FEDERAL HIGHWAY ADMINISTRATION

RECORD OF DECISION

FOR

INTERSTATE 95

NEW HAVEN HARBOR CROSSING
PEARL HARBOR MEMORIAL BRIDGE (Q-BRIDGE)

NEW HAVEN - EAST HAVEN - BRANFORD, CONNECTICUT

FHWA-CT-EIS-91-01-F
STATE PROJECT NO. 92 - 354

August, 1999

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1 DESCRIPTION OF THE SELECTED PROJECT

1.1 Overview

The Selected Project is for the replacement of the existing Interstate 95 (I-95) crossing over New Haven Harbor, known as the Pearl Harbor Memorial Bridge (locally known as the "Q" Bridge) (Figure 1). The Selected Project is the same as the Recommended Action described in the Final Environmental Impact Statement/Section 4(f) Evaluation (May, 1999) (FEIS/4(f)) with one minor modification as explained in Section 1.2, "I-95 Between Interchanges 49/50 and 54" (page 5) of this Record of Decision (ROD).

The complete text of the environmental documentation associated with this study is found in the following publications which have been widely distributed:

- Draft Environmental Impact Statement/Section 4(f) Evaluation (DEIS/4(f)) (November, 1991),
- Supplemental Draft Environmental Impact Statement/Section 4(f) Evaluation (SDEIS/4(f)) (April, 1997), and
- Final Environmental Impact Statement/Section 4(f) Evaluation (FEIS/4(f)) (May, 1999).

These documents (along with this Record of Decision) are on file as permanent records in the Connecticut Department of Transportation (ConnDOT) Library (2800 Berlin Turnpike, Newington, Room G114) and in the main public libraries in New Haven, East Haven, Branford, West Haven, North Haven, Guilford, Clinton, and Madison.

The development and selection of this project is documented in the FEIS/4(f) Chapter 2, "Development of the Recommended Action". Section 2.3 of the FEIS/4(f) presents the factors involved and the reasoning used in eliminating other alternatives considered, and including various transportation components in the Selected Project. The Selected Project is a composite of SDEIS/4(f) Alternative 5, Transit and Transportation Systems Management (TSM) components of the various build alternatives considered, components of the Intermodal Concept Development Committee recommendation, the South Central Region Council of Governments (SCRCOG) "Option 5B" proposal and public interest to add I-95 capacity east of New Haven. The Selected Project is preferred because it best meets the project purpose and need, while minimizing social and environmental impacts.

FIGURE 1
PROJECT CORRIDOR

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Project Purpose:

- prevent traffic congestion from continuing into off-peak hours; and
- keep travel delays through the New Haven area of I-95 reasonable.

Project Need:

- remedy the existing Q-Bridge structural deficiencies or replace it with a new structure; and
- make operational and safety improvements to this section of I-95.

This decision is based on an evaluation of the technical analysis conducted during the DEIS/4(f), SDEIS/4(f) and FEIS/4(f) processes and substantial community and resource agency input.

The Selected Project consists of the following transit, TSM, and highway components.

1.2 Transit and TSM Components:

Shore Line East. Continue to provide Shore Line East rail passenger service between New Haven and New London. Service levels in operation at the time of the start of construction will be continued. Ridership and service frequencies will be monitored regularly to determine the need for service modifications.

Bus Service. Continue to provide bus service between Branford and New Haven via the Tomlinson (Route 1) Bridge at service levels in operation at the time of the start of construction. This will include service on Connecticut Transit Routes F & G. Ridership and service frequencies will be monitored regularly to determine the need for service modifications.

Commuter Rail Station at State Street. Construct a new commuter rail passenger station stop on State Street, between Court and Chapel Streets in New Haven (refer to FEIS/4(F) Figure 2.4-2). This station will serve rail commuters who desire more direct access to downtown New Haven. The new State Street station stop would be in addition to stops currently served by the Shore Line East commuter rail service (New Haven to New London).

Improved Transit Marketing. Marketing measures can include direct mail, newspaper advertisements and television spots, more frequent distribution of improved schedules, more frequent issuing of an up-to-date regional transit guide, and a “transit in the schools’ program.

Improved Access to Transit Information. Up-to-date schedules will be maintained at each transit stop and the transit

information telephone line will be improved to minimize “busy” signals.

Carpool Marketing. Marketing measures will be similar in nature to the transit marketing measures described above.

Public and Private Carpool Matching. Distribution of “how to” kits to employers and a public full-time coordinator with a PC-based system for matching.

Optimized Flextime. Employers in the region will be approached by ConnDOT or its representative (e.g. rideshare brokerage firm) with a marketing information program about the employer voluntarily providing flextime work schedules. Ongoing or periodic reviews and surveys will be made to ascertain the level of participation; adjustments to the program will be made to concentrate on the most productive types of employers.

Voluntary Rideshare (HOV) Preferential Parking. Employers in the region will be approached by ConnDOT or its representative with a marketing/information program about the employer voluntarily providing preferential parking for rideshare (HOV) participants. Preferential parking could consist of both free parking for High Occupancy Vehicles (HOV) and a physical arrangement, where possible, such that the longest walk from a reserved HOV space would be no longer than the shortest walk from a non-HOV space. Ongoing or periodic reviews and surveys will be made to ascertain the level of participation, and adjustments to the program will be made to concentrate on the most productive types of employers.

Insurance Breaks ($40) for Rideshare (HOV)/Transit. All insurance providers serving the region will be approached by ConnDOT or its representative to set up a program in which the insurance company would voluntarily provide an annual rebate to auto insurance policy holders who could document regular transit or HOV use. It is assumed that travelers choosing to travel by HOV or transit would be able to obtain such documentation with negligible inconvenience.

Guaranteed Ride Home. Employers in the region will be approached by ConnDOT or its representative to set up a program in which the employer would voluntarily provide for documented rideshare (HOV/transit) riders (assuming that such documentation is conveniently obtainable), taxi or equivalent service to the home from the work place in the event of certain unusual or emergency conditions comprising up to one percent of workdays.

1.3 Highway Components

The total distance of I-95 roadway improvements extends approximately 11.6 km (7.2 miles) between Interchange 46 (Sargent and Long Wharf Drives) in New Haven and Interchange 54 (Cedar Street) in Branford (Figure 1).(Refer to FEIS/4(f) Figure 2.4-1).

Q-Bridge Harbor Crossing. The geometric configuration of the Q-Bridge has been defined based upon the anticipated (design year 2015) travel demand through the study corridor. It also addresses the desire to avoid and minimize impacts upon land use and the environment proximate to the existing and new bridge crossing and highway corridor, the ability to adapt the new harbor crossing to improvements to the I-95/I-91/Route 34 Interchange, and not preclude potential future modifications to I-95 in the Long Wharf/Sargent Drive area of New Haven (to Interchange 45).

The new bridge will consist of five travel lanes in each direction with full inside and outside shoulders. It will be located south of and partially within the footprint of the existing I-95 Q-Bridge harbor crossing. Existing Interchanges 49 and 50 (Stiles Street/Woodward Avenue) will be combined and serviced by a new connecting road between Woodward Avenue and Fulton Terrace. One I-95 north travel lane will be dropped with the new Stiles Street/Woodward Avenue off ramp (Interchange 49/50). One I-95 south travel lane will be introduced with the new Stiles Street/Woodward Avenue on ramp (Interchange 49/50).

I-95 Between Interchange 49/50 and 54. Four I-95 north travel lanes will be provided between the Interchange 49/50 off ramp and the Interchange 51 (Frontage Road, East Haven) off ramp. One I-95 north travel lane will be dropped with the Interchange 51 off ramp. Three travel lanes will be provided along I-95 north between the Interchange 51 and Interchange 54 (Cedar Street, Branford) off ramps. At Interchange 54 the transition back to a two lane highway to the east will occur by taking the northbound Cedar Street off ramp as a lane drop.

In the I-95 south direction, the transition to a two lane highway from the east to a three lane highway will occur by bringing the Interchange 54 on-ramp onto the highway as a lane add. Three I-95 south travel lanes will be provided between the Interchange 54 and Interchange 51 on ramps. The Interchange 51 on ramp will be brought onto the highway as a lane add. This will provide a four lane section between Interchange 51 and Interchange 49/50 (and not the three-lane configuration described for the FEIS/4(f) Recommended Action).

As previously indicated, the Interchange 49/50 on ramp will be brought onto the highway as a one lane add (and not the two lane add as described for the FEIS/4(f) Recommended Action). This will provide the transition into the five lane section on the new bridge crossing between Interchange 49/50 and the I-95/I-91/Route 34 Interchange.

I-95 south between Interchange 51 and Interchange 49/50 of the Selected Project is a minor modification of the FEIS/4(f)

Recommended Action configuration. Subsequent to the preparation and printing of the FEIS/4(f), continued coordination with the Town of East Haven and the SCRCOG resulted in the agreed to modification of this approximately 610 meters (2000 feet) of the I-95 south lane configuration. The FEIS/4(f) presents this section of I-95 south as a three lane configuration beginning at the on ramp at Interchange 54, with two lanes added to I-95 at the new Interchange 49/50 on ramp to accomplish the five lane I-95 south bridge crossing.

The agreed to modification for this section of I-95 south is a four lane configuration between Interchanges 51 and 49/50 with the transition from three lanes to five lanes as described above. (Refer to Figure 2). Evaluation of the Selected Project with this modification indicates the following:

- Year 2015 level of service traffic performance of the Selected Project for this portion of I-95 with the agreed to modification, will improve slightly from that reported in the FEIS/4(f). The level of service will improve from “E” to “D” in the AM peak hour (I-95 south), and from “D” to “C” in the PM peak hour (I-95 north) for location 15 (Refer to FEIS/4(f) Figure 4.1-5, page 4-33). The level of service for the I-95 south on ramp from Frontage Road (refer to location #17 of FEIS/4(f) Figure 4.1-5, page 4-33) could also improve to “C” and “B” in the morning and evening peak hours, respectively. The level of service at other study locations will remain the same as that estimated and reported for the FEIS/4(f) Recommended Action (FEIS/4(f) Chapter 4) due to insignificant changes in traffic projections.

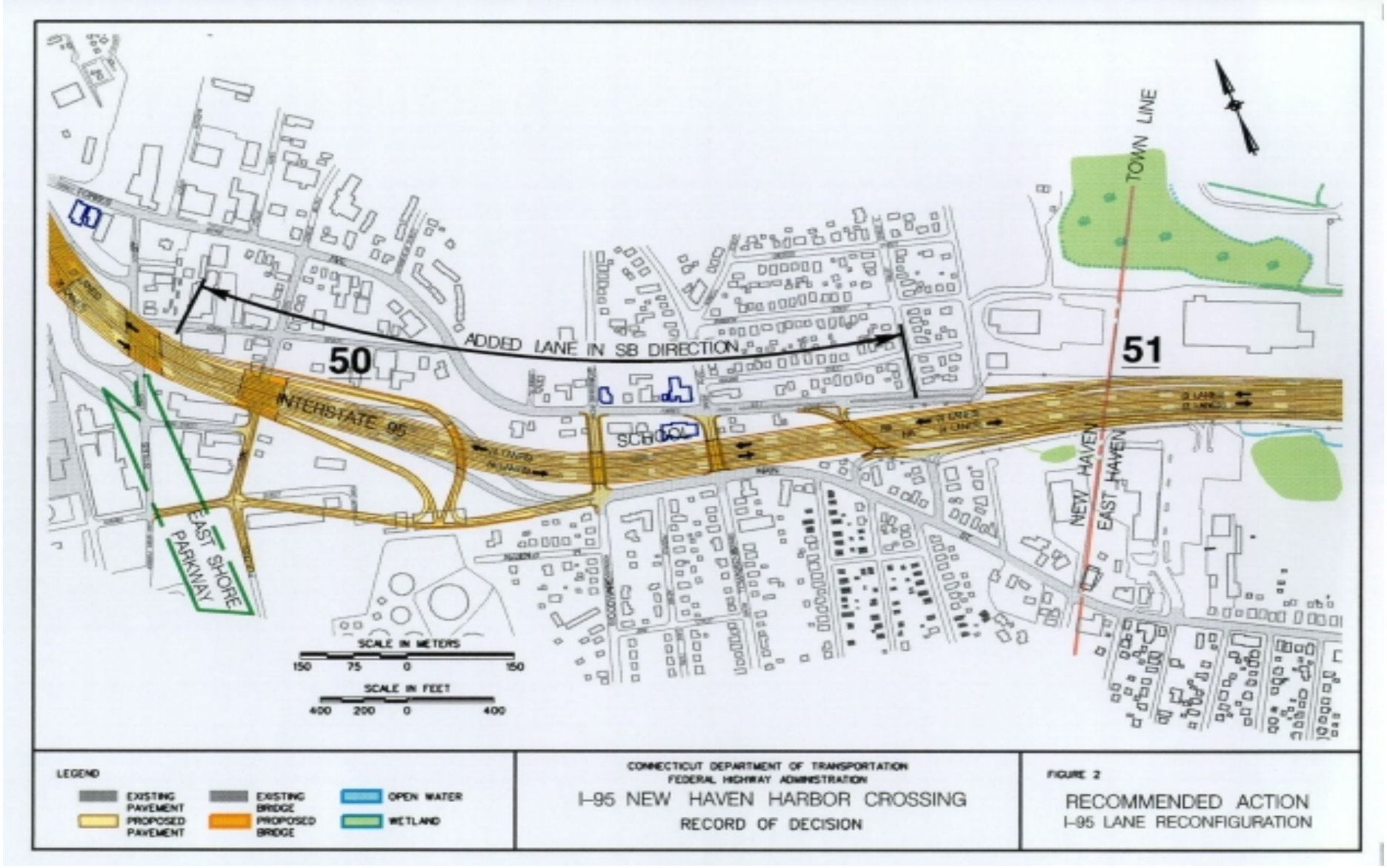
- There will be no significant additional social or environmental impact resulting from the Selected Project, from that reported for the Recommended Action in the FEIS/4(f), Chapter 4. The modification can be accomplished primarily within the existing highway right-of-way. There will be no change in the affect upon Section 4(f) resources.

- Traffic noise along I-95 south and north in this area may increase by 1-3 decibels. This does not affect the recommendations for this area regarding traffic noise abatement, as reported in the SDEIS/4(f) (refer to SDEIS/4(f) Technical Report #8, page IV-16) and the FEIS/4(f) for the Recommended Action.

- There will be no notable change from that reported in the FEIS/4(f) for the Recommended Action regarding air emissions. The emissions analysis has been conducted for the action scenario and meets the required conformity test. The Selected Project is included in the SCRCOG’s most current Long Range Transportation Plan (LRTP) and Transportation Improvement program (TIP). The LRTP and TIP are in conformance with the

State Implementation Plan (SIP). The mesoscale analysis results demonstrate that the emissions are within the SIP budgets. The results of the microscale analysis or hot spot analysis for Carbon Monoxide (CO) demonstrate that there will be no notable air quality impacts. Therefore, since the Selected Project (with an I- 95 south four lane configuration between Interchanges 51 and 49/50) will neither create exceedances of the National Ambient Air Quality Standards (NAAQS), nor exacerbate current conditions, the project continues to conform to the requirements of the Clean Air Act Amendments of 1990.

FIGURE 2
I-95 South Modification



The geometry for the section of I-95 between Interchanges 49/50 and 54 will be designed such that in the future, the opportunity for implementing a contiguous high occupancy vehicle lane (peak period and peak direction) will not be precluded. The recently constructed I-95 bridge over Lake Saltonstall will not be reconstructed. The six lane configuration on this structure will be achieved by restriping the existing pavement.

I-95/I-91/Route 34 Interchange. The configuration of the I-95/I-91/Route 34 Interchange has been defined to improve operations within and through this interchange, maintain current access to the extent reasonable, and avoid or limit the impact upon land use proximate to the interchange. The selected configuration will allow the opportunity for and will not preclude potential future modifications on I-95 in the Long Wharf/Sargent Drive area of New Haven (to Interchange 45).

The I-95/I-91/Route 34 Interchange will be redesigned to eliminate existing left lane entrance and exit ramps, to the extent possible, to provide two-lane interstate-to-interstate roadway movements, and to accommodate future traffic (design year 2015) by allowing for three lanes in each direction on I-95 through the interchange. The reconstructed interchange will accept the new ten-lane harbor crossing. The Brewery Street on-ramp onto I-95 south and the Brewery Street off-ramp from Route 34 east will be eliminated. The existing entrance ramp from Wooster Street to I-95 north will remain.

I-95 Long Wharf/Sargent Drive. The Selected Project includes a No Build scenario for I-95 through Long Wharf/Sargent Drive (between Canal Dock Road and Interchange 45). Under the No-Build scenario, I-95 will remain as a six lane facility. A nominal amount of widening will occur between the Canal Dock Road overpass and Interchange 46 to provide lane transitions between the new I-95/I-91/Route 34 interchange and existing conditions within the Long Wharf/Sargent Drive area. Interchange 46 will be reconstructed to relocate its termini intersecting with Sargent Drive and Long Wharf Drive, and improve I-95 operations at these exit and entrance ramps.

1.4 Other Considerations:

The recommendations from the I-95 Southwest Corridor Study, between the East Haven/Branford town line and the Connecticut/New York state line will be pursued through separate project initiatives.

The evaluation of transportation needs along the I-95 corridor between the Branford/East Haven town line and the Connecticut/ Rhode Island state line, has been conducted in accordance with Public Act 97-214. A stakeholders advisory group has participated in this evaluation and contributed to developing the findings

included in a report that was submitted to the State Legislature in early 1999. The findings of this study will be pursued, through separate project initiatives.

1.5 Implementation

The total estimated project capital cost is $979 million (year 1998 dollars). The Selected Project is planned to be implemented in five phases, based upon priority needs, funding capability, and design and construction staging schedules and requirements. The project will continue to be assessed (during the design phase) to identify ways of reducing the estimated capital investment and construction schedule. It is anticipated that design and construction would proceed in the following general sequence, which is subject to change based upon the above mentioned variables:

- Implement the State Street rail station (New Haven) and corridor wide Transit and TSM package.

- Reconstruct and widen I-95 through Branford, between Interchange 54 (Cedar Street) and the east shore of the I-95 bridge over Lake Saltonstall.

- Reconstruct and widen I-95 through East Haven, between the west shore of the I-95 bridge over Lake Saltonstall and Interchange 49/50 in New Haven.

- Construct a new I-95 ten lane bridge crossing New Haven Harbor.

- Reconstruct the I-95/I-91/Route 34 interchange in New Haven.

2. PROJECT COMMITMENTS

The following project commitments will be pursued during the design and implementation phases of the Selected Project:

- A new State Street (New Haven) rail passenger station project will be designed with construction anticipated for year 2000. It is intended hat this facility be operational prior to I-95 project construction.

- Additional engineering study and environmental evaluation will be initiated for I-95 between Canal Dock Road and Interchange 45 (Route 10) in the Long Wharf/Sargent Drive area. Such study and evaluation will address various I-95 roadway configurations and improved Interchange 46 configurations which will be compatible with the I-95/I-91/Route 34 Interchange concept included in the Selected Project. The study will also assess measures to improve pedestrian and

vehicle access to the New Haven Harbor waterfront at Long Wharf Park and Bayview Park. Separate environmental documentation will be prepared and processed, as required for any resulting project(s).

- The geometry for the section of I-95 between Interchanges 49/50 and 54 will be designed to the extent possible within the existing highway right-of-way, and in such a manner that the opportunity for implementing a contiguous high occupancy vehicle lane (peak period and peak direction) will not be precluded in the future.

- A Construction Traffic Management Plan shall be implemented. The Plan will address and enhance the opportunity for alternate travel modes during construction. This plan will be developed in coordination with the South Central Region Council Of Governments, including the first elected officials of the affected corridor towns. The Plan will include Shore Line East rail passenger station and parking improvements and fixed route bus service improvements in the East Shore/Morris Cove area (New Haven/East Haven).

3. ALTERNATIVES CONSIDERED

The alternatives considered are summarized in the FEIS/4(f), Chapter 2, Sections 2.1 and 2.2. Overall, the SDEIS/4(f) No Build Alternative (rehabilitate the existing Q-Bridge crossing) would have the least environmental impact of all the alternatives considered (other than Do Nothing). The next least environmentally damaging alternative overall would be SDEIS/4(f) Alternative 3 (rehabilitate and reconfigure the existing Q-Bridge and reconfigure the I-95/I-91/Route 34 Interchange). As explained in the FEIS/4(f) Chapter 2, Section 2.3, however, these alternatives would not meet the purpose and need for this project with regards to structural considerations and transportation performance.

The DEIS/4(f) and SDEIS/4(f) alternatives considered were as follows:

3.1 DEIS/4(f) ALTERNATIVES:

DEIS/4(f) Alternative 1: Do Nothing. The maintenance of the existing transportation system, with the exception of prior commitments to improvements.

DEIS/4(f) Alternative 2: Transit/TSM. The TSM component consisted of closure of the Stiles Street ramps. The transit components consisted of measures from the Statewide Transit Plan (which were assumed in each of the DEIS/4(f) Build Alternatives) including: local bus expansion, a new commuter rail station at State Street, and an upgrade to existing commuter rail service.

The following improvements were also included: parking shuttle from east harbor shore to the Long Wharf area, augmented service on Connecticut Transit, and travel time improvements for buses along Forbes Avenue.

DEIS/4(f) Alternative 3: Widen Existing Structures. Construction of twin, two lane structures centered on the existing alignment and immediately adjacent to the existing Q-Bridge on the north and south, to be dedicated for I-95 through traffic, while the existing Q-Bridge would accommodate the I-91, Route 34, and other local traffic movements. The existing Q-Bridge would be reconditioned. DEIS/4(f) Alternative 4A: New South Alignment Directional Crossing. Construction of new five lane, single directional crossing for northbound traffic between the existing Q-Bridge and the Tomlinson Bridge (U.S. Route 1). The existing Q-Bridge would be reconfigured to a five lane bridge carrying southbound traffic and would be reconditioned.

DEIS/4(f) Alternative 4B: New South Alignment I-95 Crossing. Construction of new four lane, two directional crossing between the existing Q-Bridge and the Tomlinson Bridge, to be dedicated for I-95 through traffic, while the existing Q-Bridge would accommodate the I-91, Route 34, and other local traffic movements. The existing Q-Bridge would be reconditioned.

DEIS/4(f) Alternative 5A: New North Alignment Directional Crossing. Construction of new five lane, single directional crossing for southbound traffic immediately north of the existing Q-Bridge. The existing Q-Bridge would be reconfigured to a five lane bridge carrying northbound traffic and would be reconditioned.

DEIS/4(f) Alternative 5B: New North Alignment I-95 Crossing. Construction of new four lane, two directional crossing immediately north of the existing Q-Bridge, to be dedicated for I-95 through traffic, while the existing Q-Bridge would accommodate the I-91, Route 34, and other local traffic movements. The existing Q-Bridge would be reconditioned.

Common Elements to DEIS/4(f) Alternatives 3, 4A, 4B, 5A, and 5B. Several features were common to all of the Build Alternatives associated with the DEIS/4(f), including: (1) the Kimberly Avenue and the Boulevard interchanges in the Oyster Point area were consolidated and redesigned; (2) Sargent Drive was to be extended to the south, connecting to Fifth Street and Ella Grasso Boulevard; (3) the on-ramp from Brewery Street to I-95 south, the off-ramp from Route 34 to Brewery Street, and the on-ramp from Wooster Street to I-95 north would have all been eliminated; and (4) a collector-distributor road system to service local access would have been constructed to service Route 34, Sargent/Long Wharf Drive and Boulevard/Kimberly Avenue traffic through the Sargent/Long Wharf area.

3.2 SDEIS/4(f) ALTERNATIVES:

The six SDEIS/4(f) build alternatives (excluding Do Nothing and No Build) were developed from an initial 160 ideas which were used to compile preliminary alternatives. The preliminary alternatives were screened to define the SDEIS/4(f) alternatives. The SDEIS/4(f) alternatives represented numerous iterations of refinements and modifications that sought to ensure adequate mobility, engineering feasibility, and environmental sensitivity. Although developed to accommodate the same transportation requirements, the alignment and/or structure of each alternative is unique.

SDEIS/4(f) Do Nothing Alternative. Assumed the maintenance of the existing transportation system.

SDEIS/4(f) No Build Alternative. The existing Q-Bridge would be rehabilitated.

SDEIS/4(f) Alternative 1. A new seven lane bridge would be constructed over the harbor immediately south of the existing Q-Bridge and north of the U.S. Route 1 Tomlinson Bridge. The existing Q-Bridge would be demolished. The bridge would have a reversible lane, facilitated by the use of a moveable barrier. The I-95/I-91/Route 34 interchange would be reconfigured.

SDEIS/4(f) Alternative 2. A new eight lane bridge would be constructed immediately south of the existing Q-Bridge and north of the U.S. Route 1 Tomlinson Bridge, consisting of four travel lanes in each direction. The existing Q-Bridge would be demolished. The I-95/I-91/Route 34 interchange would be reconfigured.

SDEIS/4(f) Alternative 3. The existing Q-Bridge would be rehabilitated and reconfigured. It would carry three travel lanes in each direction. The I-95/I-91/Route 34 interchange would be reconfigured.

SDEIS/4(f) Alternative 4. The existing Q-Bridge would be rehabilitated, reconfigured, and widened to eight lanes, with four travel lanes in each direction. One of the travel lanes in each direction would be designated a diamond lane (for high-occupancy vehicle traffic) and would be carried to Branford in the area of the former toll plaza. The I-95/I-91/Route 34 interchange would be totally reconstructed. The Brewery Street on-ramp to I-95 south would be closed. The Sargent Drive/Long Wharf Drive ramps would be reconstructed and the roads would operate in a one-directional traffic pattern.

SDEIS/4(f) Alternative 5. A new ten lane bridge would be constructed partially on and to the south of the existing Q-Bridge and north of the U.S. Route 1 Tomlinson Bridge and within the footprint of the existing Q-Bridge, providing five

travel lanes in each direction. The I-95/I-91/Route 34 interchange would be totally reconstructed. The Brewery Street on-ramp to I-95 south would be closed. The Sargent Drive/Long Wharf Drive ramps would be reconstructed and the roads would operate in a one-directional traffic pattern.

SDEIS/4(f) Alternative 6. The existing Q-Bridge would be rehabilitated and reconfigured. It would carry three travel lanes in each direction. The I-95/I-91/Route 34 interchange would be reconfigured. A Light Rail Transit (LRT) System would be constructed between the City of New Haven and the Town of East Haven.

Common Elements to SDEIS/4(f) Alternatives 1 through 6. Several features were common to all of the Build Alternatives associated with the SDEIS/4(f), including: (1) the on-ramp from Wooster Street to I-95 north would be eliminated; (2) the Stiles Street and Woodward Avenue interchanges were consolidated and redesigned; and (3) there would be a series of transit incentives and TSM features associated with the Build Alternatives (refer to SDEIS/4(f), V.I, Table 2.3-1, page 2-50).

The FEIS/4(f) Recommended Action and the Selected Project have been developed based upon the SDEIS/4(f) alternatives analysis and public involvement processes.

As indicated in Chapter 2, Section 2.3 of the FEIS/4(f), other alternatives have been eliminated from further consideration based upon meeting the purpose and need for this project: long term structural considerations and transportation travel demand and performance.

4. SECTION 4(F) AND SECTION 106

A Final Section 4(f) Evaluation has been completed for this project and a Section 106 Memorandum of Agreement has been fully executed. The Memorandum of Agreement was signed by the Advisory Council on Historic Preservation on May 14, 1999 and is contained in the FEIS/4(f), Section 4(f) Appendix B.

Section 4(f) impact will result from the minor widening of Alabama Street (New Haven). This will require 0.03 ha (0.07 ac) of Reserved Parkland. This property is associated with East Shore Park, but is currently not used for park activity.

The Memorandum of Agreement resulted from coordination with the Connecticut State Historic Preservation Office, The ConnDOT, the City of New Haven, and the New Haven Preservation Trust, with the endorsement of the Advisory Council on Historic Preservation.

Three properties identified as on or eligible for the National Register will experience direct impact in association with one or

more of the alternatives considered. Table 1 below summarizes the impacts.

TABLE 1

Summary of Direct Impacts To Properties On or Eligible For The National Register Of Historic Places

Resource: Site	Location	Acquisition by Alternative								
		No Build	1	2	3	4	5	6	ICDC	Selected Project
Cowles Factory	83 Water Street					x	x			
Fitch Foundry Complex	151-153 East St.	x	x	x	x	x	x	x	x	x
Former Yale Boat House	74 Forbes Avenue		x	x		x	x		x	x

Avoidance measures were identified and evaluated for each potential Section 4(f) impact. In some cases, the avoidance measure was one of the other study alternatives considered. In other cases, the avoidance measure consisted of modifications or shifts of portions of a build alternative to eliminate the encroachment. In general, measures to minimize harm include design features, enhancements, or other measures that would alleviate adverse effects on Section 4(f) property, or that would help to assimilate the project into its setting. For a detailed discussion regarding the measures applied to avoid and minimize harm refer to the Final Section 4(f) Evaluation contained in the FEIS/4(f).

As described in Chapter 2, Section 2.3 of the FEIS/4(f), the study alternatives were developed and evaluated based on several factors including environmental sensitivity and their ability to provide adequate traffic operations and safety. As such, the Selected Project provides roadway geometry and transit components along an existing transportation corridor which satisfies the year 2015 intermodal travel demand while preserving, to the extent possible, the urban setting. Throughout the alternatives development process, the candidate build alternatives were developed to minimize, to the extent practicable, impacts to identified resources. These measures include the use of retaining walls to minimize grading, and alignment shifts to reduce encroachment. Additional efforts will be made to minimize the total width, and resulting footprint impacts, of the roadway and interchange elements in the final design phase of the project.

Based on the Section 4(f) assessment, it has been determined that there is no prudent or feasible alternative to the taking of lands from the Section 4(f) resources and that all possible planning to minimize harm to these resources has been incorporated into the project. The Selected Project, with the mitigation described in the Section 4(f) Evaluation and

Memorandum of Agreement, will result in impacts that are substantially similar to those of the other build alternatives. At the same time, the Selected Project provides the highest level of a balanced transportation service of all the build alternatives considered.

5. ENVIRONMENTAL CONSEQUENCES AND MITIGATION

Table 4.0-1 in the FEIS/4(f) (FEIS/4(f) pages 4-2 through 4-6) presents a comparative summary of the environmental consequences associated with the alternatives considered. The environmental consequences associated with the Selected Project are similar to that reported for the FEIS/4(f) Recommended Action. Minor differences are due to the modified section of I-95 south between Interchanges 51 and 49/50. The Selected Project will result in improved traffic operation in the modified area (I-95 south) over the FEIS/4(f) Recommendation, and minor additional property acquisition (strip takes) may be required in this area (no additional displacements). Social and environmental impacts associated with the Selected Project are generally similar to other build alternatives considered. The Selected Project has equal or less environmental impact in most areas of concern, relative to the other alternatives.

As indicated by FEIS/4(f) Table 4.0-1, areas where the Selected Project generally has greater impact are: the amount of active farmland directly affected (0.32 ha (0.8 ac)), the number of locations which will be affected by traffic noise (which is to be mitigated by noise abatement barriers), the amount of streambed lost due to culverting (339 sm (3,653 sf)), the amount of area displaced which is associated with water dependent use (2.4 ha (5.97 ac)), the amount of floodplain affected (3 ha (7.4 ac) not including that gained due to removal of roadway), the total amount of wetlands affected (0.4 ha (1.094 ac)), the number of waterbodies affected (6), the amount of construction energy estimated to be utilized (534 million liters (141 million gallons)).

Areas where the Selected Project will have generally less impact or greater benefit than other build alternatives considered are: traffic and transportation performance, dwelling unit relocations (0), indirect impacts to historic resources (0), and the affect upon undeveloped habitat (0 ha). Other social and environmental concerns are similar for all build alternatives considered.

Mitigation measures to minimize environmental harm are specified in the FEIS/4(f), Chapter 4, and summarized in the Executive Summary of that document. The geometry has been developed to avoid and minimize harm to the environmental resources along the project corridor. The anticipated impacts for the Selected Project will be mitigated primarily through the application of regulatory permit requirements and Best Management Practices for the protection of the environment.

The environmental consequences and anticipated mitigation for the Selected Project are as follows:

Land Use:

Impact

- Twenty commercial structures (twenty-eight businesses) and 220 parking spaces will be taken in New Haven, East Haven, and Branford;
- One public school building will be taken in New Haven (the Woodward School);
- Some water-dependent businesses will be difficult to relocate;
- New Interchange #49/50 ramp configuration may open up east shore for development;

Mitigation

· Avoid and minimize acquisitions to the greatest extent possible;
· Provide relocation assistance for affected businesses;
· Continued coordination with the municipalities and neighborhood associations.
· Alternate routes will be provided (to the extent feasible) to replace affected routes;
· New roads will be constructed (to the extent warranted and feasible) to replace affected access roads.

Socioeconomics:

Impact

- Limited heightened visual/auditory impacts to Wooster Square Neighborhood, New Haven;
- 303 displaced employees (twenty-eight businesses) in New Haven and East Haven;
- Acquisition of one public school in New Haven (Woodward School);
- Adverse economic impact on the western shoreline area;
- Positive economic impact on the Annex area, New Haven;
- Impact on tank farm area, New Haven;
- One gas station taken in East Haven;
- Total annual tax loss estimated $212,295, in New Haven and East Haven;
- Total estimated property acquisition costs $20 million in New Haven, East Haven, and Branford.

Mitigation

· Avoid and minimize acquisitions to the greatest extent possible;
· Provide relocation assistance for affected businesses;

· Continued coordination with the municipalities and neighborhood associations.

Institutional Resources and Public/6(f) Lands:

Impact

- Acquire the Woodward School, in the Annex area of New Haven;
- Acquire 0.03 ha (0.07 ac) of Reserved Parkland at East Shore Park (Alabama Street, New Haven).

Mitigation

· Monetary compensation to the City of New Haven for property acquisition of the Woodward School. Displaced students will be accommodated in existing/improved New Haven school facilities;

· Coordination with the City of New Haven regarding the proposed improvements to Alabama Street.

Farmland:

Impact

- Displace 0.32 ha (0.8 ac) of active farmland in Branford.

Mitigation

· Monetary Compensation for property.

Historic Resources:

Impact

- Two listed/eligible properties taken: Former Yale Boathouse, and the south portion of Fitch Foundry Complex, New Haven;
- Acquire two architecturally notable buildings at 166 Bridge Street and at 145 Forbes Avenue (Woodward School, New Haven).

Mitigation

The following historic resources mitigation will be provided in accordance with the stipulations of the approved Memorandum of Agreement (refer to the FEIS/4(f)):

Relocation Feasibility Study of the Former Yale Boathouse and Fitch Foundry:

1. FHWA and ConnDOT, in consultation with the SHPO and the City of New Haven (City Plan Department), shall examine the feasibility and prudence of off-site relocation of the historic core of the Fitch Foundry (127 East Street) and the former Yale Boathouse (74 Forbes Avenue). The historic core will be determined in consultation with the SHPO. The feasibility study shall include a professional evaluation of, among other pertinent factors, structural condition, environmental constraints, potential relocation sites, and project costs. The City of New

Haven shall be responsible for the identification of any potential sites, and for obtaining any permits required for relocation(s). Any potential site related to the former Yale Boat House should be a water related site. The selected site(s) must be available and relocation must be completed prior to a demolition date for the structure, as stipulated by the state. A determination of the feasibility and prudence of relocating the structure(s) will be made prior to the completion of preliminary design and a design public hearing for the bridge replacement portion of the project.* If the relocation of either structure is determined to be feasible and prudent, then a time schedule will be coordinated between ConnDOT and the City of New Haven for relocating the structure(s). This schedule will include deadlines when the relocation site(s) would have to be available and when the existing structure(s) would need to be removed from their location. If these deadlines are not met then the structure(s) will be demolished.

* If it is determined that relocation of the aforementioned structure(s) is feasible and prudent, FHWA and ConnDOT will fund the relocation of the structure(s).

2. If relocation is not feasible or prudent, FHWA and ConnDOT shall ensure that the City of New Haven and/or the New Haven Preservation Trust has the opportunity to select significant architectural elements from the Fitch Foundry and the former Yale Boathouse for adaptive use and/or public education purposes. The material available for offer will be that remaining at the time of the state's acquisition of the property. FHWA and ConnDOT shall ensure that the items selected are removed in a manner that minimizes damage and are delivered with legal title to the City of New Haven and/or New Haven Preservation Trust.

Documentation

1. Prior to demolition or salvage of significant architectural elements, FHWA and ConnDOT shall contact the National Park Service to determine what level and kind of recordation is required for the Fitch Foundry. Unless otherwise agreed by the National Park Service, FHWA and ConnDOT shall ensure that all documentation is completed and accepted by Historic American Buildings Survey (HABS/HAER) prior to demolition or salvage of significant architectural elements. Final copies of documentation shall be provided to HABS/HAER, SHPO, and the New Haven Preservation Trust.

2. Prior to demolition, FHWA and ConnDOT shall ensure documentation of 166 Bridge Street in accordance with

SHPO standards. Documentation shall consist of unmounted 35mm black and white photographs, narrative text, an index to photographs, and a photographic site plan. Final documentation shall be provided to SHPO and New Haven Preservation Trust.

Public Interpretation

1. FHWA and ConnDOT shall develop an electronic history of collegiate sculling, including the design and historic operation of the former Yale Boathouse. The electronic history shall be established on the Internet in coordination with the Office of the State Archaeologist at the University of Connecticut (Storrs).

Archaeological Resources:

Impact

- Excavation for footings in the Harbor Crossing and the East of Harbor areas could impact Native American Resources.

Mitigation

· In accordance with the approved Memorandum of Agreement, the following shall be undertaken:

Archaeological Survey: An archaeological assessment survey of the project area has been conducted in a manner consistent with the Secretary of the Interior's *Standards and Guidelines for Identification* (48 FR 44720-23), taking into account the NPS's publication, *The Archaeological Survey: Methods and Uses* (1978:GPO Stock #024-016-00091).

The survey, conducted in consultation with the SHPO, identified areas of high or moderate archaeological sensitivity within the project corridor. An archaeological survey of areas considered to have high and moderate archaeological sensitivity is recommended. The FHWA and ConnDOT, in consultation with the SHPO shall ensure that an archaeological survey is carried out in the project corridor, within those areas designated as having high and moderate sensitivity. The survey will be conducted in a manner consistent with the Secretary of the Interior's *Standards and Guidelines for Identification* (48 FR 44720-23), and take into account the NPS's publication, *The Archaeological Survey: Methods and Uses* (1978:GPO Stock #024-016-00091), and the Advisory Council on Historic Preservation publications *Consulting About Archaeology Under Section 106*, and *Treatment of Archaeological properties, A Handbook*. The survey will be conducted in consultation with the SHPO for review and approval.

The FHWA and ConnDOT shall evaluate properties identified through the survey in accordance with 36 CFR 800.4(c). If the resources are determined to be significant and eligible for listing in the National Register of Historic Places, the FHWA and ConnDOT shall consult with SHPO to determine whether any project effects can be prudently or feasibly avoided, minimized, or mitigated pursuant to the procedures in 36 CFR 800.5(c) and 800.9.

If the survey results in identification of a historic property that is valuable solely for the information it may contain, the FHWA and ConnDOT shall ensure that a data recovery program, developed in consultation with the SHPO, is implemented.

The FHWA and ConnDOT shall ensure that a protocol is developed in consultation with the SHPO to avoid and protect any human burials identified during any stage of this undertaking. The protocol shall include adequate measures to identify human burials by a professional archaeological team, to contact and consult with the SHPO, and to provide interested parties, next-of-kin, descendants, or affiliated groups the opportunity to consult and comment on the treatment of human burials.

Following all relevant guidelines and protocols, an archaeological survey will be conducted within those areas of the project corridor that are designated as having high or moderate levels of sensitivity. The survey will be conducted in consultation with the SHPO for review and approval in accordance with the stipulations of the Memorandum Of Agreement.

Air Quality:

Impact
The results of the mesoscale and microscale analysis demonstrate that there will be no notable air quality impacts. Since both analyses demonstrate that regional emissions are below NAAQS, those budgeted in the State Implementation Plan, as well as those predicted for the No Build Alternative, there is no mitigation warranted.

Precautionary measures will be implemented to minimize particulate matter from becoming airborne during and immediately after any surface preparation or painting operations. The following measures shall be implemented for the Selected Project:

- measures to minimize particulate matter from becoming airborne during and immediately after any surface preparation or painting operations, such actions include the following: use of water approved chemicals for control of dust during

construction operations; promptly removing dust material created by construction operations; and use of screen devices, when applicable. Also, there will be no open burning of construction debris associated with clearing and grubbing.

Other measures to improve the air quality in the Selected Project area include:

- accommodations for bicycling and walking facilities will be a routine part of design, construction operations, and maintenance activities;
- the implementation of Transit and TSM measures. These components include, a new State Street rail commuter station in New Haven, Shore Line East commuter rail service, fixed route bus service, improved transit marketing, improved access to transit information, carpool marketing, public and private carpool matching, optimized flextime, voluntary rideshare (HOV) preferential parking, insurance discounts for rideshare users, and guaranteed ride home program for rideshare users.

Traffic Noise:

Impact

- No substantial noise impacts due to the Selected Project (four new noise barriers proposed: one in New Haven and three in Branford).

Mitigation

The following new noise barriers will be included:

In Branford,

- at Greenfield Avenue, along the north side of I-95,approximately 4.3 meters (14 feet) to 5.5 meters (18 feet) in height and 210 meters (690 feet) in length;
- at O'Brien Road, along the north side of I-95, approximately 3.0 meters (10 feet) in height and 213 meters (710 feet) in length; and
- at Ramona Way, along the south side of I-95, approximately 6.1 meters (20 feet) in height and 283.5 meters (930 feet) in length; and

In New Haven,

- at Allen Place, along the south side of I-95, approximately 3.0 meters (10 feet) in height and 121.9 meters (400 feet) in length.

The existing noise barrier near the Wooster Square area of New Haven along the west side of I-91 (I-91 south) will be replaced, as required. This barrier is approximately 4.6 meters (15 feet) in height and 533.4 meters (1,750 feet) in length.

Visual and Aesthetic Character:

Impact

- A more noticeable view of interchange at I-91/I-95/Route 34;
- Improved views from interchange at I-91/I-95/Route 34;
- An opportunity for attractive design of bridges, roadway
- features.

Mitigation

- Retaining walls of high visual quality, preferably complementing appearance of other structural features (bridge abutments, median barriers) associated with the project; and Landscape planting and re-vegetation on all applicable side slopes.

Terrestrial Ecology:

Impact

- A limited amount of weedy plant species displaced by Roadside
- widening;
- Potential impacts to a Special Concern plant near Lake
- Saltonstall.

Mitigation

- A survey was conducted in July, 1999 to determine the precise location of a Special Concern plant in the Lake Saltonstall area. The investigation identified the presence of the plant species, located outside of the project limits. An additional presence of one specimen was identified during the investigation in a separate location. ConnDOT will coordinate with the Connecticut Department of Environmental Protection (ConnDEP) to avoid or mitigate any impacts, should the plant encroach within the project limits.

Fisheries:

Impact

- Minimal indirect effects;41 meters (134 lineal feet) of culvert extensions east of Harbor Crossing area;
- Demolition in the Harbor may temporarily adversely affect fish.

Mitigation

- Cofferdams will be used around piers to be removed to reduce the adverse effects of bridge pier demolition;
- Alternately, air bubble curtains may be created surrounding piers being removed with a hoe ram, or in-water sound dampening devices may be used at piers; and
- Seasonal restrictions will be implemented to reduce the likelihood of adversely affecting migrating finfish.

Water Resources/Water Quality:

Impact

- Increased impervious (paved) surface area;
- Increased Chloride run-off into the Harbor;
- Slight increases in other criteria pollutants;
- Pollutants will exceed ConnDEP Standards, as will No Build scenario;
- Potential for increased pollutants in Lake Saltonstall;
- Improved geometry would reduce the likelihood of accidents/ spills.

Mitigation

- The Selected Project will comply with the Connecticut Anti-degradation Implementation Policy (ConnDEP, 1992). This policy requires the maintenance and protection of water quality in high quality waters;
- The drainage systems associated with the Selected Project will comply with the ConnDEP General Permit for Stormwater Discharge, which became effective October 1, 1997;
- A closed drainage system will be considered to carry any increased runoff resulting from the Selected Project away from sensitive areas, such as Lake Saltonstall. The drainage system on the Q-Bridge itself is not anticipated to be closed;
- A State General Stormwater Discharge Permit will be required for the Selected Project, since it will disturb at least 2.0 ha (5 ac). That permit will likely require the construction of sedimentation basins to minimize sedimentation;
- Detention/retention ponds may be required in areas where roadway runoff will alter water flood-levels in existing watercourses and wetlands;
- In drainage areas too small to justify the construction of sedimentation basins, alternative Best Management Practices for the protection of the environment will be employed to control sedimentation;
- Avoidance and mitigation of hazardous material spills:
  - Innovative design features can decrease the probability of an incident or lessen the impact should a spill occur. These measures and policies are described below;
  - Improved geometric design can reduce the probability of a hazardous material release;
- Construction Pollution Control: Erosion control will be based on ConnDOT's "Standard Specifications for Roads, Bridges and Incidental Construction" (Form 815). These measures will be consistent with the Connecticut Council on Soil & Water Conservation document "Connecticut Guidelines for Soil Erosion and Sediment Control", as revised, and with ConnDOT's "On Site Mitigation for Construction Activities", as revised.

Coastal Zone/Coastal Resources:

Impact

- 29.3 sq. m (35 sq. yd.) net intertidal flats will be displaced;
- 130 sq. m (156 sq. yd.) net harbor bottom will be displaced;
- 1,187 cu. m (1,553 cu. yd.) net estuarine embayment will be displaced.

Mitigation

- Impacts to shellfish resources will be mitigated based upon stipulations set forth in regulations and permits, by such measures as:
  - concise construction specifications to minimize the effects of turbidity from construction on the active shellfish grounds. The specific mitigation requirements will be determined by the ConnDEP's permit stipulations and recommendations;
  - Preservation of access to oyster beds both during and after construction. The construction staging plans will show specific barge mooring locations, and will be reviewed by the ConnDEP as part of the permitting process. Permanent impacts will be minimized by consultation with shellfish bed leases and the ConnDEP in the early stages of substructure (including appurtenances, such as fenders) design.
- Impacts to tidal wetlands will be mitigated by creating similar grassy tidal wetland vegetation in the Harbor, in the vicinity of the impact. Replacement with a minimum of approximately 0.006 ha (0.016 acres) will be required should
- minimization during design not eliminate impacts prior to permitting. Opportunities for mitigation exist along the creeks in the general study area. Restoration of tidal flows, enhanced by selective weeding and planting of vegetation, may be used to compensate for tidal wetland losses in the harbor. ConnDOT will continue coordination with ConnDEP on Coastal Zone issues; and
- ConnDEP will have additional design input during the Coastal Zone Consistency Review Process, wherein ConnDOT must seek a determination of consistency from ConnDEP before the project can be constructed.

Water Dependent Uses:

Impact

- 0.36 ha (0.09 ac) leased shellfish grounds will be impacted;
- 0.19 ha (0.47 ac) petroleum handling business property, 2 related buildings will be taken;
- 2.23 ha (5.5 ac) associated with New Haven Terminal/Logistec, including five related buildings will be taken.

Mitigation

- right-of-way acquisitions will be minimized to the extent reasonable as design proceeds and relocation assistance will be provided for the loss of buildings/properties;
- adjacent businesses will be allowed, to the extent reasonable, to use under-bridge areas for parking;
- water dependent uses will be compensated, to the extent reasonable, for loss of property with lands that may become available due to the roadway reconstruction;
- concise construction specifications will limit navigational impacts during construction;
- ConnDOT and FHWA will assess and conduct post-construction monitoring of shellfish resources in the immediate area of the project. All shellfish mitigation efforts will be developed in coordination with the ConnDEP and the Connecticut Department of Agriculture - Aquiculture Division.

Floodplains:

Impact

- 1.5 ha (3.6 ac) net 100-year floodplain impact.

Mitigation

- In the *short term*, the risk of exposing construction equipment to flooding during larger events will be minimized by staging the construction and timing excavation to take place during drier seasons (if practical);
- Temporary disruption of soils and sediments in floodplain will
- be minimized by working in confined areas, with proper erosion control measures and by following standard ConnDOT Best Management Practices;
- Sedimentation and erosion during major flooding events will be controlled by reseeding and mulching disturbed soils;
- To minimize *long term* impacts, during final roadway design, detailed hydraulic analyses will be conducted to assure compliance with storm water criteria and to not adversely affect floodwater elevations;
- The use of sedimentation basins will be considered to store and delay road runoff, helping to offset flood storage area takes from the project; and
- Removal of existing bridge piers, Stiles Street ramps, changes to Fulton Terrace, and reconfiguration of road embankment will offset some impacts to 100 year floodplain. The potential regained floodplain totals 1.6 hectares (3.9 ac), all of which is within coastal flood zones.

Wetlands:

Impacts

- 0.03 ha (0.079 ac) of inland wetland impacted;

- 0.006 ha (0.016 ac) of tidal wetlands impacted;
- 0.4 ha (0.999 ac) of open water impacted.

Mitigation

- Impacts to adjacent wetlands will be minimized to the greatest extent possible by using retaining walls and culvert headwalls to decrease potential impacts;
- Drainage swales and ditches will be re-created to offset similar losses created by widening I-95; and
- Impact to tidal wetlands will be mitigated by methods described above, under Coastal Resources.

Waterbodies:

Impact

- Displaced harbor water volume at mean sea level and reduction in flood storage capacity and shallow water habitat;
- Extension of existing culverts at Tuttle Brook, Farm River, minor unnamed watercourses;
- Relocation of drainage ditches;
- Potential for sedimentation during construction.

Mitigation

- Construction methods and staging that minimize disruption of the shipping channel traffic will be utilized as much as feasible;
- Cofferdams would be placed prior to excavation for substructure work;
- Cofferdams will be constructed around existing pier substructures prior to their demolition, and at a sufficient offset to insure that shockwaves due to blasting or other heavy demolition activities are allowed to dissipate sufficiently to reduce the energy transmitted to the water to safe levels; and
- Erosion and sedimentation controls will be incorporated, including haybales, silt fencing, and de-watering basins used during all on-land construction, especially near the harbor. In order to maintain Farm River water quality, downstream wetlands, and fisheries resources, the following mitigation measures will be implemented:
  - the use of a culvert design that is at least as hospitable to fish migrations (i.e. maintains adequate depth even during periods of low flow) as the adjacent existing culvert; and
  - incorporation of erosion and sedimentation controls including haybales, silt fencing, and de-watering basins used during in-stream construction.

- Similar mitigation opportunities exist on a much smaller scale at the Tuttle Brook crossing and at the unnamed watercourses and waterbodies along I-95 in Branford.

Environmental Risk Sites:

Impact

- Disturbance of potentially contaminated harbor sediments and industrial land use sites.

Mitigation

- As the existing Q-Bridge has lead paint, this area will be contained during bridge demolition, according to all applicable State and Federal standards;
- Any material excavated from the project will be tested and disposed of in accordance with State and Federal Regulations. Established protocols will be implemented;
- Any dredged spoils will be handled in accordance with New England River Basin Commission guidelines; and
- Asbestos within the Woodward School and any other impacted structure will be removed and disposed of by a licensed contractor in accordance with all applicable regulations.

Energy:

Impact

- 533.7 million liters (141 million gallons) of gasoline will be required for construction;
- Saves 454 million liters (120 million gallons) of gasoline regionally compared to the No Build alternative over 20 years.

Mitigation

- The Selected Project includes Transit and TSM Components;
- A Construction Traffic Management Plan will be implemented with transit and TSM features.

Considerations Relating to Pedestrians and Bicyclists:

Impacts

- Potential construction phase inconveniences.

Mitigation

- The disposition of any abandoned right-of-way will be determined by the systematic property transfer process. ConnDOT will consider the possibility of making such land available for public space, where appropriate; and
- Pedestrian and bicycle route detours will be incorporated into the Selected Project if and when pathways are closed.
- Where warranted and reasonable, accommodations for bicycling and walking will be made part of design, construction, operation and maintenance activities.

Construction Impacts and Engineering Considerations:

Impacts

- Possible temporary construction activity will warrant adherence to changes in travel patterns due to detours, control of construction operations to avoid fugitive dust, noise, and sediment.

Mitigation

- Construction stage mitigation will be implemented as described above, under 'Water Resources';
- Construction activities will be conducted in accordance with Form 815; and
- A Construction Traffic Management Plan shall be implemented. The Plan will address the opportunity for alternate travel modes during construction. This Plan shall be developed in coordination with the SCRCOG, including the first elected officials of the affected corridor towns.

Secondary and Cumulative:

Impacts

- Localized impacts along the project corridor;
- Slight decrease may be experienced in the vitality of petroleum transport operations.

Mitigation

- Overall project transportation operations and access benefits will exceed impacts.

Section 4(f):

Impacts

- Adverse impacts to the Fitch Foundry (southern portion) and Former Yale Boathouse, New Haven;
- Minor direct impact to Reserved Parkland at Alabama Street, New Haven.

Mitigation

- Refer to "Historic Resources" mitigation of this Record of Decision (page 20).

Permits and Approvals:

Federal Permits/Compliance Requirements

- The National Environmental Policy Act
- Section 404 Wetlands Permit
- U.S. Coast Guard Bridge Permit
- Clean Air Act Conformity Determination
- Endangered Species Consideration

- Hazardous Materials Regulation
- Section 106 Documentation, Memorandum Of Agreement
- Section 4(f) Evaluation

State Permits/Compliance Requirements

- The Connecticut Environmental Policy Act
- Inland Wetlands and Watercourses

Water Quality Certification (Section 401)

- Tidal Wetland Permit
- Structures, Dredging and Fill in Tidal, Coastal, or Navigable Waters Permit
- Coastal Consistency Review
- National Pollution Discharge Elimination System (NPDES) Permit/State General Stormwater Discharge Permit
- Stormwater and Floodplain Certification (Section 25-68)
- Indirect Sources of Air Pollution Regulation (Section 22a-174-100)

Miscellaneous Permits/Coordination

- Relocation of power and transmission lines, underground jet fuel lines, and sewer force mains

This Record of Decision and associated mitigation commitments and other considerations associated with the Selected Project will be provided to the General Engineering Consultant and the design and construction contractors for their use and reference to ensure that all mitigation commitments are incorporated into final design plans, and implemented prior to or during construction (as required). Design engineers will be encouraged to refine the engineering design to the extent reasonable, to further minimize impacts to environmental features. The aforementioned list does not refer to all permits and clearances that are routinely obtained during the detailed design process and typically not addressed during the environmental review process.

6. MONITORING AND ENFORCEMENT

A design and construction management consultant has been retained by the ConnDOT to assure that commitments made in the FEIS/4(f) and this Record of Decision are incorporated in the final design plans and construction. Design refinements will also be reviewed for environmental sensitivity. Specific mitigation commitments are made in the FEIS/4(f), Chapter 4 following the discussion of each impact. These commitments are summarized in the FEIS/4(f) Executive Summary. Mitigation to cultural resources is also contained in the Memorandum of Agreement contained in Appendix B of the FEIS/4(f). Traffic noise mitigation will be provided in accordance with conditions as described in the FEIS/4(f) (Chapter 4, pages 4-95 through 4-106).

All construction activities will be continuously monitored by the FHWA, ConnDOT, and ConnDEP. Construction activities will be

conducted in accordance with regulatory permit stipulations and Best Management Practices for the protection of the environment.

As part of the commitment to continue efforts to minimize impacts from the project, several monitoring and coordination efforts have been proposed as outlined in the FEIS/4(f), this Record of Decision, and the Memorandum of Agreement. Monitoring programs will consist primarily of those conditions of the Section 404 Permit with respect to wetlands and other aquatic resources. To ensure compliance with all appropriate Federal and State regulations, necessary permits will be obtained prior to construction of the various project components. A Permit from the US Army Corps of Engineers for any work in waterways or wetland areas will satisfy the requirements of:

- Section 10 of the Rivers and Harbors Act of 1899(33USC403)
- Section 401/404 of the Clean Water Act (33USC1344)
- Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33USC1413)

In addition, a Section 9 Permit (of the Rivers and Harbors Act) will be required from the US Coast Guard to construct or modify any bridge or causeway that affects navigation on New Haven Harbor.

The FEIS/4(f) served as the Corps' permit application. Other permits will be sought both during final design and prior to construction. The permits/approval anticipated as being required for this project are identified in the FEIS/4(f), Chapter 4 (page 4-160).
Coordination with the appropriate Federal and State agencies during final design will ensure that commitments to develop and implement mitigation will be carried out.

7. FEIS/4(f) COMMENTS AND RESPONSES

The Notice of Availability of the FEIS/4(f) was published in the *Federal Register* on July 2, 1999. Advertisements announcing the availability of the FEIS/4(f) were published in the Connecticut Law Journal, New Haven Register, Connecticut Post, Clinton Recorder, Branford Review, Shoreline Times, and New Haven Advocate, between July 6, 1999 and July 11, 1999. The notices announced the availability of the FEIS/4(f) and the twenty corridor locations where copies of the document were available for public review, including public libraries and town clerk offices. A display board illustrating the Selected Project was also provided to eight facilities (e.g. libraries, town halls, community centers) located along the project corridor for public viewing. Copies of the FEIS/4(f) were also provided to those who received copies of the SDEIS/4(f). A list of specific agencies, organizations, and individuals to whom copies of the FEIS/4(f) were sent is contained in Chapter 7 of the FEIS/4(f).

The following comments have been received. (Refer to Appendix A of this Record of Decision).

United States Environmental Protection Agency (EPA) (August 2, 1999).

The EPA correspondence raises the following concerns for response:

1. There is the impression of several parties of the Intermodal Concept Development Committee (ICDC) that the consensus recommendation of the ICDC would be presented by the FHWA/ConnDOT as the recommended action. This is not the case and there is no explanation why.

Response:

The ICDC was formally established as an "advisory" committee. This role is stipulated in the initial October 7, 1992 correspondence which requested participation in this process, and in subsequent published information (newsletters) and meeting reports. Neither the FHWA nor ConnDOT ever committed or implied to ICDC participants that the decisions of the ICDC advisory group would be fully endorsed as the selected project action.

2. We believe that the ICDC consensus alternative should not be dismissed without making available for public review a clear and convincing rationale supporting the decision. Therefore, we recommend that supplemental information should be provided prior to the completion of the NEPA process to fully explain the basis for selecting one action over another and why other ICDC transit measures (that appear to fall within similar budget parameters as the recommended action) were eliminated.

Response:

As indicated in Section 1.0 of this Record of Decision, the development and selection of this project is documented in the FEIS/4(f) Chapter 2, "Development of the Recommended Action". Section 2.3 of the FEIS/4(f) presents the factors involved and the reasoning used in eliminating other alternatives considered, and including various transportation components in the Selected Project. The primary differences between the ICDC Recommendation and the Recommended Action (i.e. the Selected Project) as indicated in the FEIS/4(f) can be summarized as follows:

TRANSPORTATION PERFORMANCE

FEIS/4(f) Tables 4.1-1, 4.1-2, 4.1-2a, and 4.1-4 present the transit and transportation performance for the FEIS/4(f)

Recommended Action and ICDC Recommendation. The following can be summarized for the year 2015 transportation performance analysis:

- The total year 2015 average weekday daily traffic (two-way) on the Q-Bridge for the ICDC Recommendation (145,400 vehicles) and the Recommended Action (143,800 vehicles) are very similar.

- A total of 83,800 to 84,700 vehicles (one way) are expected to cross the study screenline on an average weekday in the year 2015.
- The ICDC Recommendation anticipates 1,500 fewer single occupant vehicles per day (one way) than the FEIS/4(f) Recommended Action.

- During the peak travel periods, the ICDC Recommendation is expected to experience 410 (PM) to 420 (AM) fewer vehicles per hour (one direction). The capacity of a single lane of traffic is approximately 2,300 vehicles per hour.

- The ICDC Recommendation will result in 0.5 (SB) to 2.5 (NB) more daily hours of level of service “D” or worse than the FEIS/4(f) Recommended Action.

- The number of one-way daily weekday transit riders with the ICDC Recommendation is projected to be 1,150 persons greater than the FEIS/4(f) Recommended Action. If applied to a ten hour travel period, this translates into an average of 115 persons per hour.
- The ICDC Recommendation is expected to experience 500 more high occupancy vehicle occupants daily (one-way persons, excluding transit) than the FEIS/4(f) Recommended Action. If all of these are in the peak period/peak direction, this translates into an average of 250 persons per hour over a two hour period.

- The effective vehicle occupancy (the average number of persons occupying each vehicle) is similar for the ICDC Recommendation (1.35) and the FEIS/4(f) Recommended Action (1.30).

- The ICDC Recommendation is expected to attract only a slightly greater (2.8% or 3,080 riders) total daily transit (rail and bus users, one-way) of the total number of persons passing over the Q- Bridge study corridor screenline (111,600 – 111,700) in the year 2015. The FEIS/4(f) Recommended Action is expected to capture 1.7% (1,930 riders) of the total daily transit persons crossing the screenline.

- Average speeds for the FEIS/4(f) Recommended Action would be slightly higher than for the ICDC Recommendation for both through (about 7.5% faster) and local (about 3% faster) traffic.

The FEIS/4(f) Recommended Action has operational advantages over the ICDC Recommendation. The projected transit and rideshare volumes associated with the ICDC Recommendation, although slightly greater than the FEIS/4(f) Recommendation, would not provide any appreciable improvement to transportation operations (or air quality) in the corridor over the FEIS/4(f) Recommended

Action. The ICDC Recommendation does not warrant a reduction in the number of lanes required for I-95 from that provided with the FEIS/4(f) Recommendation. The additional lane (fifth lane) on the new bridge crossing associated with the FEIS/4(f) Recommended Action is approximately one mile long and primarily provides an operational function between the new harbor (Q-Bridge) crossing and the central I-95/I-91/Route 34 Interchange.

CAPITAL AND OPERATING COST:

FEIS/4(f) Tables 2.4-1, 2.4-2, 2.4-3 present the capital; and operating cost for the FEIS/4(f) Recommended Action and the ICDC Recommendation. The following can be summarized:

- The reported cost to construct the highway portion of the FEIS/4(f) Recommended Action is approximately $552 million more than the ICDC Recommendation. This is primarily due to the inclusion in the FEIS/4(f) Recommended Action of the I-95/I-91/Route 34 Interchange improvements at $414 million (which is not included in the ICDC Recommendation) and the slightly wider (ten lane) new I-95 Q-Bridge crossing ($138 million more than the eight-lane ICDC bridge crossing). It should be noted that further evaluation is being conducted of possible design options and construction staging methods which are anticipated to reduce the estimated cost of the Selected Project by up to approximately $300 million. Such a savings would be primarily within the I-95/I-91/Route 34 Interchange.

- The cost to construct the ICDC Recommendation transit package is approximately $22 million more than the FEIS/4(f) Recommended Action transit component. This is due to the additional equipment needs and new station and parking facilities associated with the ICDC Recommendation.

- The estimated total operating and maintenance costs (over twenty years) for the ICDC Recommendation ($338 million) is greater than the FEIS/4(f) Recommended Action ($282 million). The annual cost to operate the highway portion of the ICDC Recommendation would be approximately $881 thousand less than the FEIS/4(f) Recommended Action. Over 20 years, this would accumulate to approximately $18 million. However, the annual cost to operate the transit portion of the ICDC Recommendation would be approximately $4 million more than the FEIS/4(f) Recommended Action. Over 20 years, this would accumulate to approximately $74 million.

The overall capital cost of the FEIS/4(f) Recommended Action exceeds the ICDC Recommendation primarily due to the improvements associated with the I-95/I-91/Route 34 Interchange. This capital cost difference is expected to become considerably less with further evaluation of design options and construction methods. Much of the anticipated reduction in project construction cost for the Recommended Action would be associated with the I-95/I-91/Route 34 Interchange construction. Since the ICDC Recommendation does not include a similar reconstruction of the

central interchange, a similar savings would not be realized with the ICDC Recommendation. The overall operating and maintenance costs (over twenty years) for the FEIS/4(f) Recommended Action remains considerably less than the operating and maintenance cost for the ICDC Recommendation and will provide better transportation service to corridor travelers.

The additional transit ridership predicted to occur with the ICDC Recommendation would not noticeably improve traffic operations in the corridor over the FEIS/4(f) Recommended Action (i.e. the Selected Project), but would be at a substantially greater annual operating and maintenance cost than the Selected Project.
The FEIS/4(f) Recommended Action will provide better roadway geometry and overall transportation operating performance than the ICDC Recommendation. In addition, the configuration of the new ten lane bridge crossing and reconfigured I-95/I-91/Route 34 Interchange will accommodate possible future modifications to I-95 west of the project limits (in the Long Wharf/Sargent Drive area of New Haven) which are under study. The ICDC Recommendation could not reasonably accommodate modifications to this area with its eight lane bridge crossing and minimal modifications to the I-95/I-91/Route 34 Interchange.

Connecticut has long been committed to providing public transit and rideshare services as a viable alternative to the automobile, particularly along the I-95 corridor. Every reasonable effort has and will continue to be made to encourage the use of currently underutilized services through their continuation and enhancement. The construction period for this I-95 project will provide an excellent opportunity for commuters to shift travel mode from single occupant auto to existing underutilized public transit services and ridesharing. Shore Line East commuter rail and Connecticut Transit fixed route bus are the primary transit operations which currently serve the I-95 project corridor. In addition, rideshare programs such as carpooling and vanpooling are provided through rideshare brokerage companies (i.e. Rideworks). ConnDOT currently has available seat capacity and equipment on commuter rail and bus systems to accommodate a considerable number of additional riders.

The ConnDOT 1999 Master Transportation Plan for the years 2000 – 2009 presents the financial commitment which will continue toward public transportation. Of $800.2 million of Special Transportation Fund total estimated expenditures for fiscal year 1999, $317.5 million will be used to support the operations of ConnDOT and all the services it provides. Of this $317.5 million, approximately $124.4 million will be used to operate the New Haven Line rail passenger service, the Shore Line East rail service, the fifteen urban bus services, the five rural bus services; to support Dial-A-Ride services and to provide the financial support required for Americans with Disabilities Act services. This represents 39% of the ConnDOT’s appropriation. Transit capital investments have totaled $1.3 billion during

fiscal years 1985 through 1999. They have facilitated the following: the purchase of 114 rail passenger cars, eight Shore Line East's and twenty-one locomotives; the overhaul of 122 M-2 rail passenger cars; the construction of 3,018 parking spaces; the rehabilitation of thirty-eight high level rail passenger platforms; the initiation of Shore Line East service; the conversion of the New Haven Line's electrical power supply; the replacement of the New Canaan Branch catenary system; the rehabilitation of railroad bridges; the construction of the Peck Bridge in Bridgeport; the restoration of track and signal systems; the construction of rail maintenance facilities in New Haven, Bridgeport and Stamford; various ADA improvements; the purchase of the Connecticut portion of the New Haven Line rights-of-way; the construction of bus storage and maintenance facilities in Bridgeport, Danbury, Hartford, New Haven and Stamford; and the replacement of over six hundred transit buses.

The Shore Line East rail commuter service began operating on May 29, 1990. ConnDOT administers and funds the Shore Line East service, contracting with Amtrak for daily operations. ConnDOT oversees the operation, provides the rolling stock for the service, provides the facilities to maintain the rolling stock and provides the funding necessary to cover the operating deficit. Following one month of free service, revenue service began on July 2, 1990. The service operates between New London and New Haven with six intermediate stops and direct connections with New Haven Line (Metro North) Commuter Rail Service. The Commuter Connection bus service, which meets every Shore Line East train, provides service between Union Station in New Haven and New Haven central Business District as well as the Sargent Drive area. Shore Line East is designed to accommodate two markets: those commuting between east of New Haven (primarily along the shoreline) and central New Haven, and those commuting to and from Manhattan, New York City. The cost/passenger for Shore Line East riders is $19.03 (1998). Of this total cost ConnDOT subsidizes $15.72 per rider. Programs to encourage ridership on this service include:

- User surveys (conducted in 1992, 1993, 1994, 1996, and 1998), focus group discussions (1994);
- Non-rider survey (1994), aggressive marketing (budgeted at $210,300 in 1997 and 1998) through billboard, radio and print advertising;
- Promotional campaigns (e.g. "Bring A Friend", "Buy One, Get One Free", and "Bad Weather Days");
- Various discounted commuter fare tickets (e.g. "Ten-Trip, "Monthly", "Unirail", "Group Trips, and "Children");
- Free parking at six of the seven stations served;
- Guaranteed Ride Home Program;
- Automated Announcement system;
- Web site of Shore Line East Information;
- Commuter Connection bus shuttle to and from downtown New

Haven;

- Information Brochures;
- Distribution of timetables and Commuter Connection bus schedules to over 175 businesses, municipalities and interested organizations with every schedule change and as necessary; and
- A Twenty-four hour, seven days a week automated telephone information system.

The Shore Line East service currently serves approximately 6% of the potential market. Since 1993 annual ridership has essentially leveled at 282,719 (1993) to 284,992 (1998), with the highest ridership at 309,375 (1996).

As indicated in Section 2 of this Record of Decision, there has been a substantial commitment of a number of capital and operating improvements to the Shore Line East and fixed route bus service along this corridor. Such improvements will be included in the project Construction Traffic Management Plan. This will require an additional capital investment of approximately $20 million.

As stipulated in Section 1.2 of this Record of Decision, FHWA and ConnDOT will continue to encourage the use of transit and rideshare programs. Fixed route bus services in each region are currently being evaluated statewide to determine the need for adjustments. Patronage levels and operations will continue to be monitored and commuter needs will be addressed.

3. The FEIS does not contain any discussion of the potential impact of such a large mall on traffic flow or volume for the Q-Bridge project. Nor does it appear that construction of the mall was taken into account in the VMT or trip estimates used in the FEIS. Prior to the completion of the NEPA process, the significance of the construction of a mall in the project area and any impact on the selection of an alternative should be addressed.

Response:

The SDEIS/4(f) was published for public review and comment more than two years ago, specifically in May, 1997. The alternatives analysis contained in that document was prepared applying the most accurate information available at that time. It was not possible to foresee the construction of this particular mall at the time the SDEIS/4(f) was prepared and, in fact, the construction of the mall remains uncertain today.

The Long Wharf (Galleria) mall is a relatively new proposal that has not yet completed its approval process. It is entirely possible that the extensive work necessary to create such a facility will not meet regulatory approval. Because final

approvals have not yet been received, it can reasonably be assumed that revisions will occur to the developers' current proposals for roadway network modifications, and possibly even revisions of the mall's overall concept and configuration. Experience has shown that a number of proposed developments (including malls) have not only changed radically as they proceed through the approval process but have, in fact, not infrequently been abandoned.

The FEIS/4(f) was approved on May 25, 1999, and has been made available to the public. The traffic analysis contained in the FEIS/4(f) was prepared in 1998 and is based upon reasonable growth in the relevant study area.

In accordance with accepted practice in such studies, the traffic analysis contained in the Q-Bridge FEIS/4(f) is based upon peak hour traffic volume. This study does not include a traffic analysis for the specific mall currently being proposed. As noted above, the existing development proposal is at a stage where any number of changes can be anticipated or, alternatively, the entire Long Wharf mall proposal could be rejected. The traffic analysis for the Q-Bridge does, however, consider reasonable growth associated with commercial and industrial development in the area which includes the proposed mall site.

The Recommended Action presented in the FEIS/4(f) for the Q-Bridge will provide operational and capacity improvements to the existing I-95 roadway. It is the most acceptably sized bridge that can be built consistent with the environmental concerns and to achieve a reasonable level of service during commuter hours operating condition. It also recognizes the future need for I-95 modifications west of the project limits in order to realize the full benefit of the Q-Bridge project.

When the FEIS/4(f) Recommended Action (i. e. Selected Project) for this project proceeds to the formal design stage, FHWA and ConnDOT will monitor the environmental affects of the specific design to determine if there would be substantial changes to those stated in the FEIS/4(f) and this Record of Decision.

Connecticut Department of Environmental Protection (ConnDEP) (July 29, 1999)

ConnDEP correspondence raises the following issues for response:

1. ConnDEP questions the level of transit and TSM components included in the FEIS/4(f) Recommended Action.

Response:

Refer to the response to EPA comment number 2.

2. ConnDEP identified a number of areas whereby additional

information will be needed to address specific concerns and mitigation during the permitting stage of project development.

Response:

FHWA and ConnDOT acknowledge the need to develop and document more detailed information (which is not available at the planning stage) in response to the specific concerns mentioned. This will be done as project design progresses and such information is incorporated in the permit application processes. ConnDOT will coordinate with ConnDEP Office of Fisheries, Office of Long Island Sound Program and other offices as required, regarding specific design concerns and mitigation measures through the permitting processes.

3. ConnDEP questioned the net loss calculation for streambed or waterbody impacted as reported in FEIS/4(f) Table 4.2-8.

Response:

The net impact as reported in the FEIS/4(f) is inaccurate. The correct total Net Loss is 470 sq. m. (5,053 s. f.).

4. ConnDEP requested a revision of the air quality analysis contained within the FEIS/4(f) to account for increased emissions associated with construction activity.

Response:

The New England States Coordinated Air Use Management (NESCAUM) was contacted regarding available procedures to determine air quality emissions associated with construction activity. Information provided by NESCAUM includes: a press release regarding a *Clean Air Construction Initiative* in Massachusetts and "Construction Equipment Retrofit Project" Summary Report (not dated), a report "The Impact of retrofit Exhaust Control Technologies on Emissions from Heavy-Duty Diesel Construction Equipment" (1999), and a draft report "Air Emissions Associated With Road Construction" (December 9, 1998). Based upon this information, no reliable approved methodology has yet been developed to address this concern. Variables which may affect air quality during construction, such as equipment type, intermittent lane restrictions and traffic delays, construction equipment and material transport routes, traveler detour routes, and the extent of any single excavation, can not be determined at this stage of project development.

The planned construction sequence will implement the Transit and TSM components associated with the Selected Project and Construction Traffic Management Plan in the initial construction phase. Current I-95 lane configurations along the project corridor will be maintained to the extent possible throughout the construction period. In Branford and East Haven the roadway

alignment will be shifted within the existing highway right-of-way to maintain the current two I-95 lanes during construction. These I-95 improvements are expected to be completed in advance of the new bridge and I-95/I-91/Route 34 Interchange construction. The current three I-95 lanes crossing the harbor (Q-Bridge) will also be maintained throughout construction of the new ten-lane bridge crossing. This will provide operational benefits during the overall project construction period. The air quality analysis contained in the FEIS/4(f) (Section 4.2.7) for the year 2015 No Build condition represents a worst case scenario for the project corridor and as noted, no significant air quality impacts are foreseen for this project (and no exceedences of the NAAQS).

The FHWA, ConnDOT and ConnDEP will provide monitoring throughout project construction to ensure that every reasonable measure will be implemented to avoid particulates from becoming airborn. Such measures are stipulated in the ConnDOT "Standard Specifications for Roads, Bridges and Incidental Construction" (Form 815) and Section 5 of this Record of Decision.

Department of Health and Human Services (DHHS), Atlanta, GA
(August 6, 1999)

Mr. Kenneth W. Holt of DHHS offers the following:

1. Potential concerns have been addressed in the final document, and we have no additional specific comments to add at this time.

Response:

The FHWA and ConnDOT appreciate your interest in this project. We will continue to provide the opportunity to review future environmental impact statements developed under the National Environmental Policy Act.

Mr. James Sellers, Ph. D. Hog River Music, Hartford, CT
(June 29, 1999)

Mr. Sellers' correspondence offers the following opinion:

1. More roads, more cars are not the answer.

Response:

The FHWA and ConnDOT recognizes your position and support for public transportation. It is our interest to provide a balanced transportation system which addresses the transportation needs of those traveling within and through Connecticut.

R. A. Richards, Westbrook, CT
(July 18, 1999)

R. A. Richards correspondence offers the following opinion:

1. Expand the Q-Bridge to four lanes in each direction. East of the Q-Bridge, enlarge I-95 to three lanes to the Connecticut River (Old Saybrook/Old Lyme). West of the Q-Bridge should be three lanes also. Expand rail to Old Saybrook and reduce ticket cost.

Response:

The FHWA and ConnDOT recognizes your position regarding the need for both highway and transit improvements in the I-95 corridor. It is our interest to provide a balanced transportation system which addresses the transportation needs of those traveling within and through Connecticut.

To the west of this project, additional engineering study and environmental evaluation will be initiated for I-95 between Canal Dock Road and Interchange 45 (Route 10) in the Long Wharf/Sargent Drive area. Such study and evaluation will address various I-95 roadway configurations and improved Interchange 46 configurations which will be compatible with the I-95/I-91/Route 34 Interchange concept included in the Selected Project. It will also study improved pedestrian and vehicle access to the New Haven Harbor waterfront at Long Wharf Park and Bayview Park. Separate environmental documentation will be prepared and processed for any resulting project(s).

8. CONCLUSION AND APPROVAL

8.1 Conclusion

Based upon a careful consideration of all the transportation, social, economic, and environmental evaluations contained in the DEIS/4(f), SDEIS/4(f), and FEIS/(4f), the input received from other agencies, organizations, and the public; and the factors and project commitments and mitigation outlined above in this Record of Decision, it is the decision of the FHWA to approve the Selected Project as defined in this Record of Decision. This Record of Decision will permit ConnDOT to proceed with the design of the project and incorporate the associated commitments and stipulations as defined herein.

8.2 Approval:

original signed by:

Approved: _____

Mr. Donald West
Federal Highway Administration
Division Administrator

Date: _____

APPENDIX A

FEIS/4(F) COMMENT LETTERS