

Final Environmental Impact Statement/Provisional Section 4(f) Evaluation

Volume I



Route 2/2A/32

Environmental Impact Statement

Connecticut Department of Transportation
Newington, Connecticut

United States Department of Transportation
Federal Highway Administration
Glastonbury, Connecticut

August, 2004

ROUTE 2/2A/32 TRANSPORTATION IMPROVEMENT STUDY
NEW LONDON COUNTY, CONNECTICUT
FEDERAL AID PROJECT IXAS-STPA-00S (756)
STATE PROJECT NO. 172-281

**Final Environmental Impact Statement/ Provisional Section 4(f) Evaluation
And
Connecticut Environmental Impact Evaluation**

Submitted Pursuant to 42 U.S.C. 4332 (2)(c) and 49 U.S.C. 303
And C.G.S. sections 22a-1 through 22a-1h
by the
U.S. Department of Transportation, Federal Highway Administration
and the
Connecticut Department of Transportation

Cooperating/Coordinating Agencies


U.S. Army Corps of Engineers U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service Connecticut Department of Environmental Protection
Rhode Island Department of Transportation

Abstract: This statement concerns the potential environmental impacts associated with transportation improvement alternatives designed to relieve congestion and functional deficiencies along Routes 2 and 2A and connecting state highways in North Stonington, Preston, Montville, Norwich, New London, Ledyard, Stonington, and Waterford in New London County, Connecticut. The purpose of the project is to provide a safe and efficient transportation improvement solution to relieve traffic congestion and improve safety on the Route 2 and 2A corridors and associated state routes that intersect with Route 2. The study area extends from Westerly, Rhode Island northwest to Norwich CT, and south to New London CT. The Draft EIS considered a range of alternatives that included No Action; commuter rail service along the New England Central Rail line combined with transit service (light rail or monorail) between Norwich and Westerly; bus service between Norwich and Westerly along (in part) a dedicated busway; a bypass of Route 2A; widening Route 2 and upgrading Routes 32 and 164; and a bypass of Route 2 in North Stonington. Each alternative was evaluated for impacts to cultural and natural resources, socioeconomic concerns, visual and scenic resources, hazardous materials, existing land use, and local/regional transportation needs. The Preferred Alternative is a refinement of DEIS Alternative E, which includes adding capacity to the Route 2A Bridge by adding a second, parallel, 2-lane bridge crossing the Thames River; a bypass of Route 2A; widening Route 2 in Preston; and upgrading Route 2 in North Stonington. Implementation of the proposed project would provide transportation improvements which relieve traffic congestion and improve safety, while at the same time minimizing environmental and community impacts.

August 18, 2004
Date of Approval

August 18, 2004
Date of Approval


For Connecticut Department of Transportation


For Federal Highway Administration

The following persons may be contacted for additional information concerning this document:

Bradley Keazer
Federal Highway Administration
628-2 Hebron Avenue, Suite 303
Glastonbury, CT 06033 [860-659-6703]

Edgar Hurlle
Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546
Newington, CT 06131-7546 [860-594-2920]