

**REPORT OF MEETING**

**PROJECT:** 174-316

**DATE OF MEETING:** January 13, 2010

**LOCATION OF MEETING:** Middlebury Volunteer Fire Department

**SUBJECT OF MEETING:** I-84 Environmental Impact Statement  
Advisory Committee Meeting No. 2

**IN ATTENDANCE:** See attached list

**TRANSACTIONS AND DETERMINATIONS**

Mr. Paul Corrente of the Bureau of Policy and Planning opened the meeting by welcoming everyone to the second I-84 EIS Advisory Committee meeting. Mr. Corrente introduced himself as the CTDOT's Project Manager for this project and explained that the meeting would follow the Agenda provided to each member. Mr. Corrente reminded the group that AC members can submit alternates to attend meetings when unable to attend.

Mr. Thomas Ryan of Close, Jensen and Miller (CJM) briefly explained the agenda of the meeting and invited the public to comment or speak about their concerns of the project.

**Public Comment**

Mr. Jon Chew of the Housatonic Valley Council of Elected Officials (HVCEO) requested three items be entered into the record: 1) written comments from Mr. Erich Bachman relating to a Route 7 northbound auxiliary lane and short term improvements at Interchange No. 7; 2) an emergency diversion plan for I-84 will be studied within the year; and 3) copies of the "I-84 Update and Toll Plaza Impact Study, dated October 2009".

No other comments were offered by the public.

**Advisory Committee Meeting No. 1**

Mr. Ryan asked the AC members if anyone had comments on the minutes of the last AC meeting. No comments were offered; therefore the minutes were accepted.

**Project Schedule**

Mr. Ryan presented a revised schedule of EIS activities required due to a recent agreement with EPA to perform additional water quality study. Stream data sampling is scheduled to be performed during the winter season from November 1, 2010 through March 31, 2011. Revisions to the Coordination Plan will be compiled and forwarded to AC members.

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**Purpose and Need Statement**

Mr. Ryan presented the Purpose and Need Statement that the AC members were asked to consider at the last meeting. The statement was acceptable to the members and will be used as the official Purpose and Need Statement for the I-84 EIS.

**Study Progress**

Mr. Ryan explained the basis of this study is the evaluation of three Alternatives which were scoped as the most viable means of rectifying the identified deficiencies and needs: No Action, Transportation System Management, and Additional Capacity.

The progression of this, as for all Environmental Impact Studies, is to establish the existing conditions of the area being studied. This has been completed for this project, and with the addition of select planned minor improvements referred to as "near-term" improvements becomes the No Action Alternative. The Transit System Management Alternative is in the process of being developing.

The Additional Capacity Alternative is the development of the widening concept proposed in the two deficiencies and needs studies. It should be noted that the next step in the study is to evaluate the impacts of the alternates and consider means to minimize their impacts.

Mr. Ryan presented a visual projection display of Alternative 3 Additional Capacity. It was noted that Interchange Nos. 5, 7 & 8 were being reviewed further to determine if the proposed impacts can be minimized.

The display of Interchange No. 16 generated discussion. It was stated that the State Traffic Commission is requiring road improvements due to major traffic generator proposals which may require realignment of the abutments of the I-84 overpass at Route 188. Deloris Curtis of the Town of Southbury recalls more improvements to this interchange than now shown. Mr. Ryan stated that this interchange will be reviewed and discussed further with the Town.

First Selectman Thomas Gormley of Middlebury stated that the Interchange No. 17 westbound off ramp is a major concern for the Town. Mr. Ryan assured Mr. Gormley that the deficiency findings have been provided to the CTDOT designer. Paul Corrente will coordinate these concerns within the CTDOT.

Mr. Corrente suggested that within the next few months CTDOT staff will meet individually with town officials and planners to discuss in more detail the planned I-84 corridor improvements.

Mr. Ryan added that the improvements shown at today's meeting would be available on the I-84 EIS website.

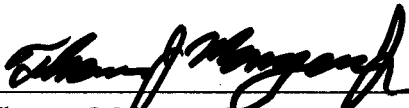
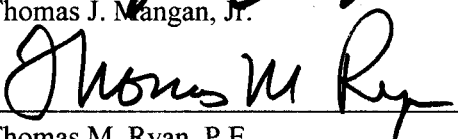
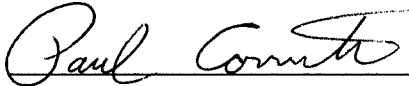
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**Follow Up**

Mr. Corrente asked the members to consider a host site for the next meeting. Mr. H. Davis offered the Town of Southbury, which was the site of the first meeting. Mr. Corrente will determine the next location. Members will be notified once the location and schedule are determined.

**Written Comments**

No written comments were received.

Prepared by:	 Thomas J. Mangan, Jr.	Date:	<u>1/26/10</u>
Approved by:	 Thomas M. Ryan, P.E.	Date:	<u>1/26/10</u>
Approved by:	 Paul N. Corrente	Date:	<u>1/26/10</u>

Attachments  
c: Attendees  
File



# I-84 Environmental Impact Study



## ATTENDANCE

Project 174-316

DATE OF MEETING: January 13, 2010

LOCATION OF MEETING: Middlebury Volunteer Fire Department,  
65 Tucker Hill Road, Middlebury, Connecticut

SUBJECT OF MEETING: I-84 Environmental Impact Statement  
Danbury through Waterbury  
Advisory Committee Meeting No.2

<u>NAME</u>	<u>ADDRESS</u>	<u>REPRESENTING</u>
Tom Formley	1212 Whittemore Rd Middlebury, CT	TN Middlebury
Jim Redeker	2800 Berlin Turnpike, Newington CT	CDOT
FREDENICK RIESE	79 Elm Street, Hartford 06106	DEP
Susan Simmat	450 Capitol Ave. HFD 06106	OPM
Pat Bisacny	450 Capitol Ave HFD	CTDPH
Lucianne Lavin	108 New St, Seymour	AMCS
Jon Chew	HVCO, Brookfield CT	HVCO
Joe Perrelli	COGCNV 60 N Main St Wtoy, CT	COGCNV
Peter Dorpalen	" " " "	"
BILL DAVIS	501 Main St. S. Southbury	SBRV
Paul Corrente	2800 Berlin Turnpike Newington	CTDOT
Ryan Apanovitch	" "	"
Mark Alexander	" "	"
Thomas Ryan	Clegg, Jensen and Miller	CJM
Thomas Mayne	" "	"
Keith Anderson	" "	"
Analy Chakraborty	" "	"
Steve Lecco	Baystate Env. Consultant	BEC



# I-84 Environmental Impact Study



## PUBLIC COMMENT SIGN-IN SHEET

**Project 174-316**

**DATE OF MEETING:** January 13, 2010

**LOCATION OF MEETING:** Middlebury Volunteer Fire Department,  
65 Tucker Hill Road, Middlebury, Connecticut

**SUBJECT OF MEETING:** I-84 Environmental Impact Statement  
Danbury through Waterbury  
Advisory Committee Meeting No.2

**NAME**

**ADDRESS**

**REPRESENTING**

John Farnsworth

RICHARD ELDERMAN

Deloris Curtis

SEN. MIKE McLACHLAN

Joe Perrotti

Bill Jr

3 Wagon Rd Middlebury

286 WHITE AVE

501 U.S.S. 3rd Libary

STATE CAPITOL

60 N Main St Wby, CT 06702

Southbury

COSEN

Auxiliary Lane on Route 7 NB from the I-84 WB on ramp to the Federal Road exit.

1) Currently, during the holidays and other high traffic times traffic on the Federal Road exit backs up onto the highway.

2) Also, my experience driving on that stretch leads me to believe most traffic coming onto Route 7 NB from the I-84 WB on ramp gets off at the Federal Road exit anyway.

3) Drivers that are already on the Route 7NB mainline are reluctant to let drivers merge from the I-84 WB on ramp because they plan to use the upcoming Federal Road exit. They are afraid they might not be able to get back over to get off the exit.

I think the auxiliary lane is a great idea. The project wouldn't call for drastic widening, only between the I-84 WB on-ramp and the Federal Road exit. (It may include widening a small bridge between the two) Traffic merging onto Route 7NB from the I-84 WB on ramp could stay in the auxiliary lane to get off onto Federal Rd without having to unnecessarily merge onto the mainline. Also, drivers on the Route 7 NB mainline would have more time to get off the highway onto the exit.

Move Ahead with Short-Term Improvements at Exit 7 on I-84

I-84  
FILE

I noticed the I-84 WB Exit 3 short term project was done. The lines were restriped to from an "optional lane," where drivers in the center lane can either stay on I-84 or go left on US 7 without changing lanes. This was done in the summer of 2005. (Previously, drivers in the center lane had to actually change into the far left lane to get off the exit)

However, I noticed Exit 7 on I-84 EB is the same type of exit with the same type of short-term improvement planned. ie: the lanes will be restriped with an "option lane" so drivers in the center lane can stay on I-84 or get off on US 7 without having to change lanes.

\*\*But, this hasn't been done yet. I was wondering, if the DOT could do it westbound, how come they haven't done it eastbound?? It's the exact same type of improvement. It seems like an easy fix to do, it just involves paint. Do they plan to do it this year?

Please let me know if my comments will be considered or not. I will be happy to talk to anyone about these ideas. Please write back either way.

Thank you,  
Erich Bachman  
42 Ruela Dr.  
Naugatuck, CT 06770  
203-723-1488  
Bachman103@sbcglobal.net

10/09

1/13/2010  
SUBMIT COMMENT  
TO I-84 FILE  
SMY

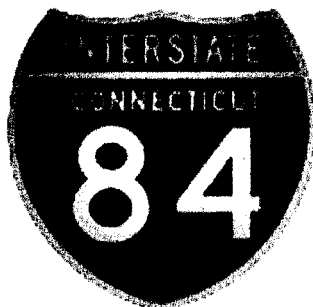
HOUSATONIC VALLEY  
COUNCIL OF ELECTED OFFICIALS

Jonathan Chew, Executive Director

Old Town Hall, 162 Whisconier Road  
Brookfield, CT 06804

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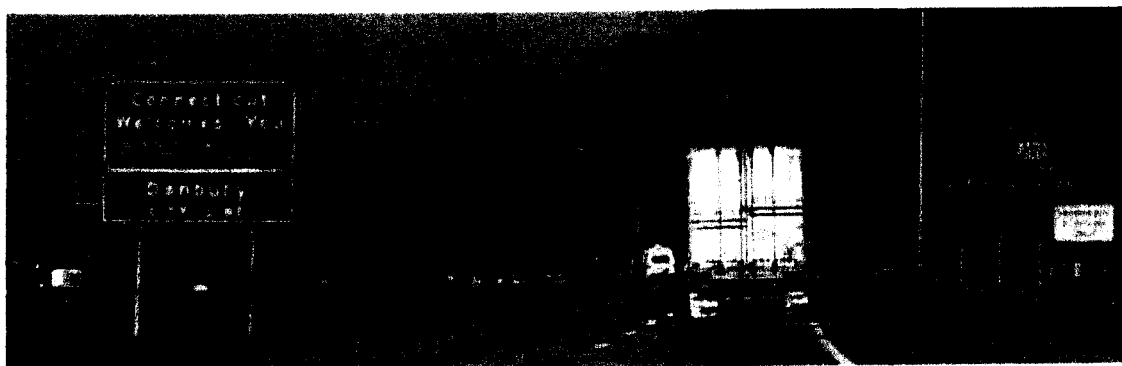


# I-84 UPDATE AND TOLL PLAZA IMPACT STUDY

OCTOBER 2009

[WWW.HVCEO.ORG/TRANSPORT/TRANSPORT\\_PLAN3\\_MAJORCORRIDORI84.PHP](http://WWW.HVCEO.ORG/TRANSPORT/TRANSPORT_PLAN3_MAJORCORRIDORI84.PHP)

HOUSATONIC VALLEY  
COUNCIL OF ELECTED OFFICIALS  
OLD BROOKFIELD TOWN HALL  
162 WHISCONIER ROAD, BROOKFIELD, CT 06804



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[PART 3A: I-84](#) — [PART 3B: RT 7 SOUTH](#) — [PART 3C: RT 7 NORTH](#)

**Table 2: Project Schedule**

<b>Action</b>	<b>Target</b>	<b>Supplement No.1 Revised 01/15/10</b>
Issue Notice of Intent	April 11, 2005	April 11, 2005
Draft Coordination Plan	April, 2009	April, 2009
Advisory Committee Meetings	Regularly throughout the EIS process	Regularly throughout the EIS process
Public Scoping Meeting	May 2005	May 2005
Issue Notice to Proceed/ Begin Preparation of Draft EIS (DEIS)	February 2009	February 2009
Permit Application to ACOE	August 2010	June 2011
File DEIS with EPA	October 2010	July 2011
Public Hearing on DEIS	November 2010	September 2011
Public Hearing on DEIS #2	December 2010	October 2011
Comment Period ends	January, 2011	November 2011
Identify Preferred Alternative	February 2011	December 2011
Begin Preparation of Final EIS	March 2011	January 2012
File Final EIS (FEIS) with EPA	June 2011	April 2012
Issue Record of Decision (ROD)	July 2011	May 2012