

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ASSESSMENT CHECKLIST**

Date: August 18th, 2026

Project Name: Exit 46, Route 15 Improvements

State Project Number: 0092-0689

Municipality: New Haven and Woodbridge

Staff Contact: Kevin Fleming

This assessment is being conducted in conformance to the Connecticut Department of Transportation's Environmental Classification Document (ECD) to determine Connecticut Environmental Policy Act (CEPA) obligations.

The Connecticut Department of Transportation (CTDOT) has proposed improvements to Route 15 (Wilbur Cross Parkway) at Interchange 46 in the City of New Haven and the Town of Woodbridge in Connecticut. The project plans to install acceleration and deceleration lanes on Exit 46, which will improve safety, mobility, and connectivity on Route 15, and the immediate connections with Route 69 and Route 63. The project also proposes to construct a new loop ramp to access Route 15 northbound from Route 69. This will improve access to Route 15 northbound and reduce congestion on Route 69. The new loop ramp will also allow for the removal of the Pond Lily Avenue on-ramp currently being used to access Route 15 northbound and will eliminate a left turn movement on Route 69 currently used to access Route 15 northbound. Pond Lily Avenue will now allow both left turns and right turns at its intersection with Route 69.

This project was scoped in the Environmental Monitor on January 20, 2026, February 3, 2026, and February 17, 2026; and a Public Scoping Meeting was held on February 3, 2026. The public comment period remained open until the close of business on February 19, 2026. During the scoping period, CTDOT received comments from one State agency, the Connecticut Department of Energy and Environmental Protection (CTDEEP), as well as from the public at the scoping meeting. No comments were received from the public outside of the scoping meeting. A report of the public scoping meeting is attached along with CTDEEP's comments. Comments are addressed in the appropriate sections below where needed.

The proposed action is non-site specific, or encompasses multiple sites;	☐
Current site ownership:	☐ N/A, ☒ State; ☐ Municipal, ☐ Private, ☐ Other: Please Explain.
Anticipated ownership upon project completion:	☐ N/A, ☒ State; ☐ Municipal, ☐ Private, ☐ Other: Please Explain.

Locational Guide Map Criteria:

[2018-2024 Locational Guide Map](#)

[ADOPTED 2025-2030 Locational Guide Map](#)

Priority Funding Area factors:

- ☒ Designated as a Priority Funding Area, including ☒ Balanced, or ☐ Village PFA;
- ☒ Urban Area or Urban Cluster, as designated by the most recent US Census Data;
- ☐ Public Transit, defined as being within a ½ mile buffer surrounding existing or planned mass transit;
- ☒ Existing or planned sewer service from an adopted Wastewater Facility Plan;
- ☒ Existing or planned water service from an adopted Public Drinking Water Supply Plan;
- ☒ Existing local bus service provided 7 days a week.

Conservation Area factors:

- ☐ Core Forest Area(s), defined as greater than 250 acres based on the 2006 Land Cover Dataset;
- ☒ Existing or potential drinking water supply watershed(s);
- ☐ Aquifer Protection Area(s);
- ☐ Wetland Soils greater than 25 acres;
- ☐ Undeveloped Prime, Statewide Important and/or locally important agricultural soils greater than 25 acres;
- ☐ Storm Surge Inundation Zone(s);
- ☒ 100 year Flood Zone(s);
- ☐ Critical Habitat;
- ☐ Locally Important Conservation Area(s),
- ☐ Protected Land (list type): Enter text.
- ☐ Local, State, or National Historic District(s).

Regulations of Connecticut State Agencies (RCSA) Section 22a-1a-3 Determination of Environmental Significance (Direct/Indirect)

1. Impact on water quality, including surface water and groundwater

Water Quality – No negative impacts are anticipated. All CTDOT projects must conform to the CTDOT Standard Specifications for Roads, Bridges, Facilities, and Incidental Construction Form 819. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices (BMP).

Surface Water – No negative impacts are anticipated.

Stormwater – No negative impacts are anticipated as Best Management Practices will be employed regarding stormwater management. Registration under *CTDEEP's General Permit for Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* will be completed. Any CTDOT project that changes impervious area, stormwater drainage or drainage patterns pre to post construction shall meet the requirements of the CTDEEP's General Permit for the Discharge of Stormwater from Department of Transportation Separate Storm Sewer Systems (DOT MS4 Permit) and submit a CTDOT MS4 Designer Worksheet.

The nearby West River supports runs of diadromous fish. CTDEEP Fisheries Division will review the placement and design any new storm drains that discharge to the West River or its tributaries.

Groundwater – No negative impacts are anticipated. All CTDOT projects conform to the CTDOT Standards Specifications for Roads, Bridges, Facilities and Incidental Construction Form 819. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices. As design progresses, a testing plan will be developed to assess soil and groundwater in any moderate- to high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater are confirmed by the testing.

- 2. Effect on a public water supply system** - No negative impacts are anticipated. The project is not located within a source of public drinking water. The proposed construction site is not located in an Aquifer Protection Area; however, the site is located in an area of coarse-grained deposits with a thickness of 0-50 feet per the CT Surficial Aquifer Potential Map and has the potential for water supply development. Applicable Best Management Practices (BMPs) will be followed as appropriate.

3. Effect on flooding, in-stream flows, erosion or sedimentation:

Flooding – The project is located within a 100-year flood zone. Although the project is located within a FEMA-mapped flood zone, no negative impacts are anticipated. Flood Management Certification will be obtained.

In-stream flows – No negative impacts are anticipated.

Erosion or Sedimentation – No negative impacts are anticipated. All work will be consistent with the 2024 Connecticut Guidelines for Soil Erosion and Sediment Control.

4. Disruption or alteration of an historic, archaeological, cultural, or recreational building, object, district, site or its surroundings – No negative impacts are anticipated. A CTDOT project review with concurrence from the State Historic Preservation Office (SHPO) resulted in the determination of *No Adverse Effects to Historic Properties* under Section 106 of the National Historic Preservation Act.

5. Effect on natural communities and upon critical species of animal or plant and their habitat; interference with the movement of any resident or migratory fish or wildlife species – No negative impacts are anticipated. The CTDEEP Fisheries Division previously reviewed the early stages of this project in June 2021. The Fisheries Division wants to ensure that this fish passage remains open and recommends:

1. The existing span bridge provides conditions for unrestricted fish passage throughout the project area. It is critical that these conditions are maintained. The Fisheries Division will provide additional comments once preliminary design plans are available for review.
2. All unconfined in-river work should be prohibited during the spring diadromous fish migration season from March 1 to June 30, inclusive. This restriction does not include the placement or removal of water control structures, such as cofferdams. All loud construction related activities such as jack hammering, drilling, and pile driving should be prohibited between sunset and sunrise from March 1 to June 30, inclusive.

CTDOT will continue to work with the Fisheries Division during the design stage.

The project is located within a mapped Natural Diversity Database (NDDDB) area indicating the potential presence of a protected species. Prior to construction CTDOT will conduct a field survey to identify protected plant and animal species in the project area. Species specific mitigation measures will be implemented depending upon presence and location of each species and direction from CTDEEP. Coordination with CTDEEP will continue.

- 6. Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact** – No negative impacts are anticipated. Land use in the vicinity of the project limits and the potential for excess soil as a result of construction will be considered during project design. Should there be any sites with known contamination issues in the vicinity of the project, additional study will be performed within the project area and/or adjacent right-of-way. As design progresses, a testing plan will be developed to assess soil and groundwater in any high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater is confirmed by the testing. If needed, registration under CTDEEP's *General Permit for Contaminated Soil and/or Sediment Management* (Staging & Transfer) will be obtained, and soil management will be conducted in accordance with the General Permit.
- 7. Substantial aesthetic or visual effects** – No negative impacts are anticipated.
- 8. Inconsistency with (a) the policies of the State Plan of Conservation and Development developed in accordance with Section 16a-30 of the CT General Statutes, (b) other relevant state agency plans, and (c) applicable regional or municipal land use plans** – The proposed project is consistent with the 2025-2030 Connecticut Conservation and Development Policies Plan principles and visions.
- 9. Disruption or division of an established community or inconsistency with adopted municipal and regional plans, including impacts on existing housing where sections 22a-1b(c) and 8-37t of the CGS require additional analysis** – No negative impacts are anticipated. This project is not in conflict with any municipal or regional plans.
- 10. Displacement or addition of substantial numbers of people** – This project results in one (1) total property acquisition, a commercial business. CTDOT will follow a relocation process that will work to prevent injurious displacement of the people and businesses affected by the proposed action. Specifically, CTDOT will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). CTDOT completed a Preliminary Stage Relocation Survey in February 2026 to identify an inventory of properties to accommodate the full acquisition/relocation based on typical market conditions during the time of the survey. A relocation program will be administered by CTDOT.
- 11. Substantial increase in congestion (traffic, recreational, other)** – No negative impacts are anticipated. During construction, traffic on Route 15 will maintain two lanes of operation in both directions during the day, however nighttime lane closures are to be expected. Some ramps will be detoured for overnight work, though no long-term ramp closure is expected. Route 69 will maintain at least one open lane in each direction during

construction. Pedestrian impacts will be minimal and limited to Route 69; pedestrian sidewalk access will be maintained north to south along Route 69. Once the project is complete, traffic congestion will be reduced within the project area.

12. A substantial increase in the type or rate of energy use as a direct or indirect result of this action - No negative impacts are anticipated.

13. The creation of a hazard to human health or safety – No negative impacts are anticipated. The project will be reviewed for the potential of having hazardous material constituents in existing infrastructure components. Testing will be performed on any suspect materials. Should the presence of hazardous materials be confirmed through the testing, specifications to properly handle and dispose the hazardous materials will be incorporated into the design to mitigate potential health or safety. Therefore, significant impacts associated with hazardous materials or waste sites are not anticipated. Additionally, once constructed, this project will enhance safety for the travelling public.

14. Effect on air quality - No negative impacts are anticipated. Any potential temporary impacts during construction can be avoided or limited by proper operation of construction equipment and adherence to regulations limiting idling of engines.

This project is located within the boundaries of the portion of the state which has been classified as attainment maintenance for PM 2.5 and/or PM 10. This project is not of the type listed in 40 CFR 93.123 (b)(1) as an air quality concern therefore, Clean Air Act and 40 CFR 93.116 requirements are met without an explicit PM 2.5/PM 10 hot-spot analysis.

15. Effect on ambient noise levels – A noise analysis was conducted, and two noise walls were evaluated to abate noise impacts along Route 15, north of Interchange 46. CNE (Common Noise Environments) A Barrier was evaluated along Route 15 southbound to provide abatement for the neighborhood along Merritt Avenue. This barrier was found to be acoustically feasible but not reasonable because it did not achieve the Noise Reduction Design Goal (NRDG) set by CTDOT. CNE B Barrier was evaluated along Route 15 northbound to provide abatement for impacted receptors along Pond Lily Avenue. This barrier was found to not be acoustically feasible because it did not benefit any of the six impacted receptors by achieving a 5-dBA reduction in sound level. Therefore, the noise analysis concluded, the project does not qualify for noise abatement (noise walls) in either location, and abatement will not be included as part of this project.

Any noise impacts during construction will be temporary and will be minimized to the best extent practicable by compliance with CTDOT Standard Specifications for Roads, Bridges, Facilities and Incidental Construction Form 819 regarding construction noise pollution:

“1.10.05 – Noise Pollution: The contractor shall take measures to control noise intensity caused by his construction operations and equipment, including but not limited to equipment used for drilling, pile driving, blasting, and excavating or hauling. All methods and devices employed to minimize noise shall be subject to continuing approval of the Engineer. The maximum allowable level of noise at the nearest residence or occupied building shall be 90 decibels on the “A” weighted scale (dB(A)). Any operation that exceeds this standard will cease until a different construction methodology is developed to allow work to proceed within the 90-dB(A) limit.”

16. Effect on existing land resources and landscapes, including coastal and inland wetlands

– The wetlands were delineated in 2022 and 2025. The wetland impacts are expected from drainage upgrades/new outfalls to the West River from Route 69 and will be approximately 2,800 sq. feet. Project Impacts will require an Inland Wetlands General Permit for Water Resources Construction Activities, and a Section 404 permit pre-construction notification (USACE PCN) will be required from The United States Army Corps. of Engineers (USACE). Coordination with CTDEEP and USACE will ensure no more than minimal impacts to wetlands will result because of the proposed project.

17. Effect on agricultural resources – No negative impacts are anticipated.

18. Adequacy of existing or proposed utilities and infrastructure – No negative impacts are anticipated. Coordination with utility companies will take place as needed.

19. Effect on greenhouse gas emissions as a direct or indirect result of the action – No negative impacts are anticipated. Construction phase impacts on greenhouse gas emissions will be limited. Any potential temporary impacts during construction can be avoided or limited by adherence to regulations limiting idling of engines.

20. Effect of a changing climate on the action, including any resiliency measures incorporated into the action – No negative impact is anticipated. The project is located outside of the coastal boundary and will not be uniquely exposed to climate change hazards.

21. Any other substantial effect on natural, cultural, recreational, or scenic resources - No other negative impacts are anticipated.

22. Cumulative effects – This project does not involve any cumulative effects that have the potential for significant effects on the environment.

Anticipated permits

- DEEP General Permit for Discharge of Stormwater and Dewatering Wastewater from Construction Activities
- DEEP Inland Wetland General Permit for Water Resources Construction Activities
- DEEP Flood Management Certification (FMC)
- USACE Pre-Construction Notice (USACE PCN)

Conclusion:

After examining any potential environmental impacts and reviewing all comments received, CTDOT has concluded that the preparation of an Environmental Impact Evaluation (EIE) will not be required for the Exit 46, Route 15 Improvements. Publication of this document to the Environmental Monitor shall satisfy the agency's responsibilities under Section 22a-1a-7 of the RCSA. Coordination with CTDEEP will continue to address comments received, as appropriate.



ROUTE 15 INTERCHANGE 46 IMPROVEMENTS PUBLIC INFORMATION/CEPA SCOPING REPORT OF MEETING

State Project No.: 0092-0689
Federal Aid Project No.: 0015 (149)
Project Name: Route 15 Interchange 46 Improvements
City/Town: New Haven/Woodbridge
Date of Meeting: February 3, 2026
Location of Meeting: New Haven Fire Academy, 230 Ella T. Grasso Boulevard, New Haven

Attendees:

Seven (7) members of the public attended the meeting in person. An additional 20 people joined the meeting via zoom. The following individuals from CTDOT and the consultant team were present at the meeting.

Sebastian Cannamela	CTDOT
Jeffrey Pfaffinger	CTDOT
Sergey Nikulin	CTDOT
Kevin Fleming	CTDOT
Zachary Guarino	CTDOT
Bill Anderson	VHB
Charles Baker	VHB
Aidan Cleaves	VHB
Ahsan Saghir	Lochner
Kevin McDyer	Lochner
Robert Gomez	VN Engineers

A handout containing project information was provided to individuals who attended the meeting in person.

Presentation

The formal presentation was accessible to attendees both in person and through Zoom. Closed captioning was provided for virtual participants, and the CTDOT Project Manager, Jeff Pfaffinger, gave detailed instructions on how to activate this feature.

The key elements of the presentation are summarized below:

Meeting access and Virtual Participation

J. Pfaffinger reviewed the meeting access options and the available accessibility features. He invited all attendees to complete the voluntary post-meeting survey. He noted that the meeting will be posted on CTDOT's YouTube channel with closed captioning. He also reviewed Title VI of the Civil Rights Act, which

prohibits discrimination. In addition, he explained how to submit questions after the presentation and noted that the comment period is open through February 17, 2026.

Introduction

J. Pfaffinger introduced the project team, which included members from CTDOT and the design team.

Meeting Purpose

J. Pfaffinger stated that the purpose of the meeting is to provide a project overview and status, obtain public input, and respond to public questions and comments.

Connecticut Environmental Policy Act (CEPA) Process

Kevin Fleming, CTDOT Transportation Supervising Planner, presented an overview of CEPA and explained the purpose and objectives of the CEPA scoping process, which includes obtaining public input.

Project Overview

J. Pfaffinger provided a project overview including a description of the project location, project purpose and need, and existing conditions.

Proposed Improvements

Bill Anderson, VHB Project Manager, described the proposed improvements, which include providing acceleration and deceleration lanes, adding a new loop ramp, reconstructing bridges, and making improvements to the local road network.

Impact on Traffic During Construction

B. Anderson explained how construction will impact traffic, including what to expect in terms of lane closures.

Right-of-Way Process

B. Anderson and Zachary Guarino, CTDOT Right-of-Way Project Coordinator, described the right-of-way impacts and the acquisition process.

Environmental Permitting, Project Cost and Schedule

J. Pfaffinger reviewed the potential environmental impacts, preliminary project cost and schedule.

Question & Answer (Q&A) Session

After the presentation, J. Pfaffinger opened the Q&A session. Virtual attendees were able to interact with the project team using the Zoom Q&A tool. In total, 13 questions and comments were submitted which were read aloud by J. Pfaffinger. A summary of the questions received, and the responses provided are presented below, edited for clarity. To view the full recording of the virtual public information meeting, please visit the CTDOT public meeting archives on YouTube at

<https://youtu.be/FWckrioMIH0>.

In-person Question:

- a. Will the project restrict the ability to construct a trail that is in the planning phase, which will run from New Haven to the water authority land in Bethany?
- b. How will you address stormwater in this project?
- c. Has a bike lane been considered on Route 69? Currently, there is no effective way for a bicyclist to commute from Woodbridge to New Haven.

Response:

- a. J. Pfaffinger stated that CTDOT had previously discussed this with the City of New Haven. Our project will not change the existing width under the Route 15 bridge over Route 69, and nothing we are doing as part of this project will preclude the placement of a trail in this area in the future.
- b. J. Pfaffinger stated that we are still working on the drainage design and are considering best management practices to better handle stormwater in this area. We are aware of flooding concerns and will look to pretreat the water before it outfalls into the West River.
- c. J. Pfaffinger stated that the Town of Woodbridge is considering a bike path along Route 63 that will be funded by CTDOT and administered by the Town. The trail will end at Route 15 southbound on-ramp. This project will replace the Route 15 bridge over Route 63, and we are providing enough space under the new structure to accommodate any future extension of that path. We did not consider a path along Route 69 as part of this project. Space is constrained along Route 69 in Woodbridge, limiting the ability to extend the trail there.

In-person Question:

- a. A meeting attendee presented a plan showing a planned bike path running on Route 69 under the Route 15 bridge and inquired if this project will impact the existing width under the bridge.
- b. Concern was raised about the stormwater runoff along Route 15 out of the Heroes tunnel and resulting flooding to adjacent properties in Woodbridge.

Response:

- a. J. Pfaffinger reiterated that this project will not preclude that path. CTDOT was informed by the City of New Haven that the bike path project is being developed.
- b. J. Pfaffinger stated that the drainage on Route 15 will be evaluated as part of this project, including an investigation of best management practices to address the drainage discharging from the highway. This effort will continue through final design as the drainage design progresses.

Online question: How will this project overlap with the Heroes Tunnel project?

Response: J. Pfaffinger stated that we are coordinating very closely with the Heroes Tunnel project but are not yet sure how the two projects will overlap. We will not be able to construct both projects simultaneously without conflicts, so coordination between the two projects is ongoing.

Online Question: How will the need to expand Route 15 to enable acceleration and deceleration lanes affect adjacent property owners as well as environmental consideration?

Response: J. Pfaffinger stated that the acceleration and deceleration lanes will be built entirely in the CTDOT right of way. There are some impacts related to south of the bridge

over Route 63 which includes reestablishing existing drainage channels. Most of the environmental impacts are on Route 69.

Online Question: As the West River is a state-designated Greenway, it needs to be very closely scrutinized under any CEPA scoping analysis in terms of access.

Response: J. Pfaffinger concurred that it needs to be closely scrutinized under CEPA in terms of access. K. Fleming added that the CEPA public comment period is still ongoing, and any comments received will be scrutinized through the normal process.

Online Question: Could you comment on how the construction timing will interact or be phased with the Heroes Tunnel project?

Response: J. Pfaffinger stated that CTDOT is aware of the two ongoing projects and that there is a significant amount of coordination underway. He noted that it will be necessary to determine the best way to sequence the two projects and whether it is possible to combine them into a single construction project to limit the number of contractors.

Online Question: Route 69 traffic currently has 3 lanes before the Route 69 bridge and 2 lanes under and after the bridge. You indicated only 1 lane will remain open during construction. This is significant, particularly during rush hour, and can result in significant delays. Have you considered any other options?

Response: J. Pfaffinger explained that when we mention that one lane will remain open during construction, that applies to the through lanes. He added that turn lanes are also taken into consideration. As we work through the construction sequencing, we will need to consider the closure of specific lanes. We have considered other options as we continue to work through the maintenance and protection of traffic plans.

Online Question: Since the bike lane has come up twice, and you've said the plans do not change the clearance under the bridge, why not consider making the bike lane safe and spacious enough for safety part of the plan?

Response: J. Pfaffinger noted that we are not changing the horizontal clearance under the bridge. The curb line of Route 69 underneath the bridge is not changing. The work that is part of this project involves only widening the top side and changing the horizontal clearance above, which should leave enough space underneath to add the trail at a future date.

Online Question: There are many individuals using the bridges and adjacent areas for building tents and taking shelter. Is the CTDOT considering to create such designs to minimize building such tents?

Response: J. Pfaffinger stated that, although this is a construction project, eliminating space used by people sheltering under the bridges is not necessarily the goal of the project. Prior to construction, CTDOT will provide alternative housing or relocate individuals who would conflict with the construction activities. There will be clearing of brush related to the relocation of the curb lines on Route 69 and the widening of the bridge that carries Route 15 over Route 69.

In-person Question: There was an inquiry about an event on January 14, 2026, when people were removed from living around the bridge. Who ordered the sweep? Workers placed giant boulders; who ordered the boulder placement? How does this align with CTDOT's

policy on conducting sweeps? Will the voices of unhoused people be considered in the CEPA process?

Response: J. Pfaffinger stated that he has no prior knowledge of this matter, including who within CTDOT made that decision or how it was carried out. Our team is responsible for designing an interchange project and is not involved in that decision or its implementation. There are other offices within CTDOT that would be better suited to respond to those questions. Questions should be submitted to the CTDOT Customer Care Center, which will distribute them to the appropriate units. Contact information can be found on the CTDOT website. The goal of this project is to ensure that the contractor has safe space in which to work. Accordingly, CTDOT will act in advance of our project to identify alternative places for affected individuals to stay. The CEPA scoping process will take all public input into consideration. The public is encouraged to submit comments related to socio-economic concerns.

On-line Question: In addition to the Heroes Tunnel project, there is also a LOTCIP project along Route 63 (involving the bike paths being referenced). Will you also consider that project as you determine overall scheduling of all these projects?

Response: J. Pfaffinger replied that we will. He attended the Heroes Tunnel public information meeting a few weeks ago and had a conversation with the First Selectman of the Town of Woodbridge about all three projects having similar schedules. He told him that he would coordinate further to determine the best way to sequence all three projects and to ensure there are no conflicts among the contractors.

On-line Question: Will the timing of the light at the head of Pond Lily be changed due to less New Haven bound traffic turning left to go northbound on Route 15?

Response: J. Pfaffinger stated yes, all signals in the corridor will be retimed based on traffic pattern changes anticipated under this project.

On-line Question: How long is the acceleration lane at the southbound entrance?

Response: J. Pfaffinger stated that the distance is approximately 1,700 feet, determined in accordance with CTDOT guidance, which takes into account the ramp speed, highway speed, and the uphill grade.

The meeting ended at approximately 7:45 P.M.

Submitted By: Anderson, Bill A.
Bill Anderson

Digitally signed by Anderson, Bill A.
DN: CN="Anderson, Bill A."
Reason: I am the author of this document
Date: 2026.02.10 13:58:41-05'00'

Reviewed By: 
Sergey Nikulin

Reviewed By: 
Jeff Pfaffinger

Digitally signed by Jeffrey
Pfaffinger
Date: 2026.02.10 14:45:26-05'00'

cc: All Attendees



To: Mr. Jeffrey Pfaffinger, Department of Transportation
From: Laschone Garrison
Telephone: 860-424-3401
Email: Laschone.P.Garrison@ct.gov

Date: 2/18/2026

Subject: Scoping for Exit 46, Route 15 (Wilbur Cross Parkway) Improvements (New Haven and Woodbridge)

The Department of Energy and Environmental Protection (DEEP) has received the Notice of Scoping for Exit 46, Route 15 (Wilbur Cross Parkway) Improvements. The proposed project locations are spread across New Haven and Woodbridge. Specific locations include Route 15 at Interchange 46, which connects to the subnetworks of Route 63 and Route 69. Project limits on Route 15 extend from approximately 1,450 feet south of Bridge No. 0071 (Route 15 over Route 63 - Log Mile 46.24) to the southern limits of the Heroes Tunnel (Log Mile 47.14)

The project proposes installing acceleration and deceleration lanes on Exit 46, which will improve safety, mobility, and connectivity on Route 15, and the immediate connections with Route 69 and Route 63. The project also proposes to construct a new loop ramp to access Route 15 northbound from Route 69. This project is proposed to improve access to Route 15 northbound and reduce congestion on Route 69.

The following comments are submitted in response to the scoping requirements of the [Connecticut Environmental Policy Act](#). Scoping is the gathering and analysis of information that a state agency will use to establish the scope of environmental review of a proposed project. Scoping is done in the early planning stages of a project and DEEP is a commenting agency. Contact information is included as well as any necessary links to DEEP's webpages.

1. Effect on water quality, including surface water and groundwater.

Melissa Fahnestock, Water Planning and Management Division, Melissa.Fahnestock@ct.gov

The proposed construction site is not located in an [Aquifer Protection Area](#) or a parcel prioritized for source water protection as shown on the [Parcel Prioritization for Source Water Protection Viewer](#), indicating that the property is not in a surface water or groundwater protection area. However, the site is located in an area of coarse-grained deposits with a thickness of 0-50 feet per the [CT Surficial Aquifer Potential Map](#) and has the potential for water supply development. To ensure protection of this potential groundwater source, it is recommended that the

construction company implement Best Management Practices (BMPs) from the [Connecticut's Aquifer Protection Area Program Municipal Manual](#) entitled BMPs for Temporary Construction Operations in Aquifer Protection Areas found in [Section 14.4.8 of the Appendices of the Municipal Manual](#).

2. Effect on flooding, in-stream flows, erosion, or sedimentation.

Susan Jacobson, Land and Water Resources Division, Susan.Jacobson@ct.gov

Flood Management Certification: - If proposed activities are being funded or conducted by a state agency AND are being conducted within a FEMA designated floodplain, the applicant should consult with the DEEP's Land and Water Resources Division for information on how to comply with the States Flood Management Statutes and Regulations. For information on identifying if the site is in a flood zone, please see FEMA's website: [FEMA Flood Map Service Center](#). For information on Flood Management Certification, please see DEEP's website: [Flood Management Certification Fact Sheet](#).

3. Effect on natural communities and upon critical plant and animal species and their habitat; interference with the movement of any resident or migratory fish or wildlife species.

Robin Blum, Wildlife Division - NDDDB Program, Robin.Blum@ct.gov

If the project is located in a Natural Diversity Database Area, then an NDDDB consultation is required. If consultation has not yet been initiated, please submit a request for review using DEEP's on-line ezFile portal.

Bruce Williams, Fisheries Division – HCE program, Bruce.Williams@ct.gov

Fisheries Resources – The nearby West River supports runs of diadromous fish. The Fisheries Division will want to review the placement and design of any new storm drains that discharge to the West River or its tributaries.

4. Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to cause unreasonable adverse effects on the environment.

No comments submitted at this time.

5. A substantial increase in the type or rate of energy use as a direct or indirect result of the action.

No comments submitted at this time.

6. Effect on air quality.

No comments submitted at this time.

7. Effect on existing land resources and landscapes, including coastal and inland wetlands.

No comments submitted at this time.

8. Adequacy of existing or proposed utilities and infrastructure.

No comments submitted at this time.

9. Effect on greenhouse gas emissions as a direct or indirect result of the action.

No comments submitted at this time.

10. Effect of a changing climate on the action, including any resiliency measures incorporated into the action.

No comments submitted at this time.

11. Additional Comments/ Concerns:

Allison Forrest-Laiuppa, ERSPD, Allison.Forrest-Laiuppa@ct.gov

LUST Program has cases at the following addresses:

- There was an Emergency Incident Report (2009-03667) for a 5-gallon gasoline release on July 5, 2009, at 112 Amity Road in New Haven.
- There was a gasoline release discovered during a UST removal on December 10, 1997, at 130 Amity Road in New Haven.
- There was a gasoline and diesel release discovered during a UST removal on November 18, 1996, at 130 Amity Road in New Haven.
- There was a gasoline release discovered during an environmental site assessment on November 21, 2003, at 149 Amity Road in New Haven.
- There was a waste oil release discovered during a UST removal on May 14, 2012, at 149 Amity Road in New Haven.

Lindsay Suhr, Land Acquisition and Management, Lindsay.Suhr@ct.gov

If the project plans to use DEEP property in any way (such as staging equipment or expanding the current footprint) then DOT will need to consult with DEEP's Land and Acquisition Management Office to work through these details.

List of permits:**Federal Section 404 Clean Water Act, Inland, Water Quality Certification (WQC)**

☐ Required for this project.

☒ Based on the information provided, it cannot be determined if fill is proposed in Waters of the U.S. A state and federal wetland delineation will be required if fill is proposed in Waters of the U.S. Wetlands and Watercourses should be clearly field delineated by a qualified soil scientist. If work is being proposed in a wetland or watercourse (crossings, fill, structures, culverts etc.), contact the [Army Corps of Engineers](#) to determine if it is within their jurisdiction.

☐ Not required.

State 401 Water Quality Permit

☐ Required. (if a federal 404 WQC is required, a state 401 is also required because the programs are tied together)

☒ Based on the information provided, it cannot be determined if fill is proposed in Waters of the U.S. A state and federal wetland delineation will be required if fill is proposed in Waters of the U.S. For a pre-application meeting, contact: Susan.Jacobson@ct.gov

☐ Not required.

Effective January 1, 2026: General Permit for Stormwater from Construction Activities (Construction Stormwater GP). Note: Without detailed plans, several options might be checked, please review these options to determine which is applicable for the project.

The link to the permit application is: <https://portal.ct.gov/deep/water-regulating-and-discharges/stormwater/construction-stormwater-gp>

☐ Projects that disturb less than an acre are not required to submit an application to DEEP, regardless of whether they get local approval.

☐ If between one and five acres of disturbance and approved at the local level, not required to submit an application with DEEP.

☒ If five or more acres of disturbance and approved at the local level, must complete application form and Stormwater Pollution Control Plan to DEEP at least 60 days prior to the initiation of construction. Registrations shall include a certification by the Qualified Professional who designed the project and a certification by a Qualified Professional or regional Conservation District who reviewed the SWPCP and deemed it consistent with the requirements of the general permit. In addition to measures such as erosion and sediment controls and post-construction stormwater management, the SWPCP must include a schedule for plan implementation and routine inspections. For further information, contact the Water Permitting and Enforcement Division at 860-424-3025 or DEEP.StormwaterStaff@ct.gov

☒ Projects exempt from local permitting (conducted by government authorities) disturbing over one acre must submit a registration form and Stormwater Pollution Control Plan to DEEP at least 60-90 days, as identified by the permit, prior to initiating construction.

Thank you for the opportunity to review this project. These comments are based on the reviews provided by relevant staff and offices within DEEP during the designated comment period. They may not represent all applicable programs within DEEP. Feel free to contact me if you have any questions concerning these comments.

cc: Eric Hammerling, Office Director, DEEP/ERSI