on to discuss the airport accidents and that they were mostly pilot error.

A resident and Lordship Improvement Association member stated that the first speaker mentioned a broken fence. The resident asked if there was a small fix for the fence? *A representative of CME stated the fence will be replaced in 2015, as needed funding becomes available. A representative of URS interrupted that this public meeting was for the project specifically. This meeting is not for airport repair.*

The resident noted that many people asked if the powerpoint presentation could be put on the Stratford website. *A representative of URS responded that it would be disseminated.*

The resident asked who the main contact was for the project. *Rich Armstrong, a representative of CT DOT Highway Design, stated he was the contact and shared his mailing address. He also reminded everyone that the contact for tonight's meeting's comments Mark Alexander of CT DOT -- OEP.*

The resident asked who is responsible for putting up warning signs. The resident stated that they are not well done. *A representative of CT DOT stated that he would get an answer.*

Regarding Raymark waste, the resident asked if they would be without utility service during the removal. The resident also inquired as to the number of trucks per day that will be utilized. The resident asked about the Raymark wastewater discharge. *A representative of CT DOT Environmental Compliance responded that it will be treated on site and either discharged to the public treatment plant, or trucked to a commercial facility. The representative explained that the wastewater must meet permit requirements.*

The resident asked about Alternative 1G. The resident understands that 17 acres of wetland resources will be impacted. Is this the best alternative? *A representative of CT DOT OEP responded that the 17 acres is a relatively high number. From a resource prospective, there is 17 areas of disturbance, but relative to the vegetation, only 1.6 acres is being impacted. The alternative was chosen because it has the lesser impact.* The resident stated that she supported the statement regarding keeping the golf course, tennis courts, etc. active. The resident voiced concerns about emergency response. The resident was stopped because her 5 minutes were up.

A resident stated he supports the project, but there are some alternatives and impacts. His concerns are Raymark waste and migration to groundwater and Marine Basin. He also stated that flooding was also a serious concern as there would still be flooding every 3 to 4 years. The resident stated "Words don't mean anything". This is a scoping session. He asked when there will be a statement of work and specification for the Town to review? The resident asked with all the flooding that has gone on, is there Raymark waste in the Marine Basin? He wants an answer tonight. The resident stated that he is pleased to see DEEP involved. Relative to continued communication, he requested that the project team keep the Town updated every 90 days or more often, and that updates be given at Town meetings. The resident did not wait to have his questions answered.

A representative of Protect Your Environment stated that their position statement is any final action must meet the following criteria:

- 1) This will be the final runway increase.
- 2) No more road relocations at end of runway ever.
- 3) No more transfers to Bridgeport of Town lands for airport purposes.
- 4) No future airport expansion, including lights and light structures in wetland habitats.
- 5) Transfer of all marsh lands in Great Meadows to the Town.

The representative stated that he had 4 questions:

- 1) What guarantee does the Town have that the RSA will not be extended during construction?
- 2) Will a technically qualified Stratford representative monitor construction?
- 3) Why has there been no transfer to Stratford of tidal wetlands?
- 4) How can Bridgeport transfer the Long Beach parking lot land, when Stratford already owns it?

The representative wanted to make one final point: Stratford is not a colony of Bridgeport. The FAA and Bridgeport have no authority to compel the Town to expand the airport. Furthermore, he stated that we have been fighting the airport expansion of lighting into Great Meadow Marsh since 1962 and that we are suspicious of this project. *A representative of URS asked if the representative of Protect Your Environment will provide a written copy of his statement.* The representative of Protect Your Environment said he would.

A resident stated that he lives within eyeball view of the project. When the road is closed, there is no formal means of knowing when the road is closed. We need some way of knowing ahead of time that the road will be closed.

*A representative of URS responded, with regard to project closure, they will not be random. There will be a variety of notifications as discussed earlier. A representative of CT DOT Highway Design suggested that prior to construction, there will be a pre-construction meeting. Lordship will have contact with DOT construction. Each person can give DOT information on how to communicate with them and DOT will do that. The representative also*

*agreed that regular meetings were a good idea. A representative of the Stratford Health Department (in audience) noted that there is a reverse 911 and that may be an option.*

*A member of the audience asked if there has been a study of viability of the airport considering the rise in sea level. A representative of URS responded that this is a 20-year rehabilitation life span.*

*A member of the audience asked for update on Runway 11-29 improvements that were in the FIS. A representative of the FAA (in audience), responded that there are no planned construction improvements for Runway 11-29 at this time. Only the thresholds are being moved. The representative also asked about the condition of the runway. They are cracked, that is a safety issue. FAA stated that is why we have an aggressive schedule. A representative of the airport also described what the airport is doing to maintain the runways. FAA explained that the regulations state we must do RSA before the runway improvements.*

*A member of the audience stated the tent was high. What is being done to prevent another accident? A representative of URS explained that we are looking at options: displacing threshold or shutting down runway. Discussion is on-going.*

*A member of the audience asked: Why can't we raise the road? A representative of URS explained that we have to maintain 15' separation of road and airplanes in glide path. The man disagreed as he is a pilot. There is a 300' threshold. The audience member stated that we should move the road and do it right. A representative of URS stated that since the flooding issue has come up a number of times, he was therefore going to address the question in more detail. Steve discussed the road profiles and that to take care of roadway flooding, the project would need 1 ½ miles of construction. He reminded everyone that this is a RSA project, not a roadway project. The audience member stated that he felt that the blast fence should be reinstalled at the end of the RSA because if the EMAS fails, the plane would be on Main Street.*

*A member of the audience agreed that this would solve a lot of flooding problem. He is frustrated that there is insufficient notice of road closure.*

*A representative of URS thanked everyone for coming and reminded everyone again to submit comments.*