

STATE OF CONNECTICUT

OFFICE OF POLICY AND MANAGEMENT

OFFICE OF THE SECRETARY

**TO:** Mark W. Alexander, Transportation Assistant Planning  
Director, Department of Transportation

**FROM:** Benjamin Barnes, Secretary  
Office of Policy and Management 

**DATE:** June 17, 2013

**SUBJECT:** Environmental Assessment/Environmental Impact Evaluation:  
(EA/EIE) for New Terminal B Passenger Facility and  
Associated Improvements at Bradley International Airport,  
Windsor Locks, CT

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Based on a review of the subject environmental assessment/environmental impact evaluation and related documentation conducted pursuant to C.G.S. 22a-1e, I am herewith advising you of my finding that this evaluation satisfies the requirements of the Connecticut Environmental Policy Act.

Please contact Dimple Desai (418-6412) if there are any questions with regard to this finding.

cc: Paul Potamianos, OPM  
Daniel Esty, DEEP  
Karl Wagener, CEQ

**STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION**

# **RECORD OF DECISION**

*Prepared in accordance with the Connecticut Environmental Policy Act*

## **New Terminal B Passenger Facility and Associated Improvements at Bradley International Airport**

Windsor Locks, Connecticut  
State Project No. 0165-0393



**JANUARY 2013**

# Record of Decision

## New Terminal B Passenger Facility and Associated Improvements at Bradley International Airport Windsor Locks, Connecticut

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Attachment B: Early Public Scoping Notice and Comments

Attachment C: EA/EIE Public Review Period Notice and Advertisements with Affidavits

Attachment D: EA/EIE Comments and Responses

Attachment E: Public Hearing Transcript

## **I. DECISION**

The Connecticut Department of Transportation (CTDOT) and the Federal Aviation Administration (FAA), intend to continue with the implementation of the Proposed Action, which consists of the construction of a new passenger terminal in the area occupied by the existing Terminal B at Bradley International Airport (BDL) in Windsor Locks, Connecticut. A new Terminal B and associated airside and landside improvements would be constructed following demolition of the existing Terminal B complex, and is further defined in this Record of Decision. This decision is based upon a careful consideration of all the transportation, social, economic, and environmental evaluations contained in the Environmental Assessment/Environmental Impact Evaluation (EA/EIE ) (Fuss & O'Neill, Inc., June 2012) that was prepared for the Proposed Action and the comments received during the public review period for the EA/EIE (July 3 – August 17, 2012). A copy of the Executive Summary that was included in the EA/EIE is attached (see Attachment A).

## **II. STATEMENT OF ENVIRONMENTAL IMPACT**

There will be no significant impacts to the environment as a result of the Proposed Action. All practicable means to avoid or minimize any associated environmental impacts that are identified in the EA/EIE have been adopted. The mitigation measures identified in the EA/EIE and, where applicable, the responses to comments, have been adopted.

## **III. SUMMARY OF CONSULTATION WITH AGENCIES AND OTHER PERSONS**

A Notice of Scoping for the Proposed Action was published in the Connecticut Council on Environmental Quality (CEQ) Environmental Monitor on September 21, October 5, and October 19, 2010 (Attachment B). Comment letters were received from the Department of Environmental Protection (now known as the Connecticut Department of Energy and Environmental Protection or CTDEEP) on October 20, 2010 and the Connecticut Department of Public Health (CTDPH) Drinking Water Section on October 12, 2010 (Attachment B).

The preparation of this EA/EIE involved coordination with Federal and State resource agencies, municipal officials, and the Capitol Region Council of Governments, as well as the CTDOT Bureau of Aviation, airport personnel, and the consultant design team. A Notice of Availability for the EA/EIE was advertised in the CEQ Environmental Monitor and made available to the public on July 3, 2012. The notice also appeared in The Hartford Courant on July 3, 10, and 17, 2012. The public review and comment period began on July 3, 2012 and ended on August 17, 2012. Copies of the EA/EIE public review period notices and advertisements are provided in Attachment C.

The EA/EIE was available for inspection during the entire comment period at the following locations:

- Windsor Locks Town Clerk's Office, 50 Church Street, Windsor Locks, CT 06090
- Windsor Locks Public Library, 28 Main Street, Windsor Locks, CT 06090
- Suffield Town Clerk's Office, 83 Mountain Road, Suffield, CT 06078

- Kent Memorial Library, 50 North Main Street, Suffield, CT 06078
- East Granby Town Clerk's Office, 9 Center Street, East Granby, CT 06026
- East Granby Public Library, 24 Center Street, East Granby, CT 06026
- Capitol Region Council of Governments, 241 Main Street, Hartford, CT 06106
- The Connecticut Department of Transportation, 2800 Berlin Turnpike, Newington, CT 06131

A public hearing was held on August 2, 2012 at 7:00 pm at the Connecticut Fire Academy in Windsor Locks, Connecticut. A transcript of the public hearing is included in Attachment E.

This Record of Decision contains all comments submitted on the EA/EIE, including oral testimony provided during the public hearing. Copies of comments received on the EIE/EA and their responses are provided in Attachment D. Comments were received from the following agencies:

**Written Comments – State Agencies**

- Connecticut Department of Energy and Environmental Protection
- Connecticut Department of Public Health – Drinking Water Section
- Connecticut Council on Environmental Quality
- Capital Region Council of Governments

Attachment A

# Executive Summary

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## Introduction

The Connecticut Department of Transportation (CTDOT) proposes to construct a new passenger terminal in the area occupied by the existing Terminal B at Bradley International Airport (BDL) in Windsor Locks, Connecticut. The existing Terminal B complex would be demolished for construction of a new Terminal B and associated airside and landside improvements to provide airport facilities that would meet future air travel demand. Construction of the proposed improvements would occur in phases, with completion of the initial phase anticipated by 2018 and full-build anticipated by 2028. Key elements of the program include a new terminal building with concourses, a modified roadway system to access the terminal, new approach roadway alignments, a new parking garage and consolidated car rental facility, airside aircraft parking aprons and taxilanes, airside and landside utilities, and power generation to the new terminal.

The proposed project, hereafter referred to as the Proposed Action, would be financed with Federal and State funds. Federal funds have been obtained through the Federal Aviation Administration (FAA); therefore, the Proposed Action is subject to the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seq.) and Section 106 of the National Historic Preservation Act. Under NEPA, the Proposed Action requires the preparation of an Environmental Assessment (EA) as outlined in the FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions.

The Proposed Action is also subject to the Connecticut Environmental Policy Act (CEPA) (Connecticut General Statutes [CGS] Sections 22a-1 through 22a-1h, inclusive, and, where applicable, CEPA regulations Sections 22a-1a-1 through 22a-1a-12, inclusive, of the Regulations of Connecticut State Agencies [RCSA]). The preparation of an Environmental Impact Evaluation (EIE) is required for the construction of new parking facilities that provide for an increase in capacity of 200 vehicles or more and that could have significant environmental impacts, as well as any other actions that may significantly affect the environment in an adverse manner, as identified in the CTDOT Environmental Classification Document (ECD). Therefore, this document is a joint Federal and State EA/EIE. FAA is the lead Federal agency under NEPA, and CTDOT is the lead State agency under CEPA and the project sponsor.

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## Project Background

Located approximately 12 miles north of Hartford, Connecticut and 16 miles south of Springfield, Massachusetts, the approximately 2,356-acre Bradley International Airport is located within the towns of Windsor Locks, Windsor, Suffield, and East Granby, Connecticut. In 2009, a total of 5,334,322 passengers passed through BDL and a total of 124,739 commercial, general aviation, military, and local aircraft operations<sup>1</sup> occurred (Urban Engineers

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<sup>1</sup>Total operations consist of 94,194 commercial, 17,379 general aviation, 3,637 military, and 5,529 local aircraft operations (Urban Engineers and STV Inc., 2010).

and STV Inc., 2010). As of June 2010, there were 100 daily departures to 29 destinations provided (BDL, 2010) by 13 regional/commuter and national airlines – Air Canada, American Airlines, American Eagle, Continental Airlines, Continental Express, Delta, Frontier Airlines, Jet Blue, Southwest Airlines, United Airlines, United Express, USAirways, and USAirways Express (BDL, 2011).

A 20-year Airport Master Plan (AMP) for BDL was completed in 1993 (HNTB, 1993). The AMP recognized the need for expansion of terminal and parking facilities to both improve passenger service and accommodate increased passenger volume and aviation activity forecast to occur through 2010. The expansion of Terminal A and construction of the East Concourse and associated parking, roadway, and airside improvements were the first phase of a larger terminal expansion project. That first phase was the subject of a joint Federal Environmental Assessment/Finding of No Significant Impact (EA/FONSI) under NEPA and a State FONSI under CEPA (FAA and CTDOT, 2000). At full-build out, the project was envisioned as including demolition of Terminal B and the IAB, the construction of a new concourse and the expansion of terminal facilities, and possibly hotel space, at the site of the existing Terminal B (FAA and CTDOT, 2000). Although the impacts associated with the Terminal B demolition were included in the previous EA/FONSI, the demolition activities were deferred while the Terminal A expansion was carried forward.

Demolition of Terminal B was addressed in the 2000 EA/FONSI. Consequently, a NEPA review and Federal approval has already occurred for that action. However, as described in Order 1050.1E (Section 402b(2)), if a proposed action is to be implemented in stages, a written re-evaluation of the continued adequacy, accuracy, and validity of the EA will be made at each major approval point that will occur more than three years after the issuance of the FONSI. Given that approximately 11 years have passed since the issuance of the 2000 EA/FONSI, the potential impacts associated with the demolition of Terminal B are re-evaluated in this document. The demolition of the Terminal B complex is addressed as part of the No Action alternative since the demolition will proceed regardless of the status of the new terminal construction.

An Airport Master Plan Update (AMPU) was completed in 2005. The document provided an inventory of existing conditions, an update of activity forecasts, a review of demand and capacity and facility requirements, the identification and evaluation of development alternatives for a 20-year time span and a review of financial plans, airport plans, and environmental constraints at BDL (PB Aviation, 2005). The AMPU identifies several specific airside and landside projects to meet the anticipated needs of BDL over a 20-year planning horizon. The expansion of passenger terminal facilities is among the projects, along with related projects such as improved access and an expanded parking garage. The AMPU identifies the area currently occupied by Terminal B as a preferred location based on its operational efficiency, proximity to the FIS facility, aircraft taxi distance, and compatibility with existing land use and development options beyond the 20-year AMPU timeframe (PB Aviation, 2005).

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## Purpose and Need

The need for renovated and expanded passenger terminal facilities and associated projects to support the terminal development was identified nearly 20 years ago in the 1993 Bradley International Airport Master Plan. At that time, the need for expanded terminal facilities was due to both the aged infrastructure of the older portions of the terminal complex and the inability of the terminal to provide an adequate level of passenger service for current and projected levels of activity (HNTB, 1993). In a subsequent evaluation of terminal facilities in 1997, Terminal B was found to have significant deficiencies with its mechanical and electrical systems, as well as building code requirements, due to its age.

To summarize, the need for a new passenger terminal facility is a result of:

- Forecast growth in passenger activity and aircraft operations, which will require a total of up to 31 gates by 2028. By 2028, Terminal A will only have 20 gates, requiring construction of up to an additional 11 gates to maintain acceptable levels of service at BDL.
- Age and current condition of the existing Terminal B (the Murphy Terminal) which makes renovation impracticable.

Parking, roadway and other infrastructure improvements/developments are needed to support the new passenger terminal development, provide necessary resources to airport tenants, and continue to provide acceptable levels of passenger service as annual passenger traffic increases.

The purpose of the Terminal B replacement is to meet the needs identified for BDL passenger handling and infrastructure over the next 20 years in order to maintain acceptable demand/capacity levels and continue to provide acceptable levels of passenger service. The purpose of the parking garage/ConRAC is to both meet the demand that has existed for at least a decade for ready/return and Quick Turnaround (QTA) in close proximity to the terminal complex and to provide public parking to replace spaces in Lot B that would be lost due to the parking garage/ConRAC facility construction. Construction of the facility also allows for additional public parking to be added to the airport to accommodate the demand as annual numbers of passengers rise over the next 20 years. Similarly, the purpose of the other elements of the Proposed Action is to support the terminal development by providing adequate airside and landside infrastructure.

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## Description of Proposed Action

The Proposed Action is the construction of a new passenger terminal in the area occupied by the existing Terminal B at Bradley International Airport (BDL) in Windsor Locks, Connecticut. A new Terminal B and associated airside and landside improvements would be constructed following demolition of the existing Terminal B complex. The proposed terminal, landside, and airside program includes the following major elements, which are shown schematically in Figure ES-1 and Figure ES-2 (Urban Engineers and STV Inc., 2011):

### **Construction of a New Terminal B**

The proposed new Terminal B is located in the vicinity of the existing Terminal B complex to the east of the Sheraton Hotel and Terminal A at BDL. The new Terminal B is designed as a north/south oriented 'U'-shaped structure, consisting of a multi-level landside headhouse and dual gate concourses to the west and to the east. The concourses are designed with 19 gates to accommodate variable-sized aircraft; including two international widebody gates.

The schematic design for the new terminal building includes a new Federal Inspection Services (FIS) facility located within the new terminal. The new FIS facility would service international flights associated with both Terminal A and Terminal B.

### **Landside Utility Modification and Relocation**

The proposed project would require extensive modification and relocation of landside utilities including sanitary sewer, water, stormwater, glycol collection system, electric, gas, and communications.

### **Construction of a New Central Utility Plant**

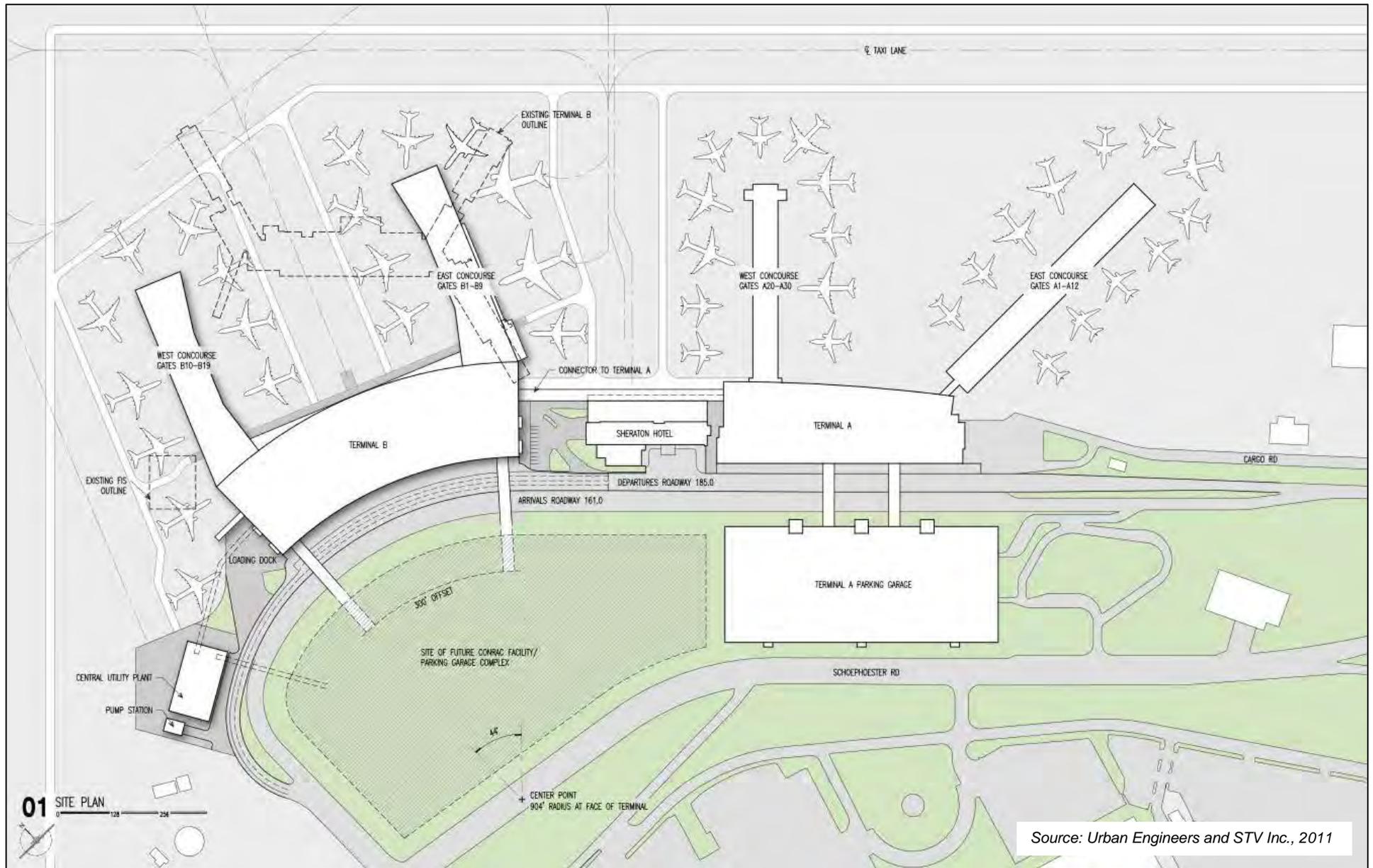
A new Central Utility Plant (CUP) would be constructed west of the terminal building to service the new Terminal B complex. The CUP is sized to meet the anticipated power and heating/cooling demands of the terminal complex at full-buildout.

### **Roadway and Viaduct Relocation/Construction**

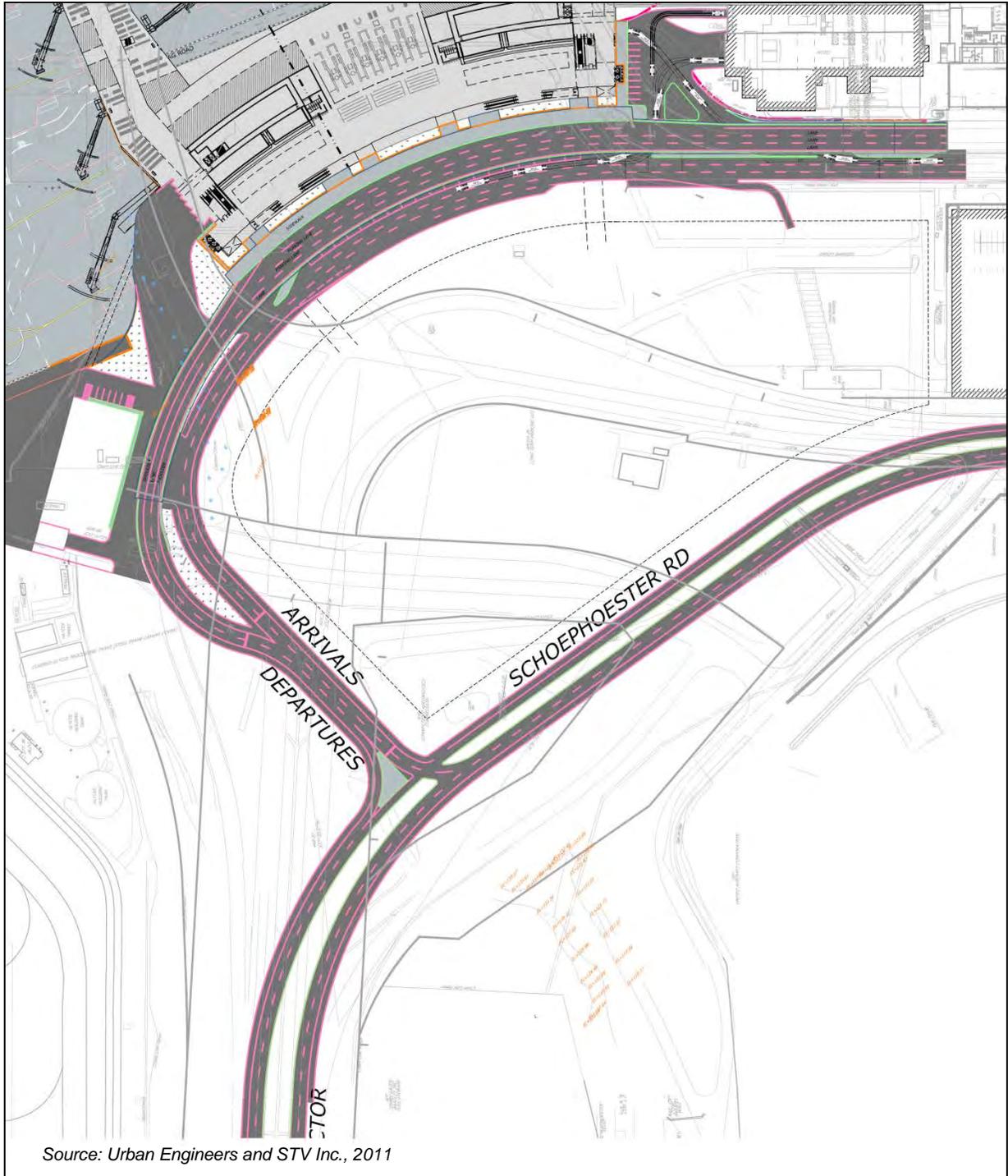
The project includes the construction of a multi-level roadway network that would deliver vehicles to the new terminal's arrival and departure functions, as well as to a terminal loading dock. The roadway network for Terminal B would be an extension of the existing upper (Departures) and lower (Arrivals) level network in place at Terminal A. The existing Departures viaduct would be extended to service the new terminal while maintaining the arrival roadway under the viaduct, and Schoephoester Road would be realigned to the south to allow for a proposed at-grade intersection. The exit toll plaza for the existing public parking garage adjacent to Terminal A would be reconfigured. No work is proposed on the roadway network beyond the locations east of the Sheraton Hotel in front of Terminal A, or on Schoephoester Road beyond the western edge of the existing public parking garage.

### **Construction of a New Parking Garage and Consolidated Car Rental Facility**

The project includes the construction of a new combined public parking garage and consolidated Rent-A-Car (ConRAC) facility within a single multi-level structure with up to seven levels and 2,600 public parking spaces. The parking garage/ConRAC facility is receiving no Federal funding and would be constructed regardless of any new terminal construction, but is included in this joint CEPA/NEPA document since evaluation of the action is required under CEPA. Although the development of the parking garage/ConRAC facility would proceed regardless of any new terminal construction, for purposes of efficiency in the CEPA process, the projects are being evaluated in a single document.



**Figure ES-1. Proposed Action – Terminal, Landside, and Airside Facilities**



**Figure ES-2. Proposed Action – Landside Roadway Configuration**

## **Airside Program**

The proposed airside program consists of demolition of the existing FIS building, which is located west of the existing Terminal B and short-term parking lot, and demolition of the existing concrete apron to allow for the new apron, including changes to grading, drainage and geometry. The proposed airside construction includes a new concrete apron, drainage system, hydrant fuel, fire water, apron flood lighting, passenger boarding bridges and other incidental construction necessary to service the proposed terminal (Urban Engineers and STV Inc., 2011).

## **Project Phasing**

The Terminal B redevelopment project is conceived as a phased program. The parking garage/ConRAC and roadway network would be constructed in an initial phase. The new Terminal B would be constructed in two later phases based on demand – an initial segment of Terminal B would be constructed in a second phase with an estimated completion date of 2018, while a second segment of the terminal would be constructed in a final phase, which is anticipated by 2028 (i.e., full-build). Phasing for the construction of the CUP would be determined during subsequent design based on refined estimates of the power requirements for the Terminal B complex.

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## **Alternatives Considered**

In addition to the No Action Alternative, which serves as a baseline for assessing potential impacts, several alternatives were considered in the EA/EIE. These include:

- Rehabilitation of Terminal B
- Alternatives Sites (sited that are controlled by CTDOT or are reasonably available)
- Alternative Designs
- Proposed Action

### **No Action Alternative**

Under the No Action alternative, there would be no change to the existing facilities at BDL other than the demolition of the existing Terminal B complex, which will proceed regardless of the status of the new terminal construction. The new Terminal B facility and associated Central Utility Plant, the parking garage/ConRAC facility, and other airside and landside improvements, would not be constructed. This alternative would result in no upgrade or expansion of terminal and parking facilities and an anticipated future decline in passenger service and airline operational efficiency given the projected rise in the number of annual enplanements/deplanements at the airport. The No Action alternative was rejected as the preferred alternative due to its inability to meet the projected needs for passenger handling at BDL, and the anticipated decline in service that would result.

### **Rehabilitation of Terminal B**

The rehabilitation of Terminal B was considered and rejected in the 2000 EA/FONSI due to the age and condition of the building. The AMPU (2005) reports that a study of rehabilitation of Terminal B to replace aged infrastructure, meet current building code requirements and meet the forecast demand for additional gates found that it would be less expensive and more

prudent to demolish and replace the Murphy Terminal rather than attempt to renovate and rehabilitate it. Consequently, rehabilitation of Terminal B was determined to be infeasible.

### **Alternative Sites**

New, remotely-located terminal facilities were analyzed in the AMPU (2005) and determined not to be cost-effective for BDL; this alternative was considered infeasible and was not pursued. The AMPU considered terminal development (1) in the area east of Terminal A, (2) the area west of Terminal A and southwest of the existing Terminal B footprint, and (3) the area northwest of Terminal A over the footprint of the existing Terminal B. The three alternatives were evaluated based on compatibility with existing land use, access and security, future expansion potential, and potential environmental impacts.

As a result of the AMPU, a westward expansion of the terminal complex was carried forward for preliminary engineering and programming. Eight initial terminal site alternatives were considered and unit terminals with either a single-loaded concourse or two dual-loaded piers were carried forward for alternative design analysis.

### **Alternative Designs**

Design variations capable of accommodating unit terminals with either single-loaded or dual-loaded concourses were narrowed to two alternatives, referred to as Concept 2 and Concept 4. Site plans, diagrammatic floor plans, and three-dimensional models were developed for Concept 2 and Concept 4. A set of evaluation criteria were developed for the two concepts, and they were compared based on terminal, airside and landside function and operation. The evaluation criteria favored Concept 4 over Concept 2, and Concept 4 was selected as the most feasible and prudent alternative to be carried forward into schematic design and is the preferred alternative evaluated as the Proposed Action in this EA/EIE.

Two landside roadway configuration alternatives were evaluated using design simulations for traffic leaving or recirculating the Terminal B area. A flyover ramp alternative, which includes grade separation ramps and structures for all movements, was initially considered in the schematic design. An at-grade alternative was developed and analyzed to determine the feasibility of a lower-cost alternative. The at-grade intersection alternative was found to be more cost-effective and was selected for Design Development as part of the preferred alternative.

### **Preferred Alternative**

Concept 4 was selected as the Preferred Alternative by CTDOT because of its efficient integration of the overall Terminal B Program. Concept 4 also provided the most efficient balance between landside, terminal and airside operations.

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## **Summary of Impacts and Mitigation**

Mitigation measures that would reduce or offset potential adverse impacts associated with the Proposed Action are summarized below (*Table ES-1*). Because the Proposed Action consists of redevelopment of a fully-developed site and is a response to (rather than a cause of) increased aircraft operations, the potential adverse impacts are relatively few.

**Table ES-1. Summary of Impacts and Proposed Mitigation**

Resource Category	Impacts	Proposed Mitigation
Land Use, Zoning, and Local and Regional Development Plans	<ul style="list-style-type: none"> <li>Proposed Action is consistent with land use, zoning and local/regional development plans</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
Consistency with State and Regional Plans	<ul style="list-style-type: none"> <li>Proposed Action is consistent with State and regional plans</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
Traffic and Parking	<ul style="list-style-type: none"> <li>Study area intersections will operate at LOS C or better under the Proposed Action, resulting in no anticipated impact to traffic</li> <li>Anticipated parking demand under the Proposed Action is 12,070 parking spaces – which is adequately accommodated by the available on- and off-site parking supply, resulting in no anticipated impact under the Proposed Action</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation necessary, other than routine signal timing adjustments</li> </ul>
Considerations Relating to Pedestrians and Bicyclists and Transit	<ul style="list-style-type: none"> <li>Proposed Action is not anticipated to result in impacts to these modes of transportation</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>Emissions from the Proposed Action are less than the de minimis levels identified as thresholds for impact and conformity determination</li> <li>Emissions from the Proposed Action are not regionally significant</li> <li>Less than 1% increase in Hazardous Air Pollutants will result from the Proposed Action relative to existing conditions</li> <li>Anticipated GHG emissions associated with the Proposed Action are below the Council on Environmental Quality threshold for impact</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
Noise	<ul style="list-style-type: none"> <li>Noise exposure dominated by aviation activity, what would occur regardless of the Proposed Action</li> <li>Proposed Action is not anticipated to result in an increase in off-airport noise exposure</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> <li>Noise Compatibility Plan implementation will continue regardless of the Proposed Action</li> </ul>

**Table ES-1. Summary of Impacts and Proposed Mitigation**

<b>Resource Category</b>	<b>Impacts</b>	<b>Proposed Mitigation</b>
Socioeconomic Resources	<ul style="list-style-type: none"> <li>The Proposed Action is not anticipated to result in adverse socioeconomic impacts</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
Water Quality	<ul style="list-style-type: none"> <li>Proposed Action anticipated to improve water quality of stormwater discharges due to upgraded stormwater management and glycol collection systems</li> <li>Proposed Action would provide increased protection to groundwater by eliminating potential pollutant sources in the Terminal B area</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> <li>Existing Stormwater Pollution Prevention Plan and compliance with pending NPDES discharge permit and associated regulatory programs would address potential impacts to surface water and groundwater</li> </ul>
Hydrology and Floodplains	<ul style="list-style-type: none"> <li>Proposed Action involves no work in floodplain areas and no significant changes in the volume or timing of peak stormwater runoff</li> <li>Upgraded stormwater management measures under Proposed Action may benefit hydrologic conditions in receiving waters</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
Wetlands	<ul style="list-style-type: none"> <li>Proposed Action would result in 0.09 to 0.28 acres of wetland impacts to WA-1, WA-2, WA-3, and WA-5, depending on the landside roadway configuration design</li> </ul>	<ul style="list-style-type: none"> <li>Minimization of direct wetland impacts to extent practicable given project Purpose and Need</li> <li>Wetland enhancement including invasive species removal, wetland replication, and/or wetland restoration</li> <li>Compliance with mitigation measures specified in CTDEEP Inland Wetlands and Watercourses Permit, Clean Water Act Section 404 Permit, Clean Water Act Section 401 Water Quality Certification</li> </ul>
Coastal Resources	<ul style="list-style-type: none"> <li>No coastal resources are present in the project area</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
Vegetation, Wildlife, and Threatened and Endangered Species	<ul style="list-style-type: none"> <li>No anticipated impacts to existing wildlife or vegetation</li> <li>No State- or Federally-listed species located in the project area</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
Soils and Geology	<ul style="list-style-type: none"> <li>No impacts to soils or geologic features anticipated</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>

**Table ES-1. Summary of Impacts and Proposed Mitigation**

Resource Category	Impacts	Proposed Mitigation
Cultural Resources	<ul style="list-style-type: none"> <li>• The SHPO has determined that the Proposed Action would have no adverse effect on cultural resources</li> <li>• The THPOs have determined that the Proposed Action would not affect properties of historical, religious or cultural significance to the Mohegan or Mashantucket Pequot tribes</li> <li>• There are no Section 4(f) properties that would be affected by the Proposed Action</li> </ul>	<ul style="list-style-type: none"> <li>• None required</li> </ul>
Solid Waste, Toxics, Pesticides, and Hazardous Materials	<ul style="list-style-type: none"> <li>• Proposed Action is not anticipated to impact on-going solid waste and recycling activities</li> <li>• Under the Proposed Action (and No Action) alternative there is the potential for encountering contaminated building materials, soil, or groundwater during demolition and construction</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing compliance with Conditionally Exempt Small Quantity Generator of Hazardous Waste requirements</li> <li>• Disposal of solid and universal waste in compliance with applicable regulations</li> </ul>
Aesthetics/Visual Effects	<ul style="list-style-type: none"> <li>• Proposed Action is consistent with the existing visual and aesthetic setting of the terminal complex</li> </ul>	<ul style="list-style-type: none"> <li>• None required</li> </ul>
Energy Use and Conservation	<ul style="list-style-type: none"> <li>• Proposed Action would improve energy conservation at BDL</li> <li>• New construction would meet High Performance Building Standards established by the State of Connecticut</li> </ul>	<ul style="list-style-type: none"> <li>• None required</li> </ul>
Public Utilities and Services	<ul style="list-style-type: none"> <li>• Proposed Action is not anticipated to have adverse impacts on the supply or provision of utilities</li> </ul>	<ul style="list-style-type: none"> <li>• A detailed sewer analysis will be performed in subsequent design phases to support the design of the proposed replacement sanitary pump station and force main</li> <li>• Existing and projected water demand and wastewater flows for the airport and projected water demand and wastewater flows associated with the Proposed Action will be evaluated in more detail during the design development phase.</li> </ul>
Public Health and Safety	<ul style="list-style-type: none"> <li>• No impact to provision of public health and safety services is anticipated</li> </ul>	<ul style="list-style-type: none"> <li>• None required</li> </ul>

**Table ES-1. Summary of Impacts and Proposed Mitigation**

Resource Category	Impacts	Proposed Mitigation
<b><i>Demolition and Construction Period</i></b>		
Traffic	<ul style="list-style-type: none"> <li>• Minor, temporary disruptions to traffic in the immediate project area</li> </ul>	<ul style="list-style-type: none"> <li>• Use of appropriate traffic management including appropriate construction phasing to minimize disruptions to traffic and access, establishing haul routes and staging areas, permissible hours of work, uniformed officers, and other traffic controls to direct traffic and assist with pedestrian crossings as needed.</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>• Emissions from construction equipment</li> <li>• Increased vehicle exhaust emissions resulting from increased congestion during construction</li> <li>• Fugitive dust emissions during demolition and construction activities</li> <li>• Emissions from construction equipment are below de minimis levels identified as thresholds for impact and conformity determination</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure proper operation and maintenance of construction equipment</li> <li>• Prohibit excessive idling of construction equipment</li> <li>• Consider requiring use of clean alternative fuels or retrofit emission control devices for heavy machinery with engines of greater than 60 horsepower that will be assigned to the project for greater than 30 consecutive days</li> <li>• Implement traffic management measures during construction</li> <li>• Implement appropriate controls to prevent the generation and mobilization of dust</li> </ul>
Noise	<ul style="list-style-type: none"> <li>• Generation of noise by construction equipment and activities</li> </ul>	<ul style="list-style-type: none"> <li>• Contract specifications to ensure that noise levels at adjacent residences remain at less than 90 dBA</li> <li>• Restriction of work to 7:00 am to 9:00 pm local time</li> <li>• Properly maintain construction equipment</li> <li>• Provide advance notification to sensitive receptors regarding anticipated excessive noise levels</li> </ul>
Stormwater and Water Quality	<ul style="list-style-type: none"> <li>• Exposure of soil increases potential for erosion and sedimentation</li> </ul>	<ul style="list-style-type: none"> <li>• Prepare and implement a Stormwater Pollution Control Plan in accordance with the <i>General Permit for the Discharge of Stormwater and Dewatering Wastewater from Construction Activities</i> and the <i>2002 Connecticut Guidelines for Soil Erosion and Sediment Control</i>, as amended.</li> </ul>
Vegetation, Wildlife, and Threatened and Endangered Species	<ul style="list-style-type: none"> <li>• Potential for disturbance to species due to construction activity</li> </ul>	<ul style="list-style-type: none"> <li>• Best management practices such as maintenance of a buffer zone between nesting sites and construction activity, and restriction of construction activities to paved areas</li> </ul>
Solid Waste, Toxics, Pesticides, and Hazardous Materials	<ul style="list-style-type: none"> <li>• Potential for asbestos and other hazardous materials in building demolition debris</li> <li>• Potential to encounter hazardous materials and/or petroleum products during excavation</li> <li>• Generation of solid waste consisting of construction and demolition debris</li> </ul>	<ul style="list-style-type: none"> <li>• Pre-demolition survey will be performed to identify asbestos-containing materials. Asbestos abatement notification required by CTDPH. Disposal of construction waste, including asbestos, under a CTDEEP <i>Special Waste and Asbestos Disposal Authorization</i>.</li> <li>• Development of Soil Management Plan to address potentially contaminated soil encountered during construction</li> <li>• Construction and excavation activities performed in accordance with CTDEEP <i>General Permit for Contaminated Soil and/or Sediment Management</i></li> </ul>

**Table ES-1. Summary of Impacts and Proposed Mitigation**

Resource Category	Impacts	Proposed Mitigation
Safety	<ul style="list-style-type: none"> <li>• Potential for impacts to workers</li> </ul>	<ul style="list-style-type: none"> <li>• Measures would be taken by CTDOT and the project contractor to avoid safety impacts during the construction period.</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>• Temporary outages may be necessary to accommodate connections</li> <li>• Utilities could be damaged accidentally</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate planned outages with the appropriate utility to minimize disruptions</li> <li>• Inform the airport tenants of anticipated outages</li> <li>• Relocate, maintain, or protect utilities from disturbance or damage</li> </ul>

---

## **Conclusion**

The Proposed Action will address the identified need for improved and expanded passenger terminal facilities to accommodate the anticipated growth in passenger activity and aircraft operations. The Proposed Action will meet the needs identified for BDL passenger handling and infrastructure to maintain acceptable demand/capacity levels and continue to promote acceptable levels of passenger service. In addition, the project is consistent with local, regional, and state planning initiatives and policies and will continue to support BDL as an agent of economic growth in the region.

The Proposed Action has the potential to result in adverse impacts to wetland resources. However, with mitigation measures in place, no significant impacts are anticipated to result from the Proposed Action.

In addition, short-term temporary impacts associated with the construction-phase of the project include potential impacts to traffic, parking, air quality, stormwater and water quality, hazardous materials and solid waste, and utilities. These impacts will be offset or reduced through construction-period mitigation measures presented in this EA/EIE.

Comments received during the public review period for the EA/EIE will be considered in making a final decision on the Proposed Action.

---

## **Public Participation and Agency Coordination**

A Notice of Scoping for the Proposed Action was published in the Council of Environmental Quality (CEQ) Environmental Monitor on September 21, October 5, and October 19, 2010. Comment letters were received from the Department of Environmental Protection (now known as the Connecticut Department of Energy and Environmental Protection or CTDEEP) on October 20, 2010 and the Connecticut Department of Public Health (CTDPH) Drinking Water Section on October 12, 2010.

The preparation of this EA/EIE involved coordination with Federal and State resource agencies, municipal officials, and the regional planning agency, as well as the CTDOT Bureau of Aviation, airport personnel, and the consultant design team.

Attachment B



STATE OF CONNECTICUT  
COUNCIL ON  
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- » MONITOR ARCHIVES



## ENVIRONMENTAL MONITOR

The official site for project information under  
the Connecticut Environmental Policy Act

September 21, 2010



Connecticut  
Council on  
Environmental  
Quality  
79 Elm Street  
Hartford, CT 06106

Phone:  
(860) 424-4000  
Fax:  
(860) 424-4070

Karl J. Wagener,  
Executive Director  
E-Mail Address:  
[karl.wagener@  
ct.gov](mailto:karl.wagener@ct.gov)



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### Scoping Notices

The Following Scoping Notice has been submitted for review and comment in this edition.

- 1) **NEW!** Terminal B Passenger Facility & Associated Improvements, Bradley Airport, Windsor Locks

### Environmental Impact Evaluations

The following Environmental Impact Evaluations have been submitted for for review or comment.

- 1) Land Lease for New Hangar Facility at the Waterbury-Oxford Airport
- 2) Bristol Depot Square Redevelopment

### State Land Transfers

STEP I - Notices of Intent to Transfer Property.

- 1) **NEW!** Town of Brooklyn
- 2) **NEW!** Town of New London
- 3) **NEW!** Town of Stafford
- 4) Town of Enfield, Easement
- 5) Town of Vernon, Easement

STEP II - Public comments regarding proposed transfers that were posted previously in the Environmental Monitor, and the Office of Policy and Management's (OPM's) responses to those comments.

- 1) **NEW!** Norwich Hospital, Norwich

STEP III - Draft recommendations of the Commissioner of Environmental

Protection regarding preservation of properties proposed for transfer. None in this edition.

STEP IV - Final recommendations of the Commissioner of Environmental Protection regarding disposition of properties proposed for transfer, along with comments and responses from Step III. None in this edition.

STEP V - Final determinations by the Secretary of OPM regarding the ultimate disposition of properties proposed for transfer. None in this edition.

The next edition of the Environmental Monitor will be published on October 5, 2010.

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

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## Scoping Notices

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

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

---

### 1. Notice of Scoping for New Terminal B Passenger Facility & Associated Improvements at Bradley International Airport.

Municipality where proposed project might be located : Windsor Locks

Address of Possible Project Location : Schoephoester Rd, Windsor Locks, CT 06096.

Project Description: The proposed program will consist of developing a New Terminal B Passenger Terminal in the area occupied by the existing dated Terminal B. Key elements of the program will include a new terminal building with concourses, a modified roadway system to access the terminal, new approach roadway alignments and new parking facilities. The current plan is to build the terminal and concourses in phases as the demand for gates increases.

Project Map(s): [Click here to view a map of the project location.](#)

[Click here to view a rendition of the project concept](#)

In the rendition, new structures are colored in pale blue. The existing structures are colored gray.

Written comments from the public are welcome and will be accepted until the close of business on: **Thursday, October 21, 2010.**

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. Such requests must be made by Friday, October 1, 2010.

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

Name: Mr. Mark W. Alexander - Transportation Asst.  
Planning Dir.  
Agency: Connecticut Department of Transportation  
Address: 2800 Berlin Turnpike  
Newington, CT 06131  
Fax: 860-594-3028  
E-Mail: [Mark.W.Alexander@ct.gov](mailto:Mark.W.Alexander@ct.gov)

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mr. Keith T. Hall - Transportation Supervising  
Planner  
Agency: Connecticut Department of Transportation  
Address: 2800 Berlin Turnpike  
Newington, CT 06131  
Phone: 860-594-2926  
Fax: 860-594-3028  
E-Mail: [Keith.Hall@ct.gov](mailto:Keith.Hall@ct.gov)

The agency expects to release an Environmental Impact Evaluation for this project, for public review and comment, in July, 2011.

---

## EIE Notices

The following Environmental Impact Evaluation (EIE) notices are submitted for review and comment in this edition.

---

### 1) Notice of EIE for: Land Lease for a New Hangar Facility at the Waterbury-Oxford Airport

Address of Possible Project Location: 300 Christian Street, Oxford

Project Description: The project consists of the construction of a hangar and office space building with a footprint of 206,000 square feet on the southeastern side of the Waterbury Oxford Airport parallel to Runway 36. The building will be constructed as a certified LEED® Building including the use of solar energy and geothermal heating.

Project Maps: [Click here to view an aerial photo of the project area](#)

[Click here to view a map of the project area](#)

[Click here to view a detailed map of the project area](#)

Comments on this EIE will be accepted until the close of business on **October 27, 2010**.

The public can view a copy of this EIE at:

- \* The Town of Oxford Town Clerk's Office - 486 Oxford Road, Oxford, CT 06478-1298
- \* The Oxford Public Library - 486 Oxford Road, Oxford, CT 06478
- \* The Town of Middlebury Town Clerks Office - 1212 Whittemore Road, Middlebury, CT 06762
- \* The Middlebury Public Library - 30 Crest Road Middlebury, CT 06762
- \* The Connecticut Department of Transportation - 2800 Berlin Turnpike, Room 2155, Newington, CT 06131
- \* The Central Naugatuck Valley Council of Governments - 60 North Main Street Third Floor, Waterbury, CT 06702
- \* The Connecticut State Library - 231 Capitol Avenue, Hartford, CT 06106.

There is a public hearing scheduled for this EIE on:

DATE: Wednesday October 13, 2010

TIME: 7:00 pm

PLACE: Oxford High School, 61 Quaker Farms Road

NOTES: This document was prepared pursuant to the Regulations of Connecticut State Agencies, Sections 22a-1a-1 to 12, inclusive and was originally published on October 30, 2009. The Department is proceeding with the CEPA document pursuant to Section 1 of Public Act 10-120. The information contained in the document is still current and accurate. Deaf and hearing impaired persons wishing to attend this hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications (Voice only) at (860) 594-3062, TTY at 860-594-3090 at least five working days prior to the hearing. CTDOT Representatives will be at this location at 6:00 pm to answer any questions.

This document may be found online  
at: <http://www.ct.gov/environmentaldocuments>

Send your comments about this EIE to:

Name: Mr. Mark Alexander - Transportation Assistant  
Planning Director  
Agency: State of Connecticut Department of  
Transportation  
Address: 2800 Berlin Turnpike  
Newington, CT 06131  
E-Mail: [Mark.W.Alexander@ct.gov](mailto:Mark.W.Alexander@ct.gov)

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

Name: Mr. Keith T. Hall - Transportation Supervising  
Planner

Agency: State of Connecticut Department of  
Transportation  
Address: 2800 Berlin Turnpike - Room 2155 Newington,  
CT 06131  
E-Mail: [Keith.Hall@ct.gov](mailto:Keith.Hall@ct.gov)  
Phone: 860-594-2926

---

## 2. Notice of EIE for Bristol Depot Square Redevelopment Project

Municipality where project is proposed: Bristol

Address of Possible Project Location: 100 North Main Street, Bristol

**Project Description:** The Connecticut Department of Economic and Community Development has prepared the Environmental Impact Evaluation for the Bristol Depot Square Redevelopment Project. The project site is an approximately 17-acre parcel located in downtown Bristol. The site is bordered to the west by North Main Street, to the south by Riverside Avenue, to the east by the Boston and Maine Railroad, and to the north by a small commercial parcel currently occupied by a Dunkin Donuts. The site was the location of the approximately 200,000 SF Bristol Centre Mall, which was demolished in 2008, and currently contains a detached 18,000 SF building occupied by the Bristol Discount Food Outlet.

The proposed action consists of a mixed-use redevelopment of the 17-acre parcel known as Depot Square in Downtown Bristol. The current master plan concept for Depot Square, which will be refined through the planning and development process, includes the following major elements: 750 Residential Units, 60,000 SF of retail, 50,000 SF of office space, a 100-room hotel, 220,000 SF of urban open space, and 1,550 parking spaces.

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

Comments on this EIE will be accepted until the close of business on:  
**October 22, 2010**

The public can view a copy of this EIE at:

- City Clerk's Office, 111 North Main Street, City Hall, Bristol, CT 06010
- Bristol Public Library, 5 High Street, Bristol, CT 06010
- Bristol Downtown Development Corporation, 111 North Main Street, Bristol, CT 06010
- DECD, 505 Hudson Street, Hartford, CT 06106
- City of Bristol website – [www.ci.bristol.ct.us](http://www.ci.bristol.ct.us)
- DECD website – [www.ct.gov/ecd](http://www.ct.gov/ecd)

There is no public hearing scheduled for this Draft EIE: DECD will hold a public hearing if twenty-five persons or an association having not less than twenty-five persons requests such a hearing by September 17, 2010.

Send your comments about this EIE to:

Name: Nelson Tereso  
Agency: Department of Economic & Community  
Development  
Address: 505 Hudson Street Hartford, CT 06106

Phone: (860) 270-8213  
Fax: (860) 270-8157  
E-Mail: [nelson.g.tereso@ct.gov](mailto:nelson.g.tereso@ct.gov)

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## State Land Transfer Notices

Connecticut General Statutes [Section 4b-47](#) provides for public notice of proposed transfers of state-owned lands out of state ownership. The notice process takes place in steps. Step I is the notice of intent to transfer, which includes an opportunity for any person to comment. If comments are received, the Office of Policy and Management (OPM) will respond, and the comments and responses will be published as Step II.

The Commissioner of Environmental Protection may choose to evaluate the property more thoroughly and recommend preservation of the property or restrictions on the transfer. Step III is publication of the Commissioner's report and draft recommendations, and includes a 30-day public comment period. Step IV is publication of the Commissioner's responses to any public comments along with the Commissioner's final recommendations regarding the property.

Step V is publication of OPM's final determination regarding disposition of the property. Fifteen days after this posting the transfer may proceed.

**IMPORTANT:** Most proposed transfers are not required to go through all five steps. The land may be sold or transferred 15 days after the close of the comment period of Step I if no comments are received. If comments are received, and the DEP does not elect to conduct and publish a more thorough study of the property, the land may be sold or transferred 15 days after publication of the comments and responses under Step II.

---

The following Step I Notices are posted for review and comment in this edition.

---

### 1. Notice of Proposed Land Transfer, Brooklyn

Complete Address of Property: 7 Windham Road, Brooklyn, CT

Commonly used name of property or other identifying information: DDS Group Home

Number of acres to be transferred: 1.19 ac

[Click to view map of property location](#)

#### Description of Property

Below is some general information about the property. It should not be considered a complete description of the property and should not be relied upon for making decisions. If only a portion of a property is proposed for transfer, the description pertains only to the portion being transferred.

## Brief Description of Historical and Current Uses:

The property to be transferred contains the following:

- Buildings in use
  - Buildings not in use
  - Wooded land (partial)
  - Nonagricultural fields
  - Active agriculture
  - Paved areas
  - Ponds, streams or other water
- Water Supply:  Public water supply  On-site well  Unknown
- Waste Disposal:  Served by sewers  On-site septic system
- Unknown

[Click to view aerial view of property](#)

The [Locational Guide Map of the Connecticut Conservation and Development Policies Plan for Connecticut](#) identifies the property as being in the following category(ies):

- Regional Center
- Neighborhood Conservation Area
- Growth Area
- Rural Community Center
- Rural Area
- Conservation Area
- Preservation Area
- Existing Preserved Open Space

The property is in the following municipal zone(s):

- Not zoned
- Residential
- Industrial
- Commercial
- Institutional
- Other:
- Not known

Special features of the property, if known: n/a

Value of property, if known:

- If checked, value is not known.

*Links to other available information*

Type of Sale or Transfer:

- Sale or transfer of property in fee
- Sale or transfer of partial interest in the property (such as an easement).

Description of interest:

Proposed recipient, if known: unknown

Proposed use by property recipient, if known: unknown

The agency is proposing to transfer the property with the following restrictions on future uses:

If checked, the state is not currently proposing restrictions on future uses.

Reason the State of Connecticut is proposing to transfer this property:  
The State has deemed the property surplus, since the property is no longer needed for State use and no re-use proposals were received by other State agencies.

Comments from the public are welcome and will be accepted until the close of business on **October 21, 2010**.

Comments may include (but are not limited to) information you might have about significant natural resources or recreation resources on the property, as well as your recommendations for means to preserve such resources.

Written comments\* should be sent to:

Name: Patrick O'Brien  
Agency: Office of Policy and Management  
Address: 450 Capitol Avenue MS#52 ASP  
Hartford, CT 06106-1379  
E-Mail: [Patrick.Obrien@ct.gov](mailto:Patrick.Obrien@ct.gov)

\*E-Mail submissions are preferred.  
(Comments from state agencies **must** be on agency letterhead and signed by agency head. Scanned copies are preferred.)

Please send a copy of any written comments to:

Name: Shane P. Mallory, RPA  
Agency: Department of Public Works  
Address: 165 Capitol Avenue, G-1  
Hartford, CT 06106  
E-Mail: [shane.mallory@ct.gov](mailto:shane.mallory@ct.gov)

Additional information:

<http://data.visionappraisal.com/BrooklynCT/findpid.asp?iTable=pid&pid=3399>

### [What Happens Next?](#)

To find out if this proposed transfer is the subject of further notices, check future editions of the Environmental Monitor. [Sign up for e-alerts](#) to receive a reminder e-mail on Environmental Monitor publication dates.

---

## 2. Notice of Proposed Land Transfer, New London

Complete Address of Property: 164 Broad Street, New London, CT

Commonly used name of property or other identifying information: DDS Broad Street Group Home

Number of acres to be transferred: 0.3 ac.

[Click to view map of property location](#)

### Description of Property

Below is some general information about the property. It should not be considered a complete description of the property and should not be relied upon for making decisions. If only a portion of a property is proposed for transfer, the description pertains only to the portion being transferred.

Brief Description of Historical and Current Uses:

The property to be transferred contains the following:

- Buildings in use
- Buildings not in use
- Wooded land
- Nonagricultural fields
- Active agriculture
- Paved areas
- Ponds, streams or other water

Water Supply:  Public water supply  On-site well  Unknown

Waste Disposal:  Served by sewers  On-site septic system  
 Unknown

[Click to view aerial view of property](#)

The [Locational Guide Map of the Connecticut Conservation and Development Policies Plan for Connecticut](#) identifies the property as being in the following category(ies):

- Regional Center
- Neighborhood Conservation Area
- Growth Area
- Rural Community Center
- Rural Area
- Conservation Area
- Preservation Area
- Existing Preserved Open Space

The property is in the following municipal zone(s):

- Not zoned
- Residential
- Industrial
- Commercial
- Institutional
- Other:
- Not known

Special features of the property, if known: unknown

Value of property, if known:

- If checked, value is not known.

*Links to other available information*

Type of Sale or Transfer:

- Sale or transfer of property in fee
- Sale or transfer of partial interest in the property (such as an easement).

Description of interest:

Proposed recipient, if known: unknown

Proposed use by property recipient, if known: unknown

The agency is proposing to transfer the property with the following restrictions on future uses:

If checked, the state is not currently proposing restrictions on future uses.

Reason the State of Connecticut is proposing to transfer this property: The State has deemed the property surplus, since the property is no longer needed for State use and no re-use proposals were received by other State agencies.

Comments from the public are welcome and will be accepted until the close of business on **October 21, 2010**.

Comments may include (but are not limited to) information you might have about significant natural resources or recreation resources on the property, as well as your recommendations for means to preserve such resources.

Written comments\* should be sent to:

Name: Patrick O'Brien  
Agency: Office of Policy and Management  
Address: 450 Capitol Avenue MS#52 ASP  
Hartford, CT 06106-1379  
E-Mail: [Patrick.O'Brien@ct.gov](mailto:Patrick.O'Brien@ct.gov)

\*E-Mail submissions are preferred.  
(Comments from state agencies **must** be on agency letterhead and signed by agency head. Scanned copies are preferred.)

Please send a copy of any written comments to:

Name: Shane P. Mallory, RPA  
Agency: Department of Public Works  
Address: 165 Capitol Avenue, G-1  
Hartford, CT 06106  
E-Mail: [shane.mallory@ct.gov](mailto:shane.mallory@ct.gov)

Additional information:

<http://data.visionappraisal.com/newlondonct/findpid.asp?iTable=pid&pid=6051>

### [What Happens Next?](#)

To find out if this proposed transfer is the subject of further notices, check future editions of the Environmental Monitor. [Sign up for e-alerts](#) to receive a reminder e-mail on Environmental Monitor publication dates.

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## 3. Notice of Proposed Land Transfer, Mansfield

Complete Address of Property: 1327 Stafford Road (Spring Manor),  
Mansfield, CT

Commonly used name of property or other identifying information: DDS  
Birch House Group Home

Number of acres to be transferred: Approximately 2.0 to 2.5 acres. Currently the property is located on a large state-owned parcel that is not subject to this surplus action. However, as part of the sale/transfer of the former DDS Group Home, a new-legal parcel with legal access from Stafford Road will need to be created. The intent will be to create a conforming lot in accordance with local zoning regulations (which for this area is slightly more than 2 acres).

[Click to view map of property location](#)

### Description of Property

Below is some general information about the property. It should not be considered a complete description of the property and should not be relied upon for making decisions. If only a portion of a property is proposed for transfer, the description pertains only to the portion being transferred.

Brief Description of Historical and Current Uses:

The property to be transferred contains the following:

- Buildings in use
- Buildings not in use
- Wooded land
- Nonagricultural fields
- Active agriculture
- Paved areas
- Ponds, streams or other water

Water Supply:  Public water supply  On-site well  Unknown

Waste Disposal:  Served by sewers  On-site septic system  
 Unknown

[Click to view aerial view of property](#)

The [Locational Guide Map of the Connecticut Conservation and Development Policies Plan for Connecticut](#) identifies the property as being in the following category(ies):

- Regional Center
- Neighborhood Conservation Area
- Growth Area
- Rural Community Center
- Rural Area
- Conservation Area
- Preservation Area
- Existing Preserved Open Space

The property is in the following municipal zone(s):

- Not zoned
- Residential
- Industrial
- Commercial
- Institutional
- Other:
- Not known

Special features of the property, if known: Unknown

Value of property, if known:

If checked, value is not known.

*Links to other available information*

Type of Sale or Transfer:

Sale or transfer of property in fee

Sale or transfer of partial interest in the property (such as an easement).

Description of interest:

Proposed recipient, if known: Unknown

Proposed use by property recipient, if known: Unknown

The agency is proposing to transfer the property with the following restrictions on future uses:

If checked, the state is not currently proposing restrictions on future uses.

Reason the State of Connecticut is proposing to transfer this property: The State has deemed the property surplus, since the property is no longer needed for State use and no re-use proposals were received by other State agencies.

Comments from the public are welcome and will be accepted until the close of business on **October 21, 2010**.

Comments may include (but are not limited to) information you might have about significant natural resources or recreation resources on the property, as well as your recommendations for means to preserve such resources.

Written comments\* should be sent to:

Name: Patrick O'Brien  
Agency: Office of Policy and Management  
Address: 450 Capitol Avenue MS#52 ASP  
Hartford, CT 06106-1379  
E-Mail: [Patrick.O'Brien@ct.gov](mailto:Patrick.O'Brien@ct.gov)

\*E-Mail submissions are preferred.  
(Comments from state agencies **must** be on agency letterhead and signed by agency head. Scanned copies are preferred.)

Please send a copy of any written comments to:

Name: Shane P. Mallory, RPA  
Agency: Department of Public Works  
Address: 165 Capitol Avenue, G-1  
Hartford, CT 06106  
E-Mail: [shane.mallory@ct.gov](mailto:shane.mallory@ct.gov)

### [What Happens Next?](#)

To find out if this proposed transfer is the subject of further notices, check future editions of the Environmental Monitor. [Sign up for e-alerts](#) to receive a reminder e-mail on Environmental Monitor publication dates.

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#### 4) Notice of Proposed Easement Transfer, Enfield

Complete Address of Property: Intersection of South Maple and Cooper Streets

Commonly used name of property or other identifying information: Maple Street Bridge Replacement

Number of acres to be transferred: easement for 0.07 acres (or 3,367 square feet)

Click to view maps: [Location Map](#) [Survey Map](#) [Discontinuance](#)

##### Description of Property

Below is some general information about the property. It should not be considered a complete description of the property and should not be relied upon for making decisions. If only a portion of a property is proposed for transfer, the description pertains only to the portion being transferred.

Brief Description of Historical and Current Uses: The property is part of Scantic River State Park. This section of the park, east of Maple Street, is known as Powder Hollow for the historic Hazard Powder Company that made gunpowder here. This area includes the ruins of a dam and part of a mill foundation. At present, there is no parking for recreational users, so they are forced to park off the edge of the road, where the abandoned Cooper street intersects with South Maple Street.

The Town of Enfield has received federal funding to replace the narrow South Maple Street bridge and is requesting various land rights from DEP in exchange for the release of an interest in a Town Right-of-Way (road). Easements that would go from DEP to the Town would be a 0.06 acre/ 2903 square foot right to build and maintain the new bridge (although only a very small portion of the bridge support will be on DEP land), a 234 square foot right to drain stormwater, and a 230 square foot right to grade the land from the road to blend to the topography in the park. All requested easements can be viewed by accessing the link to the 'Survey Map' above.

In return for the easements, the Town of Enfield will move to formally discontinue an unused 0.64 acre/28,226 square foot portion of Cooper Street to the east of the work location. The town will reserve a sewer easement, but the road Right-of-Way will be extinguished and will revert to State Park land. The proposed discontinued portion of Cooper Street appears hatched on the map can be viewed by accessing the 'Discontinuance" map above.

In addition, the Town will construct a new 7-car gravel parking area (also pictured on the 'Survey Map' above) on the remaining abandoned portion of Cooper Street where it intersects with South Maple Street. This will provide much needed parking for recreational users of Scantic River State Park.

The property to be transferred contains the following:

- Buildings in use
- Buildings not in use
- Wooded land
- Nonagricultural fields
- Active agriculture
- Paved areas
- Ponds, streams or other water

Water Supply:  Public water supply  On-site well  Unknown

Waste Disposal:  Served by sewers  On-site septic system  
 Unknown

*Click to view aerial view of property [Bing Bird's eye view](#)*

*Click to view photographs of property - no photographs available.*

The [Locational Guide Map of the Connecticut Conservation and Development Policies Plan for Connecticut](#) identifies the property as being in the following category(ies):

- Regional Center
- Neighborhood Conservation Area
- Growth Area
- Rural Community Center
- Rural Area
- Conservation Area
- Preservation Area
- Existing Preserved Open Space

The property is in the following municipal zone(s):

- Not zoned
- Residential
- Industrial
- Commercial
- Institutional
- Other:
- Not known

Special features of the property, if known: Property is on the banks of the Scantic River.

Value of property, if known:

- If checked, value is not known.

Type of Sale or Transfer:

- Sale or transfer of property in fee
- Sale or transfer of partial interest in the property (such as an easement).

Description of interest: Refer to 'Description of Property' and 'Survey Map' above.

Proposed recipient, if known: The Town of Enfield

Proposed use by property recipient, if known: Bridge reconstruction and maintenance, drainage, and grading.

The agency is proposing to transfer the property with the following restrictions on future uses:

- If checked, the state is not currently proposing restrictions on future uses.

Reason the State of Connecticut is proposing to transfer this property: The South Maple Street Bridge is in need of reconstruction. The new bridge will be wider and safer, and DEP will gain additional park land as well as recreational parking in trade.

Comments from the public are welcome and will be accepted until the close of business on **October 7, 2010**.

Comments may include (but are not limited to) information you might have about significant natural resources or recreation resources on the property, as well as your recommendations for means to preserve such resources.

Written comments\* should be sent to:

Name: Patrick O'Brien  
Agency: Office of Policy and Management  
Address: 450 Capitol Avenue MS#52 ASP  
Hartford, CT 06106-1379  
E-Mail: [Patrick.Obrien@ct.gov](mailto:Patrick.Obrien@ct.gov)

\*E-Mail submissions are preferred.  
(Comments from state agencies **must** be on agency letterhead and signed by agency head. Scanned copies are preferred.)

### [What Happens Next?](#)

To find out if this proposed transfer is the subject of further notices, check future editions of the Environmental Monitor. [Sign up for e-alerts](#) to receive a reminder e-mail on Environmental Monitor publication dates.

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## 5. Notice of Proposed Easement Transfer, Vernon

Complete Address of Property: Phoenix Street over the Tankerhoosen River

Commonly used name of property or other identifying information:  
Phoenix Street Bridge Reconstruction

Number of acres to be transferred: easement for 0.02 acres or 1105 square feet

*Click to view map of property location* [Location Map](#) [Survey Map](#)

### [Description of Property](#)

Below is some general information about the property. It should not be considered a complete description of the property and should not be relied upon for making decisions. If only a portion of a property is proposed for transfer, the description pertains only to the portion being transferred.

**Brief Description of Historical and Current Uses:** This property is part of Tankerhoosen Lake and Dam, which is a compilation of many small acquisitions. The affected portion of land, on the east side of Phoenix Street, was resultant from a boundary line agreement with the Town of Vernon in 1999 when repairs and modifications to the lake's dam were made.

The Town of Vernon has received federal funding to replace the existing Phoenix Street bridge over the Tankerhoosen River, and is requesting an easement from DEP for construction and permanent maintenance. The easement consists of 0.02 acres or 1105 square feet and can be viewed by accessing the link to the 'Survey Map' above. Construction involves placement of rip-rap, concrete wingwall, and concrete block channel liner in accordance with approved plans. It will also allow for modifications to the existing 12" diameter ductile iron water main.

The property to be transferred contains the following:

- Buildings in use
  - Buildings not in use
  - Wooded land
  - Nonagricultural fields
  - Active agriculture
  - Paved areas
  - Ponds, streams or other water
- Water Supply:  Public water supply  On-site well  Unknown
- Waste Disposal:  Served by sewers  On-site septic system  
 Unknown

*Click to view aerial view of property*

[Bing Bird's eye view looking north](#)

[Bing Bird's Eye View looking west](#)

*Click to view photographs of property - no photographs are available.*

The [Locational Guide Map of the Connecticut Conservation and Development Policies Plan for Connecticut](#) identifies the property as being in the following category(ies):

- Regional Center
- Neighborhood Conservation Area
- Growth Area
- Rural Community Center
- Rural Area
- Conservation Area
- Preservation Area
- Existing Preserved Open Space

The property is in the following municipal zone(s):

- Not zoned
- Residential
- Industrial
- Commercial
- Institutional
- Other:
- Not known

Value of property, if known:

- If checked, value is not known.

*Links to other available information*

Type of Sale or Transfer:

- Sale or transfer of property in fee
- Sale or transfer of partial interest in the property (such as an easement).

Description of interest:

Proposed recipient, if known: The Town of Vernon

Proposed use by property recipient, if known: Bridge reconstruction and permanent maintenance access.

The agency is proposing to transfer the property with the following restrictions on future uses:

If checked, the state is not currently proposing restrictions on future uses.

Comments from the public are welcome and will be accepted until the close of business on **October 7, 2010**.

Comments may include (but are not limited to) information you might have about significant natural resources or recreation resources on the property, as well as your recommendations for means to preserve such resources.

Written comments\* should be sent to:

Name: Patrick O'Brien  
Agency: Office of Policy and Management  
Address: 450 Capitol Avenue MS#52 ASP  
Hartford, CT 06106-1379  
E-Mail: [Patrick.O'Brien@ct.gov](mailto:Patrick.O'Brien@ct.gov)

\*E-Mail submissions are preferred.  
(Comments from state agencies **must** be on agency letterhead and signed by agency head. Scanned copies are preferred.)

### [What Happens Next?](#)

To find out if this proposed transfer is the subject of further notices, check future editions of the Environmental Monitor. [Sign up for e-alerts](#) to receive a reminder e-mail on Environmental Monitor publication dates.

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The following Step II notice has been submitted for this edition.

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## 1. Comments and OPM's Responses for Proposed Land Transfer in Norwich

Complete address of property: Laurel Hill Rd (Route 12) Norwich, CT

Commonly used name of property or other identifying information:  
Norwich Hospital

[Click here](#) to view the previous edition of the Environmental Monitor in which the notice of intent to transfer this property (Step I) first appeared.  
Comments Received and OPM Responses:

- [Mr. David Bingham](#)
- [Mr. Robert Fromer](#)

### WHAT HAPPENS NEXT?

[Sign up for e-alerts](#) to receive a reminder e-mail on Environmental Monitor publication dates.

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There are no Step III, IV or V notices submitted for review or comment in this edition.

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The Adobe Reader is necessary to view and print Adobe Acrobat documents, including some of the maps and illustrations that are linked to this publication. If you have an outdated version of Adobe Reader, it might cause pictures to display incompletely. To download up-to-date versions of the free software, click on the Get Acrobat button, below. This link will also provide information and instructions for downloading and installing the reader.



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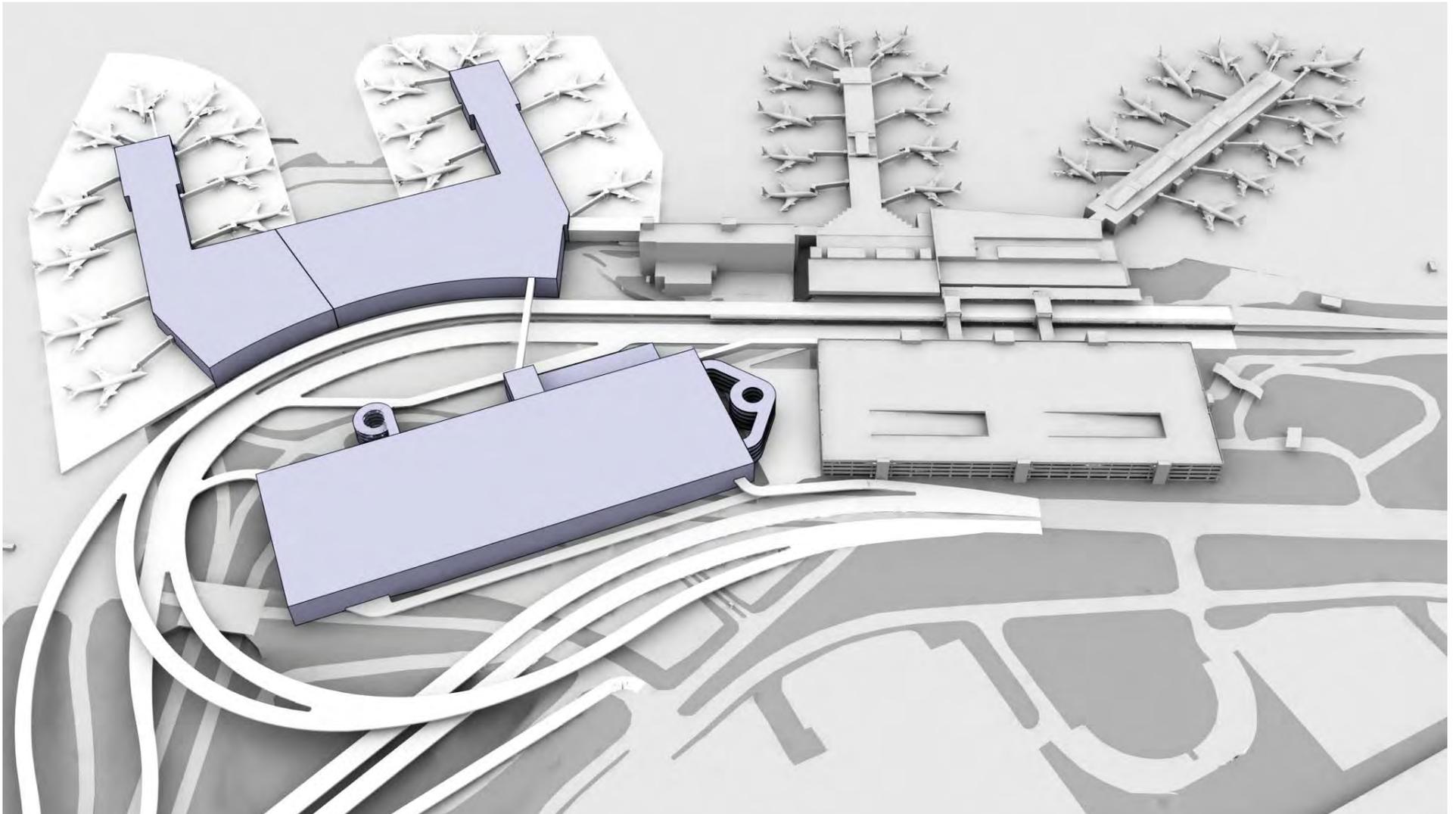
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**PROJECT  
SITE**

## CONCEPT 4





STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

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**To:** Mark W. Alexander - Transportation Assistant Planning Director  
DOT - Environmental Planning, 2800 Berlin Turnpike, Newington, CT 06131

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

**Date:** October 20, 2010      **E-Mail:** [david.fox@ct.gov](mailto:david.fox@ct.gov)

**Subject:** New Terminal, Bradley International Airport

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The Department of Environmental Protection has received the Notice of Scoping announcing preparation of an Environmental Impact Evaluation for proposed construction of a new Terminal B, modified roadway system and new parking facilities at Bradley International Airport in Windsor Locks. The following comments are submitted for your consideration.

If any of the various project elements extend into grassed areas at the airport or these grassed areas are anticipated to be utilized by staging of equipment and materials during construction, potential impacts to the various state listed invertebrate and avian species known to occur at the airport must be considered in the document. Consultation with the Wildlife Division as early as possible in planning process is recommended. Jenny Dickson is the appropriate contact; she may be reached at 860-424-3494 or [jenny.dickson@ct.gov](mailto:jenny.dickson@ct.gov).

Stormwater management for parking garages typically should involve two separate collection systems designed to treat the runoff from different types of parking areas. Any exposed parking levels will produce a high volume of runoff with relatively low concentrations of pollutants. Runoff from such areas should be directed to the storm sewer system and the collection system should include controls to remove sediment and oil or grease. A hydrodynamic separator, incorporating swirl technology, circular screening technology or engineered cylindrical sedimentation technology, is recommended to remove medium to coarse grained sediments and oil or grease. The treatment system should be sized such that it can treat stormwater runoff adequately. The Department recommends that the treatment system be designed to treat the first inch of stormwater runoff. Upon installation, a maintenance plan to remove sediment and oil or grease should also be implemented.

Interior levels of the garage will produce a low volume of runoff with relatively high concentrations of pollutants. In addition, the need for cleaning of the garage must be considered and floor washwater cannot be directed to a stormwater sewer system. Runoff from interior areas should be directed to the sanitary sewer system, again with appropriate treatment. An oil separator tank with a capacity of at least 1000 gallons is required. A licensed waste oil hauler must clean the tank at least once a year. A list of certified haulers can be obtained from the Bureau of Materials Management & Compliance Assurance at 860-424-3366 or on-line at: [Waste Transporters](#). The discharge of floor washwater is covered under a *General Permit for*

*Miscellaneous Discharges of Sewer Compatible Wastewater* as building maintenance wastewater. Registration is required for discharges greater than 5000 gallons per day. For further information concerning stormwater management, contact the Permitting & Enforcement Division at 860-424-3018. A fact sheet describing the permit and the registration form may be downloaded at: [Miscellaneous Discharge GP](#).

The project is in the watershed of Rainbow Brook, which has been historically impaired by the discharge of ethylene and propylene glycol from deicing activities at the airport. The Department recommends that ConnDOT take advantage of the opportunity, if it will exist through this project, to install a dual drainage system at the passenger gates to separate the deicing fluid collection system from the storm drain system. This type of system was installed during construction of Terminal A.

The Department's standard recommendation concerning the treatment of stormwater which follows should be observed for any new or reconstructed stormwater systems.

Appropriate controls, designed to remove sediment and oil or grease typically found in runoff from parking and driving areas, should be included in any stormwater collection system to be installed or upgraded at the site. Non-structural measures to dissipate and treat runoff are strongly encouraged, including infiltration using pervious paving or sheetflow from uncurbed pavement to vegetated swales, water gardens or depression storage areas. The Department recommends a stormwater management treatment train approach. Such a system includes a series of stormwater best management practices (BMPs) that target the anticipated pollutants of concern. For example, parking lot runoff would be expected to contain petroleum hydrocarbons, heavy metals, sediment, organic material (leaves/grass clippings) and seasonally elevated temperatures. Potential structural stormwater BMPs include, but are not limited to, catch basin inserts, gross particle separators, deep sump catch basins fitted with passive skimmers, and/or detention/retention basins having adequate pre-treatment. For larger sites, a combination of structural and non-structural BMPs are typically most effective and practical. If more than 1 acre of pavement drains to a common discharge point, a hydrodynamic separator, incorporating swirl technology, circular screening technology or engineered cylindrical sedimentation technology, is recommended to remove medium to coarse grained sediments and oil or grease. The treatment system should be sized such that it can treat stormwater runoff adequately. The Department recommends that the treatment system be designed to treat the first inch of stormwater runoff. Upon installation, a maintenance plan should also be implemented to insure continued effectiveness of these control measures.

The Department strongly supports the use of low impact development (LID) practices such as water quality swales and rain gardens for infiltration of stormwater on site. Key strategies for effective LID include: managing stormwater close to where precipitation falls; infiltrating, filtering, and storing as much stormwater as feasible; managing stormwater at multiple locations throughout the landscape; conserving and restoring natural vegetation and soils; preserving open space and minimizing land disturbance; designing the site to minimize impervious surfaces; and

providing for maintenance and education. Water quality and quantity benefits are maximized when multiple techniques are grouped together. Consequently, we typically recommend the utilization of one, or a combination of, the following measures:

- the use of pervious pavement or grid pavers (which are very compatible for parking lot and fire lane applications), or impervious pavement without curbs or with notched curbs to direct runoff to properly designed and installed infiltration areas,
- the use of vegetated swales, tree box filters, and/or infiltration islands to infiltrate and treat stormwater runoff (from building roofs and parking lots),
- the minimization of access road widths and parking lot areas to the maximum extent possible to reduce the area of impervious surface,
- if soil conditions permit, the use of dry wells to manage runoff from the building roofs,
- the use of vegetated roofs (green roofs) to reduce the runoff from buildings,
- proper treatment of special activity areas (e.g. loading docks, covered maintenance and service areas),
- the installation of rainwater harvesting systems to capture stormwater from building roofs for the purpose of reuse for irrigation, and
- providing for pollution prevention measures to reduce the introduction of pollutants to the environment.

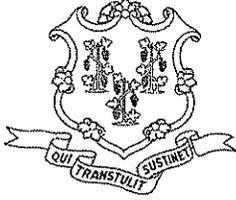
Stormwater discharges from construction sites where one or more acres are to be disturbed require a permit pursuant to 40 CFR 122.26. The Permitting & Enforcement Division has issued a *General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* (DEP-PERD-GP-015) that will cover these discharges. For projects disturbing five or more acres, registration describing the site and the construction activity must be submitted to the Department prior to the initiation of construction. A stormwater pollution control plan, including measures such as erosion and sediment controls and post construction stormwater management, must be prepared. For sites where more than 10 acres will be disturbed, the plan must be submitted to the Department. A goal of 80 percent removal of total suspended solids from the stormwater discharge shall be used in designing and installing stormwater management measures. For construction projects with a total disturbed area between one and five acres, no registration is required as long as the project is reviewed by the town and receives written approval of its erosion and sediment control measures and it adheres to the *Connecticut Guidelines for Soil Erosion and Sediment Control*. If no review is conducted by the town or written approval is not provided, the permittee must register with the Department. For further information, contact the division at 860-424-3018. A copy of the general permit as well as registration forms may be downloaded at: [Construction Stormwater GP](#).

Pursuant to section 16a-38k of the CGS, any new construction of a state facility that is projected to cost five million dollars or more, or renovation of a state facility that is projected to cost two million dollars or more must comply with sections 16a-38k-1 to 16a-38k-9 of the Regulations of Connecticut State Agencies. The regulations require that the facility design process identify and implement practical and measurable green building design, construction, operations and maintenance solutions. These regulations closely follow the silver building rating of the Leadership in Energy and Environmental Design's (LEED<sup>®</sup>) rating system for new commercial construction and major renovation projects, as established by the United States

Green Building Council, and the two-globe rating in the Green Globes USA design program. Requirements include selecting strategies in various categories including energy efficiency and renewable energy; the indoor environment; water efficiency; recycling, reuse and sustainability; site selection and development and innovative operations. For additional information concerning these regulations, contact John Ruckes of the Office of Policy & Management at [john.ruckes@ct.gov](mailto:john.ruckes@ct.gov) or 860-418-8364. A guidebook, *Connecticut Building Standard Guidelines, Compliance Manual for High Performance Buildings*, is available on-line at: [http://www.ct.gov/opm/lib/opm/pdpd\\_energy/ct\\_high\\_perf\\_handbk-final.pdf](http://www.ct.gov/opm/lib/opm/pdpd_energy/ct_high_perf_handbk-final.pdf)

Thank you for the opportunity to review this project. If you have any question regarding these comments, please contact me.

cc: Keith T. Hall, DOT  
Karen Allen, DEP/PED  
Jenny Dickson, DEP/WD  
Robert Hannon, DEP/OPPD  
Jessica Morgan, DEP/WPSD  
Kim Trella, DEP/OPPD



# STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH

October 12, 2010

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

RE: Notice of Scoping for New Terminal B Passenger Facility & Associated  
Improvements at Bradley International Airport

Dear Mr. Alexander:

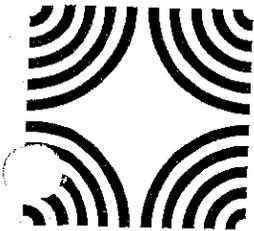
The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area; therefore, the Drinking Water Section has no comments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

Sincerely,

Eric McPhee  
Supervising Environmental Analyst  
Drinking Water Section



Phone: (860) 509-7333  
Telephone Device for the Deaf (860) 509-7191  
410 Capitol Avenue - MS # 51WAT  
P.O. Box 340308 Hartford, CT 06134  
Affirmative Action / An Equal Opportunity Employer



Connecticut Commission on Culture & Tourism

October 29, 2007

Historic Preservation  
& Museum Division

Mr. James H. Norman  
State Design  
ConnDOT  
2800 Berlin Turnpike  
Newington, CT

59 South Prospect Street  
Hartford, Connecticut  
06106

(v) 860.566.3005  
(f) 860.566.5078

Subject: New West Terminal Complex  
Bradley International Airport  
Windsor Locks, CT  
ConnDOT #165-393

Dear Mr. Norman:

The State Historic Preservation Office has reviewed the above-named project. This office notes that the Terminal B complex at Bradley International Airport lacks historic architectural integrity and is not eligible for the National Register of Historic Places. Therefore, this office expects that the proposed project will have no effect on Connecticut's historic, architectural, and archaeological resources.

This office appreciates the opportunity to have reviewed and commented upon the proposed project.

This comment is provided in accordance with the National Historic Preservation Act and the Connecticut Environmental Policy Act.

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

Sincerely,

Karen Senich  
Deputy State Historic Preservation Officer

cc: Ms. Cynthia Holden/ConnDOT

KEITH

# **Endangered Species Consultation**

## ***Project Review for Projects with Federal Involvement***

### ***(authorizing, funding or carrying out the project)***

The following information is designed to assist applicants or project sponsors in determining whether a federally-listed, proposed and/or candidate species may occur within the proposed project area and whether it is appropriate to contact our office for additional coordination or consultation. We encourage you to print out all materials used in the analyses of effects on listed, proposed or candidate species for your records or submission to the appropriate federal agency or our office.

**Step 1.** - Determine whether any listed, proposed, or candidate species (T/E species) are likely to occur within the proposed project **action area** based on location of the proposed project:

A. Choose your state list below and review for Towns in which federally-listed species occur:

**Connecticut** - 12 species (29 KB)

**Massachusetts** - 14 species (41 KB)

**New Hampshire** - 13 species (31 KB)

**Rhode Island** - 8 species (22 KB)

**Vermont** - 10 species (25 KB)

B. You should contact your state Natural Heritage Program or Endangered Species Program (see list below) for additional information on federally and state-listed species:

**Rhode Island** Natural Heritage Program

**Connecticut** Endangered Species Program

Massachusetts **Natural Heritage and Endangered Species Program**

Vermont **Non-Game and Natural Heritage**

New Hampshire **Fish and Game's Non-game and Endangered Wildlife Program**

New Hampshire Natural Heritage Bureau's **Home Page**

Please note that these agencies provide information on known occurrences; this information does not replace field surveys, especially for plants, as most project sites have not been previously surveyed specifically for listed species.

C. If the project falls within a Town where the endangered dwarf wedgemussel is known to occur, check the appropriate map to determine whether your project is in the vicinity of its known range.

Massachusetts - **Connecticut River Watershed** (912 KB)

New Hampshire/Vermont - Connecticut River Watershed

**Upper Connecticut River** ( 872 KB)

**Middle Connecticut River** (1.07 MB)

**Lower Connecticut River** (1.56 MB)

New Hampshire - **Ashuelot River Watershed** (886 KB)

Connecticut - **Connecticut River Watershed** (2.04 MB)

- D. If the project falls within a Town where the endangered northern red-bellied cooter is known to occur, or if the project occurs in Plymouth County, Massachusetts, check the map to determine whether your project is in the vicinity of its known range or critical habitat. [NRBC\\_MAP](#) (59 KB)
- E. If a proposed project occurs in a Town with no known listed, proposed or candidate species present, no further coordination with the Service is needed. You may download a **"no species present" letter** (158 KB) stating "no species are known to occur in the project area".
- F. If the proposed project occurs in a Town with known occurrences of T/E species, proceed to Step 2.

**Step 2.** - Determine whether any listed or proposed New England Species are likely to occur within the proposed project area by comparing the habitat present within the proposed project action area with habitat that is suitable for the species.

- A. Review the information we have provided on the species list information from the appropriate state agency, and any other sources of information available to you to determine types of habitat the species use. A description of suitable habitat for New England's federally-listed species may be found in [New England Species'](#) profiles and fact sheets.
- B. Determine whether your proposed project action area has any potential for listed species habitat (e.g., are suitable roost trees present? - Indiana bats; are wetlands present? - bog turtles or Northeastern bulrush; will project affect a waterway? – dwarf wedgemussel). After this initial coarse review, determine whether any more detailed surveys may be appropriate (e.g., survey for dwarf wedgemussels).
- C. If your state Natural Heritage Program or Endangered Species Program does not identify any listed species for the proposed project AND there is no potential habitat for any listed species within the action area, no further coordination with the Service is required. You may download a **"no species present" letter** (158 KB) stating "no species are known to occur in the project area".
- D. If you have identified that potential listed species habitat is present although the species has not been documented from that specific location, further coordination with our office is recommended. Please send the results of your assessment including any habitat surveys to:

Supervisor  
U.S. Fish and Wildlife Service  
70 Commercial St., Suite 300  
Concord, NH 03301

Include in your letter:

A detailed description of the proposed project, including approximate proposed project construction schedule and project activities (e.g., land clearing, utilities, stormwater management). Site plans are often helpful in our evaluation process.

- o A description of the natural characteristics of the property and surrounding area (e.g., forested areas, freshwater wetlands, open waters, and soils). Photographs are often helpful in assessing the habitat. Additionally, please include a description of surrounding land use (residential, agricultural, or commercial).
- o The location of the above referenced property and extent of any project related activities or discharges clearly indicated on a copy of a USGS 7.5 Minute Topographic Quadrangle (Quad) with the name of the Quad(s) and latitude/longitude clearly labeled.
- o A description of conservation measures to avoid or minimize impacts to listed species.

Why does this matter?- In a case where no habitat is present, a quick and easy determination can be made that further coordination is not necessary. In a case where habitat is present, but you believe that the project activities will not impact listed species, it is important to coordinate with us to ensure that all project activities and all potential effects (direct and indirect) have been considered.

(Please allow 30 days following our receipt of your request for processing.)

**Step 3.** - Based on the results of the habitat survey and a description of the proposed project (including information as to whether any potential habitat may be directly or indirectly affected), the involved Federal agency may determine:

- o The proposed project will result in no effect to any T/E species and no further coordination or consultation with the Service is required;
- o Additional information (e.g., surveys) is required to determine whether any T/E species are likely to occur within the proposed project area; or
- o The proposed project "may affect" a T/E species and consultation with the Service is required.

**FEDERALLY LISTED ENDANGERED AND THREATENED SPECIES  
IN CONNECTICUT**

COUNTY	SPECIES	FEDERAL STATUS	GENERAL LOCATION/HABITAT	TOWNS
Fairfield	Piping Plover	Threatened	Coastal Beaches	Westport, Bridgeport and Stratford
	Roseate Tern	Endangered	Coastal beaches, Islands and the Atlantic Ocean	Westport and Stratford
	Bog Turtle	Threatened	Wetlands	Ridgefield and Danbury.
Hartford	Dwarf wedgemussel	Endangered	Farmington and Podunk Rivers	South Windsor, East Granby, Simsbury, Avon and Bloomfield.
Litchfield	Small whorled Pogonia	Threatened	Forests with somewhat poorly drained soils and/or a seasonally high water table	Sharon.
	Bog Turtle	Threatened	Wetlands	Sharon and Salisbury.
Middlesex	Roseate Tern	Endangered	Coastal beaches, islands and the Atlantic Ocean	Westbrook and New London.
	Piping Plover	Threatened	Coastal Beaches	Clinton, Westbrook, Old Saybrook.
	Puritan Tiger Beetle	Threatened	Sandy beaches along the Connecticut River	Cromwell, Portland
New Haven	Bog Turtle	Threatened	Wetlands	Southbury
	Piping Plover	Threatened	Coastal Beaches	Milford, Madison and West Haven
	Roseate Tern	Endangered	Coastal beaches, Islands and the Atlantic Ocean	Branford, Guilford and Madison
	Indiana Bat	Endangered	Mines, Caves	
New London	Piping Plover	Threatened	Coastal Beaches	Old Lyme, Waterford, Groton and Stonington.
	Roseate Tern	Endangered	Coastal beaches, Islands and the Atlantic Ocean	East Lyme and Waterford.
	Small whorled Pogonia	Threatened	Forests with somewhat poorly drained soils and/or a seasonally high water table	Waterford
Tolland	None			

-Eastern cougar, gray wolf, Indiana bat, Seabeach amaranth and American burying beetle are considered extirpated in Connecticut.

-There is no federally-designated Critical Habitat in Connecticut.

7/31/2008



# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

New England Field Office  
70 Commercial Street, Suite 300  
Concord, NH 03301-5087  
<http://www.fws.gov/newengland>

January 3, 2011

To Whom It May Concern:

This project was reviewed for the presence of federally-listed or proposed, threatened or endangered species or critical habitat per instructions provided on the U.S. Fish and Wildlife Service's New England Field Office website:

(<http://www.fws.gov/newengland/EndangeredSpec-Consultation.htm>)

Based on the information currently available, no federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service (Service) are known to occur in the project area(s). Preparation of a Biological Assessment or further consultation with us under section 7 of the Endangered Species Act is not required.

This concludes the review of listed species and critical habitat in the project location(s) and environs referenced above. No further Endangered Species Act coordination of this type is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

Thank you for your cooperation. Please contact Mr. Anthony Tur of this office at 603-223-2541 if we can be of further assistance.

Sincerely yours,

Thomas R. Chapman  
Supervisor  
New England Field Office



## Part II: Requester Information (continued)

Affiliation of primary contact, check one:  Property owner  Consultant  Engineer  
 Facility owner  Applicant  Biologist  Pesticide Applicator  
 Other representative (specify):

### 3. Project Type:

Choose Project Type: Other , If other describe: EA/EIE for Terminal B expansion

## Part III: Site Information

This request can only be completed for one site. A separate request must be filed for each additional site.

### 1. Site Location

Site Name or Project Name: **Bradley International Airport**

Town(s): **Windsor Locks**

Street Address or Location Description:  
**Schoephoester Road**

Size in acres, or site dimensions: **12.5 ac +/-**

Latitude and longitude of the center of the site in decimal degrees (e.g., 41.23456 -71.68574):

Latitude: **41 56' 20"N**

Longitude: **72 41' 0"W**

Method of coordinate determination (check one):

GPS  Photo interpolation using CTECO map viewer  Other (specify):

2a. Describe the current land use and land cover of the site.

**Airport**

b. Check all that apply and enter the size in acres or % of area in the space after each checked category.

<input type="checkbox"/> Industrial/Commercial _____	<input type="checkbox"/> Residential _____	<input type="checkbox"/> Forest _____
<input checked="" type="checkbox"/> Wetland <u>5</u> _____	<input checked="" type="checkbox"/> Field/grassland <u>20</u> _____	<input type="checkbox"/> Agricultural _____
<input type="checkbox"/> Water _____	<input type="checkbox"/> Utility Right-of-way _____	
<input checked="" type="checkbox"/> Transportation Right-of-way <u>70</u> _____	<input type="checkbox"/> Other (specify): _____	

## Part IV: Project Information

1. Is the subject activity limited to the maintenance, repair, or improvement of an existing structure within the existing footprint?     Yes     No    If yes, explain.

## Part IV: Project Information (continued)

2. Give a detailed description of the activity which is the subject of this request and describe the methods and equipment that will be used.

**The Connecticut Department of Transportation (CTDOT) proposes to construct a new passenger terminal in the area occupied by the existing Terminal B at Bradley International Airport (BIA) in Windsor Locks, CT. The existing Terminal B complex, which includes the two attached concourses, the old International Arrivals Building, the grade-separated roadway, short-term parking and the airfield lighting substation, will be demolished for construction of a new terminal complex that will be designated as Terminal B.**

3. Provide a contact for questions about the project details if different from Part II primary contact.

Name:

Phone:

Email:

## Part V: Request Type and Associated Application Type

Check *one* box from either Group 1 *or* Group 2, indicating the appropriate category for this request.

**Group 1.** If you check one of these boxes, fill out Parts I – VII of this form and submit the required attachments A and B.

- Preliminary screening was negative but an NDDB review is still requested
- Request regards a municipally regulated or unregulated activity (no state permit/certificate needed)
- Request regards a preliminary site assessment or project feasibility study
- Request relates to land acquisition or protection
- Request is associated with a *renewal* of an existing permit, with no modifications

**Group 2.** If you check one of these boxes, fill out Parts I – VII of this form and submit required attachments A, B, *and* C.

- Request is associated with a *new* state or federal permit application
- Request is associated with modification of an existing permit
- Request is associated with a permit enforcement action
- Request regards site management or planning, requiring detailed species recommendations
- Request regards a state funded project, state agency activity, or CEPA request

If you are filing this request as part of a state or federal permit application enter the application information below.

Permitting Agency and Application Name: \_\_\_\_\_

State DEP Application Number, if known: \_\_\_\_\_

State DEP Enforcement Action Number, if known: \_\_\_\_\_

State DEP Permit Analyst/Engineer, if known: \_\_\_\_\_

Is this request related to a previously submitted NDDDB request?  Yes  No

Enter the previous NDDDB Request Number(s), if known: \_\_\_\_\_

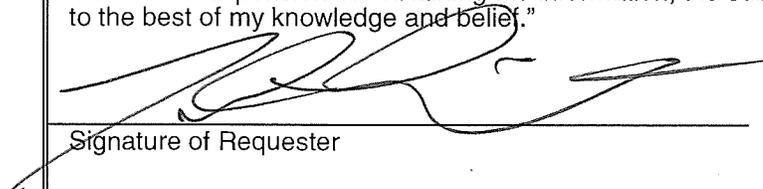
## Part VI: Supporting Documents

Please check each attachment submitted as verification that *all* applicable attachments have been supplied with this request form. Label each attachment as indicated in this part (e.g., Attachment A, etc.) and be sure to include the requester's name, site name and the date. **Please note that Attachments A and B are required for all requesters.** Attachment C (DEP-APP-007C) is supplied at the end of this form.

<input checked="" type="checkbox"/> Attachment A:	<b>Overview Map:</b> an 8 1/2" X 11" print/copy of the relevant portion of a USGS Topographic Quadrangle Map clearly indicating the exact location of the site.
<input checked="" type="checkbox"/> Attachment B:	<b>Detailed Site Map:</b> fine scaled map showing site boundary details on aerial imagery with relevant landmarks labeled. (Site boundaries in GIS [ESRI ArcView shapefile, in NAD83, State Plane, feet] format can be substituted for detailed maps, see instruction document)
<input checked="" type="checkbox"/> Attachment C:	<b>Supplemental Information, Group 2 requirement (attached, DEP-APP-007C)</b> <input checked="" type="checkbox"/> Section i: Supplemental Site Information and supporting documents <input checked="" type="checkbox"/> Section ii: Supplemental Project Information and supporting documents

## Part VII: Requester Certification

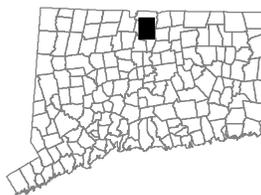
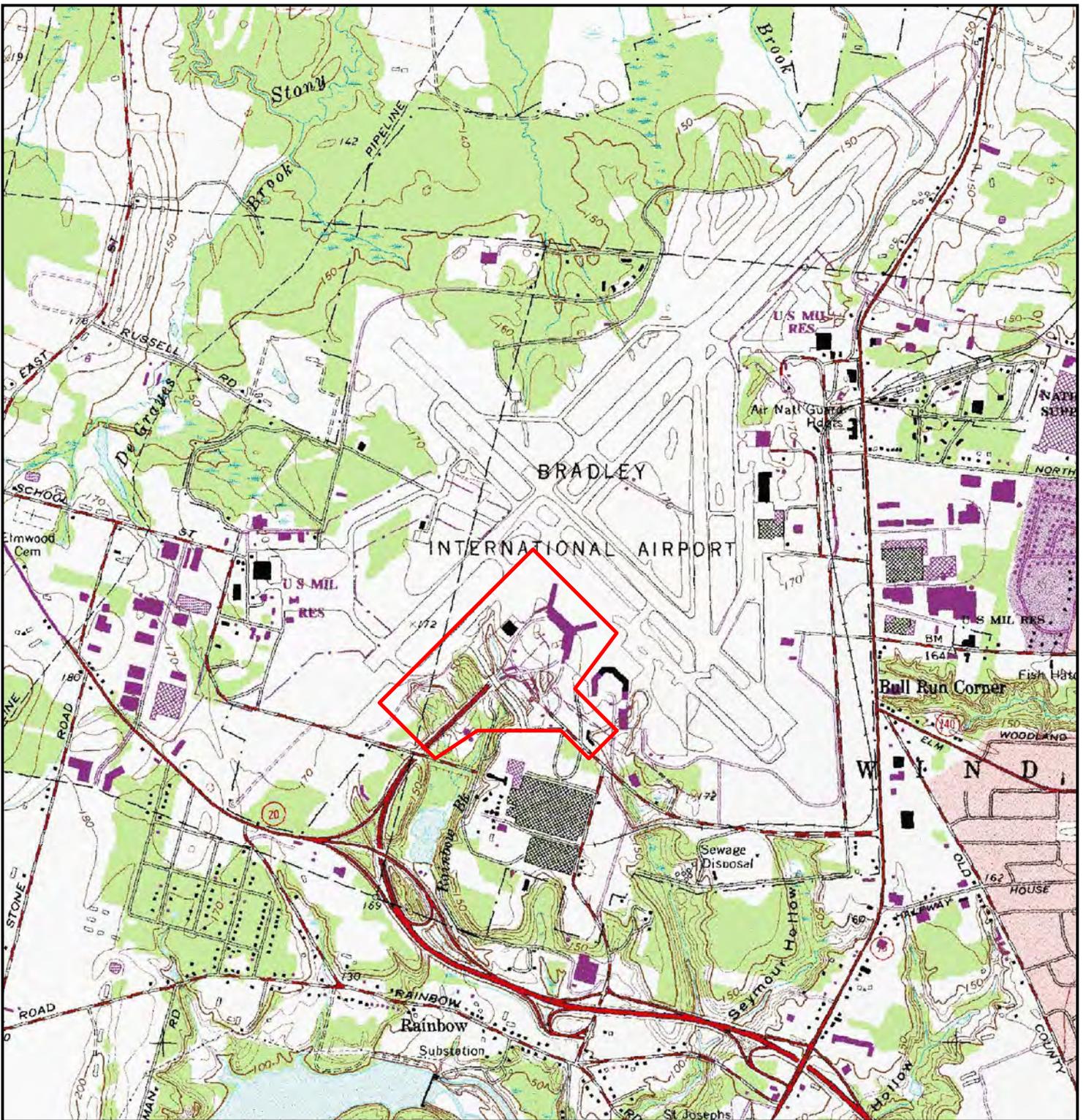
The requester *and* the individual(s) responsible for actually preparing the request must sign this part. A request will be considered incomplete unless all required signatures are provided.

<p>"I have personally examined and am familiar with the information submitted in this document and all attachments thereto, and I certify that based on reasonable investigation, including my inquiry of the individuals responsible for obtaining the information, the submitted information is true, accurate and complete to the best of my knowledge and belief."</p> 	
Signature of Requester	8/31/11 Date
<b>Joshua Wilson, PWS (#1992)</b> Name of Requester (print or type)	<b>Senior Ecologist</b> Title (if applicable)
Signature of Preparer (if different than above)	Date
Name of Preparer (print or type)	Title (if applicable)

Note: Please submit the completed Request Form and all Supporting Documents to:

CENTRAL PERMIT PROCESSING UNIT  
 DEPARTMENT OF ENVIRONMENTAL PROTECTION  
 79 ELM STREET  
 HARTFORD, CT 06106-5127

Or email request to: [dep.nddbrequest@ct.gov](mailto:dep.nddbrequest@ct.gov)



MAP REFERENCES:  
 USGS 7.5 Minute Topographic Map  
 Windsor Locks, CT 1984



Path: K:\P\2007\2097\B80\MXD\USGS\SiteLocation\_mapping.mxd

www.FandO.com



146 Hartford Road Manchester, CT 06424 860.646.2469

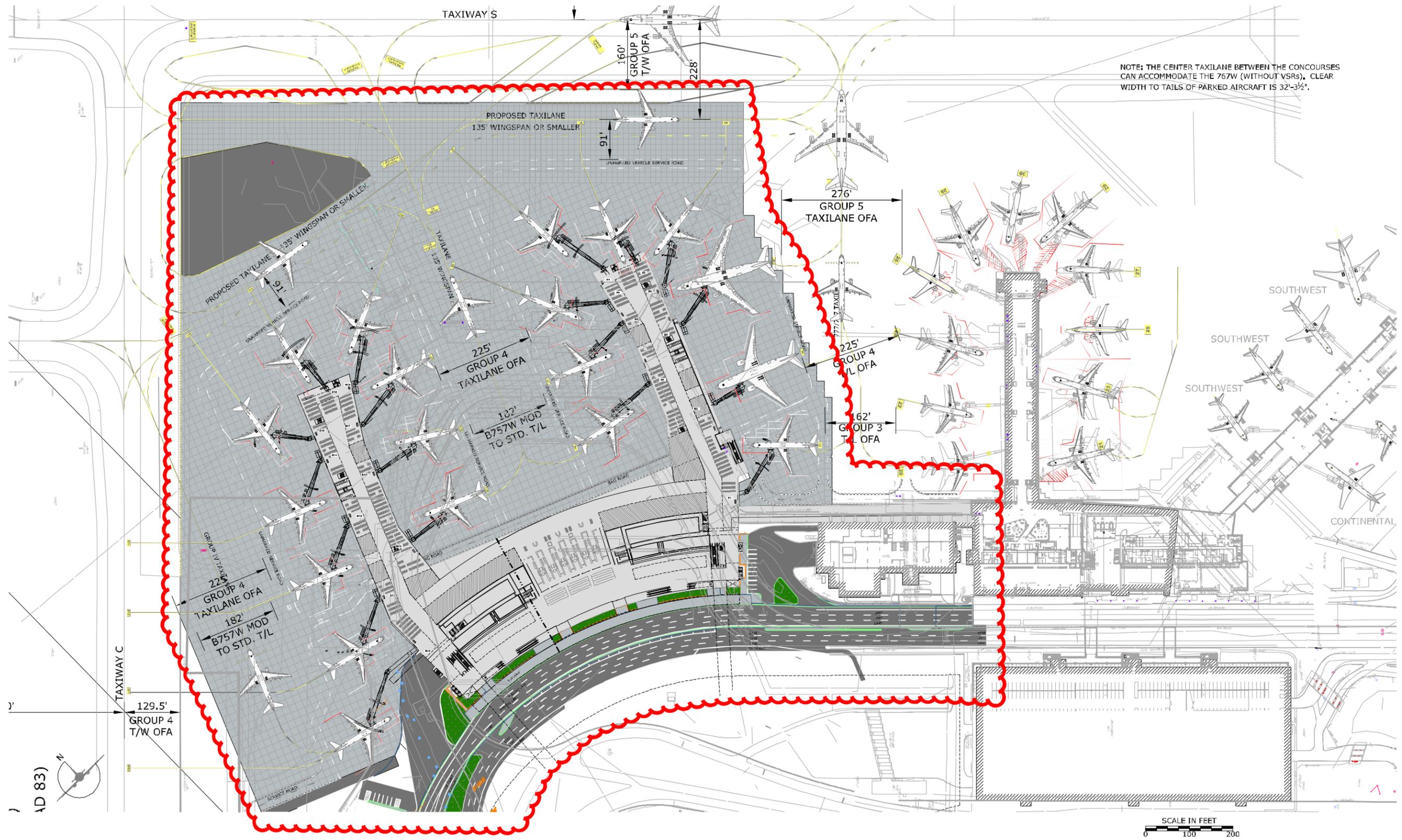
### SITE LOCATION

Bradley International Airport  
 Windsor Locks, Connecticut

### FIGURE 1

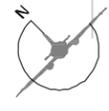
August 2011

0 1,000 2,000  
 Feet  
 Scale 1" = 2000'



NOTE: THE CENTER TAXILANE BETWEEN THE CONCOURSES CAN ACCOMMODATE THE 767W (WITHOUT VSRs), CLEAR WIDTH TO TAILS OF PARKED AIRCRAFT IS 32'-3 1/2".

AD 83)



SCALE IN FEET  
0 100 200



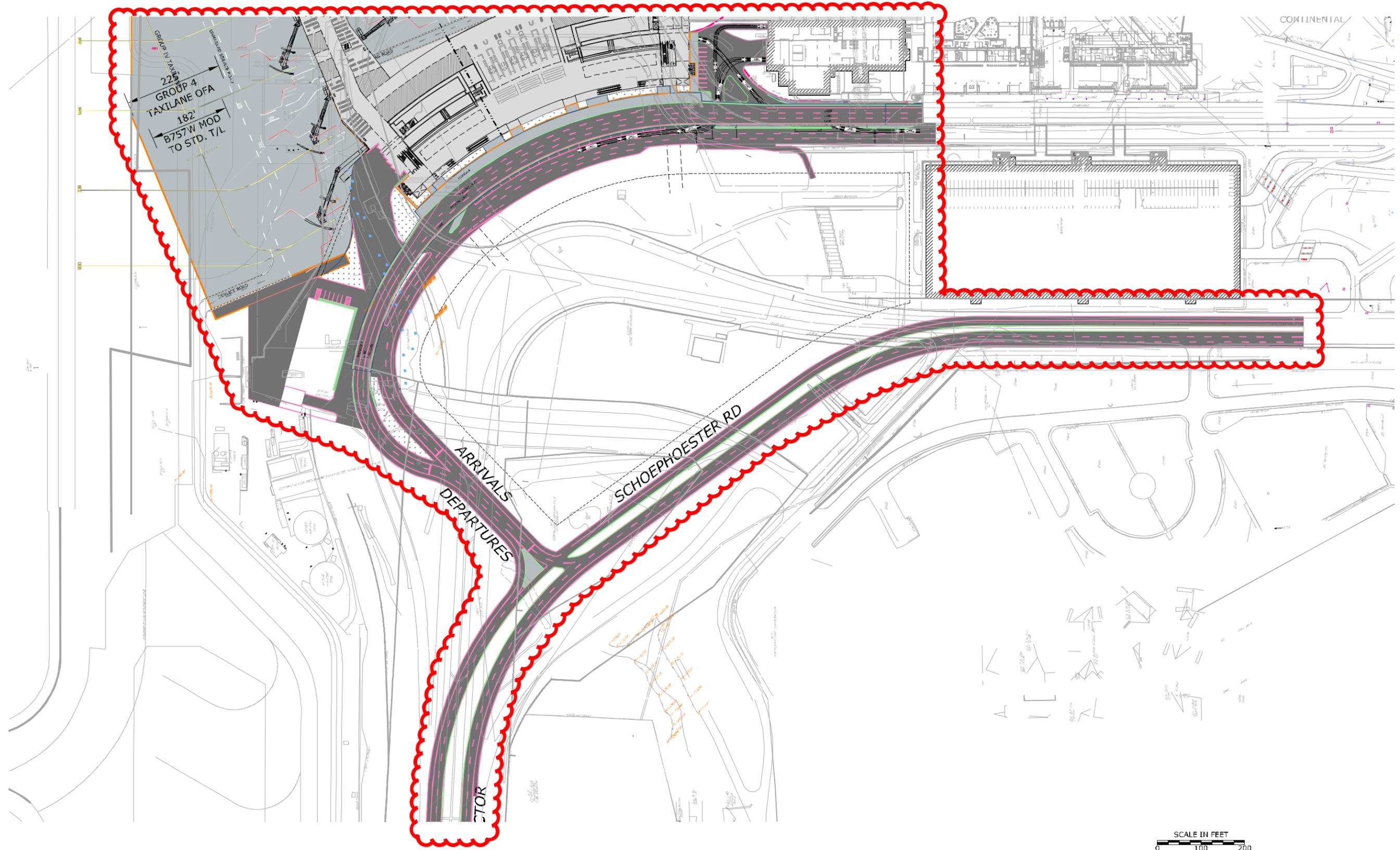
STV Incorporated



BRADLEY INTERNATIONAL AIRPORT  
TERMINAL B  
SCHEMATIC DESIGN

APRON  
LAYOUT PLAN  
JUNE 2011

C-21



STV Incorporated



BRADLEY INTERNATIONAL AIRPORT  
 TERMINAL B  
 SCHEMATIC DESIGN

ROADWAY LAYOUT  
 AT-GRADE INTERSECTION  
 JUNE 2011

C-26

# Attachment C: Supplemental Information, Group 2 requirement

## Section i: Supplemental Site Information

### 1. Existing Conditions

Describe all natural and man-made features including wetlands, watercourses, fish and wildlife habitat, floodplains and any existing structures potentially affected by the subject activity. Such features should be depicted and labeled on the site plan that must be submitted. Photographs of current site conditions may be helpful to reviewers.

**The airport site is largely developed as a transportation center. Wetlands and watercourses are limited to drainage areas for stormwater control around the site. The site is a known critical habitat that supports grassland bird species.**

- Site Photographs (optional) attached
- Site Plan/sketch of existing conditions attached

### 2. Biological Surveys

Has a biologist visited the site and conducted a biological survey to determine the presence of any endangered, threatened or special concern species  Yes  No

If yes, complete the following questions and submit any reports of biological surveys, documentation of the biologist's qualifications, and any NDDB survey forms.

Biologist(s) name:

Habitat and/or species targeted by survey:

Dates when surveys were conducted:

- Reports of biological surveys attached
- Documentation of biologist's qualifications attached
- NDDB Survey forms for any listed species observations attached

## Section ii: Supplemental Project Information

1. Provide a schedule for all phases of the project including the year, the month and/or season that the proposed activity will be initiated and the duration of the activity.

**The PEP Report also identifies a preferred concept design (Concept 4) that will be carried into Schematic Design. Construction of Phase I is anticipated to be completed by 2018 (build year), while Phase II construction is estimated to be completed by 2028 (full-build design year).**

2. Describe and quantify the proposed changes to existing conditions and describe any on-site or off-site impacts. In addition, provide an annotated site plan detailing the areas of impact and proposed changes to existing conditions.

**The project includes the following specific program elements:**

- **Demolition of the Existing Terminal B**
- **Phased Construction of a New Terminal B (Phase I and Phase II)**
- **Landside and Airside Utility Relocation**
- **Roadway and Viaduct Relocation/Construction**
- **Airside Utilities, Apron and Taxiway Construction**
- **Parking Garage and Consolidated Car Rental Facility (ConRAC) Construction**
- **Central Utility Plant Construction**

**Annotated Site Plan attached**



Connecticut Department of  
**ENERGY &  
ENVIRONMENTAL  
PROTECTION**

Bureau of Natural Resources  
Wildlife Division  
Natural History Survey – Natural Diversity Data Base

September 26, 2011

Mr. Joshua Wilson  
Fuss & O'Neill, Inc.  
146 Hartford Road  
Manchester, CT 06040

Regarding: Bradley International Airport, Windsor Locks– Natural Diversity Data Base 201106407

Dear Mr. Wilson:

In response to your request for a Natural Diversity Data Base (NDDB) Review of State Listed Species for the Bradley International Airport, our records indicate extent populations of many endangered, threatened, and species of special concern birds documented on or within the vicinity of the site. Best management practices should always be implemented and maintained during the entire course of the project; and requirements should include, but not be limited to: all demolition, reconstruction, and building staging materials shall only be placed on existing paved areas.

Birds are most susceptible to human disturbance during the breeding season, therefore, the Wildlife Division recommends that if state-listed birds are documented as nesting on or close to the work site, then a sufficient buffer zone should be delineated around the nest to minimize disturbance.

The Natural Diversity Data Base includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey and cooperating units of DEEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be 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. If the project is not implemented within 12 months, then another Natural Diversity Data Base review should be requested for up-to-date information.

Please be advised that this is a preliminary review and not a final determination. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEEP for the proposed site.

Thank you for consulting the Natural Diversity Data Base. If you have any additional questions, I can be contacted by email at [Elaine.Hinsch@po.state.ct.us](mailto:Elaine.Hinsch@po.state.ct.us).

Sincerely,

Elaine Hinsch  
Program Specialist II  
Wildlife Division



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**  
FEB 13 2012

New England Region  
Office of the Regional Administrator

12 New England Executive Park  
Burlington, MA 01803

CERTIFIED MAIL – RETURN RECEIPT REQUESTED

The Honorable Bruce Bozsum  
Chairman  
Mohegan Indian Tribe of Connecticut  
5 Crow Hill Rd.  
Uncasville, CT 06382

Dear Chairman Bozsum:

**Government-to-Government Consultation Invitation  
Airport Project at Bradley International Airport in Connecticut**

The Federal Aviation Administration (FAA), in cooperation with airport owners and operators, is proposing a project at Bradley International Airport in Windsor Locks, Connecticut, as outlined herein.

**Purpose of Government-to-Government Consultation**

The purpose of Government-to-Government consultation as described in the National Historic Preservation Act, Section 106, Federal Executive Order 13175, "Consultation and Coordination with Indian Tribal Governments," and FAA's Order 1210.20, "American Indian and Alaska Native Tribal Consultation Policy and Procedures," is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA undertakings that uniquely or significantly affect Tribes.

**Consultation Initiation**

With this letter, the FAA is inviting the Mohegan Indian Tribe of Connecticut to consult on concerns that may significantly affect your Tribe related to the proposed airport improvements. Early identification of Tribal concerns will allow the FAA and the airport owner and operator to consider ways to avoid, mitigate, or minimize potential impact to Tribal resources and practices as project alternatives are developed and refined.

**Project Information**

The project under consideration includes the demolition of Terminal B and construction of new terminal with associated improvements, including new roadways, parking garage, rental car facility, aircraft apron and utilities. Please see three enclosed plans: Projected Area, Existing Conditions, and Proposed Action.

**Confidentiality**

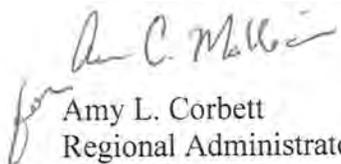
We understand that you may have concerns regarding the confidentiality of the information on areas or resources of religious, traditional, and cultural importance to the tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

**FAA Contact Information**

Your timely response will assist us in incorporating your concerns into project planning. For that reason, we respectfully request that you contact FAA within thirty days of your receipt of this correspondence as to your interest in Government-to-Government Consultation regarding these projects.

You may contact FAA's Regional Tribal Consultation Official, Barbara Travers-Wright, by telephone at 781-238-7025, or by email at [Barbara.Travers-Wright@faa.gov](mailto:Barbara.Travers-Wright@faa.gov). At that time, the consultation request will be provided to the FAA, Airports Division.

Sincerely,

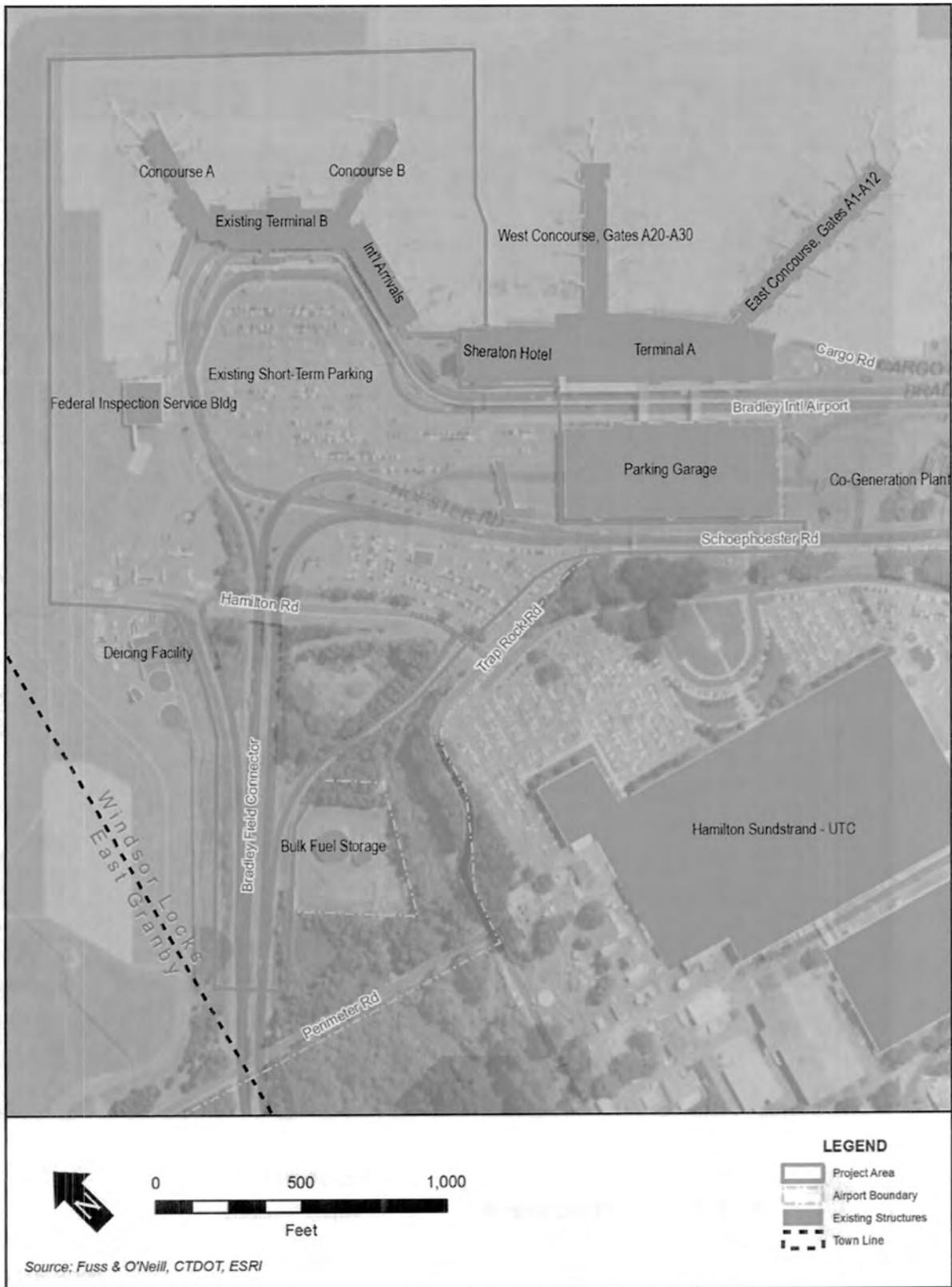
  
Amy L. Corbett  
Regional Administrator

Enclosure

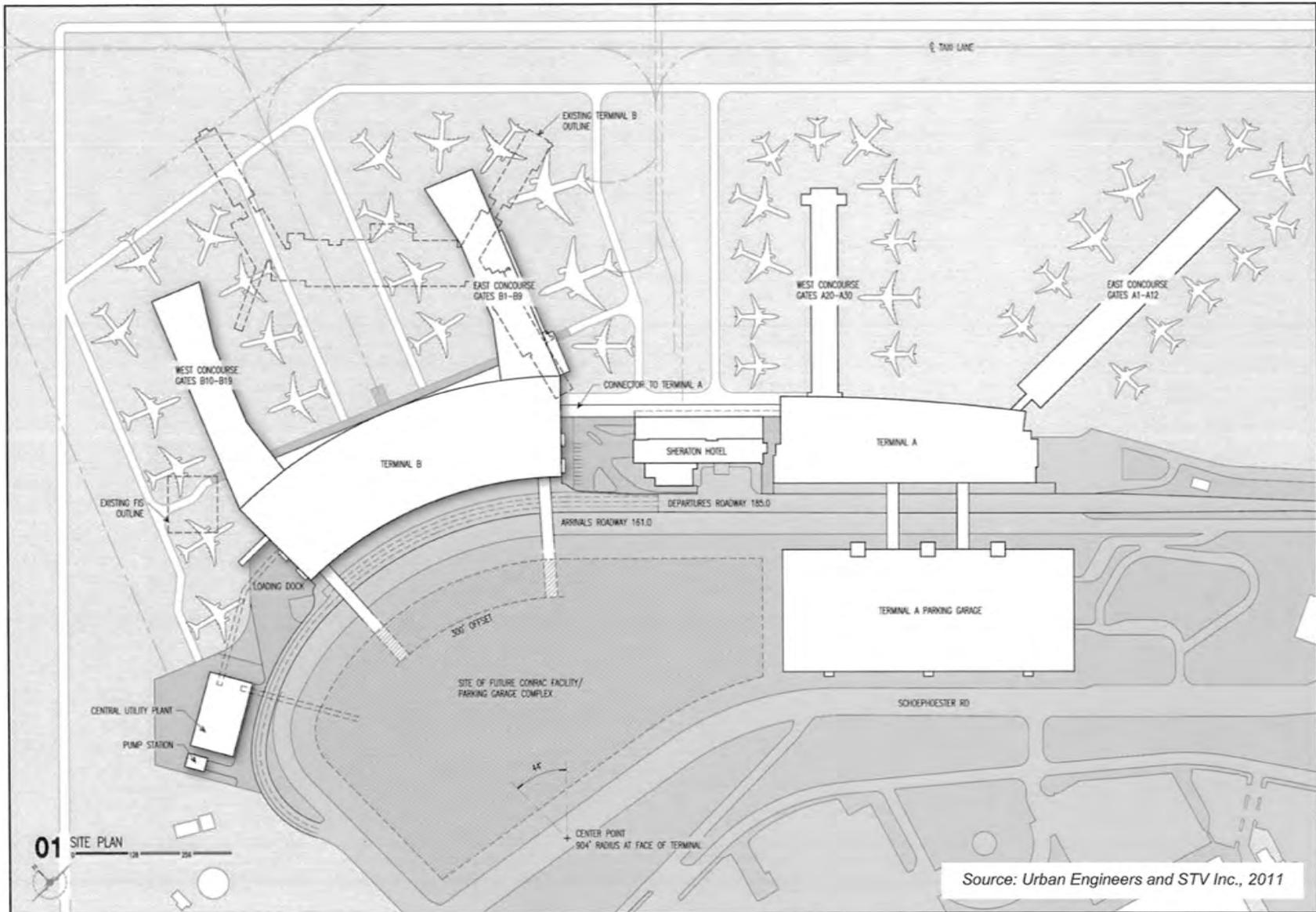
cc: Ms. Melissa Zobel, Tribal Historian, Mohegan Indian Tribe of Connecticut  
(Certified Mail – Return Receipt Requested)



**Figure 1-3. Project Area**



**Figure 1-4. Existing Conditions**



**Figure 1-5. Proposed Action – Terminal, Landside, and Airside Facilities**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**  
**FEB 13 2012**

New England Region  
Office of the Regional Administrator

12 New England Executive Park  
Burlington, MA 01803

CERTIFIED MAIL – RETURN RECEIPT REQUESTED

The Honorable Rodney Butler  
Chairman  
Mashantucket Pequot Tribe of Connecticut  
2 Matts Path  
Mashantucket, CT 06338

Dear Chairman Butler:

**Government-to-Government Consultation Invitation  
Airport Project at Bradley International Airport in Connecticut**

The Federal Aviation Administration (FAA), in cooperation with airport owners and operators, is proposing a project at Bradley International Airport in Windsor Locks, Connecticut, as outlined herein.

**Purpose of Government-to-Government Consultation**

The purpose of Government-to-Government consultation as described in the National Historic Preservation Act, Section 106, Federal Executive Order 13175, "Consultation and Coordination with Indian Tribal Governments," and FAA's Order 1210.20, "American Indian and Alaska Native Tribal Consultation Policy and Procedures," is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA undertakings that uniquely or significantly affect Tribes.

**Consultation Initiation**

With this letter, the FAA is inviting the Mashantucket Pequot Tribe of Connecticut to consult on concerns that may significantly affect your Tribe related to the proposed airport improvements. Early identification of Tribal concerns will allow the FAA and the airport owner and operator to consider ways to avoid, mitigate, or minimize potential impact to Tribal resources and practices as project alternatives are developed and refined.

**Project Information**

The project under consideration includes the demolition of Terminal B and construction of new terminal with associated improvements, including new roadways, parking garage, rental car facility, aircraft apron and utilities. Please see three enclosed plans: Projected Area, Existing Conditions, and Proposed Action.

**Confidentiality**

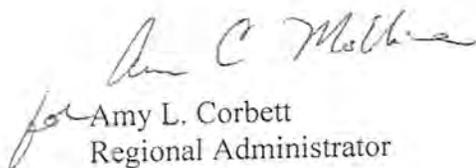
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**FAA Contact Information**

Your timely response will assist us in incorporating your concerns into project planning. For that reason, we respectfully request that you contact FAA within thirty days of your receipt of this correspondence as to your interest in Government-to-Government Consultation regarding these projects.

You may contact FAA's Regional Tribal Consultation Official, Barbara Travers-Wright, by telephone at 781-238-7025, or by email at [Barbara.Travers-Wright@faa.gov](mailto:Barbara.Travers-Wright@faa.gov). At that time, the consultation request will be provided to the FAA, Airports Division.

Sincerely,

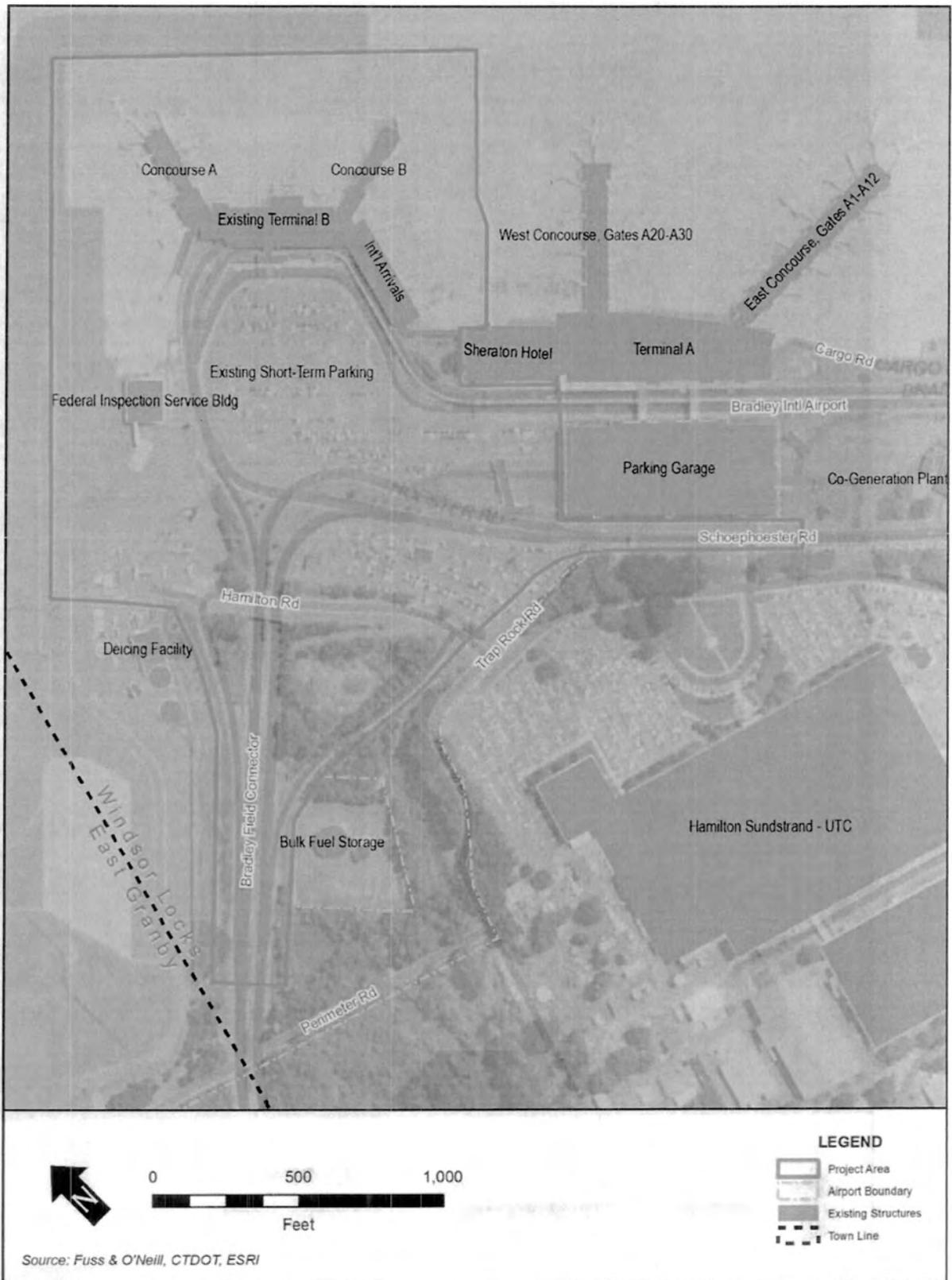
  
for Amy L. Corbett  
Regional Administrator

Enclosure

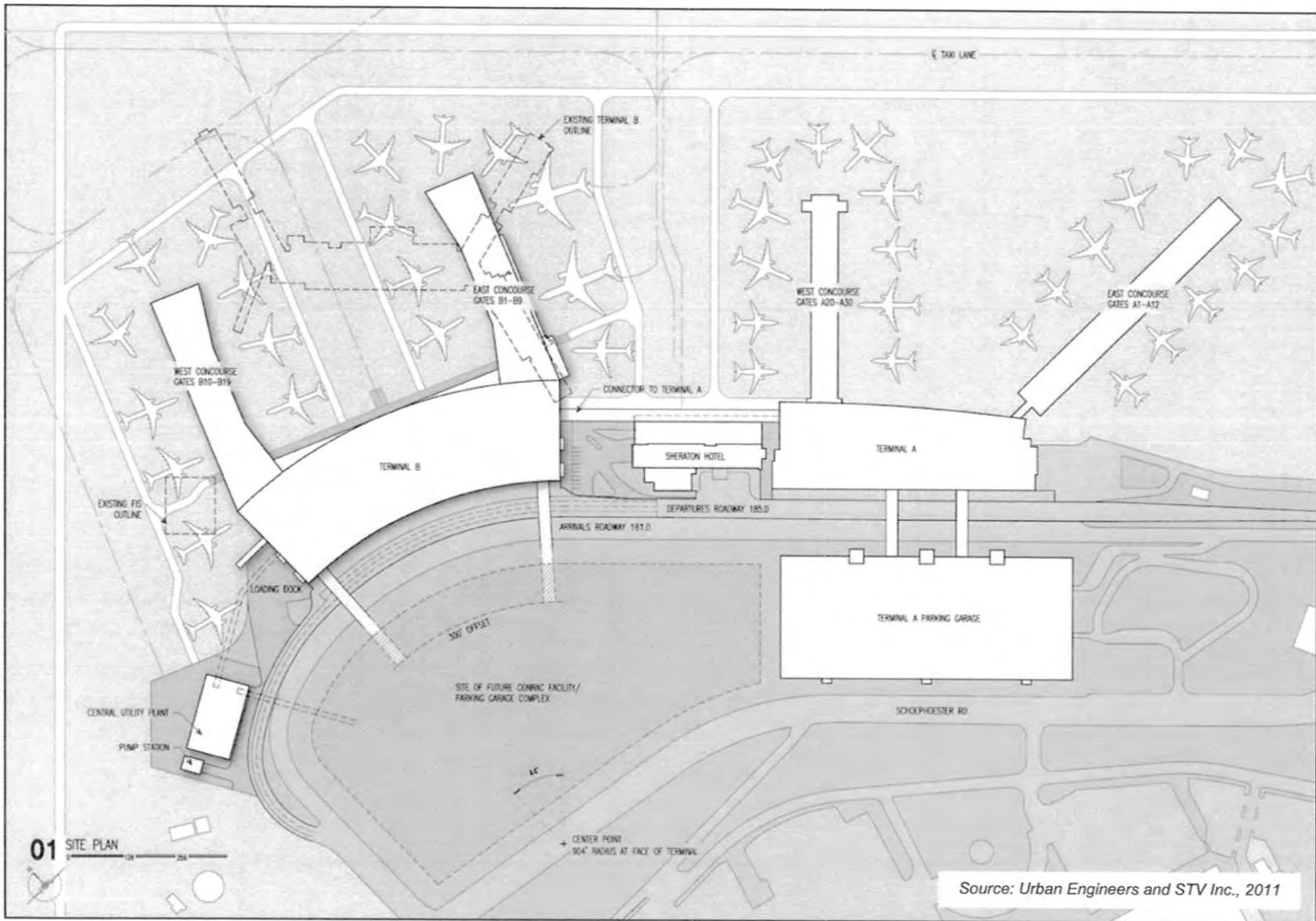
cc: Ms. Kathleen L. Knowles, Tribal Historic Preservation Officer, Mashantucket Pequot Tribe of Connecticut (Certified Mail – Return Receipt Requested)



**Figure 1-3. Project Area**



**Figure 1-4. Existing Conditions**



**Figure 1-5. Proposed Action – Terminal, Landside, and Airside Facilities**

Mrs. Travers-Wright,

The Mohegan Tribe has reviewed the information we received from FAA Regional Administrator Amy Corbett regarding the Airport Project at Bradley International Airport. We believe that no properties of historical, religious or cultural significance to the Mohegan Tribe will be affected by this project. However, the Mohegan Tribe does request consultation in the advent of an inadvertent discovery of human remains. If you have any questions please feel free to contact me. The Mohegan Tribe appreciates the opportunity to consult on this project in accordance with the National Historic Preservation Act.

Best Regards,  
James

James Quinn  
The Mohegan Tribe  
Tribal Historic Preservation Officer  
13 Crow Hill Rd.  
Uncasville, CT 06382  
Cell # (860) 367-1573  
Office# (860)862-6893  
Fax# (860)862-6395

From: [richard.doucette@faa.gov](mailto:richard.doucette@faa.gov) [mailto:[richard.doucette@faa.gov](mailto:richard.doucette@faa.gov)]  
Sent: Thursday, March 15, 2012 12:38 PM  
To: DiLuca, Jessica L  
Cc: [gail.lattrell@faa.gov](mailto:gail.lattrell@faa.gov)  
Subject: AIRPORT PROJECT AT BRADLEY INTERNATIONAL AIRPORT IN CT

See the response below from the Mashantucket Pequot Tribe, regarding the Bradley Terminal Project. The FAA hereby makes a finding of "no historic properties affected", for this project. Our work under the Natl Historic Preservation Act is complete.

Richard Doucette  
Environmental Program Manager  
FAA New England Region, Airports Division  
(781) 238-7613

----- Forwarded by Richard Doucette/ANE/FAA on 03/15/2012 12:35 PM -----

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| From: |  
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| "Knowles, Kathleen" <[KKnowles@mptn-nsn.gov](mailto:KKnowles@mptn-nsn.gov)>  
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| To: |  
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| Richard Doucette/ANE/FAA@FAA |  
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| Cc: |  
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| Barbara Travers-Wright/ANE/FAA@FAA, "Bromley, Harriet" <[HBromley@mptn-nsn.gov](mailto:HBromley@mptn-nsn.gov)>, "Stevens, Sue" <[SStevens@mptn-nsn.gov](mailto:SStevens@mptn-nsn.gov)>  
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|03/15/2012 11:54 AM |  
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| Subject: |  
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|RE: AIRPORT PROJECT AT BRADLEY INTERNATIONAL AIRPORT IN CT  
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Re: ENVIRONMENTAL ASSESSMENT & ENVIRONMENTAL IMPACT EVALUATION  
PREPARED PURSUANT TO 42 U.S.C. 4321 et seq. AND REGULATIONS OF  
CT STATE AGENCIES SECTION 22a-1a-1 TO 12, INCLUSIVE  
NEW TERMINAL B PASSENGER FACILITY &  
ASSOCIATED IMPROVEMENTS AT  
BRADLEY INTERNATIONAL AIRPORT  
WINDSOR LOCKS, CT  
STATE PROJECT NO. 165-393

I have reviewed the Environmental Assessment & Environmental Impact Evaluation, New Terminal B Passenger Facility & Associated Improvements At Bradley International Airport, Windsor Locks, CT. The research design and testing strategy meets acceptable professional standards, and I agree with the recommendations and conclusions. Please keep me informed of any further developments with respect to this project.

Kathleen Knowles,  
Tribal Historic Preservation Officer  
Mashantucket Pequot Tribe

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

From: [richard.doucette@faa.gov](mailto:richard.doucette@faa.gov) [mailto:[richard.doucette@faa.gov](mailto:richard.doucette@faa.gov)]  
Sent: Monday, March 12, 2012 2:35 PM  
To: Knowles, Kathleen  
Subject: AIRPORT PROJECT AT BRADLEY INTERNATIONAL AIRPORT IN CT

Good Afternoon Kathleen. I received your response regarding the proposed work at Bradley International Airport in Windsor Locks CT. Here is the web link to the working draft of the Environmental Assessment. No password is needed. The document is on a website hosted by the consultant Fuss & O'Neill Inc. I just tested the link, and it seems to work fine. Just select "download your file" and the entire document will be downloaded.

<https://fando.filetransfers.net/downloadFilePublic.php?filePassId=4960ad24186d176a6fd7085bcd0b301e>

If you have any questions or comments, do not hesitate to contact me.

Richard Doucette  
Environmental Program Manager  
FAA New England Region, Airports Division  
(781) 238-7613

Attachment C

# Connecticut Council on Environmental Quality

## Monitor Archives



July 3, 2012

### Special Notice

1. State Conservation and Development Policies: A Plan for Connecticut, 2013-2018 (State C & D Plan) - Draft Available

### Scoping Notices

1. University of Connecticut Action for Additional Water Supply Source(s), Amended to Include an Interconnection with MDC's Drinking Water Supply
2. Rehabilitation of Pucker Street Bridge over the Hop River, Columbia & Coventry
3. **NEW!** Grove Street Storage Tank Improvements, Bristol
4. **NEW!** Old Wolcott Road Water Storage Tank Improvements, Bristol
5. **NEW!** West Hartford Water Treatment Facility - North Storage Basin, West Hartford

### Post-Scoping Notices: Environmental Impact Evaluation Not Required

1. **NEW!** Twenty North Water Street, Norwalk

### Environmental Impact Evaluations

1. **NEW!** New Terminal B, Bradley International Airport, Windsor Locks

### State Land Transfers

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

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The next edition of the Environmental Monitor will be published on **July 17, 2012**.

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

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## Special Notice

The following notice is published at the request of the Office of Policy and Management to provide notice of the availability of the revised draft of *Conservation and Development Policies: A Plan for Connecticut, 2013-2018*. There is a strong link between this plan and CEPA.

## 1. Conservation and Development Policies: A Plan for Connecticut, 2013-2018 (State C & D Plan)

The Office of Policy and Management (OPM) has published a revised draft of *Conservation and Development Policies: A Plan for Connecticut, 2013-2018* (the State C&D Plan), in accordance with CGS Section 16a-28(b). The Draft State C&D Plan, including the Draft Locational Guide Map, can be viewed at: <http://www.ct.gov/opm/cwp/view.asp?a=2990&q=467686>.

OPM, in cooperation with Regional Planning Organizations (RPOs), will schedule, publicize, and conduct formal public hearings on the Draft State C&D Plan in each of the state's 14 planning regions between the months of May and September 2012. Written comments from the public are welcomed and will be accepted until the close of business on October 5, 2012.

Written comments from the public are welcome and will be accepted until the close of business on: **October 5, 2012**.

Written comments should be sent to:

Name: Daniel Morley  
 Agency: Office of Policy and Management  
 Address: 450 Capitol Avenue, MS #54ORG  
 Hartford, CT 06106-1379  
 Fax: 860-418-6486  
 E-Mail: [Daniel.Morley@ct.gov](mailto:Daniel.Morley@ct.gov)

---

## Scoping Notices

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

---

The following Scoping Notices have been submitted for review and comment.

---

### 1. Notice of Scoping for the University of Connecticut Action for Additional Water Supply Source(s), Amended to Include an Interconnection with MDC's Drinking Water Supply

Municipalities where proposed project might be located: East Hartford, Manchester, Bolton, Coventry, Vernon, South Windsor, Tolland, Mansfield, Windham

Addresses of Possible Project Locations: In addition to the alternative sources of supplementary water supply described in previous scoping notices, the University of Connecticut proposes to include an interconnection with the Metropolitan District Commission's supply system terminus in East Hartford. Two alternative routes for the MDC transmission main are proposed for the EIE: one that runs within the Rt. 384 and Rt. 44 corridors through East Hartford, Manchester, Bolton, Coventry, and Mansfield, and one that runs within the Rt. 84 and Rt. 195 corridors through East Hartford, Manchester, South Windsor, Vernon, Tolland, Coventry, and Mansfield.

On June 7, 2011 and December 20, 2011, the CT Environmental Monitor posted scoping notices for the University of Connecticut's proposal for a long-term source of at least 0.5 - 1 million gallons of water per day. The alternatives identified in the previous scoping notices remain options. The previous Monitor notices can be found at <http://www.ct.gov/ceq/cwp/view.asp?a=987&Q=481666>.

**Project Description:** The University of Connecticut in direct partnership with the Town of Mansfield proposes actions that will identify and implement a long-term source of at least 0.5 - 1 million gallons per day for the University of Connecticut's public water supply system. The project comprises the possible creation of new wellfields and possible interconnections with other existing water suppliers to provide additional water to the University's public water supply system in and around Storrs, which currently also provides service to several Town of Mansfield facilities.

The proposed action would enable growth of the University and surrounding area consistent with prior the University Water Supply Plan, University Master Plans and associated Environmental Impact Evaluations, particularly for the proposed University Technology Park to be developed on the University's North Campus. The proposed action would improve the University water supply's margin of safety and supplement the available water during times of drier years when the existing supply is limited in response to aquatic and environmental concerns. This additional source of water supply would also enable economic development as delineated in the Town Plan of Conservation and Development, particularly as envisioned for the Mansfield Four Corners and areas of Northern Mansfield near the University Campus.

The alternatives for obtaining an additional water supply source for the University's public water supply system include:

- 1) Connecting with a nearby reservoir-based water system to the northwest of the main campus by extending a transmission main south from Tolland along the Route 195 corridor or alternative local roads;
- 2) Connecting with a nearby reservoir-based water system to the southeast of the main campus by extending a transmission main north from southern Mansfield along the Route 195 corridor or alternative route(s) via local roads; and
- 3) Installing and connecting to a new groundwater source or sources in the stratified drift aquifers along the Fenton River, Willimantic River, or Mansfield Hollow Reservoir. The new groundwater source(s) would preferably be installed on lands in Mansfield, CT currently owned by the University, Town of Mansfield, or the Army Corps of Engineers.
- 4) Replacing the University's existing "Well A" in its Fenton River Wellfield with a new well installed in the stratified drift more than 250 feet westward from its current location.

5) NEW Connecting with the Metropolitan District Commission's reservoir-based water system to the west of the main campus by extending a transmission main via one of two alternative routes along state highway corridors. For the purpose of the EIE, the MDC interconnection shall be evaluated for transmission capacities of 0.5 to 5 million gallons per day.

Project Map(s): [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: **July 6, 2012**

There will be a Public Scoping Meeting for this project at:

DATE: June 21, 2012

TIME: 5:30 pm to 8:00 pm

PLACE: Council Chamber, Audrey P. Beck municipal building, 4 South Eagleville Road (Rt. 275), Mansfield, CT

NOTES: The public scoping meeting is being held in conjunction with the previously scheduled quarterly meeting of the UConn Water/Wastewater Advisory Committee.

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

Name: Jason Coite

Agency: University of Connecticut - Office of Environmental Policy

Address: 31 LeDoyt Road, U-3055  
Storrs, CT 06269-3055  
Fax: 860-486-5477  
E-Mail: [jason.coite@uconn.edu](mailto:jason.coite@uconn.edu)

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Jason Coite  
Agency: University of Connecticut - Office of Environmental Policy  
Address: 31 LeDoyt Road, U-3055  
Storrs, CT 06269-3055  
Phone: 860-486-9305  
Fax: 860-486-5477  
E-Mail: [jason.coite@uconn.edu](mailto:jason.coite@uconn.edu)

The agency expects to release an Environmental Impact Evaluation for this project, for public review and comment, in September 2012

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## 2. Notice of Scoping to Rehabilitate Pucker St. Bridge over the Hop River

Address of Possible Project Location : Intersection of Rose's Bridge Rd. in Columbia & Pucker St. in Coventry

Project Description: All funds requested would be used to allow the town of Columbia to pay for costs associated with the rehabilitation of the Pucker Street Bridge over the Hop River. Specifically, STEAP grant funding would be used by Columbia to offset engineering and design costs, construction, permit, advertising costs and construction administration costs. It should be noted that construction administration costs will be paid to professional construction administrators.

Pucker Street is a two-lane rural local road within a lightly developed farm land and rural residential area. In the late 1970's the Bridge collapsed. In the early 1980's a semi-temporary repair was made placing a new 84 foot long one-lane superstructure on abutments that include the existing stone masonry abutments. The physical condition of the superstructure is good; however, the stone masonry abutments on which the superstructure sits are likely over 100 years old and are in fairly poor condition. More importantly, the Bridge is functionally obsolete; the deck width is quite narrow and inadequate for bi-directional traffic. The narrow bridge width, coupled with poor approach roadway geometry presents a significant safety hazard.

Hydraulically, the existing Bridge is inadequate to handle the design storm (100 year event) without significant overtopping of the existing road. The overtopping causes road closure on the Coventry side of the bridge, eliminating one of the few critical north-south links that may be needed in an emergency. Currently, the road begins to overtop at a storm event of less than the 10 year storm. A subsurface investigation performed in December 2006, reveals that the existing Bridge abutments are founded on shallow spread footings with the bottom of footings at approximately 4 feet below the streambed and the depth to bedrock below these abutment footings is approximately 37 to 45 feet. As the Bridge is not founded on bedrock or piles to bedrock and estimated scour depths are below the bottom of the existing bridge footings, the Bridge is considered to be scour critical or susceptible to failure due to scour. In summary, the existing bridge is past its intended life. Rehabilitating this bridge now will provide an essentially maintenance and worry free structure for the next 50 to 75 years.

Written comments from the public are welcomed and will be accepted until the close of business on: **July 19, 2012**

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. Such requests must be made by **June 29, 2012**.

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

Name: Meg Riding  
Agency : Office of Policy and Management  
Address : 450 Capitol Ave. 55SEC  
Hartford, CT 06106  
Fax: 860-418-6487  
E-Mail : [Meg.riding@ct.gov](mailto:Meg.riding@ct.gov)

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Meg Riding  
Agency: Office of Policy and Management  
Address: 450 Capitol Ave. 55SEC  
Hartford, CT 06106  
Phone: 860-418-6287  
Fax: 860-418-6487  
E-Mail: [Meg.riding@ct.gov](mailto:Meg.riding@ct.gov)

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### 3. Notice of Scoping for Grove Street Storage Tank Improvements

Municipality where proposed project might be located: Bristol, CT

Address of Possible Project Location: Grove Street in Bristol, CT

Project Description: The Bristol Water Department (BWD) owns and operates two tanks located on Grove Street in Bristol, Connecticut. Grove Street Tank No. 1 is a steel standpipe that was built in the early 1900's and originally consisted of three 8-foot shell rings and a slightly domed roof.

During an inspection of Grove Street Tank No. 1 in 2007, several items were identified that are not in compliance with the current DPH guidelines, and additional items were found to be deficient per OSHA guidelines. In addition, structural deficiencies were observed in the steel shell of the tank and roof, including active corrosion. The structural defects warrant action to rehabilitate the existing tank or demolish the existing tank. Further, the tank could not be cleaned to remove the accumulated sediment due to a detached interior ladder. The cost to rehabilitate the tank outweighs the benefits, given the size and proximity of Grove Street Tank No. 2.

Under this project the BWD proposes to demolish Grove Street Tank No. 1 as well as implement miscellaneous improvements on Grove Street Tank No. 2 and the Grove Street site. These improvements include electrical and communication improvements and replacement of water mains on site.

Project Map(s): 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: **Thursday, August 2, 2012**.

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. Such requests must be made by **July 13, 2012**.

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

Name: Mr. Cameron Walden  
Agency: Department of Public Health  
Drinking Water Section  
Address: 410 Capitol Avenue, MS #51WAT  
PO Box 340308  
Hartford, CT 06134-0308  
Fax: 860-509-7359  
E-Mail: [DPH.CTDWSRF@ct.gov](mailto:DPH.CTDWSRF@ct.gov)

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mr. Cameron Walden  
Agency: Department of Public Health  
Drinking Water Section  
Address: 410 Capitol Avenue, MS #51WAT  
PO Box 340308  
Hartford, CT 06134-0308  
Phone: 860-509-7333  
Fax: 860-509-7359  
E-Mail: [DPH.CTDWSRF@ct.gov](mailto:DPH.CTDWSRF@ct.gov)

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#### 4. Notice of Scoping for Old Wolcott Road Water Storage Tank Improvements

Municipality where proposed project might be located: Bristol, CT

Address of Possible Project Location: Old Wolcott Road in Bristol, CT

Project Description: The Bristol Water Department (BWD) owns and operates the Old Wolcott Road Water Storage Tank, located along Old Wolcott Road in Bristol, Connecticut. The Old Wolcott Road Storage Tank is a 600,000 gallon wire wound prestressed concrete water storage tank, constructed in 1969.

A tank inspection conducted in 2007 revealed that the tank is structurally sound; however, the inner concrete surface is severely spalled with extensive exposure of the corrugated steel diaphragm. The steel diaphragm is corroding, which will accelerate the spalling and eventually lead to active leakage. It was determined that repairs to the interior were imperative to prevent moisture from entering the wire windings.

In December of 2010, the Department of Public Health (DPH) conducted a sanitary survey with the BWD. The spalling was noted, and it was recommended that corrective action be taken to repair the tank.

Under this project the BWD will repair the interior deterioration observed in the tank and implement

additional recommended modifications including tank cleaning, application of an exterior tank coating, replacement or installation of new tank appurtenances, and provisions for additional site security features (e.g. perimeter fencing). Implementing these improvements will extend the service life of the tank, improve water quality, and provide additional site security.

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: **Thursday, August 2, 2012**

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. Such requests must be made by **July 13, 2012**.

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

Name: Mr. Cameron Walden  
Agency: Department of Public Health  
Drinking Water Section  
Address: 410 Capitol Avenue, MS #51WAT  
PO Box 340308  
Hartford, CT 06134-0308  
Fax: 860-509-7359  
E-Mail: [DPH.CTDWSRF@ct.gov](mailto:DPH.CTDWSRF@ct.gov)

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mr. Cameron Walden  
Agency: Department of Public Health  
Drinking Water Section  
Address: 410 Capitol Avenue, MS #51WAT  
PO Box 340308  
Hartford, CT 06134-0308  
Phone: 860-509-7333  
Fax: 860-509-7359  
E-Mail: [DPH.CTDWSRF@ct.gov](mailto:DPH.CTDWSRF@ct.gov)

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## 5. Notice of Scoping for West Hartford Water Treatment Facility – North Storage Basin

Municipality where proposed project might be located: MDC - West Hartford

Address of Possible Project Location: WHWTF 1420 Farmington Avenue, West Hartford, CT 06107

Project Description: The West Hartford Water Treatment Facility (WHWTF), owned and operated by the Metropolitan District (the District), is a slow sand filtration plant that treats an average daily flow of 44 million gallons per day (mgd) and a maximum daily flow of 86 mgd. Source waters from Barkhamsted and Nepaug Reservoirs flow by gravity via a system of raw water transmission mains to Reservoir No. 5 and the treatment plant. Finished water is stored in two filtered water basins, a 6 million gallon (MG)

basin built in 1918 and a 9 MG basin built in 1925. In November 2006, Tighe & Bond prepared the Filtered Water Basin Interconnection Study, which evaluated alternatives that would provide additional flexibility to plant operations. One of the recommendations of the study was construction of a 2.5 MG wire-wound concrete storage tank. Completion of this storage tank will provide additional flexibility in the operations of the West Hartford Water Treatment Facility.

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: **Thursday, August 2, 2012.**

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. Such requests must be made by **July 13, 2012.**

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

Name: Mr. Cameron Walden  
Agency: Department of Public Health  
Drinking Water Section  
Address: 410 Capitol Avenue, MS #51WAT  
PO Box 340308  
Hartford, CT 06134-0308  
Fax: 860-509-7359  
E-Mail: [DPH.CTDWSRF@ct.gov](mailto:DPH.CTDWSRF@ct.gov)

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mr. Cameron Walden  
Agency: Department of Public Health  
Drinking Water Section  
Address: 410 Capitol Avenue, MS #51WAT  
PO Box 340308  
Hartford, CT 06134-0308  
Phone: 860-509-7333  
Fax: 860-509-7359  
E-Mail: [DPH.CTDWSRF@ct.gov](mailto:DPH.CTDWSRF@ct.gov)

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## Post-Scoping Notices: Environmental Impact Evaluation Not Required

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

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The Following Post-Scoping Notice has been submitted for publication in this edition.

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## 1) Post-Scoping Notice for 20 North Water Street

Municipality where project will be located: Norwalk

CEPA Determination: On April 17, 2012 the Department of Economic and Community Development (DECD) published a [Notice of Scoping](#) to solicit public comments for this project in the *Environmental Monitor*. The DECD has taken those comments into consideration and has concluded that the project does not require the preparation of Environmental Impact Evaluation under CEPA.

The agency's conclusion is documented in a [Memo of Findings and Determination](#) and an [Environmental Assessment Checklist](#).

If you have questions about the project, you can contact the agency at:

Name: Mark Hood

Agency: Department of Economic and Community Development

Address: 505 Hudson Street  
Hartford, CT 06106

Phone: 860-270-8089

Fax: 860-270-8157

E-Mail: [mark.hood@ct.gov](mailto:mark.hood@ct.gov)

What happens next: The DECD expects the project to go forward. This is expected to be the final notice of the project to be published in the *Environmental Monitor*.

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### EIE Notices

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

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The following Environmental Impact Evaluation notice has been submitted for review and comment.

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## 1. Notice of EIE for New Terminal B Passenger Facility and Associated Improvements at Bradley International Airport

Municipality where project is proposed: Windsor Locks, CT

Address of Possible Project Location: Bradley International Airport, Windsor Locks, CT

Project Description: The Connecticut Department of Transportation (CTDOT) proposes to construct a new passenger terminal in the area occupied by the existing Terminal B at Bradley International Airport (BDL) in Windsor Locks, Connecticut. The existing Terminal B complex would be demolished for construction of a new Terminal B and associated airside and landside improvements to provide airport facilities that would meet future air travel demand. Construction of the proposed improvements would occur in phases, with completion of the initial phase anticipated by 2018. Key elements of the program include a new terminal building with concourses, a modified roadway system to access the terminal, new approach roadway alignments, a new parking garage and consolidated car rental facility, airside aircraft parking aprons and taxilanes, airside and landside utilities, and power generation to the new terminal.

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

Comments on this EIE will be accepted until the close of business on: **Friday August 17 2012**

The public can view a copy of this EIE at: This document is available for public inspection at the Connecticut Department of Transportation, Bureau of Policy and Planning (Room 2155), 2800 Berlin Turnpike, Newington, CT; the Windsor Locks Town Clerk's Office, the Suffield Town Clerk's Office, the East Granby Town Clerk's Office, the Windsor Locks Public Library, the East Granby Public Library, Kent Memorial Library (Suffield), and the Capitol Region Council of Governments.

The EIE is available online at: [www.ct.gov/environmentaldocuments](http://www.ct.gov/environmentaldocuments)

There is a public hearing scheduled for this EIE on:

DATE: Thursday August 2 2012

TIME: 7:00 pm

PLACE: CT Fire Academy, 34 Perimeter Road, Windsor Locks, CT 06096

NOTES: The public hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons or persons speaking a language other than English wishing to attend a hearing and requiring an interpreter may make arrangements by contacting the Department's Office of Communications at (860) 594-3062 (voice only) at least five days prior to the hearing.

Send your comments about this EIE to:

Name: Mr. Mark W. Alexander - Transportation Asst. Planning Director  
Agency: State of Connecticut Department of Transportation  
Address: 2800 Berlin Turnpike, Newington, CT 06131  
E-Mail: [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

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

Name: Mr. Stephen V. Delpapa - Transportation Supervising Planner  
Agency: State of Connecticut Department of Transportation  
Address: 2800 Berlin Turnpike, Newington, CT 06131  
E-Mail: [Stephen.Delpapa@ct.gov](mailto:Stephen.Delpapa@ct.gov)  
Phone: 860-594-2941

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## State Land Transfer Notices

Connecticut General Statutes [Section 4b-47](#) requires public notice of most proposed sales and transfers of state-owned lands. The public has an opportunity to comment on any such proposed transfer. Each notice includes an address where comments should be sent. [Read more about the five-step process...](#)

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

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The Adobe Reader is necessary to view and print Adobe Acrobat documents, including some of the maps and illustrations that are linked to this publication. If you have an outdated version of Adobe Reader, it might cause pictures to display incompletely. To download up-to-date versions of the free software, click on the Get Acrobat button, below. This link will also provide information and instructions for downloading and installing the reader.



[Download the free Acrobat Reader!](#)

Access.Adobe is a tool that allows blind and visually impaired users to read any documents in Adobe PDF format. For more information, read the [product overview at Adobe.com](#).

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Content Last Modified on 7/16/2012 12:22:59 PM

Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: July 3, 2012

Ad Title: CT DOT - Legal Notice
State Project No. 165-393

Appeared in: Hartford Courant
publication and the newspaper extracts hereto among were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 3rd day of July, 2012 before me.

KATHLEEN VITKO
NOTARY PUBLIC
State of Connecticut
My Commission Expires
July 31, 2017

Notary Public

Kathleen Vitko

Ad Number:
Insertion Number:
Size:
Color Type:

This E-Sheet confirms that the ad appeared in The Hartford Courant on the date and page indicated. You may n

Hartford Courant

Publication Date: 07/03/2012

Wethersfield
The Town of Wethersfield is accepting applications for the position of...

Connecticut
Notice of Intention to Approve an Application for
Construction of a New Building...

Connecticut
Notice of Intention to Approve an Application for
Construction of a New Building...

FLAVOR Every Thursday. For Fun
HARDY DAVIS BORN HIGHWAY...

Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: July 10, 2012

Ad Title: CT DOT - Legal Notice

State Project Number 165-393

Appeared in: Hartford Courant
publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 10th day of July, 2012 before me.

KATHLEEN VITKO
NOTARY PUBLIC
State of Connecticut
My Commission Expires
July 31, 2017

Notary Public

Kathleen Vitko

Ad Number:
Insertion Number:
Size:
Color Type:

This E-Sheet confirms that the ad appeared in The Hartford Courant on the date and page indicated. You may not

Hartford Courant

Publication Date: 07/10/2012

Legal notices including Liquor Notice, Bridgeport, and various public notices.

Bridgeport, Connecticut, and various public notices and advertisements.

Connecticut, Bridgeport, and various public notices.

Connecticut, Bridgeport, and various public notices.

INFINITY 1300 2002, NEW GRAND CHRYSLER LAMBO, and various car listings.

FL HOWE Get Comfy. Every Friday. WE'VE GOT YOUR TICKET! ctlive.com

Trucks & Vans, TOYOTA SIENNA XLE 2005, TOYOTA SIENNA 2011, and various car listings.



Attachment D

Response to Comments  
Environmental Impact Evaluation and Environmental Assessment  
New Terminal B Passenger Facility and Associated Improvements at  
Bradley International Airport  
Windsor Locks, Connecticut

January 2013

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## 1. Comment Summary

The Environmental Assessment/Environmental Impact Evaluation (EA/EIE) for the New Terminal B Passenger Facility and Associated Improvements at Bradley International Airport in Windsor Locks, Connecticut was released for public and agency review and comment on July 3, 2012. In accordance with the Connecticut Environmental Policy Act (CEPA), a 45-day comment period followed publication and distribution of the EA/EIE. Written comments were received during the 45-day comment period, which ended on August 17, 2012. A public hearing was held during the comment period on August 2, 2012 to receive oral testimony.

This document contains all comments submitted on the EA/EIE including oral testimony and associated exhibits provided during the public hearing. Comments were received from the following agencies and individuals:

### Written Comments – State and Regional Agencies

- Connecticut Department of Energy and Environmental Protection
- Connecticut Department of Public Health – Drinking Water Section
- Connecticut Council on Environmental Quality
- Capital Region Council of Governments

### Written Comments – Individuals

- Judith Abraham
- Robert Berger
- Barbara Bertrand
- Paul Dubay
- Bradford S. Elder
- Robin Ellis
- Ruth Fahrbach
- Doris Griffith
- Josh Kapelner
- Erich Lichsteiner
- Peggy O'Toole
- Anne Rossi
- Jim Strange
- Jeffrey Vuocolo
- Richard Wirth

### Oral Testimony and Exhibits (Public Hearing)

- Cindy Mancuso
- William Heim
- Stathis Manousos
- Marc Zirolli
- Peter DeMallie

## 2. Response to Comments

This section includes responses to the substantive issues raised in the comments on the EA/EIE in accordance with CEPA requirements.

### a. State Agency Comments

State agency comments are numbered in the margins of each document. The comment numbers are referenced in the corresponding responses below.

Connecticut Department of Energy and Environmental Protection (August 15, 2012 Letter)

#### Comment 1

No response necessary.

#### Comment 2

CTDOT will coordinate with the CTDEEP Wildlife Division, as needed, prior to and during construction activities.

#### Comment 3

CTDOT will coordinate with the CTDEEP Wildlife Division, as needed, prior to and during construction activities.

#### Comment 4

No response necessary.

#### Comment 5

While a decline in the level of service at an airport is ultimately likely to influence airport usage and aircraft activity, an airport's capacity for aircraft activity is primarily determined by the number and configuration of runways at an airport, not the number of gates. In addition, it is important to note that, as discussed in the EA/EIE, the aircraft operation forecasts used for the impact analysis in the document were based on unconstrained forecasts, i.e., they are not constrained by the ability of the airport facilities to handle the capacity and provide convenient passenger handling. As noted several places in the document, the construction of gates at the new Terminal B will be based on updated demand forecasts, so that the terminal construction will keep pace with, but not necessarily drive, increased aircraft operations.

#### Comment 6

No response necessary.

#### Comment 7

The following address the air quality-related comments:

- Page 58, Table 5-6 – Footnote 2 should read as follows, “Final rule signed October 15, 2008. The 1978 lead standard (1.5 µg/m<sup>3</sup> as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.”
- Page 59 – The discussion of mobile sources should include the following, “Cold starts and idling associated with parking lots can also generate mobile source emissions.”
- Page 60 – The text should read, “Lead has also ceased to be a major ground-transportation related pollutant since the prohibition of Pb as an additive in liquid fuels. However, Pb is still used as an additive in small aircraft fuel.”
- Page 63 – PM should be included as a contaminant of concern, along with VOC, CO, and NOx. The text should read, “The contaminants of concern include VOC, CO, NOx, and PM.”
- Page 66, Table 5-10 – The units in the table are tons/year.
- Page 68 – The discussion of greenhouse gases in the text should read, “Nearly 91 percent of the total state GHG emissions per year are the result of fossil fuel combustion. Transportation (43%) is shown to be the leading source of GHG emissions, followed by electric utilities (22%), and residential combustion (21%).”
- Page 143 – no edits required.

#### Comment 8

No response necessary.

Connecticut Department of Public Health – Drinking Water Section (June 22, 2012 Letter)

The Drinking Water Section has no comments at this time. No response is necessary.

Connecticut Council on Environmental Quality (July 25, 2012 Letter)

#### Comment 1

The EA/EIE clearly indicates that fieldwork was conducted to evaluate vegetation and wildlife habitats on the proposed project site. The first paragraph of section 5.12.1 includes the following sentence – “Based on field observations conducted by Fuss & O’Neill, the project area provides minimal ecological diversity and wildlife habitat.” Similarly, the fifth paragraph on page 103 states, “Other wildlife observed or suspected to use the habitats within the project area or adjacent areas is summarized in Table 5-23.” The excerpts from the EA/EIE clearly indicate that fieldwork was performed to evaluate vegetation and wildlife habitat on the site. Comments from CTDEEP indicate their concurrence with the conclusion of the impact analysis. CT DEEP expressed no additional concerns about vegetation or wildlife habitat and did not recommend any additional field investigation beyond the findings of the fieldwork documented in the EA/EIE, only consultation on an as-needed basis if construction activities are outside of paved areas.

Consultation with the NDDDB is a starting point in the process of investigating existing conditions on the site. As a detailed reading of the document shows, it is not the sole source of information or a substitute for field investigation, simply one source of information. Therefore, use of the NDDDB is entirely appropriate as part of the process of documenting existing conditions and potential for impacts on a proposed project site. It is also noted that the CTDEEP Wildlife Division did not express any concern in their August 15, 2012 comment letter about the use of NDDDB information or data from the Breeding Bird Atlas Explorer (BBAE) as resources in the preparation of the EA/EIE. Again, a review of Section 5.12 of the EA/EIE clearly states that field investigations were performed. Nowhere in the document does the EA/EIE state or imply that only the BBAE was used.

#### Comment 2

Later design phases of a new terminal will include a review of the existing fueling and deicing facilities and consideration of any necessary improvements to meet best management practices for fuel and deicing fluid storage tanks.

Capital Region Council of Governments (August 17, 2012 Letter)

#### Comment 1

No response required.

#### Comment 2

The proposed action is not expected to generate a large number of new trips beyond the projected background growth within the region. CTDOT forecasts indicate that the proposed action could generate a maximum of approximately 150 peak hour trips in each direction. Given that the majority of traffic arrives from the east via I-91 and the Bradley Connector, no significant impact is expected to the roadways west of BDL, where increases of 20 to 30 peak hour trips in each direction would be expected.

#### Comment 3

While a significant number of airport visitors utilize Route 75 to access the off-site parking lots east of the airport, it is not expected that these lots will generate additional trips due to the proposed action. The proposed ConRAC/public parking facility will be the primary generator of new trips related to the Proposed Action. The ConRAC/public parking facility will be located adjacent to the new terminal, therefore likely generating most trips on the Bradley Connector. While the proposed enhancements on Route 75 identified in the Bradley Area Transportation Study will provide a vast improvement to the corridor, it will not be impacted by the Proposed Action.

#### Comment 4

The EA/EIE for the New Haven Hartford Springfield (NHHS) Line High Speed Intercity Rail Project (170-2296) was completed before the completion of this document. Ridership on the Bradley Flyer, a semi-express bus service to Bradley International Airport that also provides direct service to the Connecticut Convention Center and Union Station in Hartford, has not been analyzed in this EA/EIE but is unlikely to be impacted by the Proposed Action. As noted in the response to Comment 3, the majority of new trips generated will be related to the proposed ConRAC/public parking facility, and therefore will be overwhelmingly via car. In the development of State Project 170-2296, the bus service from the Windsor Locks to Bradley Airport was only studied as it related to any potential time-savings that a direct rail connection between Bradley Airport and the Windsor Locks station might provide.

The result was that a direct rail connection would not provide any substantial time savings when compared to bus service.

b. Public Comments

Judith Abraham (Email – July 11, 2012)  
No response required.

Robert Berger (Email – July 17, 2012)  
The current level of design depicts the need for a Central Utility Plant that includes the use of fuel cells.

Barbara Bertrand (Email – August 16, 2012)  
No response required.

Paul Dubay (Email – July 12, 2012)  
Due to the availability of shuttle service for pedestrian traffic traveling to the terminal from off-site parking or other long-term parking lots, no sidewalks along Route 75 were considered as part of this study.

Bradford S. Elder (Email – July 11, 2012)  
As noted several places in the EA/EIE, the impact analysis reflects a full build-out of the new Terminal B. Phasing of the terminal construction will be based upon updated demand forecasts.

Robin Ellis (Email – August 16, 2012)  
The Airport recently opened a cell phone lot located off of Route 75.

Ruth Fahrback (Email – July 4, 2012)  
Although copies of the EA/EIE were not available at those locations, copies were made available online for public review.

Doris Griffith (Email – July 11, 2012)  
The Airport recently opened a cell phone lot located off of Route 75.

Josh Kapelner (Email – August 16, 2012)  
No response required.

Erich Lichsteiner (Email – July 11, 2012)  
As mentioned in the EA/EIE text, a dedicated shuttle bus is proposed to connect the Windsor Locks Station of the Amtrak/New Haven-Hartford-Springfield rail lines to the Airport.

Peggy O'Toole (Email – July 11, 2012)  
The Airport recently opened a cell phone lot located off of Route 75.

Anne Rossi (Email - August 16, 2012)  
No response required.

Jim Strange (Email – July 11, 2012)

The schematic design plans for the Proposed Action included the provision of separated walkways (i.e., skybridges over the roadways) between the proposed Terminal B and the ConRAC/public parking facility, separating pedestrians from traffic in front of the proposed Terminal B.

Jeffrey Vuocolo (Email – August 14, 2012)

No response required.

Richard Wirth (Email – July 11, 2012)

As mentioned in the EA/EIE text, a dedicated shuttle bus is proposed to connect the Windsor Locks Station of the Amtrak/New Haven-Hartford-Springfield rail lines to the Airport. In the development of the New Haven Hartford Springfield (NHHS) Line High Speed Intercity Rail Project, the bus service from Windsor Locks to Bradley Airport was only studied as it related to any potential time-savings that a direct rail connection between Bradley Airport and the Windsor Locks station might provide. The result was that a direct rail connection would not provide any substantial time savings when compared to bus service.

The current level of design does not show movable walkways; however, they are being considered and will be evaluated when and if the terminal design moves forward.

There are a variety of parking options available at different rates at and in the immediate vicinity of the Airport.

Substantive issues raised in written comments received from the public hearing testimony are summarized by major topic below, along with the corresponding responses.

### c. Public Hearing Testimony

Cindy Mancuso

Comment A1 – Low flying aircraft noise

#### Response

The EA/EIE discusses potential noise impacts associated with the Proposed Action. Existing and potential noise impacts associated with aircraft operations were evaluated in the airport's Part 150 Noise Compatibility Planning Study. BDL has developed a Noise Compatibility Program (NCP) to reduce noise impacts with the 65 dB DNL contour (shown in the EA/EIE). Because the Part 150 Study was completed in 2004, using aircraft forecasts that were greater than updated forecasts prepared more recently, they represent a conservative estimate of potential noise impacts from unconstrained (i.e., not limited by terminal facilities, but only by runway capacity) forecasts of aircraft operations. Because aircraft operations have not returned to the levels forecast in 2004, and current forecasts are less than those used to develop the Part 150 Study, the Proposed Action is not anticipated to generate noise impacts greater than those identified with unconstrained growth of aircraft operations as identified in the Part 150 Study. In addition, the airport continues to implement the elements of the NCP to reduce existing noise impacts.

William Heim

Comment B1 – Traffic lanes for drop off

Response

The design presented in the EA/EIE includes a new multilevel roadway network to deliver vehicles to the terminal arrival and departure areas. The arrivals level includes seven travel lanes – 3 inner lanes along the curbside and 4 outer lanes, separated by a shoulder. The departures level will also have 4 travel lanes and there will be skywalk corridors from the ConRAC/public parking facility to separate pedestrians from vehicle traffic in front of the terminal.

Comment B2 – Signage

Response

The Proposed Action will incorporate appropriate signage to assist in wayfinding for passengers and visitors to the airport.

Comment B3 – Rail connection

Response

See response to Capital Region Council of Governments Comment 4, above.

Comment B4 – Terminal services (page 53 of the Public Hearing Transcript in Attachment D)

Response

Ground transportation services are available until the last flight of the evening has landed and passengers have disembarked. Reduced services in the terminal in the late evening and overnight hours are a result of the reduced passenger traffic at those times.

Stanthis Manousos

Comment C1 – Parking demand

Response

As described in the EA/EIE, the design of the ConRAC/public parking facility was guided by detailed input from the rental car agencies serving the airport. The majority of the spaces in the new structure (2,250 out of 3,500) would be developed for the ConRAC. The remaining 1,250 public parking spaces would replace the 1,500 spaces in existing Lots 1 and 2 that will be lost due to the Proposed Action, resulting in a net decrease of 300 on-airport parking spaces.

Marc Zirolli

Comment D1 – Need for direct flights

Response

Improvements to the terminal complex will continue to improve service to both passengers and airlines, and the proposed terminal design will provide future capacity for airlines, as needed.

Comment D2 – Rail connection

Response

See response to Capital Region Council of Governments Comment 4, above.

Comment D3 – Can an airline hub be established?

Response

Improvements to the terminal complex will continue to improve service to both passengers and airlines, and the proposed terminal design will provide future capacity for airlines, as needed.

Peter DeMallie

Comment E1 – Need for capacity

Response

As stated in several locations in the EA/EIE, the phased development of the terminal facility will be guided by updated demand forecasts.

Comment E2 – Mass transit

Response

As described in the EA/EIE, the Airport is served by CTTransit. In addition, a dedicated shuttle bus is proposed to connect the Windsor Locks Station of the Amtrak/New Haven-Hartford-Springfield rail lines to the Airport. In the development of the New Haven Hartford Springfield (NHHS) Line High Speed Intercity Rail Project, the bus service from Windsor Locks to Bradley Airport was only studied as it related to any potential time-savings that a direct rail connection between Bradley Airport and the Windsor Locks station might provide. The result was that a direct rail connection would not provide any substantial time savings when compared to bus service.

Comment E3 – Regional involvement for economic development

Response

No response required.

Comment E4 – Demolish Murphy Terminal

Response

The demolition of the existing Murphy Terminal was identified in the 2000 EA/EIE for the Terminal A development and is also revisited in the EA/EIE for this project. Plans to demolish the Murphy Terminal remain in place regardless of other future construction.

Comment E5 – Marketing

Response

No response required.



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

---

**To:** Mark W. Alexander - Transportation Assistant Planning Director  
DOT - Office of Environmental Planning, 2800 Berlin Turnpike, Newington

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

**Date:** August 15, 2012      **E-Mail:** [david.fox@ct.gov](mailto:david.fox@ct.gov)

**Subject:** Terminal B & Associated Improvements, Bradley International Airport

---

The Department of Energy & Environmental Protection has reviewed the Environmental Impact Evaluation for proposed construction of a new Terminal B, modified roadway system and new parking facilities at Bradley International Airport in Windsor Locks. The following comments are submitted for your consideration.

The Wildlife Division concurs with the conclusion in section 5.12.2, Impact Analysis, that direct or indirect impacts to state-listed species, particularly grassland birds, are unlikely given the limited amount of unpaved habitat within the project area and implementation of best management practices. | 1

In section 5.12.13, Mitigation, the EIE notes that any potential impacts to listed species would further be reduced by working with the DEEP Wildlife Division to develop buffer zones around nesting areas or restricting activities to paved areas as appropriate. The Wildlife Division concurs with this recommendation; restrictions and buffering efforts should also include areas where materials or equipment may be staged or stockpiled as the project progresses. Several areas within the perimeter fence or immediately adjacent to the airfield may serve as important foraging areas for state-listed birds. These areas can be addressed in consultation with the Wildlife Division as needed. | 2

The EIE did not include a discussion of potential impacts to state-listed invertebrate species as recommended in our scoping comments. While numerous state-listed invertebrates have been documented at Bradley International Airport, many of the same conclusions that were reached for grassland birds apply to these invertebrates. Significant negative impacts are unlikely and mitigation can be handled in consultation with the Wildlife Division as needed. | 3

The Inland Water Resources Division concurs with the selection of the preferred alternative for landside roadway configuration, the at-grade intersection alternative, that would result in direct impact to 0.09 acres of inland wetland impact. This would be less than the 0.28 acre impact from the flyover alternative. The recommendation on page 102 that specific mitigation measures would be developed in coordination with the Department and the U.S. Army Corps of Engineers should be observed. | 4

The statement on page 79, “Increases in aircraft operations are expected to occur regardless of the Proposed Action, meaning that relative to the No Action alternative, the activities associated with the Proposed Action would not result in an increase in off-airport noise exposure,” is not realistic. The potential full-build for new Terminal B would add 19 gates to the existing 23 gates (to be reduce to 20) at Terminal A. It does not seem likely that nearly doubling the aircraft gates at an airport would not result in increased aircraft operations, and resultant noise impacts, over that which would occur without the project. Existing capacity would not be sufficient to accommodate the increase in growth or, at a minimum, the resulting congestion would discourage potential patrons, reducing airport usage. The project’s purpose and need is to maintain acceptable levels of service for projected future levels of activity. Without the project, levels of service would not be acceptable and usage would decline from what is projected.

5

The document does outline the ongoing noise mitigation program undertaken as a result of the Part 150 Study that include various land use and noise abatement measures. That study, completed in 2004, was based upon projections of airport usage and development in the surrounding area that are significantly greater than what has occurred. Therefore, it may be determined that due to the conservative assumptions underlying the study, the range of measures currently being employed are adequate to mitigate the potential impacts from increased usage of the airport of the currently proposed expansion, at least during the initial phases.

6

On page 58, Table 5-6, National Ambient Air Quality Standards, was extracted from EPA’s website, but part of footnote 2 was not included. The missing part of the footnote says: “The 1978 lead standard (1.5 µg/m<sup>3</sup> as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.”

7

Page 59 states: “Following construction, increased emissions of air pollutants can result from increases in vehicle volumes or congestion, especially at intersections.” The construction and/or expansion of parking lots can also have an impact on the quantity of cold starts and idling and therefore an increase in the emission of CO and PM.

Page 60 states “Lead has also ceased to be a major ground transportation-related pollutant since the prohibition of Pb as an additive in liquid fuels.” It should be mentioned that lead is still used as an additive in fuels for small aircrafts.

Page 63 mentions VOC, CO and NOx as contaminants of concern related to construction of the project. During this phase diesel construction equipment can also contribute to an increase in PM.

The units (tons per year) were not specified for Table 5-10 on page 66, Comparison of Ozone-Forming Precursor Emissions Between the No Action and Proposed Action Alternatives.

Page 68 states: “The latest statewide GHG emissions inventory for Connecticut indicates that gross GHG emissions in Connecticut have shown a slight decline from 2001 to 2007 (CTDEEP, 2010). CO<sub>2</sub> emissions constitute the majority of Connecticut’s total gross GHG



emissions. Nearly 92 percent of the total state GHG emissions per year are the result of fossil fuel combustion. Transportation (44%) is shown to be the leading source of GHG emissions, followed by electric utilities (22%), and residential combustion (21%).” However, the 2010 report indicates that 90.55%, not nearly 92%, of the total GHG emissions per year are the result of fossil fuel combustion and that transportation is the leading source of GHG emissions with 43%, not 44%. ↑  
7

Page 143 states that “CTDOT would consider requiring diesel powered non-road construction equipment to include retrofit emission control devices or to use clean alternate fuels to reduce diesel emissions, or both.” The Department strongly recommends the use of vehicles meeting the latest emissions standards. If older construction equipment is employed, diesel oxidation catalysts or particulate filters, and the use of ultra-low-sulfur fuel can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

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

Page 145 notes that construction and demolition debris should be segregated on-site and reused or recycled to the extent possible. Waste management plans for construction, renovation or demolition projects are strongly encouraged to help meet the State’s reuse and recycling goals. The *State Solid Waste Management Plan* outlines a goal of 58% recovery rate for municipal solid waste by the year 2024. Part of this effort includes increasing the amount of construction and demolition materials recovered for reuse and recycling in Connecticut. It is recommended that contracts be awarded only to those companies who present a sufficiently detailed construction/demolition waste management plan for reuse/recycling. Additional information concerning construction and demolition material management and waste management plans can be found on-line at: [C&D Material Management](#) and [C&D Waste Management Plans](#). 8

Thank you for the opportunity to review this project. If you have any question regarding these comments, please contact me.

cc: Robert Hannon, DEEP/OPPD  
Jeff Caiola, DEEP/IWRD  
Jenny Dickson, DEEP/WD  
Paula Gomez, DEEP/APSD

STATE OF CONNECTICUT  
DEPARTMENT OF PUBLIC HEALTH



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

Dannel P. Malloy  
Governor  
Nancy Wyman  
Lt. Governor

Drinking Water Section

August 17, 2012

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

Re: Notice of EIE for New Terminal B Passenger Facility and Associated Improvements at  
Bradley International Airport

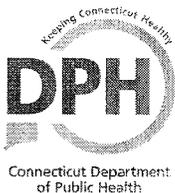
Dear Mr. Alexander:

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

Sincerely,

A handwritten signature in black ink, appearing to read "Eric McPhee".

Eric McPhee  
Supervising Environmental Analyst  
Drinking Water Section



Phone: (860) 509-7333 • Fax: (860) 509-7359 • VP: (860) 899-1611  
410 Capitol Avenue, MS#51WAT, P.O. Box 340308  
Hartford, Connecticut 06134-0308  
[www.ct.gov/dph](http://www.ct.gov/dph)

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# COUNCIL ON ENVIRONMENTAL QUALITY

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Karl J. Wagener  
*Executive Director*

July 25, 2012

Mr. Mark W. Alexander  
Assistant Planning Director  
Office of Environmental Planning  
Bureau of Policy and Planning  
Department of Transportation  
2800 Berlin Turnpike  
PO Box 317546  
Newington, CT 06131-7546

RE: State Project No. 165-393, New Bradley Terminal B Passenger Facility  
and Associated Improvements, Bradley International Airport

Dear Mr. Alexander:

The Council on Environmental Quality has reviewed the Environmental Impact Evaluation (EIE) for the proposed Bradley Airport project and offers the following comments.

**Biological Resources.** The EIE describes developed and fragmented parcels, separated from the important grassland habitats, which would not be expected to harbor much wildlife. However, the EIE is marred by the use of outdated and irrelevant data. This is the second EIE reviewed by the Council in recent weeks that displays data from the Breeding Bird Atlas Explorer (BBAE), an online resource. There are numerous reasons that this data source is not acceptable; the most important are that the data was collected by volunteers of unknown credentials more than 25 years ago, and probably not on the subject parcels. The Breeding Bird Atlas never was intended to provide data for parcel-specific impact analysis. Similarly, reliance on a general guide to wildlife in New England for a list of possible mammal, reptile and amphibian species is not useful. Reliance on these substandard data sources is not a substitute for field investigations. Also, querying the Natural Diversity Data Base is important but is not a substitute for field investigation.

The Council provides this information primarily to help improve future EIEs.

**Subsurface Distribution of Fuel and Deicing Fluid.** The Council includes the following comment because it has learned of potential weaknesses in state regulations that pertain to above-ground storage tanks connected to underground distribution lines, such as those described in the EIE. While a CADA or similar shutoff system is

1

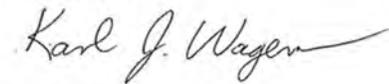
2

contemplated for the jet fuel distribution, a shutoff is effective only when there is a detectable leak. The recent 90,000-gallon loss of diesel fuel over a multi-year period at the Southeast Area Transit facility is evidence of the need to closely monitor underground distribution from above-ground storage. Rigorous accounting of product can catch these losses by balancing deliveries against dispensed quantities. Such accounting is mandated by regulation for underground storage tanks, but is not mandated for above-ground tanks. The Council recommends consideration of an inventory accounting system as a "best practices" procedure for the above-ground tanks from which fuel and deicing fluid is dispensed, if such practices are not already being implemented.

↑  
2

Thank you for your consideration of these comments. If you have any questions, please do not hesitate to contact me.

Sincerely,



Karl J. Wagener  
Executive Director



# Capitol Region Council of Governments

241 Main Street • Hartford • Connecticut • 06106

Telephone (860) 522-2217 • Fax (860) 724-1274

www.croc.org

Mary Glassman, Chairman

Lyle D. Wray, Executive Director

**MEMBERS** August 17, 2012

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Newington

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Stafford

Suffield

Tolland

Vernon

West Hartford

Wethersfield

Windsor

Windsor Locks

Mr. Mark W. Alexander  
Transportation Assistant Planning  
Director, CTDOT  
PO Box 06131-7546  
2800 Berlin Turnpike  
Newington, CT 06131-7546

Dear Mr. Alexander:

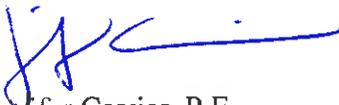
The Capitol Region Council of Governments (CROC) has reviewed the Environmental Assessment / Environmental Impact Evaluation (EA/EIE) for *New Terminal B Passenger Facility and Associated Improvements at Bradley International Airport* (State Project Number 165-0393) and offers the following comments:

- As identified in CROC's Plan of Conservation and Development (2009) and CROC Transportation Plan (2011), Bradley International Airport is an Economic Development Area of Regional Significance and an important transportation hub accommodating both passenger and freight modes. Combining this with a new rail service along the New Haven – Hartford – Springfield (NHHS) line, slated to launch in 2016, Bradley International Airport has the potential to see increased activity. Providing safe, seamless transit and roadway connections to Bradley are critical. 1
- The Bradley Area Transportation Study (2002) was initiated to identify transportation improvements necessary to accommodate growth and develop a strategic plan for maintaining safe and efficient access to the airport area. A number of improvements in the Towns of East Granby, Suffield, Windsor and Windsor Locks were identified in the study and a few of them are referenced in the EA/EIE document. Justification is needed as to why traffic impacts from the west (East Granby) have not been evaluated. 2

- The EA/EIE references a majority of the airport-related traffic would access and egress the site via the Bradley Airport Connector, rather than Route 75. However, due to the location of off-site parking facilities and existing connections to the airport, Route 75 is an important “gateway” to Bradley. A review of the traffic data indicates some increased volumes along Route 75 are expected and given the existing traffic accident patterns, poor pedestrian facilities, desire to optimize transit ridership and create an airport-themed gateway it is suggested that improvements to Route 75, as identified in the Bradley Area Transportation Study be pursued under Project 165-0393. 3
- The EA/EIE does not reference the recent EA/EIE prepared for the NHHS Line High Speed Intercity Passenger Rail Project (State Project 170-2296), specifically as it relates to the need for improved transit service to and from Bradley Airport. As highlighted in the EA/EIE for State Project 170-2296, two additional bus bays / stalls would be added at the Windsor Locks station to support an express shuttle to Bradley International Airport. The EA/EIE for State Project 165-0393 references that an additional stop would be required for the Bradley Flyer, resulting in a negligible increase in travel time for the overall bus route. Has shuttle or Bradley Flyer ridership been analyzed or coordinated with the State Project 170-2296? 4

Please include CRCOG’s comments above part of the record of submitted comments on the EA/EIE. We look forward to helping improving the transportation network in and around Bradley Airport.

Sincerely,



Jennifer Carrier, P.E.  
Director of Transportation Planning  
Capitol Region Council of Governments

c: Towns of East Granby, Windsor, Windsor Locks, Suffield

## Fleming, Kevin

---

**From:** Doyle, Thomas H  
**Sent:** Thursday, July 12, 2012 2:28 PM  
**To:** DOT Environmental Planning  
**Subject:** FW: Bradley Airport expansion

---

**From:** Alexander, Mark W  
**Sent:** Thursday, July 12, 2012 1:21 PM  
**To:** DelPapa, Stephen V; Doyle, Thomas H; Fleming, Kevin; Nezames, Theodore H; Hanifin, John D.  
**Subject:** FW: Bradley Airport expansion

Bradley comment.

### ***Mark W. Alexander***

Transportation Assistant Planning Director  
Bureau of Policy and Planning  
Connecticut Department of Transportation  
[Mark.W.Alexander@ct.gov](mailto:Mark.W.Alexander@ct.gov)  
telephone: (860) 594-2931  
fax: (860) 594-3028

---

**From:** [REDACTED]  
**Sent:** Wednesday, July 11, 2012 4:42 PM  
**To:** Alexander, Mark W  
**Cc:** DOT Environmental Planning  
**Subject:** Bradley Airport expansion

Greetings,

We need to reinstate international European flights to facilitate New England business and decrease stress on the New York metropolitan airports. KLM/Delta was an excellent resource because of its European hub. I hope that in the near future Bradley will once again have European flights.

Thank you for asking for suggestions,  
Judith Abraham, PT

## Diane Mas

---

**From:** DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>  
**Sent:** Tuesday, August 14, 2012 8:43 AM  
**To:** Diane Mas  
**Cc:** Erik Mas; Doyle, Thomas H  
**Subject:** FW: Bradley Airport Expansion  
**Attachments:** Project Information Form.docx; PureCell® Model 400 Data Sheet.pdf; PureCell® System - How it Works.pdf; Stationary Fuel Cell Overview.pdf

Hi Diane,

This comment, along with those that I sent in the previous email, is what we received thus far. I compiled the emails into one pdf in the previous email. Thanks Kevin

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

From: Alexander, Mark W  
Sent: Tuesday, July 17, 2012 2:27 PM  
To: DeIPapa, Stephen V; Doyle, Thomas H; Fleming, Kevin; Nezames, Theodore H; Hanifin, John D.  
Subject: FW: Bradley Airport Expansion

Bradley airport.

Mark W. Alexander  
Transportation Assistant Planning Director Bureau of Policy and Planning Connecticut Department of Transportation [Mark.W.Alexander@ct.gov](mailto:Mark.W.Alexander@ct.gov)  
telephone: (860) 594-2931  
fax: (860) 594-3028

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

From: Berger, Robert V UTPWR [REDACTED]  
Sent: Tuesday, July 17, 2012 10:27 AM  
To: Alexander, Mark W  
Subject: Bradley Airport Expansion

Hi Mark:

I had read the article in regards to the Bradley Airport expansion. I was wondering if there has been any discussion around the use of Ct manufactured fuel cells for distributed generation at the airport?

Here is some information for you review.

Thanks  
Bob

Robert Berger  
Government Sales

UTC Power | [REDACTED]

This e-mail message is intended solely for the use of the addressee(s) named above, and may contain information that is privileged or proprietary. Any disclosure, distribution, copying or use of the information by others is strictly prohibited.

Hi Mark:

Thank you for your interest in the UTC Power PureCell® Model 400 stationary fuel cell. The Model 400 is the latest generation of our industry leading phosphoric acid fuel cell technology and is an ideal option for people who want:

- \* Reduced energy costs
- \* Assured power regardless of weather, brownouts, or power outages
- \* Reduced carbon footprint by combustion free power and heat
- \* Reduced water consumption

The Model 400 can provide up to 400 kW of assured electrical power and 1.5 million Btu/hour of heat for combined heat and power applications.

Time tested benefits include:

- \* Reliability – with 10 million hours of operation, PureCell technology is field tested and proven
- \* Durability – cells stacks designed to last for 10 years and an overall product life of 20 years
- \* Efficiency – by utilizing the waste heat, system efficiency can reach 90%
- \* Load Following – we can produce power to match the changing demand of a facility
- \* Grid Independent – the option to continue to provide power and heat even when the grid is down
- \* Water Balance – designed to operate without consuming or discharging water

While environmental and energy benefits are significant in today's world, the economic impact is equally critical. In order for us to determine if the Model 400 can have a positive impact to your project's bottom line, please complete the attached Project Information Form.

This one page form includes basic information such as location of the project, your gas and electric utility costs and utilization and how the waste heat may be utilized.

To get that evaluation started and to share with you some additional information the Model 400, please see the attached:

- \* UTC Power overview
- \* Overview on how the fuel cell works
- \* Data Sheet on the Model 400 (overview on the unit)
- \* Project Information Form

Additional information on the Model 400 can be found by visiting our Knowledge Library at [www.utcpower.com](http://www.utcpower.com) including access to education fuel cell articles and videos and additional technical information.

We welcome the opportunity to evaluate your fuel cell project, help you save money and provide virtually pollution free on-site power for today's environmentally sustainable consumer.

Best Regards,  
Bob Berger



**PureCell® Model 400 Project Information Form**

**Contact Information:**

Name:	Company:
Title:	Location:
Phone:	Email:

**Project Information:**

Company Name:	Project Location:
Project Name:	Type of Facility:
Type of Installation: Choose an item.	Property Ownership: Choose an item.

Date:

1. Please describe the facility, including age, size, nature of operations, operating hours, and if there is a central campus utility (i.e. steam loop).
2. What is the typical **electricity usage** per month and kWh usage per year?  
(Target: 300,000 kWhs per month or 3,500,000 kWhs per year)  
per month per year
3. What is the average annual **electric rate**? (total electricity cost divided by total kWh usage)  
Electricity price: cents/kWh
4. Does the facility have **natural gas** on site? If not, is a gas pipeline nearby?
5. What is the current **natural gas price**? Natural gas price: \$/MMBTU(CCF)
6. What is the facility's annual usage of heating fuel (gas, oil, steam, or other)?
7. How can the facility make use of heat from the fuel cell? Examples include: space heating, space cooling (i.e. absorption chiller), domestic hot water, replace steam loop, etc.
8. Does the facility have **space** to site the CHP equipment? A minimum outdoor space of 30' x 40' is required for most installations. Indoor siting is possible.
9. Is there a need or desire for **back-up power** in the event that the electric utility is unavailable?
10. Is there a desire to achieve **LEED certification** (Leadership in Energy and Environmental Design) or are there **sustainability goals** related to reducing CO2 emissions, energy, or water usage?
11. Other Project details or general comments/questions.

UTC Power is a world leader in developing and producing fuel cells for on-site power, transportation, space and defense applications. UTC Power, a United Technologies Corp. company, is the only fuel cell manufacturer with experience in all five major fuel cell technologies – alkaline, proton exchange membrane, solid oxide, molten carbonate and phosphoric acid. With more than 300 stationary fuel cell units installed, we are committed to providing customers with distributed energy solutions that increase energy productivity and reliability and reduce operational costs.

The PureCell® Model 400 system is the stationary fuel cell energy solution for the commercial marketplace. The ultra clean and quiet Model 400 uses proven phosphoric acid technology, which offers the optimum blend of system performance and durability. The Model 400 can provide up to 400 kW of assured electrical power, plus approximately 1.5 million Btu/hour (450 kW) of heat, for combined heat and power applications. With an unmatched 10-year stack life and total energy efficiencies more than double those of traditional power sources, the Model 400 is an energy solution that will help save money, shield operations from interruption and secure environmentally sustainable business practices.

**Performance Characteristics\***

**Power**

Electric power	400 kW/471 kVA
Voltage/frequency	480VAC/60 Hz/3 phase

**Efficiency**

Electrical (LHV)	42%
Overall (LHV)	90% with full heat recovery

**Fuel**

Supply	Natural gas
Consumption (HHV)	3.61 MMBtu/hr (1,058 kW)
Inlet pressure	10 to 14 in. water (2.5 to 3.5 kPa)

**Heat Recovery**

Low grade up to (140°F supply) <sup>†</sup>	0.96 MMBtu/hr (281 kW)
High grade up to (250°F supply) <sup>†</sup>	0.59 MMBtu/hr (174 kW)

**Emissions\*\***

NO <sub>x</sub>	0.02 lb/MWh (0.009 kg/MWh)
CO	0.02 lb/MWh (0.009 kg/MWh)
CO <sub>2</sub>	1,050 lb/MWh (477 kg/MWh) with no heat recovery 487 lb/MWh (221 kg/MWh) with full heat recovery
SO <sub>x</sub>	Negligible
Particulate matter	Negligible
VOCs	0.02 lb/MWh (0.009 kg/MWh)

**Water**

Consumption	None (up to 85°F (30°C) ambient)
Discharge	None (normal operating conditions)

**Other**

Noise	<65 dBA at 33 ft (10m) with no heat recovery <60 dBA at 33 ft (10m) with full heat recovery
Operating life	20 yr
Overhaul interval	10 yr
Ambient operating temperature	-20°F to 113°F (-29°C to 45°C)

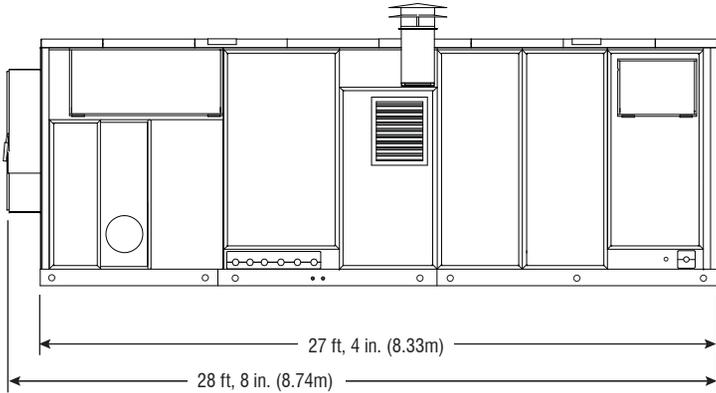


**PureCell®**  
**energy**  
Reinvented

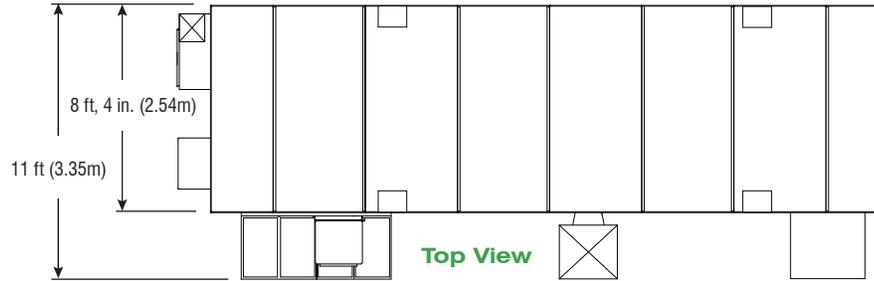
\*Average performance during 1<sup>st</sup> year of operation. Refer to the Product Data and Applications Guide for additional performance characteristics. \*\*Certified to 2007 California Air Resources Board standards. <sup>†</sup>Low-grade heat assumes a return temperature of 80°F (27°C) or lower; high-grade heat assumes a return temperature of 200°F (93°C) or lower.

## Physical Characteristics

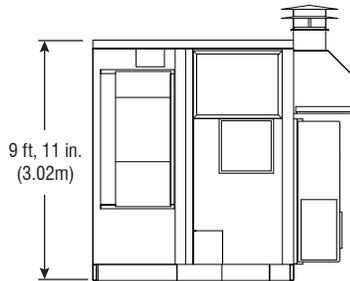
### ● Power Module



Front View



Top View

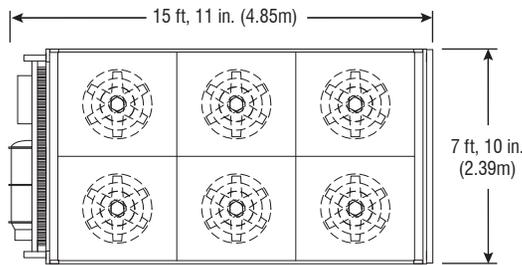


Side View

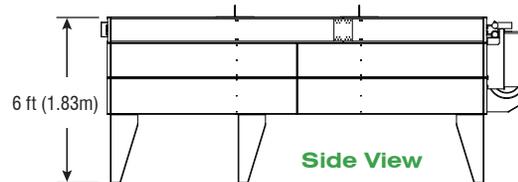
### ● Shipping Dimensions

Length:	28 ft, 8 in. (8.74m)
Width:	8 ft, 4 in. (2.54m)
Height:	9 ft, 11 in. (3.02m)
Weight:	60,000 lb (27,216kg)

### ● Cooling Module



Top View



Side View

### ● Shipping Dimensions

Length:	15 ft, 11 in. (4.85m)
Width:	7 ft, 10 in. (2.39m)
Height:	6 ft (1.83m)
Weight:	3,190 lb (1,447kg)

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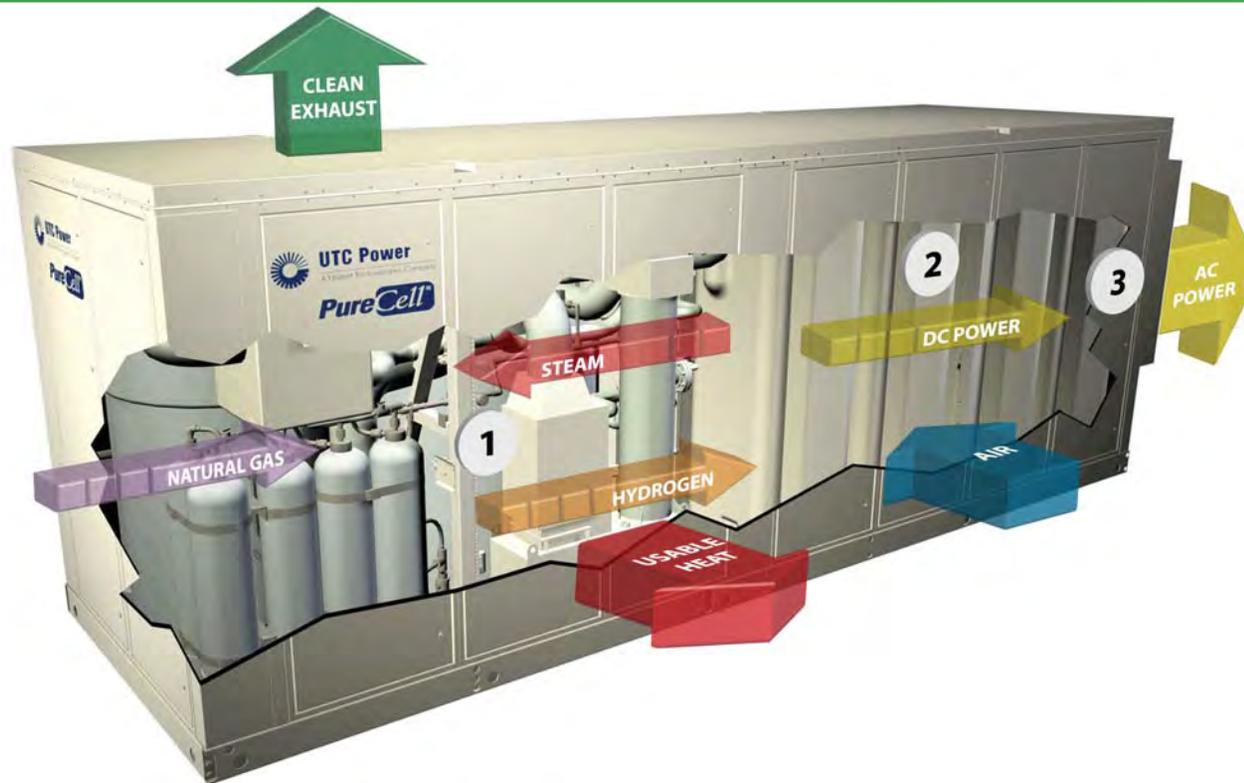


# HOW A FUEL CELL WORKS

PureCell® System

A fuel cell is an electrochemical device that combines hydrogen fuel and oxygen from the air to produce electricity, heat and water. Fuel cells operate without combustion, so they are virtually pollution-free. Since the fuel is converted directly to electricity and heat, a fuel cell's total system efficiency can be much higher than internal combustion engines, extracting more energy from the same amount of fuel. The fuel cell itself has no moving parts — making it a quiet and reliable source of power.

## Inside the PureCell® System



### 1 Fuel Processor (Reformer)

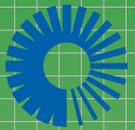
The Fuel Processor reforms the fuel (natural gas) to hydrogen gas to feed the Fuel Cell Stack.

### 2 Fuel Cell Stack

Hydrogen gas and air are combined in an electrochemical process that produces Direct Current (DC) power, pure water and heat. The byproduct water is utilized in the operation of the power plant. The usable heat is available for meeting other facility energy requirements (e.g., hot water, space heating, air conditioning and cooling).

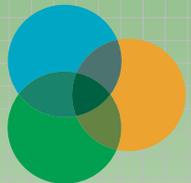
### 3 Power Conditioner

The DC power provided by the Fuel Cell Stack is conditioned to provide high quality Alternating Current (AC) power output.



UTC Power

A United Technologies Company



HOW IT WORKS  
PureCell® System

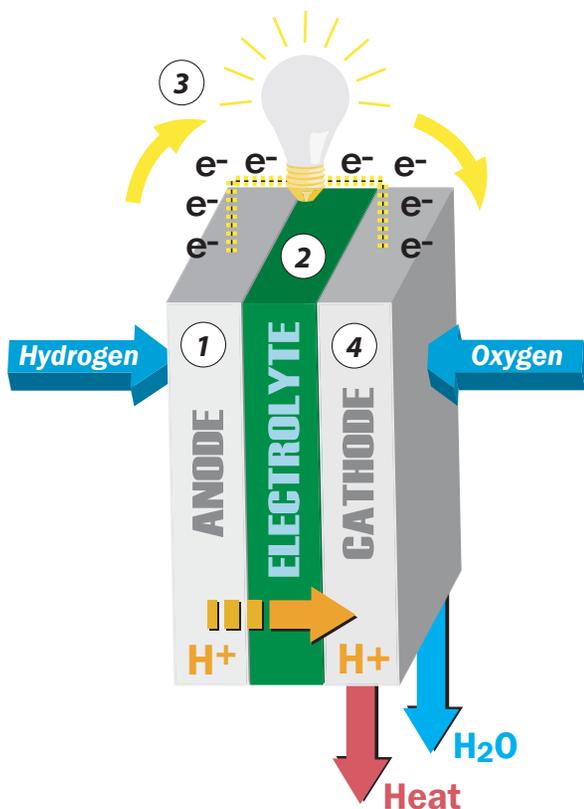


# HOW A FUEL CELL WORKS

PureCell® System

The fuel cell is composed of an anode (a negative electrode that provides electrons), an electrolyte in the center, and a cathode (a positive electrode that accepts electrons).

## Inside the Fuel Cell



### 1 Anode

As hydrogen flows into the fuel cell anode, a catalyst layer on the anode helps to separate the hydrogen atoms into protons (hydrogen ions) and electrons.

### 2 Electrolyte

The electrolyte in the center allows only the protons to pass through the electrolyte to the cathode side of the fuel cell.

### 3 External Circuit

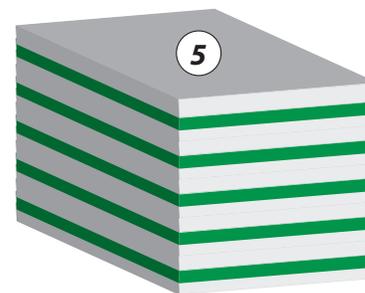
The electrons cannot pass through this electrolyte and, therefore, must flow through an external circuit in the form of electric current. This current can power an electric load.

### 4 Cathode

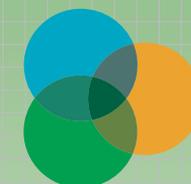
As oxygen flows into the fuel cell cathode, another catalyst layer helps the oxygen, protons, and electrons combine to produce pure water and heat.

### 5 Fuel Cell Stack

Individual fuel cells can be combined into a Fuel Cell "Stack" to increase the total electrical output.



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**HOW IT WORKS**  
PureCell® System





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*UTC Power is a world leader in developing and producing fuel cells for on-site power transportation, space and defense applications.*



TRANSPORTATION



SPACE & DEFENSE



## PureCell<sup>®</sup>

### Energy Productivity

Overall system efficiencies up to 90 percent, 2-3 times more efficient than typical central generation.

### Energy Security

Assured power for continuous operation during grid interruptions.

### Energy Responsibility

The PureCell<sup>®</sup> system operates without combustion so it is virtually pollution-free.



# Stationary Fuel Cells



# UTC Power

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## Stationary Fuel Cells The New Standard for Green Buildings

The PureCell® System is a game-changing technology for green buildings, providing:



**Energy Productivity** – extracting more energy from the same amount of fuel

**Energy Security** – providing assured power for continuous business operation

**Energy Responsibility** – reducing carbon emissions and conserving water

The PureCell Model 400 solution provides up to 400kW of assured electric power plus up to 1.7 million btu/hour of thermal energy to supermarkets, hospitals, hotels, food/bottling, manufacturing, mixed-use office/residential, schools and other energy-intensive buildings. Fuel cells also contribute points towards LEED™ (Leadership in Environmental and Engineering Design) certification.



Cox Communications in San Diego, CA

### Proven Technology

The Model 400 system builds on UTC Power's unmatched fuel cell fleet durability and operating experience. To date, the PureCell fleet has nearly 10 million kWh of operation experience with over 300 units installed in 19 countries on 6 continents.

The PureCell® system utilizes **phosphoric acid fuel cell technology** to deliver an unparalleled blend of performance benefits:

- industry-best system efficiency – up to 90%
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- unmatched durability – 10-year cell stack life



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The PureCell® Model 400 system is providing clean and efficient energy for some of the world's most progressive and recognizable companies. Many are repeat customers who have experienced first-hand the reliable performance, economic benefits and sustainable attributes of the PureCell system.

To learn more about how the PureCell system is benefiting facilities around the world and contributing to our collective energy independence, visit our website or follow us on Twitter and Facebook.

From: Barbara Bertrand [REDACTED]  
Sent: Thursday, August 16, 2012 10:42 AM  
To: DOT Environmental Planning  
Subject: Bradley Information

This renovation and expansion is long overdue. Terminal A is disgraceful, however, the ultimate goal should be that this will allow more carriers here to reduce the cost of air flight from Bradley. As noted in a recent article, Bradley is 36<sup>th</sup> in the country for cost of flights. As a traveler, I drive to Kennedy or LaGuardia to take flights to Florida, Europe etc because there is a substantial cost savings. Seeing Bradley is State run and collects revenue at 20% from carriers, it would seem that we should be one of the lowest in the country. Something to think about.

***Barbara Bertrand***  
***Finance Director***  
***Windsor Locks, CT 06096***  
[REDACTED]

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## Fleming, Kevin

---

**From:** Doyle, Thomas H  
**Sent:** Thursday, July 12, 2012 2:27 PM  
**To:** DOT Environmental Planning  
**Subject:** FW: Bradleyfield expansion

---

**From:** Alexander, Mark W  
**Sent:** Thursday, July 12, 2012 1:22 PM  
**To:** DelPapa, Stephen V; Doyle, Thomas H; Fleming, Kevin; Nezames, Theodore H; Hanifin, John D.  
**Subject:** FW: Bradleyfield expansion

Bradley comment

### ***Mark W. Alexander***

Transportation Assistant Planning Director  
Bureau of Policy and Planning  
Connecticut Department of Transportation  
[Mark.W.Alexander@ct.gov](mailto:Mark.W.Alexander@ct.gov)  
telephone: (860) 594-2931  
fax: (860) 594-3028

---

**From:** Dubay, Paul HS [REDACTED]  
**Sent:** Wednesday, July 11, 2012 10:29 PM  
**To:** Alexander, Mark W  
**Subject:** Bradleyfield expansion

It is wonderful that they are going to expand the terminal, But has any thoughts or plans to put in a sidewalk from Rt 75 to the airport been considered? On any given day or time during the day or night there are a lot of people walking the dirt paths to and from Rt 75 . It would seem it is time for that consideration to be world class. Try walking it in the winter over a snow bank. Thanks for the opportunity to speak out. Paul Dubay

## Fleming, Kevin

---

**From:** Doyle, Thomas H  
**Sent:** Thursday, July 12, 2012 7:36 AM  
**To:** DOT Environmental Planning  
**Subject:** FW: proposed Bradley expansion

---

**From:** Alexander, Mark W  
**Sent:** Wednesday, July 11, 2012 4:16 PM  
**To:** DelPapa, Stephen V; Doyle, Thomas H; Fleming, Kevin; Nezames, Theodore H; Hanifin, John D.  
**Subject:** FW: proposed Bradley expansion

Bradley Airport comment

### ***Mark W. Alexander***

Transportation Assistant Planning Director  
Bureau of Policy and Planning  
Connecticut Department of Transportation  
[Mark.W.Alexander@ct.gov](mailto:Mark.W.Alexander@ct.gov)  
telephone: (860) 594-2931  
fax: (860) 594-3028

**From:** Bradford S. Elder [REDACTED]  
**Sent:** Wednesday, July 11, 2012 3:38 PM  
**To:** Alexander, Mark W  
**Subject:** proposed Bradley expansion

Dear Mr. Alexander,

As a lifelong resident of Connecticut I am compelled to submit my comment on the proposed expansion of Bradley. According to the airport's own statistics (<http://www.bradleyairport.com/News/traffic.aspx>) air traffic peaked in 2005 and has fallen below this level every year since.

The proposal to double the airport's capacity is a proflogate waste of taxpayers' money. As the Hartford Courant reports (<http://www.courant.com/business/hc-bradley-airport-expansion-20120710,0,740599.story>), the growth projections are very likely overly optimistic and in no case justify such a project.

If the Connecticut Department of Transportation wishes to act in the interest of state residents, it would determine an established need before gambling with public and private funds.

Sincerely,

Bradford S. Elder



Date/Time: 8/28/2012 - 12:48 PM



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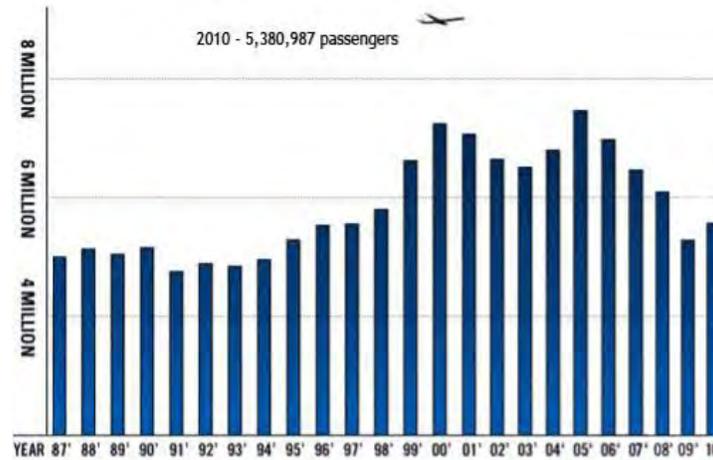
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## Passenger Traffic Statistics

As with other airports across the nation, Bradley International Airport was negatively impacted by the September 11, 2001 tragedy. However, there are positive signs that passengers are returning to the skies, and more and more people are turning to Bradley for convenient travel with less stress!



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# New Bradley Terminal Would Nearly Double Airport Gates

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Artist's rendering of the new plan for Terminal B at Bradley International Airport. (Urban Engineers / STV / July 10, 2012)

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Connecticut Airport Authority Hires RI Executive As First Director

By BRIAN DOWLING and MARA LEE [bdowling@courant.com](mailto:bdowling@courant.com)  
The Hartford Courant  
8:45 p.m. EDT, July 10, 2012

An ambitious expansion of **Bradley International Airport**, with an additional terminal and parking garage, would benefit the region's economy while making travel smoother for Connecticut residents and visitors, according to a detailed new plan.

The plan — parts of which may not come about until demand materializes, which could take many years — includes a 19-gate terminal at the location of the old Murphy Terminal, which closed in 2010 as the oldest terminal at any major U.S. airport.

A parking garage with consolidated car rental facilities would rise where the surface lot is now located in front of the Murphy Terminal, and the airport would have its own power plant on site.

The project, as laid out in a report for the state Department of Transportation and the **Federal Aviation Administration**, would nearly double the number of gates now available. The first phase — demolition of Murphy, also known as Terminal B; site preparation; and part of the new terminal, would cost as much as \$650 million, using a combination of federal and state funds.

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The report, issued July 2, relies on growth projections of about 5 percent a year from 2009 to 2013. But a top airport official said Tuesday that those projections are overly optimistic.

Instead, he said, it's the garage and demolition project that are viewed as the more solid parts of the plan for the near term.

"The passenger forecast, we recognize, needs to be updated, and we've actually started that process. That'll help us determine at what point we actually need new terminal construction," said Mark Daley, Bradley's chief financial officer. "What we're doing is preparing the airport for the future. We need to be in a position to respond to demand when we see it, and we won't be able to do that unless we take down the old terminal."

The most likely immediate benefit for travelers would be a move of the rental car lots to a new garage at the airport. For the last two years, rental car customers have been paying a \$3.50 surcharge, and \$10 million has been put into escrow for that project.

Daley said that once the garage opens, that fee will be raised so it covers the full cost of the debt service on the bonds that will pay for the construction. But he did not estimate how much the garage would cost, and the plan is silent on that.

University of Hartford economics Professor Jeffrey P. Cohen, a Federal Reserve visiting scholar who studies the economics of airport expansion, said spending the money to bring rental cars on the property is a good idea because it benefits customers, and they're the ones who will bear the costs.

The plan makes it clear that the garage will happen even if the terminal expansion never does.

Charles Gray, member of the airport authority's board, highlighted the need to tear down the Murphy Terminal even without a demonstrated need for more gates. "Removing the terminal opens the ability to add additional development for the space: roadway realignment, parking garage and consolidated car rental," he said. "The first major puzzle piece has been: Can we get rid of the building?"

The state Department of Transportation is overseeing the project in its early stages, but many people expect that it will be turned over to the newly formed Connecticut Airport Authority, which oversees Bradley and other state-owned airports.

The airport currently has 23 gates on two concourses of Terminal A, which was built in several stages. Under the long-term plan, Terminal A would be reduced to 20 gates to allow for larger planes, and the new terminal would have 19 gates in two concourses.

The forecasts that will be replaced project that passenger trips will grow by 44 percent from 2009 to 2028.

The proposed U-shape design for the new terminal will feature two gates among the 19 for international gates for wide-body aircraft — an asset Bradley currently lacks. A utility plant, to be built west of new terminal, would meet the facility's power, heat and cooling demands.

A 2005 study considered the possibility of rehabilitating the Murphy Terminal, but found that it was "less expensive and more prudent" to replace the terminal than renovate and rehabilitate it.

Airport officials are seeking comments on the plans, chiefly about the impacts on wetlands, traffic, air quality, storm water and water quality, hazardous materials and solid waste, during and after construction. They are taking public comments until Aug. 17, and will hold an Aug. 2 public hearing at the Connecticut Fire Academy in Windsor Locks that begins at 7 p.m.

For more information, email Mark Alexander, the transportation department's planning director, at mark.w.alexander@ct.gov. Comments can be submitted to dot.environmentalplanning@ct.gov or mailed to P.O. Box 317546, Newington 06131.

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From: Robin Ellis [REDACTED]  
Sent: Thursday, August 16, 2012 3:31 PM  
To: DOT Environmental Planning  
Subject: Bradley Int'l Airport

**In planning for the airport expansion I hope you will consider a "Cell phone Parking Lot" for people awaiting arriving flights. I have seen this at other airports and it makes so much sense!**

**It avoids traffic jams and illegal parking at "Arrivals". It may also eliminate many toxic fumes from the area and save on gas for people who drive in circles around and around and around the airport**

**while awaiting flights (especially when the flights are late).**

**A small, well-lit parking area where people can wait to receive a cell phone call from arriving passengers**

**would be helpful and environmentally responsible.**

**Thank you for your consideration.**

**Robin Ellis**

## Fleming, Kevin

---

**From:** Ruth Fahrbach [REDACTED]  
**Sent:** Wednesday, July 04, 2012 8:58 AM  
**To:** DOT Environmental Planning  
**Subject:** What about Windsor?

The Windsor Patch article on the new Terminal B lists where copies of the proposed new terminal can be viewed. It does not, however, mention the Windsor Town Clerk's office or the Windsor Public Library. Was that an oversight on the part of Patch or the Department of Transportation? Windsor is, after all, one of the towns in which BDL is located.

Ruth

### **Here is the link:**

[Connecticut Seeking Comment About New Terminal at Bradley International Airport](#)

Larry Smith | Jul 3, 2012 |

## Fleming, Kevin

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**From:** Doyle, Thomas H  
**Sent:** Thursday, July 12, 2012 7:36 AM  
**To:** DOT Environmental Planning  
**Subject:** FW: Bradley expansion

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**From:** Alexander, Mark W  
**Sent:** Wednesday, July 11, 2012 4:02 PM  
**To:** DelPapa, Stephen V; Doyle, Thomas H; Fleming, Kevin; Nezames, Theodore H; Hanifin, John D.  
**Subject:** FW: Bradley expansion

Bradley Airport Comment

### ***Mark W. Alexander***

Transportation Assistant Planning Director  
Bureau of Policy and Planning  
Connecticut Department of Transportation  
[Mark.W.Alexander@ct.gov](mailto:Mark.W.Alexander@ct.gov)  
telephone: (860) 594-2931  
fax: (860) 594-3028

---

**From:** Doris Griffith [REDACTED]  
**Sent:** Wednesday, July 11, 2012 8:48 AM  
**To:** Alexander, Mark W  
**Subject:** Bradley expansion

Dear Mr. Alexander—

Ref: this morning's Hartford Courant article: Connecticut & Massachusetts travelers would certainly look forward to smoother air travel if a cell phone lot were available at Bradley. I didn't see this mentioned in the article. Instead of lurking in the McDonald's parking lot or circling endlessly around the airport while waiting for arrivals, we could wait nearby in a designated lot, which is the situation in most newer world class airports. I'm sure you're aware parking in the 'Arrivals' pick-up area is not allowed. Could Bradley planners see their way clear to include a cell phone lot? I'm hoping.

Thank you,

Doris Griffith,  
Concerned traveller and sneaky McDonald's parker

From: Josh Kapelner [REDACTED]  
Sent: Thursday, August 16, 2012 10:39 AM  
To: DOT Environmental Planning  
Subject: Bradley International Airport - Terminal B Replacement

The comment that there was no comments from business in the region and what appears to be apathy is because those who can locate their business and themselves elsewhere are going to - the additional terminals at Bradley perhaps are not important to them based on the continuing trend of being the most expensive in the region - see attached recent article from the Hartford Business Journal which points out that even NY & Boston are lower cost airports

---

[REDACTED]  
Subject: FYI- Bradley International Airport - Terminal B Replacement  
Date: Thu, 16 Aug 2012 10:05:12 -0400

Good Day the information below was sent to me by Peter DeMallie President of Design Professionals. Peter is always looking out for Business and Economic development in the Area and I thought You should see his comments and where you may contact the state if wish to comment.

( Design Professionals is a Member of EWCC as well as many other Chambers - Peter also served for Years as President of the River Valley Tourist Board with the State.)

Please feel free to forward to Your Business Contacts or Those You feel may want to Know.

Thanks Jimbo

James C Richards  
Exe Dir EWCC  
[REDACTED]

[www.eastwindsorchamber.com](http://www.eastwindsorchamber.com)

Hartford/Springfield's Bradley International Airport held a public hearing on August 2 in Windsor Locks on plans to knock down the mothballed Murphy Terminal (circa 1952) and replace it with a new \$650 million Terminal B replete with two concourses, another large 2500+ car parking garage, and a centralized car rental facility. Built in two phases, could add 11 gates by 2018, and another 8 gates by 2028. The airport presently has 23 gates in the modern Terminal A (two concourses), which may get reconfigured down to 20. Terminals A & B will ultimately have 39 gates. Annual airport passenger volume is projected to grow from an anemic 5+ million today to over 9 million . The airport generates 18,000 jobs and \$4 billion in regional economic activity today without Murphy Terminal or its replacement gates. No regional group, no elected or appointed public official, no chamber of commerce, no municipality, and no major business entity testified at the hearing. Only four citizens spoke. Click on links below to a news article or to the official state document outlining the proposed improvements , or to a related Hartford region transportation plan(CRCOG) . Send your written comments via email to [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov) on or before August 17,2012.

[http://www.linkedin.com/redirect?url=http%3A%2F%2Fwww%2Ectnow%2Ecom%2Fbusiness%2Fhc-bradley-airport-expansion-20120710%2C0%2C934868%2Estory&urlhash=HYE8&\\_t=tracking\\_disc](http://www.linkedin.com/redirect?url=http%3A%2F%2Fwww%2Ectnow%2Ecom%2Fbusiness%2Fhc-bradley-airport-expansion-20120710%2C0%2C934868%2Estory&urlhash=HYE8&_t=tracking_disc)

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## Bradley airfares highest in region ... and rising

BY BRAD KANE

8/13/2012



HBJ FILE PHOTO

Bradley International Airport in Windsor Locks saw fares rise this year while passenger traffic decreased.

the U.S. Bureau of Transportation Statistics in late July. The average roundtrip U.S. airfare rose 4.8 percent to \$372.75 in the first quarter.

"Obviously, increased costs have an impact on travel," said Oz Griebel, president and chief executive of the MetroHartford Alliance. "As ticket prices go up, businesses ... are going to look harder at that just like the consumer will."

The large increase gives Bradley the most expensive airline ticket among its rival airports in Massachusetts, Rhode Island, and eastern New York. Bradley is second most expensive in New England after Burlington, Vt., and the 32nd most expensive in the nation among the top 100 airports.

When Southwest Airlines came into Bradley, that put downward pressure on airfares because Southwest is a low-cost carrier that increased competition for other airlines, Griebel said. When Northwest Airlines merged with Delta Air Lines, that put upward pressure on airfares because of the decreased competition at Bradley.

"There's no doubt that air fare is one of the most dominant factors across the board in looking where and when to fly," said Kevin Dillon, executive director of the Connecticut Airport Authority, which operates Bradley.

Since the CAA took over control of Bradley from the Connecticut Department of Transportation in 2011, the authority has made it a priority to increase airline competition at the airport to make fares more competitive.

"When you look at the fare levels at Bradley, that is certainly something we want to focus on, but fare levels are not something the airport can directly control," said Dillon, who started his job in July. "As the Connecticut Airport Authority takes shape, we want to be very proactive in addressing the rate structure."

The individual airlines control their fares and the cost of those is dictated by several factors, such as the percentage of business travelers, how full each plane is, the length of the routes, fuel prices, and competition for passengers on those routes, Dillon said.

Bradley has a 50/50 split between business and leisure travelers, a higher percentage of business travelers than surrounding airports, Dillon said. Business fliers are more likely to pay more for airfares because they are less flexible in their flight dates.

Airfares at Bradley International Airport in Windsor Locks have risen at nearly double the national rate for the country's top airports, making Greater Hartford the most expensive area for airline tickets in the region.

The average roundtrip Bradley airfare rose 9.1 percent to \$398.03 in the first quarter from the first quarter 2011, according to data released by

Higher load factor means airlines can charge more for fewer available seats, Dillon said. In the first quarter 2012, flights out of Bradley were 82 percent full, higher than Boston Logan International Airport and New York's LaGuardia Airport, and equal to New York's John F. Kennedy International Airport. Only Westchester County White Plains Airport was higher at 86 percent.

Routes with shorter distances have lower fares, so airports with overall shorter routes than Bradley — such as LaGuardia — benefit from these lower cost flights, Dillon said.

While airfares are out of the hands of Bradley's direct administration, the CAA wants to keep down the costs it can control, such as parking, Dillon said.

The cost of parking at a Bradley lot costs \$6-\$8 per day, and the garage costs \$24 daily. Lots at the Boston and New York airports cost \$18 daily while the garages cost \$27-\$33 daily.

Lots at T.F. Green International Airport in Providence cost \$11 per daily while the garages cost \$15-\$23. White Plains airport offers a garage at \$27.45 daily, but that airport has a shortage of long-term spaces and encourages fliers to seek alternative transportation.

"We want to be providing competitive service at the airport," Dillon said.

Passenger traffic at Bradley airport peaked in 2005 and lost more than 25 percent of its traffic in the subsequent four years. The airport's passenger traffic rebounded in 2010 and 2011, although traffic appears to be declining again this year.

In June — the most recent month for Bradley passenger counts — 467,278 passengers departed and arrived in Windsor Locks, down 3 percent from June 2011.

As flying becomes more expensive, businesses are looking for alternative methods such as video conferencing to interact in the global marketplace, said Mark Calzone, president of Stratford information-technology provider Ash Creek Enterprises, Inc.

"People are more diligent about the money they are spending," Calzone said.

As travel costs increase, video conferencing technology improves, driving costs down, Calzone said. A new video conference system now costs about \$20,000.

Especially if companies are flying their employees first class or business class, a video conference system can be paid off in a year or less, not to mention the ancillary costs of business travel such as meals, hotels and lost production.

"Year one, it pays for itself, and it is not something you are going to have to replace every year," Calzone said. "It has become a lot more popular and accessible."

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**Fleming, Kevin**

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**From:** Erich Lichtsteiner [REDACTED]  
**Sent:** Wednesday, July 11, 2012 12:52 PM  
**To:** DOT Environmental Planning  
**Subject:** Bradley Airport Expansion, Courant story of today

It's is all very interesting but don't you think that in the future, Bradley needs to be connected to AMTRAK? Let's put it into the planning process.  
Erich J. Lichtsteiner  
63 Harvest Lane  
Windsor CT 06095

## Fleming, Kevin

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**From:** Peggy and Jim O'Toole <[REDACTED]>  
**Sent:** Wednesday, July 11, 2012 6:45 AM  
**To:** DOT Environmental Planning  
**Subject:** Bradley airport

I have mentioned this before. What about a cell phone lot??? Other airports have it and it makes so much sense!! It would make picking up visitors a more pleasant experience, rather than be forced to move on. Please look into this, especially if you're considering expansion. There must be space around the entrance somewhere, or over by Hamilton. If you need the perfect example, check out Ft Myers, FL airport. People would cheer you on if you piggybacked you're idea of expansion with this!! Trust me.  
Peggy O'Toole

From: Rossi, Anne [REDACTED]  
Sent: Thursday, August 16, 2012 10:13 AM  
To: DOT Environmental Planning  
Subject: regarding new terminal at Bradley International Airport

My family travels in and out of Bradley quite often. The old terminal is such an eyesore that I am truly embarrassed then family fly into Bradley or even when we leave and come back. I live just about two miles (the most) from the airport in Suffield. To truly be an International Airport Bradley really needs to be modernized. The restaurants that they do have roll up the businesses so early that someone coming in or leaving on a late flight cannot purchase anything to eat, drink or even read! That is truly sad to be called an International Airport and have that happen. I feel the more flyers that Bradley starts to bring in the better it will be for Connecticut's economy. Please tear down that eyesore and replace with a new terminal.

Sincerely,

Anne M. Rossi

*Anne Rossi*  
*Customer Representative*  
*The First National Bank Of Suffield*  
*NMLS# 799787*

[REDACTED]

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## Fleming, Kevin

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**From:** Doyle, Thomas H  
**Sent:** Thursday, July 12, 2012 7:36 AM  
**To:** DOT Environmental Planning  
**Subject:** FW: Bradley Airport expansion

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

From: Alexander, Mark W  
Sent: Wednesday, July 11, 2012 4:00 PM  
To: DelPapa, Stephen V; Doyle, Thomas H; Fleming, Kevin; Nezames, Theodore H; Hanifin, John D.  
Subject: FW: Bradley Airport expansion

Comment on Bradley Airport

Mark W. Alexander  
Transportation Assistant Planning Director  
Bureau of Policy and Planning  
Connecticut Department of Transportation  
[Mark.W.Alexander@ct.gov](mailto:Mark.W.Alexander@ct.gov)  
telephone: (860) 594-2931  
fax: (860) 594-3028

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

From: James Strange [REDACTED]  
Sent: Wednesday, July 11, 2012 6:48 AM  
To: Alexander, Mark W  
Subject: Bradley Airport expansion

I have one suggestion.

PLEASE PUT THE PEDESTRIAN WALKWAYS ABOVE OR BELOW THE ROADWAYS. Having pedestrians trying to cross all of that airport traffic is dangerous and highly inefficient.

Jim Strange  
14 Christmas Tree Hill  
Canton, CT 06019

From: [REDACTED]  
Sent: Tuesday, August 14, 2012 8:59 PM  
To: DOT Environmental Planning; Alexander, Mark W  
Subject: Bradley Airport construction

Let's be serious the DOT has mismanaged the current airport and now you want to spend more money for an airport that does NOT have the volume! And who wants it anyway, we have large airports in Boston and NY, that will ALWAYS be better, safer and ultimately more convenient. Have you thought about the increased noise, road traffic, pollution, law enforcement needs, fire department needs, etc. No because it's all about making some more money in the short term.

How about all the current lots that are not full as I speak and are used by rental car companies ( I hope their paying rent for the useage), an overpriced garage where you did not plan for snow accumulations other than dumping it off the sides, Jersey barriers everyway that make the place look like an ugly construction site. Trees, lawns and other areas that are not maintained. Rusted fencing that must be 30 years old and pine trees near rt. 75 that are overgrown. Poor looking signage for the 'international gateway'. Take a quick look at other airports and the only conclusion you come to, is corruption is rampant in this state OR we have a whole lot of incompetent people running it.

Try correcting all of these issues and more before spending more money on poorly conceived terminals. You didn't even put a moving sidewalk in the current terminal, and it certainly is'nt class A construction. The FAA doesn't even see the volume the consultants see, and why, well the consultants give a view of what their customers want not what reality is.

**That's all DOT and the State of CT know is spend on new construction and not maintain any facility. Real property maintenance is not emptying the trash can.**

If the State was one of my neighbors it would be the house in complete disrepair. I know many people who I have personally questioned about Bradley and they feel the same way.

If you would like discuss any of my statements further you may contact me at this email or spend your time finding my phone number.

Sincerely,

Jeffrey Vuocolo

## Fleming, Kevin

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**From:** Wirth, Richard [REDACTED]  
**Sent:** Wednesday, July 11, 2012 10:05 AM  
**To:** DOT Environmental Planning  
**Subject:** Bradley Extension

Congratulations on your wonderful plans to expand and reuse the terminal. As a frequent traveler, I see many other airports and wonder if you might consider the following:

- Create and induce a means by which travelers could link with the Hartford bus/train station. This might be accomplished by, among other things, having intercity buses stop at the airport en route to and from the terminal. Obviously, the light rail alternative discussed for years would be another terrific solution.
- Set up a kiosk to buy bus and train tickets at the airport. Many other airports have similar arrangements.
- Consider a tram to transport visitors from terminal to terminal and at a minimum, consider adding moving sidewalks.
- Reduce long term parking as a way to encourage parking. The parking authority in Cedar Rapids charges a mere \$5/day.
- Make BDL a hub alternative for major metropolitan airports in the area.

Thank you for this opportunity to comment.

Attachment E

STATE OF CONNECTICUT  
FEDERAL AVIATION ADMINISTRATION  
DEPARTMENT OF TRANSPORTATION

NEW TERMINAL B PASSENGER FACILITY AND  
ASSOCIATED IMPROVEMENTS AT  
BRADLEY INTERNATIONAL AIRPORT  
WINDSOR LOCKS, CT

PUBLIC HEARING  
ENVIRONMENTAL ASSESSMENT AND ENVIRONMENTAL  
IMPACT EVALUATION

PROJECT NO. 165-339

AUGUST 2, 2012

CONNECTICUT FIRE ACADEMY  
34 PERIMETER ROAD  
WINDSOR LOCKS, CT

POST REPORTING SERVICE  
HAMDEN, CT (800) 262-4102

RE: NEW TERMINAL B PASSENGER FACILITY  
AUGUST 2, 2012

1 . . .Verbatim proceedings of a hearing  
2 before the State of Connecticut, Federal Aviation  
3 Administration, Department of Transportation, in the  
4 matter of New Terminal B Passenger Facility and Associated  
5 Improvements at Bradley International Airport, Windsor  
6 Locks, Connecticut, held at the Connecticut Fire Academy,  
7 34 Perimeter Road, Windsor Locks, Connecticut, on August  
8 2, 2012 at 7:00 p.m. . . .

9  
10  
11

12 MR. ROBERT IKE: Good evening, ladies and  
13 gentlemen. My name is Robert W. Ike from the Connecticut  
14 Department of Transportation. I will serve as the  
15 moderator for tonight's public hearing. I'd like to  
16 introduce the individuals, who are here this evening to  
17 make presentations and listen to your comments and  
18 concerns.

19 Mr. Erik Mas, Project Director, Fuss &  
20 O'Neill, Incorporated, and Ms. Diane Mas, Senior Engineer,  
21 Fuss & O'Neill, Incorporated. We also have a litany of  
22 DOT staff. I'm not going to name everybody. I don't want  
23 to miss anybody, so if they would just raise their hands.  
24 They're here this evening to answer any of your

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1 questions. They can meet with you after the hearing.  
2 They are here to assist the public in answering any  
3 questions you have about our program tonight.

4 We are meeting with you this evening in  
5 order to discuss the Department's Environmental  
6 Assessment/Environmental (EA/EIE) for the New Terminal B  
7 Passenger Facility and Associated Improvements at Bradley  
8 International Airport.

9 I would like to emphasize that no final  
10 decision has been made on this document. That is why we  
11 are here this evening, to gather your input, in order to  
12 help us reach a final decision.

13 This public hearing is being conducted in  
14 accordance with the Connecticut Department of  
15 Transportation's Policy, entitled "Public Involvement  
16 Guidance Manual, Revised 2009."

17 The proposed project is the subject to the  
18 National Environmental Policy Act (NEPA) and the  
19 Connecticut Environmental Policy Act (CEPA).

20 Under these two acts, the preparation of an  
21 EA/EIE is required as part of the overall environmental  
22 process.

23 This is Project No. 165-339. This joint  
24 document EA/EIE is being published by the Federal Aviation

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1 Administration (FAA) and Connecticut DOT. The EA/EIE can  
2 be viewed online at [www.ct.gov/environmentaldocuments](http://www.ct.gov/environmentaldocuments).  
3 Copies are also available at the Windsor Locks Town  
4 Clerk's Office, the Windsor Locks Public Library, the  
5 Suffield Town Clerk's Office, the Kent Memorial Library in  
6 Suffield, the East Granby Town Clerk's Office, and the  
7 East Granby Public Library, as well as the Connecticut  
8 Regional Council of Governments and the Connecticut  
9 Department of Transportation.

10 A notice has also been published in the  
11 Connecticut Environmental Monitor, dated July 3, 2012.

12 The public will have the opportunity to  
13 comment on the EA/EIE during a 45-day comment period,  
14 which commenced on July 3, 2012 and will end on August 17,  
15 2012.

16 I will now discuss the format for tonight's  
17 hearing, then, I will turn the podium over to presenters.

18 I will, then, moderate the hearing as we listen to your  
19 comments.

20 My intent is to conduct a fair and orderly  
21 hearing tonight, by following a particular format. We  
22 would appreciate your patience during my remarks, as well  
23 as the presentations to follow, by holding your remarks  
24 and comments until this portion of the hearing has been

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1 completed.

2 We will be happy to remain here this  
3 evening until everyone has had a reasonable opportunity to  
4 speak.

5 Experience has shown that audible  
6 recordings can only be made if the person making a  
7 statement uses the microphone connected to the recording  
8 equipment. A microphone has been set up. If you wish to  
9 make a statement, please come to the microphone after I  
10 read your name from the sign-up sheet.

11 Please introduce yourself, and, if you are  
12 representing an organization, please give its name, as  
13 well. If you didn't sign up to speak and a question comes  
14 to mind, feel free to raise your hand, and I will be happy  
15 to recognize you after I go through the Speaker Sign-Up  
16 Sheet.

17 For those individuals, who have a prepared  
18 statement, you may read it into the record if you so  
19 desire, however, if the statement is lengthy, you are  
20 asked to offer a written copy of the statement for the  
21 record and give a brief summary of its contents.

22 Such attachments to the record carry as  
23 much weight as the transcribed verbal testimony received  
24 here tonight when the transcript is reviewed.

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1           If you wish to speak this evening, we have  
2 a sign-up sheet at the entrance to the room. There is a  
3 three-minute time limit on all first-time speakers.

4           There will be no yielding of your time to  
5 other speakers. Your time is for your own comments. If,  
6 after all first-time speakers have finished anyone, who  
7 would like the opportunity to speak again, a reasonable  
8 amount of additional time will be allotted for this  
9 purpose.

10           Anyone, who wishes to present written  
11 comments for the public hearing record, should give them  
12 to me before the end of tonight's hearing.

13           As a result of the information that you  
14 might learn at tonight's hearing, you may wish to make  
15 additional comments on the EA/EIE document.

16           Written statements or exhibits concerning  
17 it can be mailed to the attention of Mr. Mark W.  
18 Alexander, Transportation Assistant Planning Director,  
19 P.O. Box 317546, Newington, Connecticut, 06131-7546.

20           This information is also available in the  
21 handout, which you should have received when you entered  
22 the room tonight.

23           The deadline for the receipt of comments on  
24 this EA/EIE is August 17, 2012. Written statements or

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1 exhibits must be postmarked by this date and must be  
2 reproducible in black and white on not larger than eight  
3 and a half by 11-inch paper.

4 This information will be made part of the  
5 public hearing record and will be considered in the same  
6 regard as oral statements.

7 At this point, I will turn the podium over  
8 to Mr. Erik Mas, who will give an overview of the  
9 NEPA/CEPA process. Mr. Mas will be followed by Ms. Diane  
10 Mas, who will discuss the specifics of the project. Mr.  
11 Mas?

12 MR. ERIK MAS: Thank you, Bob. Good  
13 evening, everyone. Again, my name is Erik Mas. I'm the  
14 Project Director and Associate with the firm Fuss &  
15 O'Neill and Project Manager for the preparation of the  
16 environmental document.

17 With me here tonight is Diane Mas, Senior  
18 Environmental Engineer and, also, co-author of the  
19 document.

20 Again, the purpose of tonight's public  
21 hearing really is to present information on the proposed  
22 project and to receive comments on the project from the  
23 public.

24 Diane and I will give an overview of the

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1 Federal and State Environmental Review Process, and, after  
2 that, we will turn it back over to Bob Ike for our comment  
3 period.

4 The project team includes a number of  
5 individuals from various units within the Connecticut DOT,  
6 as Bob mentioned, including the Bureau of Engineering and  
7 Construction, the Bureau of Aviation, and the Bureau of  
8 Policy and Planning.

9 Key individuals from the DOT team are  
10 listed on this in the next slide, and many of these  
11 individuals are in attendance tonight.

12 DOT is the lead state agency for the  
13 Environmental Review and, also, the project sponsor.

14 The Federal Aviation Administration, or  
15 FAA, is the lead Federal agency for the Environmental  
16 Review Process, given the potential commitment of federal  
17 funds for this project.

18 The project team, therefore, includes  
19 environmental staff from the FAA, New England Region  
20 Airport Division. The consultant team, again, for the  
21 Environmental Review is led by Fuss & O'Neill, and a  
22 separate consultant team, led by Urban Engineers, is  
23 working with DOT on the project design.

24 As I mentioned, the proposed terminal

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1 facilities and associated improvements involve federal  
2 funding through the FAA, therefore, the project is subject  
3 to the federal environmental review requirements under  
4 what's known as the National Environmental Policy Act, or  
5 NEPA.

6 NEPA requires several agencies to consider  
7 the environmental consequences of their proposed actions,  
8 and that requires the preparation of an environmental  
9 document.

10 In this case, the proposed action is the  
11 commitment of federal funds for a new terminal facility at  
12 Bradley International Airport.

13 The type of environmental document that is  
14 required under NEPA for the proposed project is referred  
15 to as an Environmental Assessment, or an EA. An EA is  
16 generally required for federally-funded projects with the  
17 potential to impact the environment, and FAA environmental  
18 review procedures must be followed in the preparation of  
19 an EA document.

20 Since the project is also being undertaken  
21 by a State agency, in this case Connecticut DOT, the  
22 Connecticut Environmental Policy Act, or CEPA, also  
23 applies, as Bob mentioned.

24 CEPA is the State counterpart to NEPA, and

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1 it requires State agencies to identify and evaluate  
2 potential impacts of proposed State actions that may  
3 significantly affect the environment.

4 Both NEPA and CEPA define the environment  
5 in very broad terms, so the environment includes the  
6 natural environment, the built environment, and the social  
7 and economic environment. It's a very broad definition of  
8 what's covered under one of these documents.

9 Under CEPA, State agency actions of a  
10 certain size with potential for environmental impact  
11 requires a preparation of what's called an Environmental  
12 Impact Evaluation, or EIE.

13 Similar to the Federal EA, it's a planning  
14 level document that evaluates potential environmental  
15 impacts of a proposed project. EIE describes the existing  
16 conditions of a project site. It describes potential  
17 environmental impacts to many environmental resources.

18 It also addresses project alternatives that  
19 may have less environmental impact in its proposed  
20 project, and it also involves public review and comments,  
21 such as this hearing tonight.

22 For this project, a combined Federal and  
23 State environmental document was prepared, and it's  
24 referred to as an EA/EIE, and it's prepared that way to

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1 streamline both the Federal and the State processes, which  
2 have a lot of overlap.

3 CEPA and NEPA require evaluation of worst  
4 case impacts by considering all elements of a phased  
5 project, such as the proposed project here at Bradley,  
6 therefore, this approach was taken for the Bradley EA/EIE.

7 This slide here summarizes the  
8 Environmental Review Process for this project. The  
9 process began with a public scoping period that occurred  
10 in the fall of 2010. Scoping comments were received by  
11 several State agencies.

12 Following scoping, the EA/EIE was prepared  
13 during the first half of 2012 and was distributed for  
14 public and agency comments on July 3, 2012. And, again,  
15 as Bob mentioned, we're in the 45-day comment period  
16 required by CEPA, which ends on August 17th, and tonight's  
17 public hearing is being held during this comment period.

18 Following the comment period, responses to  
19 comments received on the EA/EIE will be prepared as part  
20 of a final EA, Federal EA, in what's called the Finding of  
21 No Significant Impact, if FAA determines that the project  
22 will not result in significant environmental impact.

23 A record of decision will be prepared under  
24 CEPA, and the record of decision includes the summary of

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1 the Environmental Review Process for the project, and it  
2 is the basis for the State agency's decision in these  
3 proposed actions.

4 The final EA, FONSI and Record of Decision  
5 are, then, approved by both FAA and at the State level by  
6 the Connecticut Office of Policy and Management, or OPM,  
7 so that's the general process we're following for this  
8 Environmental Review.

9 Again, as I mentioned, the environment is  
10 defined very broadly under both NEPA and CEPA, and this  
11 slide shows more than 20 different environmental resource  
12 topics that are considered in one of these Environmental  
13 Reviews.

14 They break down into the natural  
15 environment, and physical environment, and socioeconomic  
16 environment. Both positive and negative impacts are  
17 identified, including both direct, indirect, and, also,  
18 cumulative impacts of the project.

19 The goal of NEPA and CEPA is to avoid,  
20 minimize, or mitigate adverse environmental impacts  
21 through project planning and design.

22 In terms of the document, itself, I have a  
23 copy of it here tonight, and it's available at many  
24 locations, as Bob mentioned. It consists of several key

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1 sections.

2 The introduction has a background, with  
3 information on the project, itself. The purpose and need  
4 is essentially what is the purpose of the project, and why  
5 is it necessary? It also describes in detail what the  
6 proposed action is, including the various elements of the  
7 proposed improvements at the airport.

8 Alternatives are considered to the proposed  
9 action, again, which may have fewer environmental impacts,  
10 and then the heart of the document really is an analysis  
11 of the existing conditions at the airport and potential  
12 impacts of the proposed project, looking at those 20 or so  
13 broad categories.

14 Lastly, the document identifies mitigation  
15 measures that are needed to offset any adverse  
16 environmental impacts.

17 As a reminder, tonight's public hearing is  
18 voluntary. Even though a public hearing is not  
19 technically required, according to the applicable  
20 regulations in State and Federal review procedures, DOT  
21 has decided to hold a public hearing, given the scope of  
22 the proposed project and, also, the anticipated level of  
23 public interest in the project.

24 Again, the focus of the hearing is on the

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1 Environmental Review, as documented in the EA/EIE, and  
2 comments during tonight's public hearing, as well as  
3 comments during the review period, will be considered in  
4 the Federal and State decision-making process relative to  
5 Environmental Impact and Mitigation for the project.

6 So a little bit of background on the  
7 project, itself. A 20-year airport master plan for  
8 Bradley was originally prepared in 1993, and then updated  
9 in 2005. Both the original master plan and the master  
10 plan update recognized a need for terminal and parking  
11 facility improvements and expansion.

12 Expansion of Terminal A and construction of  
13 an east concourse and associated parking and road  
14 improvements were the first phase of a larger terminal  
15 expansion project.

16 That first phase was the subject of an  
17 Environmental Review document back in 2000, and the 2000  
18 documents included demolition of Terminal B, but  
19 demolition of that terminal was deferred while the  
20 Terminal A expansion was carried forward.

21 So given the passage of time since 2000,  
22 demolition of Terminal B is also included in the current  
23 environmental document and is planned, regardless of  
24 future airport expansion.

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1           The current document utilizes passenger  
2 forecasts that were updated in 2010, a preliminary  
3 engineering and programming report, prepared in 2010, and  
4 a schematic design report, prepared in 2011.

5           The various graphics and renderings that  
6 you see in this presentation and in the hallway tonight,  
7 those reflect a schematic design at a relatively early  
8 stage in the DOT design process, sometimes referred to as  
9 10 percent level design.

10           The basic purpose of the proposed project  
11 is to provide airport facilities that would meet future  
12 air travel demand at Bradley International Airport over  
13 the next 25 to 30 years.

14           The existing Terminal B, which was  
15 originally called the Murphy Terminal, was constructed  
16 around 1950. Terminal B served as the airport's sole  
17 passenger terminal until 1985, when a second passenger  
18 terminal was constructed, Terminal A.

19           Terminal A was expanded in 2003, and, then,  
20 between 2003 and 2010, airlines were gradually relocated  
21 from Terminal B to Terminal A. Existing Terminal B is no  
22 longer in use as a passenger handling facility and is  
23 currently closed to the public. It houses the Connecticut  
24 State Police and a few other minor tenants.

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1           In general, the existing Terminal B is  
2           outdated and dysfunctional, in terms of its size and  
3           layout, which makes renovation and reuse of the existing  
4           Terminal B impractical.

5           The 2010 passenger forecast predicts growth  
6           in passenger activity in aircraft operations at Bradley,  
7           and, as you can see in this graphic here, an additional  
8           three to four gates would be needed, in addition to those  
9           that already exist at Terminal A to handle anticipated  
10          passenger traffic by the year 2018, an additional six to  
11          eight gates by 2023, an additional nine to 11 gates by  
12          2028, which is currently at the planning horizon for this  
13          study.

14          The new Terminal B is designed to  
15          accommodate these additional gates and some additional  
16          future growth, as necessary.

17          Under the current design, the Terminal area  
18          is sized to meet the gate and activity requirements and to  
19          include a new international arrivals area within the  
20          footprint of the terminal, and you'll see some pictures of  
21          that.

22          Construction of the new Terminal facilities  
23          and gates would be based on future demand and updated  
24          passenger forecasts.

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1                   In terms of the roadway and infrastructure  
2 elements of the project, these improvements are really  
3 needed to support the new Terminal facilities, the tenants  
4 and users, as well as to provide efficient access to and  
5 departure from the airport with acceptable levels of  
6 traffic delay and wait times at intersections around the  
7 airport.

8                   In terms of the proposed rental car  
9 facilities and public parking, rental car companies that  
10 currently serve Bradley are located approximately half a  
11 mile or so from the terminal, or on Schoephoester Road,  
12 near the intersection of Route 75, so remote from the  
13 terminal facilities, or some of them are located off site.

14                   The 2005 Airport Master Plan Update  
15 identifies the need for a consolidated rental car  
16 facility, and we refer to that as the ConRAC in tonight's  
17 presentation, at Bradley to relocate the car rental  
18 companies close to the airport terminal facilities, which  
19 would improve operations in overall passenger service, so  
20 that's one of the objectives.

21                   And as its name implies, the proposed  
22 ConRAC facility would consolidate customer service  
23 counters, rental car pickup and returns, and, also,  
24 activities, such as rental car cleaning, washing and

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1 refueling in one facility adjacent to Terminal A and the  
2 new Terminal B.

3 The need for the facility has existed at  
4 the airport for over a decade. The size of the proposed  
5 facility was based, in part, on a survey of the existing  
6 facilities and future needs of the car rental companies  
7 that currently serve the airport.

8 Construction of the new terminal facilities  
9 would also result in the loss of public parking spaces in  
10 Lot D at the airport. These lot spaces would be replaced  
11 within the proposed ConRAC structure, which would house  
12 both car rental operations and public parking.

13 With that, I'm going to turn it over to  
14 Diane to talk a little bit more about the proposed action  
15 and the environmental impacts.

16 MS. DIANE MAS: So, as Erik said, I'll be  
17 discussing exactly what is the proposed action described  
18 in the document, the alternatives that were discussed,  
19 and, also, the potential environmental impacts and  
20 mitigation identified in the document.

21 So the document assesses the potential  
22 impacts associated with the full build-out scenario for  
23 the project, and this consists of several elements  
24 involving both the landside regions and the airside

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1 regions of the airport.

2 It's important to note that while the new  
3 Terminal B facility construction will be based on demand  
4 and updated forecasts, to be consistent with the goals of  
5 NEPA and CEPA, the document and the evaluation we are  
6 describing here tonight consider a full build-out scenario  
7 of the terminal and the supporting infrastructure.

8 So here we see the landside of the airport,  
9 which is the side of the airport that we're most familiar  
10 with as part of the public.

11 On the landside, the proposed action  
12 includes several elements following demolition of the  
13 existing Murphy Terminal. This includes a phase  
14 construction of Terminal B.

15 The first phase will connect to Terminal A,  
16 connecting to Terminal A, and will include international  
17 arrivals, the construction of a consolidated rent-a-car  
18 and public parking garage facility, roadway and viaduct  
19 relocation and construction to support and provide access  
20 to the Terminal and the garage, a Central Utility Plant,  
21 or CUP, to service the new terminal, and modification and  
22 relocation of landside utility to support these buildings.

23 In addition to the landside elements, the  
24 proposed action includes construction on the airside,

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1 which is approximately indicated by the shaded blue box.

2 One thing to note in this slide is how the  
3 footprint of the new terminal is shifted southward, away  
4 from the air space on the airport.

5 On the airside, in addition to the existing  
6 terminal demolition, there will be demolition of the  
7 Federal Inspection Service Building, which is shown here.

8 There will be aircraft apron demolition and  
9 reconstruction, as you can see the footprint here of the  
10 terminal will move forward, so there will be  
11 reconstruction in this area, and, also, construction of  
12 utilities and lighting to support the airside element.

13 And, again, the terminal's facility  
14 construction and the number of aircraft gates on the  
15 airside will be based on demand and updated forecasts.

16 Erik mentioned that this will be a phased  
17 project, starting with the demolition of the existing B,  
18 the Murphy Terminal. Following that, the construction of  
19 the lower roadway network and the utilities. The ConRAC  
20 public parking facility construction on the site of the  
21 existing Lot B is estimated to be completed by 2016, and,  
22 then, the first phase of the terminal construction and the  
23 construction of the international arrivals area will be on  
24 the eastern portion of the new terminal that will enable

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1 connection to the existing Terminal A.

2 Three to four gates are currently estimated  
3 in this first phase, but the number will be based on  
4 demand and updated forecasts.

5 Along with the terminal construction, there  
6 will be the upper roadway and the viaduct construction to  
7 provide access to the new terminal.

8 A second later phase of the terminal  
9 construction, the full build-out of the project, will be  
10 determined based on demand and updated forecasts, but, in  
11 the document, the year 2028 we'd use for the assessment of  
12 potential full build-out impact.

13 The document also considers alternatives.  
14 Both NEPA and CEPA require consideration of reasonable  
15 alternatives to the proposed project that would meet the  
16 purpose and need for the project and, also, potentially  
17 avoid a reduced potential environmental impact.

18 The document considered the no action  
19 alternative. Under that alternative, demolition of the  
20 Murphy Terminal would take place. There would be  
21 continued use of other facilities on the airport, but  
22 there would be no upgrade or expansion of passenger  
23 handling facilities.

24 The no action alternative, however, does

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1 not meet the projected needs, as Erik outlined earlier in  
2 the presentation, and ultimately leads to a decline in  
3 passenger and tenant service at the airport.

4 The rehabilitation of the existing Murphy  
5 Terminal, the existing Terminal B, was considered and  
6 rejected in the 2000 CEPA/NEPA document that was performed  
7 as part of the Terminal A construction.

8 In addition, the 2005 airport master plan  
9 update found that it would be less expensive and more  
10 prudent to demolish and replace the existing Terminal B.

11 In addition, neither of these options would  
12 address the need to move Terminal B, the Terminal B  
13 footprint away from the existing air space on the airport.

14 As summarized in the EIE, both the 2005  
15 airport master plan update and the 2010 preliminary  
16 engineering and programming report looked at a variety of  
17 alternative locations and configurations for a new  
18 terminal.

19 A variety of factors were included. These  
20 include land use, access, security, future expansion  
21 potential, environmental constraints, passenger  
22 convenience, development compatibility, operational  
23 efficiency, constructability and demolition and  
24 construction costs.

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1                   Ultimately, the analysis in both these  
2 documents indicated that a westward expansion of terminal  
3 facilities, westward from the existing Terminal A, over  
4 the footprint of the existing Terminal B was the  
5 alternative that best addressed these multiple criteria.

6                   The preliminary engineering and programming  
7 report found that a unit terminal, with two dual-loaded  
8 piers, as shown here, would maximize the number of  
9 aircraft gates that could be made available.

10                   The preliminary engineering and programming  
11 report evaluated two concept plans shown here in detail.  
12 Concept 4, the dual-loaded piers, and Concept 2, which has  
13 a very different footprint.

14                   It considered both terminal, landside and  
15 airside criteria, all three, and ultimately advanced  
16 Concept 4, this concept, into schematic design, and that  
17 is the terminal design used for the proposed action in the  
18 EA/EIE.

19                   Alternative configurations were also  
20 considered on the landside roadway layout. These included  
21 a flyover ramp to connect the arrivals and departures,  
22 departure roadways to Schoephoester and, also, an at-grade  
23 alternative, which would not involve a flyover.

24                   Engineering traffic analyses of both

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1 alternatives found similar levels of service for passenger  
2 vehicles, but the at-grade alternative was selected, since  
3 it was less expense and, also, resulted in less  
4 environmental impact to wetlands.

5 As mentioned earlier, the EA/EIE provides a  
6 comprehensive assessment of both beneficial and adverse  
7 impacts to the natural, physical and socioeconomic sectors  
8 of the environment.

9 Both direct and indirect impacts of the no  
10 action and the proposed action alternative were considered  
11 in the document, direct impact being those impacts  
12 occurring at the same time and place of the proposed  
13 action, and indirect or secondary impact being impacts  
14 occurring later in time, or at a location away from the  
15 immediate project area.

16 Cumulative impacts of past, present and  
17 reasonably foreseeable actions are also considered in the  
18 document. In addition to the analysis of impact, measures  
19 to avoid, minimize, or mitigate impacts are also  
20 identified.

21 The EA/EIE provides detailed analysis  
22 consistent with both FAA guidance and CEPA requirements.  
23 Because this project is essentially the redevelopment of  
24 an already developed portion of the airport, there are

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1 relatively minor impacts associated even with the full  
2 build of the proposed action.

3 As discussed in the remainder of the  
4 presentation, there are minor impacts to wetland  
5 resources, slight increases in traffic associated with the  
6 ConRAC public parking garage operation, and an increased  
7 use of utilities and services associated with new  
8 buildings. There are also potential temporary impacts  
9 associated with the construction phase of the project.

10 Five wetland areas were identified and  
11 delineated in the project area and are shown in yellow on  
12 this slide. The landside roadway configuration with the  
13 at-grade alternative is estimated to result in slightly  
14 less than one-tenth of an acre of wetland impact.

15 The eastern edge of Wetland Area 3 and  
16 Wetland Area 5 would be impacted by this roadway  
17 configuration.

18 As the design proceeds, refinement of the  
19 roadway layout will try to minimize direct impacts to  
20 wetlands. The project will be subject to State and  
21 Federal permitting for wetland impacts, and it is  
22 anticipated that wetland enhancement will be a key  
23 mitigation measure.

24 Eleven intersections within and surrounding

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1 the study area were analyzed to assess the impact of the  
2 proposed action through the year 2028, and you can see  
3 those intersections shown in pink here. Just for  
4 reference, here's Route 75, and here's the existing  
5 Terminal.

6 The analysis accounted for projected  
7 background growth and vehicle trips in the surrounding  
8 area, along with changes in the immediate area of the  
9 terminals, due to the operation of the proposed ConRAC  
10 public parking garage.

11 The analysis found that through the use of  
12 routine adjustments to signal phasing and timing at  
13 signalized intersections in the area, acceptable levels of  
14 service could be maintained, and drivers would not  
15 experience longer wait times or increased traffic delays  
16 under their proposed action.

17 The operation of the terminal and ConRAC  
18 public parking garage will require additional usage of  
19 utilities and services.

20 A preliminary evaluation in the EA/EIE  
21 indicates that the capacity is present to meet the utility  
22 demand associated with the full-build scenario of the  
23 proposed action.

24 Additional analysis will be required as the

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1 design phase moves forward to refine elements of the  
2 utility design.

3 This includes the pump station design for  
4 wastewater flows, the sizing of the storage tank and fire  
5 pump for fire protection, and the design of storm water  
6 collection and treatment system.

7 As with any project involving construction,  
8 there is the potential for temporary impacts associated  
9 with the construction phase of the project.

10 I'll describe those briefly and focus on  
11 measures that can be taken to avoid, minimize, or mitigate  
12 impacts and are identified in the document.

13 Disruptions in traffic that can occur  
14 during construction can be mitigated by appropriate  
15 planning and traffic management at the airport.

16 Air quality impacts can be associated with  
17 both construction vehicle operation and can result from  
18 vehicle cueing, due to traffic disruption and delays.

19 Proper operation and maintenance of  
20 construction vehicles and dust control on construction  
21 sites, along with traffic management during the  
22 construction period, can avoid or reduce potential air  
23 quality impacts.

24 Potential noise impacts associated with

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1 construction activities can be mitigated by planning the  
2 timing and use of equipment, and the location of the  
3 construction of this project in a developed area with  
4 limited sensitive receptors, like residential areas,  
5 minimizes the potential for noise impacts.

6 Impacts to water quality from storm water  
7 runoff from the construction site can be minimized by the  
8 use of a storm water pollution control plan and an erosion  
9 and sediment control measure, both of which will be in  
10 place throughout the construction process.

11 Areas on the airport property have been  
12 identified as habitats for grassland bird species,  
13 however, construction activities are limited to paved and  
14 developed portions of the airport.

15 While no impact to threatened and  
16 endangered bird species is anticipated as a result of  
17 construction, best management practices, such as a buffer  
18 zone, or time of year restrictions may be required by the  
19 Connecticut Department of Energy and Environmental  
20 Protection.

21 Given the age of the existing terminal and  
22 the nature of the land use on the construction site, there  
23 is a potential for asbestos and contaminated sediment to  
24 be encountered during the demolition and construction

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1 phase.

2 A pre-demolition survey of the terminal,  
3 Existing Terminal B, for asbestos will be conducted prior  
4 to the terminal demolition, so that there is appropriate  
5 disposal of demolition waste.

6 In addition, a soil and sediment management  
7 plan will be in place in the event that contaminated  
8 sediment is encountered during construction.

9 While there is the potential for utility  
10 disruption during any construction project, that can be  
11 avoided or minimized by coordinating planned outages and  
12 relocating, maintaining and protecting existing utilities  
13 from disturbance and damage.

14 In summary, the analysis conducted for the  
15 preparation of the EA/EIE and described in the documents  
16 found that there were relatively few potential impacts to  
17 natural resources in the built environment as a result of  
18 the proposed action.

19 This is due in large part to the fact that  
20 the proposed construction is on a site that is already  
21 developed, and that adequate infrastructure in the  
22 surrounding area exists to accommodate this project.

23 Permits, certificates and approvals from  
24 State and Federal agencies will be required for the actual

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1 construction and operation of various elements of the  
2 proposed action, which will provide another layer of  
3 environmental review in the process.

4 And it's important to keep in mind when  
5 reviewing the document that it identifies the potential  
6 impacts under the full-build alternative, which considers  
7 the construction of a terminal with dual-loaded piers and  
8 the maximum number of gates that could be fit on the site,  
9 as shown in the earlier project description.

10 Although the actual number of gates  
11 constructed in the first and second phase of the terminal  
12 construction will depend on the demand and the activity  
13 forecast, analyzing the reasonably foreseeable full-build  
14 project is both consistent with the requirements of CEPA  
15 and NEPA and is also the most efficient and prudent  
16 approach since the maximum potential for impact is  
17 assessed.

18 So, as mentioned earlier, the public  
19 comment period ends on August 17, 2012. Comments are  
20 welcome tonight, and I know that we have a process in  
21 place for that, as was described earlier.

22 I just want to call to your attention, if  
23 you did not receive one as you walked in and you are  
24 interested in it, there are comment sheets that are pre-

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1 addressed with the location to go back to Connecticut DOT.

2 These can be mailed back.

3 You can, in addition to speaking tonight,  
4 you can leave the comment sheets. You can mail them back.

5 You can send an e-mail back, as well, and there's contact  
6 information here.

7 So, with that, I will turn it back over to  
8 our moderator. Thank you.

9 MR. IKE: Thank you. We'd like to first  
10 give opportunity for the Federal, State, or local  
11 officials, who would like to comment. Do we have any  
12 Federal, State, or local officials present, who would like  
13 to comment?

14 If not, we will now go to the speaker sign-  
15 up sheet. The first speaker we have is Cindy Mancuso, 234  
16 Duncaster Road, Bloomfield, Connecticut. If you'd like to  
17 speak, please come to the microphone and give your name  
18 and address for the record.

19 MS. CINDY MANCUSO: Cindy Mancuso,  
20 Bloomfield, Connecticut. My husband and I live within  
21 five miles to the approach way to this airport, and we  
22 have low-flying airplanes 24 hours a day, every 30 seconds  
23 in the winter, and they can fly below 2,000 feet, because  
24 I've called the noise hotline and spoke to different

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1 people at this facility.

2 I want to know what kind of an impact this  
3 is going to have on air traffic and low-flying aircraft  
4 noise, the finished product. I don't care about the  
5 construction period.

6 MR. IKE: Would someone like to address  
7 that question? You have to come forward and speak into  
8 the microphone and give your name for the record.

9 MR. BOB BRUNO: Hi, my name is Bob Bruno.  
10 I'm Chief of Engineering Services for the Bureau of  
11 Aviation. I just wanted to, in answer to that question,  
12 it's going to be really hard to tell, because, based on --  
13 the facilities won't be constructed until based on demand,  
14 so we're going to have to analyze that demand to really  
15 give a final analysis of what the impacts may be.

16 MR. IKE: Thank you, Bob. Our next speaker  
17 is William Hern? Heim? Mr. Heim, please come to the  
18 microphone, and give your name and address for the record.

19 MR. WILLIAM HEIM: My name is William Heim.  
20 I live at 39 Cobblestone Way, Windsor, Connecticut. I'm  
21 representing myself.

22 I've been associated with this airport  
23 since 1983. I work for a company, but I am representing  
24 myself tonight, not the company.

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1 Over that period of time, I've seen the  
2 good, the bad, and the ugly up here, and a lot of the  
3 problems, some of our problems go back to lack of  
4 planning, lack of forethought, a lack of knowledge.

5 A couple of things that immediately come to  
6 mind, and it's in the past, but just to give you a little  
7 idea, International Arrivals Building, that replaced a  
8 hangar that looks like the building we have there today.  
9 It's not being used, except by U.S. Customs, and that's  
10 the only reason they are there, is because that's a place  
11 they could put them, but they could have put them in  
12 Terminal B, too.

13 The other thing that I chuckle at every  
14 time I arrive here, if you arrive at the airport and you  
15 either come off the connector or you come down  
16 Schoephoester Road, one of the first things you see, which  
17 was up on the board, it says Bradley International  
18 Airport, Gateway to New England.

19 Does anybody fly to anywhere in New England  
20 from Bradley? I don't know of anybody. We don't fly to  
21 New England. What the heck was that, okay? Lack of  
22 thought, okay? Sounds nice, but we don't fly to New  
23 England. Maybe Gateway to the World would have been  
24 better, but that's in the past, but that should really be

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1 changed.

2 Again, nobody thought about it. I did  
3 bring it up, and I got a huh? Okay.

4 What I want to talk about, basically,  
5 concerns traffic and transportation. When this new  
6 terminal is built, it should have a minimum of four lanes.  
7 The two inner lanes should be -- the first lane should  
8 be, perhaps, the lane where the valet buses come in and  
9 discharge passengers.

10 The next lane out, with a little pavement  
11 in between, would be for people, who are dropping off  
12 their family or whatever.

13 If you've been here in the morning, anytime  
14 in the morning, Saturday mornings, particularly, but any  
15 morning, the traffic is scrolled around Terminal A, and  
16 the cars are stopped, and they're actually parked in the  
17 travel lane, and there's really no policing of that really  
18 well, and these cars go through at 30, 40 mile an hour.  
19 It's amazing no one has been killed, okay?

20 But if you don't believe me, come up some  
21 morning around 5:30, 6:00 in the morning, and watch these  
22 cars stacked out into the travel lane unloading.

23 The other thing, I looked at the plans, and  
24 I was amazed one other thing. I traveled in my working

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1 days, I'm retired now, at a number of airports, and I've  
2 seen what works and what doesn't work, and what really  
3 works is a rail connection. We don't have a rail  
4 connection. We actually do, but we don't know it.

5 Most modern airports, they have a rail  
6 connection. We're going to have a high-speed line. There  
7 is a track that leaves just north of the old railroad  
8 station in Windsor Locks and travels right up to Lot 5.  
9 It stops at Lot 5. It's a freight line right now, but it  
10 could easily be brought into the airport at minimal  
11 expense. The track is in reasonably good condition. We  
12 could buy self-propelled diesel cars that would run right  
13 into the airport. You don't have to electrify it, just  
14 minimum signals and a minimum of upgrade of track.

15 And if you think I'm kidding, take a ride  
16 out there tonight. You'll go by it when you're coming  
17 down Route 75. You might see an oil tanker car sitting  
18 right out there. Take a look at that track. It's not in  
19 bad shape.

20 And that could be done, that would give us  
21 a rail connection. Now we're talking about a high-speed  
22 rail, and we have no connection. Here it's going to be  
23 this modern airport, without a rail connection.

24 Part of Governor Malloy's plan is to get

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1 people out of their cars and on mass transit. This would  
2 be a way of doing it. These cars you can buy are off the  
3 rack. You can buy them. They're made in Germany.  
4 They're made in Spain and Japan. You can buy them and put  
5 them right on the tracks.

6 The other thing is the fact that we need to  
7 be thinking ahead. We're not thinking far enough ahead.  
8 I really want to see some thought given to that rail link.

9  
10 Also -- what else did I have here tonight?  
11 Basically, that was -- that, basically, covers it. I'm  
12 just amazed. Over the years, I've seen so much waste up  
13 here, and it was basically because of lack of forethought.  
14 Nobody thinks about these things.

15 I see them, because I'm up here, you know,  
16 several days a week, and I'm all over the airport, so I  
17 see it. I think we need people, who are on the ground,  
18 walking around and looking. The airports in Milwaukee,  
19 airport in St. Louis, the airport in Chicago, they all  
20 have railways. T.F. Green now has a link from Boston on  
21 the T and, also, an Amtrak connection.

22 What do you think those people in  
23 Northeastern Connecticut are going to do if they want to  
24 fly and they can get a flight out of T.F. Green? They're

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1 going to go to T.F. Green. They're not going to drive up  
2 here, so you're going to lose some customers right there.

3 So I'm urging the Department of  
4 Transportation and the planning people to start thinking  
5 about those things, and the minimal cost for a rail link  
6 would be just extend the track and bring it into the  
7 airport while it's still feasible to do it, and then  
8 you're there. You're planning ahead. Thank you.

9 MR. IKE: Thank you, sir. Our next speaker  
10 is Stathis Manousos. Please come to the microphone and  
11 give your name and address for the record.

12 MR. STATHIS MANOUSOS: Stathis Manousos  
13 from 136 Windmill Hill in Wethersfield, Connecticut. I'm  
14 here today as an employee of Laz Parking, Laz Fly, and,  
15 also, representing off airport parking operators. I will  
16 be acting as President of a newly-formed Bradley Airport  
17 Parking Association, which includes all off-airport  
18 parking operators serving Bradley.

19 If I could, I know I've never really met  
20 anybody on the authority, is there a way the authority  
21 members could raise their hand, so we can kind of know who  
22 are members? Thank you.

23 Some of the organizations that are involved  
24 in our newly-formed association is Laz Fly, Roncari Valet,

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1 Galaxy Self-Park, Executive Valet, Z Park Valet, and  
2 Dollar Rent-A-Car, Park Shuttle Fly.

3 Our goal is to work collaboratively with  
4 the airport authority on your mission of operating the  
5 airport and supporting growth, economic growth in  
6 Connecticut.

7 We appreciate the hard work you all put in.

8 I'm not even sure if you're paid or not, but I'm sure  
9 it's hard work anyways, and we support those goals of  
10 expanding the airport, of making Bradley the airport of  
11 choice, and making the state a more attractive place to do  
12 business.

13 To the extent possible, we hope that input  
14 from our newly-formed organization will be considered in  
15 your decision-making process in the future.

16 We would like to have continued dialogue  
17 with this body, as it relates to parking and  
18 transportation issues.

19 We recognize that our success is, in part,  
20 a function of the success of this body and of the airport.

21 Just a quick history on when we got  
22 started. It was very recently, but what initially  
23 prompted our formation was the substantial increase in the  
24 airport access fees as of July 1st, when it actually

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1 doubled for us, for our organizations.

2 While we would have liked to have had some  
3 dialogue prior to it going into effect, we're not here to  
4 complain about the issue, other than to just remind you  
5 that these increases ultimately cost more to travelers  
6 that come to the airport.

7 We only ask that you can help make sure  
8 those increased fees are spent wisely and on projects that  
9 have a more direct and positive impact on businesses that  
10 are paying those fees.

11 We are concerned that the authority is  
12 considering adding substantial parking supply to the  
13 market at a cost to state taxpayers when demand, vis-à-vis  
14 enplanements, is actually down this year compared to last  
15 year, and future growth is projected to be so sluggish  
16 over the next 15 to 20 years.

17 Please consider these significant pieces of  
18 information in your decision-making process as you move  
19 forward. Some of this I'm sure you probably already know.

20 Enplanements this year are projected, if you take these  
21 first five months, six months of the year, are projected  
22 to be down almost five and a half percent compared to last  
23 year.

24 Second, current enplanements are down over

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1 28 percent from 2005 peak levels. The FAA projects that  
2 Bradley will not even return to its peak 2005 levels  
3 within the next 15 to 20 years, and the Bradley strategic  
4 plan includes adding 10 percent more spaces to the market.

5 So what we fear is that the results will be  
6 insufficient demand to generate enough revenues to offset  
7 the cost of operating the garage and paying its debt  
8 service.

9 We also believe that this would have a  
10 negative effect on employment, especially in the off  
11 airport parking businesses.

12 If there was enough parking supply to meet  
13 the demands of the airport as peak in 2005, then we would  
14 just ask you to consider whether it makes sense  
15 economically and otherwise to build a new parking garage,  
16 when we won't even reach that peak demand of 2005 for  
17 another maybe 20 years.

18 So, with that, I thank you for your time  
19 and look forward to getting to know you and meet the  
20 members of the Board. Thank you.

21 MR. IKE: Thank you, sir. Our next  
22 speaker, Mr. Marc Zirolli. Come to the microphone and  
23 give your name and address for the record.

24 MR. MARC ZIROLLI: Hi. Good evening. My

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1 name is Marc Zirolli, 99 Pine Knob Drive, South Windsor,  
2 Connecticut.

3 First of all, I'd like to thank you for the  
4 opportunity to be here and to present my thoughts and  
5 feelings here about the growth, potential growth of the  
6 airport.

7 I'm 30 years old, I was born here, I've  
8 lived here, and I currently live here in the Greater  
9 Hartford region. And you probably don't hear that from  
10 many 30 year olds right now, but it's my intention to live  
11 here my entire life, and I'd really love to see something  
12 dramatic happen with air travel in this region.

13 We're sandwiched between Boston and New  
14 York, and we're put in that situation with so many things,  
15 whether it be sports, and now, you know, air travel.

16 When people want to go internationally,  
17 they have to drive two hours to New York, or maybe an hour  
18 and a half to Boston, and sometimes it could be  
19 inconvenient.

20 What I'd really like to see here is to be  
21 able to provide that air travel, both for business and for  
22 leisure travelers, you know, here in Hartford.

23 So some things, if you wouldn't mind, that  
24 I'd just like to point out. Obviously, direct flights,

D1

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1 you know, both domestically and internationally. Just the  
2 perfect example, my brother was in Milwaukee last week,  
3 you know, for a conference, and he had to connect in  
4 Baltimore instead of going direct.

5 Milwaukee isn't an example. It's just the  
6 point of, you know, we need to reestablish some of these  
7 more direct flights, you know, L.A., Milwaukee on  
8 Frontier, you know, those types of destinations to really  
9 get people wanting to travel out of Hartford to make it  
10 more convenient.

11 The other thing is I was taking a look on  
12 the Discover New England website, where Connecticut, well,  
13 it basically looks like Boston, just like the rest of the  
14 five states of New England.

15 Boston is claimed on that website as New  
16 England's Gateway, when BDL's marquees here on the streets  
17 that welcome our passengers say Bradley International,  
18 Gateway to New England, and I'm touching on the  
19 gentleman's earlier statements.

20 But the problem is this message is not  
21 getting out to the world, who visits Discover New England,  
22 because they simply cannot fly into our airport.

23 It says from Boston on this website, but  
24 you can hit New England spots between one and four hours

D1

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1 from Logan Airport. How about they hit everything in  
2 Connecticut, by flying directly into Hartford?

3 Eighteen months ago, I was in Portland,  
4 Oregon for a conference. PDX is 30 minutes from downtown,  
5 further than it is from downtown Hartford, BDL, that is,  
6 and they have a train system that can take passengers  
7 downtown and back for about four bucks. It's a rail  
8 connector for BDL via the New Haven, Hartford, Springfield  
9 rail line, a potential. I think it definitely can be.

D2

10 This was very convenient in Portland for  
11 me, first-time visitor of Portland, and I thought it was  
12 extremely convenient, and I said why not Hartford?

13 I also just recently read that U.S. Airways  
14 pulled their hub from Pittsburgh and Delta scaled back  
15 their hub in Cincinnati. Could BDL work with an airline  
16 here to collaborate on this major investment and proposal?

D3

17 Maybe an airline establishes a midsize northeast hub of  
18 BDL at our new terminal.

19 If you could just give me a minute here, I  
20 have a parallel, as to what I do for work and how I can  
21 see this really work for Bradley International Airport.

22 I do marketing and public relations for a  
23 health care group, where we provide diagnostic radiology  
24 imaging services.

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1           An MRI, for example, is not cheap, upwards  
2 of almost \$3,000. The message that we continuously echo  
3 to our employees is to treat every single one of our  
4 patients as soon as they walk through our door like they  
5 are staying at a \$3,000-per-night hotel room. They  
6 deserve first class treatment, and every patient does.

7           We work as a team, and my team prides  
8 itself on customer service to provide exceptional patient  
9 care, so they come back, and back, and back again.  
10 Customer service and marketing is key, and this is what we  
11 need here at Bradley to help grow it.

12           So, at Bradley, passengers should be  
13 treated exactly the same way. They might spend two,  
14 three, four, five, even six hundred dollars on a flight to  
15 leave Hartford, so give them the experience like they are  
16 staying at a \$600-per-night hotel room, and they will come  
17 back to Bradley Airport. I assure you that.

18           So, thank you, and I appreciate your time.

19           MR. IKE: Thank you very much, sir. The  
20 next speaker, Peter DeMallie. Please come to the  
21 microphone and give your name and address for the record.

22           MR. PETER DeMALLIE: Thank you very much.  
23 My name is Peter DeMallie. I'm President and Founding  
24 Principal of Design Professionals, which is a

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1 multidisciplinary design firm here in the Hartford area,  
2 serving Southern New England, but I want to just preface  
3 my remarks to say I'm involved in a number of regional  
4 organizations, on the Board of several, and I'm not  
5 speaking on behalf of any of them, because they do not  
6 have a position on the airport expansion at this time.  
7 I'm hopeful that they will, and I've been working toward  
8 and to that end.

9 A couple of thoughts I have. I'd like to  
10 go through this. I've been speaking with a number of  
11 people over the last few months, when I first learned of  
12 this public hearing, but, first and foremost, is that,  
13 right now, today, we have an anemic roughly five million  
14 annual passenger volume at Bradley, down from, I know it  
15 wasn't that long ago, I guess just before or prior to the  
16 recession, we had roughly seven to eight million  
17 passengers.

18 We need to take necessary measures to  
19 insure that we can reach our potential with this airport.  
20 I know I was reading the report, and it indicates maybe  
21 the potential is roughly nine million. I think we should  
22 shoot beyond that. I think the potential is there, and we  
23 should take the necessary measures to insure that we  
24 achieve that potential of the airport.

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1                   Second thing is that this airport is a  
2 primary airport for Hartford, Springfield and New Haven  
3 areas. I happen to think of Hartford/Springfield as a  
4 metropolitan area. I forget about the state line in  
5 between. It's 1.875 million people, and I think we  
6 deserve a bigger, better airport, although what we have  
7 right now, what we're utilizing right now is quite  
8 attractive and gives us great value.

9                   The gates that we lost with the loss of  
10 Murphy Terminal certainly, and we're down to, I think, 23  
11 right now, and we may even be down to 20 if we reconfigure  
12 that with the plan, the gates we lost we certainly we need  
13 to replace those gates.

14                   There's no way we're going to have the  
15 growth at all, unless we have the capacity with this  
16 facility.

17                   Next thing is that we need to figure out  
18 how people can get to and from this airport and to  
19 destinations within our region, and I mean the Convention  
20 Center, which has not reached its potential yet. We don't  
21 have enough hotel capacity in the region. We do not have  
22 direct access from the airport for conventioners to get  
23 there.

24                   You take a cab. You may be able to take a

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1 bus. That's about it. If you go to other convention  
2 cities, you know that you don't have to do that, as some  
3 of the prior speakers were indicating. You can get direct  
4 mass transit transportation from the airport to the major  
5 downtown areas in the region, and I'm talking about  
6 Hartford, and I'm talking about Downtown Springfield, and  
7 I'm talking Downtown New Haven.

8 We have to figure out how it can be  
9 efficient, inexpensive, punctual, clean, safe, and meets  
10 the requirements of the traveling public, including the  
11 business and leisure travelers that are going through the  
12 airport. I think that's a critical factor.

13 So mass transit, we don't have mass transit  
14 for this. Why build it if you can't get people to and  
15 from it? I've been involved in a number of organizations  
16 in the leisure travel marketing end of things on a  
17 government level, and travelers coming to this region  
18 cannot get around, unless they rent a car, or they hire a  
19 cab.

20 We love the cabbies, we love the rental car  
21 operators, but we need to do better than that. We need to  
22 give them additional alternatives, and that means they  
23 need to be able to get around, without having to bring a  
24 car with them or hire a car.

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1                   Somehow, we need to bring -- I mentioned  
2                   earlier 1.875 million people are in the  
3                   Hartford/Springfield metropolitan area, and that's the  
4                   U.S. Census, although they, for some reason, for the life  
5                   of me I can't figure it out, why Hartford/Springfield is  
6                   treated as two separate metropolitan areas, and they don't  
7                   combine it in the census, but 1.875 million people and  
8                   one-third of that -- I'm from the South Windsor,  
9                   Connecticut area, in the Hartford eastern suburbs, but  
10                  one-third of that region is the Springfield area, Greater  
11                  Springfield, Western Mass., whatever you want to call it.  
12                  That's one-third of our region, and they're not at the  
13                  table.

14                  Somehow, we have to figure out, whether  
15                  it's Governors Patrick and Malloy, need to get together,  
16                  what have you, Greg Bialecki and Catherine Smith have to  
17                  get together, like they did just a few months ago at the  
18                  Hartford/Springfield economic partnerships annual meeting.

19                  We need to get them together, so that we  
20                  can figure out how to bring Greater Springfield, Western  
21                  Mass., whatever you want to call it, one-third, truly one-  
22                  third of our region to the table and participating.

23                  They can bring resources. That means  
24                  dollars. They can bring political clout. They can bring

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1 businesses that will be supportive. We need to get that  
2 done.

3 Murphy Terminal, when it was in use just a  
4 couple of years ago, I had family fly in and out of  
5 Hartford visiting, business, when it was in use, it was a  
6 complete embarrassment. It was a neglected facility.

7 At the time, it was the oldest operating  
8 jet port terminal in the United State of America, built in  
9 1952, the year I was born, and we certainly need to take  
10 this to Murphy Terminal in its mothballed state today, and  
11 we need to get rid of it.

12 We need to demolish it. Get rid of it. It  
13 has a wonderful history in our region, and we certainly  
14 need to get it done, and we should make that a very high  
15 priority. Whether or not we build the airport expansion,  
16 we certainly have to get rid of Murphy Terminal, and the  
17 sooner the better.

18 Another point, Bradley should be an engine  
19 for economic growth in Metro Hartford/Springfield, and I  
20 include New Haven in that. Other regions have experienced  
21 appreciable growth, because they have grown their airport  
22 in its capacity, and they've marketed it properly.

23 I don't want to get -- experience the  
24 growth that Atlanta did with their airport. I don't want

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1 anything like that kind of growth. It would dramatically  
2 change the lifestyle we have here, but I'll tell you, you  
3 know, one one-hundredth of that, or one-tenth of that  
4 would be pretty nice.

5 We need to grow the demand for Bradley  
6 International Airport, and, in large measure, that has to  
7 be done through attracting airlines to our airport with  
8 more direct routes.

9 I have family in Austin, Texas. We go back  
10 and forth. We can never get a direct flight there, and  
11 it's always through Dallas, through Pittsburgh, through  
12 some other airport.

13 We certainly need to have more direct  
14 routes, and that's one way of growing it, but we  
15 definitely need to have better direct routes, better  
16 marketing, and better transit service.

17 Direct routes, domestic and international,  
18 we have a name for this airport. It's called Bradley  
19 International Airport. Why don't we put the International  
20 back in the name and get some direct flights overseas?

21 I have relatives, who fly to Europe on  
22 business. They have manufacturers in New Britain. They  
23 fly to Europe repeatedly to meet their customer base.  
24 They're at shows. They've met them face-to-face. They

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1 have to do that, in order to sell their products,  
2 manufacture products in New Britain. They go over there  
3 routinely. They have to go all the way down to Logan,  
4 they have to go down to J.F.K. or whatever to get over to  
5 Europe to sell their products. This is ridiculous.

6 They want to be able to go from a  
7 convenient, local airport in this large metropolitan area  
8 and get direct flights to Europe. There's no excuse why  
9 we can't have that. We just need to work at it.

10 The lackluster growth projections that we  
11 have here could be improved, certainly, as I mentioned,  
12 with enhanced marketing to prospective airlines and to  
13 passengers.

14 When you think about it, our incumbent  
15 Governor right now, Dannel Malloy, came in, and he was  
16 able to convince the legislature, and, in fact, his  
17 opponent in the gubernatorial race had similar commitments  
18 to grow the tourism marketing budget from \$1, which was  
19 anemic. We were taken out of the New England, Discover  
20 New England. They removed Connecticut out of the six-  
21 state region.

22 They went from \$1 for marketing to 15  
23 million, because they recognize you get a tremendous  
24 return on your investment.

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1 I don't know if it needs to be 15 million,  
2 but it needs to be something substantial. Perhaps our  
3 friends in Western Mass., Greater Springfield area, can  
4 participate. Maybe the boys in Boston can participate.

5 We need to get everyone involved, so we can  
6 get the marketing up, so that the people in New Haven  
7 don't go to New York airports, people in Hartford don't go  
8 to Logan, people in Southeastern Connecticut don't go to  
9 Providence, that they end up going to Bradley. It's a  
10 matter of marketing to the airlines and marketing to the  
11 future population base.

12 Thanks very much, and I look forward to  
13 seeing this airport get expanded over time.

14 MR. IKE: Thank you, sir. Are there any  
15 other first-time speakers? Any other first-time speakers?  
16 Any other first-time speakers? Any other second-time  
17 speakers? Do we have any second-time speakers? Yes, sir.  
18 Come to the microphone and give your name and address for  
19 the record.

20 MR. HEIM: William Heim, 39 Cobblestone  
21 Way, Windsor. Listening to some very good voices here  
22 tonight, one thing occurred to me.

23 There are some things that don't cost us  
24 any money or very little money. I made a trip over to

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1 Germany about three months ago, and, because of weather  
2 delays, I got into Bradley around 12:30, quarter to 1:00.  
3 I could have shot a cannon down the hallways and not hit  
4 anyone.

5 Not a single restaurant or coffee stand was  
6 open. There was nobody on the floor. The taxi caller,  
7 that booth was shut. No taxis around. Nothing. It was  
8 deserted. The whole airport was deserted, and that should  
9 never happen to a supposedly international airport.  
10 That's a disgrace, and that should be rectified  
11 immediately, and we should have people staffing that  
12 airport, visibly staffing that airport 24/7. Thank you.

13 MR. IKE: Thank you, sir. Any other  
14 speakers? Any other first-time speakers? Any other  
15 second-time speakers? Do we have any first-time or  
16 second-time speakers?

17 If there are no further comments, I will  
18 now close tonight's hearing. On behalf of Commissioner  
19 James P. Redeker, I would like to thank you for coming and  
20 expressing your views tonight.

21 Please remember that you have until August  
22 17, 2012 to submit any written postmarked comments to the  
23 Connecticut Department of Transportation.

24 Thank you for coming, and have a good

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1 evening.

2 (Whereupon, the hearing adjourned.)

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