

STAMFORD URBAN TRANSITWAY
Re-Evaluation of Environmental Assessment

Content

Section 1.0 Purpose, Need, and Description of Proposed Action in the Final Environmental Assessment and 4(f) Evaluation document dated January 2003 remains unchanged. The original Purpose, Need, and Description has been included for reference as the Re-Evaluation of the Environmental Assessment does not change the original purpose and need.

- **Purpose & Need**

The City of Stamford, Connecticut (Stamford) in cooperation with the Federal Transit Administration (FTA) is proposing to expand, through the Stamford Urban Transitway Project (hereafter, “the SUT” or “the Project”), the use of rail, bus, and non-motorized modes of transportation to decrease single occupant vehicle use for work trip commutation, improve the transportation mobility of low income households, and encourage redevelopment opportunities in the vicinity of the Stamford Intermodal Transportation Center (SITC).

On a regional perspective, the SITC is the most heavily utilized mass transportation facility in the State of Connecticut. Metro-North operates 190 daily trains that stop at the SITC. Approximately 30 trains leave Stamford for New York City during the morning commuter peak period and 28 trains arrive from New York City into the SITC during the evening peak period. Use of the train service is multifaceted with approximately 2,500 riders using the service to commute from the Stamford area to New York City, and 1,500 riders using the trains inbound to service manufacturing employment positions at industries located within Stamford during peak hours. These inbound train riders connect to both bus and van service. During peak hours three local bus routes, the “A”, “S”, and “H” lines serve businesses and residents in the eastern and southern section of Stamford. The Commuter Connection (CC) bus line provides access to employment centers located in the Central Business District (downtown area). Overall, the SITC is the transfer point for 15 local bus routes by Connecticut Transit (CT-Transit).

In addition to the public bus routes, a number of corporations located in eastern and southern Stamford operate private shuttle services from the SITC to their corporate offices. Approximately 750 employees are transported by van from the SITC to corporate facilities such as Clairol Inc. and Pitney Bowes. The Stamford Urban Transitway (SUT) will enhance bus and van access from the corporate centers to the train station at the SITC with use expected to increase. Although all levels of employees use these services, the primary users of these connecting services are lower income employees in service and manufacturing employment positions.

The SUT involves the development of a widened and more direct transitway between Elm and Atlantic Streets, which are major north-south arterials with important

connections to residential areas, downtown, and ramps serving Interstate 95 (I-95). The SUT would provide a more efficient connection between these sources of transit/rail patrons and the SITC, the community's railroad station for Metro North commuter rail and inter-city AMTRAK service. The SITC also serves as a transfer point for 15 local bus routes operated by Connecticut Transit (CT-Transit). At the Elm Street end of the SUT, a convenient connection to Exit 8 of I-95 and Stamford's eastern and southern neighborhoods will be provided. At the Atlantic Street end, the SUT would connect directly across Atlantic Street to Station Place, the entrance drive that provides access to the SITC and its adjacent park-and-ride garage.

Features of the Project include:

- 4-lane roadway for the full project length between Atlantic Street and Elm Street.
- High Occupancy Vehicle bus priority lanes during peak hours of operation.
- Turning lanes at intersections to accommodate traffic demands.
- Seven (7) new traffic signals.
- Bike lanes and sidewalks along the entire corridor.
- Intelligent Transportation System (ITS) measures at the SITC and along the corridor.

The transportation improvements that comprise the Project address the key accessibility problems associated with both the SITC operation and bus route service within the southern portion of Stamford. Currently, the heavily utilized SITC is served by a system of local streets that are very narrow, circuitous, and difficult to navigate. As a result, traffic congestion and vehicle operating safety deficiencies result at the gateway intersection locations serving the SITC. The street system configuration also limits the efficiency of the bus service in this portion of Stamford.

The SUT Project itself will consist of realignment of existing street segments, new roadway, and operational improvements (including sidewalks, landscaping and bike pathways) along a one-mile long facility corridor to **provide direct access** from the east to the SITC in addition to **improved accessibility** for local residents. The eastern portion of the facility will follow existing roadway from Jefferson Street west to Elm Street. The portion of the alignment extending from the SITC at Atlantic Street will traverse through existing residential and commercial properties (see Section 2.0, Alternatives to the Proposed Action). In addition, modifications to public bus routes made possible by street alignment and traffic signal improvements, will improve the transportation mobility of the Project area households and bus-to-rail intermodal passengers. Figures 1.0-1 and 1.0-2 provide an overview of the Project area, including the SITC and the SUT alignment within Stamford.

Level of Service (LOS) traffic flow and operational safety improvements at the intersection areas serving the SITC will benefit existing mass transportation users. Additionally, the improved accessibility made possible by the Project will induce additional ridership on both the rail and bus system. For the average weekday period, a projected 1,168 new riders will utilize the SITC commuter rail service. This daily ridership increase equates to an annual total of 292,000 new riders. Based on an average

round trip of 90 miles from Stamford to New York City, the annual ridership increase results in a 26.3 million reduction in regional vehicle miles of travel (VMT).

With improved street access to the SITC and connecting routes, bus ridership is expected to increase by an estimated 250 to 300 riders on an average weekday. The construction of the proposed SUT, with High Occupancy Vehicle (HOV) lanes with bus priority signals, will enable buses to provide faster and more efficient access to the SITC from the Cove Road and Shippan Avenue neighborhoods. The Cove Road neighborhood is also part of Stamford's redevelopment plans. The new SUT facility will eliminate the need for buses to travel north to North State Street or Tresser Boulevard by providing direct access through Elm Court to the SITC via Jefferson Street and the realigned Dock Street. Upon discharging the passengers at the SITC, buses along the "A" and "S" routes will turn north on Washington Boulevard and traverse Atlantic Street and Tresser Boulevard on route back to Shippan Avenue and Cove Road. The improved bus route configuration will also facilitate use of the system.

- **Preferred Alternative**

Replace Section 2.5 **The Preferred Alternative, The Stamford Urban Transitway** with the following:

The SUT Build Alternative as proposed evolved from the above described segment alignment options (2.4.1 through 2.4.3). The build alternative incorporates the alignment considerations discussed in Section 2.4, specifically the use of Jefferson Street and the limited right of way to the north up to the intersection with Elm Street, and the realignment and signalization of Cherry Street to accommodate 2-way traffic to and from Elm Street and the Connecticut Transit (CT Transit) bus facility located at the end of Elm Court. The Project will have bicycle lanes and pedestrian sidewalks along the entire length of the SUT in addition to vehicle travel lanes. A key objective is to improve mobility for neighborhood residents. One of the travel lanes will be dedicated for the exclusive use of High Occupancy Vehicles (HOV) in each direction of travel for the entire length of the SUT. The HOV lane operation will be limited to morning and evening peak hours to start with, which will be extended for their exclusive use if and when such use is warranted. Intelligent Transportation System (ITS) components will be integrated into the SUT. The Information Transportation System will provide bus priority at all traffic signals along the route, real time information at variable message signs, and kiosks at bus stops and the SITC. The Information Transportation System portion of the SUT will provide enhanced traffic management, and reduce congestion along the corridor. Variable message signs could also be utilized to guide motorists along the corridor to and from the SITC.

The distance from the SITC to the outer boundary of the Transitway is approximately 1 mile. This will encourage bicycling from the Shippan and Cove areas of Stamford to the SITC. Bicycle and parking facilities will be incorporated along the SUT, with both bicycle racks and bicycle lockers located at the SITC. Also, Metro-North Railroad has a year round bicycle permit program that allows transit passengers to board the train with a bicycle.

Sidewalks for pedestrians will be provided along the entire length of the SUT from Elm Street to Atlantic Street. The primary pedestrian routes will be bordered by residential fronts, public places or commercial uses, and landscaped areas. Tree species and planting techniques will be selected to create an attractive image for the SUT, provide an effective canopy, and a viable walking environment. Safe pedestrian roadway crossings will be provided along the corridor, with features for pedestrians to activate traffic signals to cross the streets.

Due to constraints between the East Branch and the railroad yard, *a modification to the preferred alternative was made and eliminates 427 m (1400 feet) of sidewalk along the north side of the SUT between Canal Street and Cherry Street and maintain a 1.2 m (4-foot) sidewalk along the entire south side of the SUT in these limits.* At all other locations, a minimum of a 5-foot wide sidewalk will be provided. In addition, a 5-foot wide bicycle lane along the travel lanes in both directions of travel will be provided.

During the design phase, a minor modification of the alignment was made to eliminate significant operational impacts resulting from construction within the Stamford Rail Maintenance Yard. This minor shift meets with the acceptance ConnDOT, and Metro-North Railroad, and CT-Transit (Refer to Appendix A: Correspondence received from State of Connecticut Department of Transportation – ConnDOT, Appendix B: Correspondence received from Metro-North Railroad and Appendix C: Correspondence received from CT Transit).

This alignment modification shifts the alignment of the sidewalk over the East Branch Canal to the South with no additional full take acquisitions. This alignment shift reduces the project impact by eliminating the need to re-construct 4 catenary towers which provide power to the railroad operations, eliminates the relocation of 2 NUSCO High Tension towers which supply power to the mainline of the New Haven Railroad, eliminates impact to the Bioventing system that is located on the railroad property, and significantly reduces the acquisition in the rail maintenance yard facility along Jefferson Street. The shift in the alignment minimally encroaches over the waters of the East Branch Canal but no work is proposed in the water body or navigational limits.

Modifications in the taking areas of partial take acquisitions based on the revised alignment is shown in Appendix F.

- **Affected Environment & Potential Project Impacts Matrix for Project Modification**

Area of Impact	Possible Impacts
Land Acquisition & Displacement	Yes
Land Use & Zoning	No*
Traffic & Parking	No*
Noise & Vibration	No*
Air Quality	No*
Water Quality	
Surface Water	Yes
Storm Water	No*
Hydrologic Conditions & Dewatering	No*
Wetlands	No*
Soils & Geology	No*
Contaminated Materials	No*
Flooding	No*
Navigable Waters Coastal Zones	Yes
Endangered Species & Ecologically Sensitive Areas	No*
Energy Requirements	No*
Historic Resources & Parklands	No*
Aesthetics	No*
Community Disruption	No*
Safety & Security	Yes
Secondary Development	No*
Environmental Justice	No*
Construction	
Noise	No*
Utility Disruption	No*
Disposal of Debris & Soils	No*
Water Quality & Runoff	No*
Access & Traffic Disruption	No*
Air Quality & Dust control	No*
Safety & Security	No*
Business Disruption	No*

<i>Consistent with Local, Regional, State Plans?</i>	Yes
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* No Revision Required Based on Revised Preferred Alternative

- **Analysis of Affects**

From the impact matrix shown above, the *minor modification to the preferred alternative* has a *minor effect* to four (4) areas of the Final Environmental Assessment document dated January 2003. Four impacted areas are Land Acquisition & Displacement, Surface Water, Navigable Waters Coastal Zones, and Safety & Security. The impact analysis and mitigation measures of these areas are amended to reflect the alignment modification as follows:

In Section **3.2 Land Acquisition & Displacement**, Sub-Section **3.2.2 Impact Analysis**, *replace* the first paragraph with the following text:

The eastern and middle segments of *the modified alignment* SUT build alternative generally utilize existing street alignment. The western portion of the SUT alignment running east west will traverse a number of existing residential and commercial properties located between Atlantic Street and Canal Street. *The modification to the SUT alignment significantly reduces the amount of railroad property to be acquired from approximately 30,000 square feet to about 5,400 square feet.*

The net change in property acquisition results in a reduction in property acquisition of 22,668 square feet. This alignment revision further reduces the need to relocate 2 high-tension towers, 4 catenary poles, and eliminates impact to the bioventing system. -

In Section **3.7.2 Surface Water** Sub-Section **3.7.2.2 Impact Analysis**, replace the text with the following:

The minor shift in the preferred alignment will not have any impacts on surface water. The alignment shift requires construction of a new sidewalk and parapet wall which will cantilever over the existing stone bulkhead by approximately 2 feet (see Appendix D). No alteration of surface drainage patterns will occur.

In Section **3.11 Navigable Waters and Coastal Zones**, Sub-Section **3.11.2 Impact Analysis** replace the text with the following:

As a result of the alignment modification, there will be no impacts to existing navigability *due to the 2-foot overhang that extends over the water.*

There are no natural riparian lands adjacent to the East Branch, as it is contained by bulkheads throughout its length. Adjacent land is comprised of impervious urban material.

The SUT will not impact navigable waters and the coastal zone. A Certificate of Permission Application form has been requested from the Connecticut Department of Environmental Protection Office of Long Island Sound Programs. Coordination with the USACOE could result in a determination that a General Permit may not be required as the channel is not navigable at the bulkhead. A review by the City's harbor management commission has determined that alignment modification does not impact the navigable water way.

In Section **3.18 Safety and Security**, Sub-Section **3.18.2 Impact Analysis** replace the text with the following:

The SUT will improve vehicle-operating safety by providing needed travel lane configurations and intersection traffic control. The improved street alignment and operational improvements will also facilitate emergency vehicle access to neighborhoods south of I-95.

The proposed pedestrian walkways and bikeway along the SUT in both directions of travel is presented in Figure 2.4-1. *Based on the minor modifications to the preferred alternative, the pedestrian sidewalk along Jefferson Street section is 1.2m (4 foot) wide on the south side from Canal Street to Cherry Street* in addition to a 1.5m (5 foot) wide bike lane along the travel lanes on both directions of travel. The section of the facility west of Canal Street, is of two travel lanes with turn lanes at approaches to intersections of the SUT, with 1.5m (5 foot) wide pedestrian sidewalks and 1.5m (5 foot) wide bicycle lanes adjacent to curb lanes on each direction of travel. Appropriate or necessary street lighting will be provided along the entire section of the SUT. The layout of the lighting along the SUT will aid in the safety of vehicular travel as well as the safety of pedestrians walking along the proposed facility.

Sidewalks for pedestrians will be provided along the entire length of the SUT *between* Elm Street and the SITC. The primary pedestrian routes will be bordered by residential fronts, public places or commercial uses, and landscaped. Safe pedestrian crossings across roadways will be provided along the corridor, with appropriate pavement markings at intersections and pedestrian activated traffic signals. There will be *a minimum of 1.2m (4 feet) wide sidewalk* on either side of the facility east of Canal Street, and as much as 3.2m (10.5 feet) wide sidewalk on Atlantic Street adjacent to the SITC parking garage.

A controlled and protected pedestrian crossing will lead pedestrians on the north sidewalk to the south sidewalk where the north sidewalk ends to accommodate the proposed realignment from Canal Street to Cherry Street.

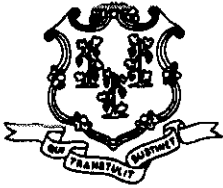
The SUT will incorporate a Class II Bicycle Lane on Jefferson Street from Canal Street to Elm Street. The bicycle lanes will be identified by bicycle signs and roadway markings that indicate the beginning and the end route of the bikeway, as well as clear destination signs that direct riders to key activity centers, such as the SITC, and bike parking facilities. Bicycle parking facilities will be incorporated along the SUT, with bike racks and/or bike lockers located at the SITC. The distance from the SITC to the outer boundary to the SUT is approximately 1 mile. This will make for easy biking from the Shippan and the Cove areas of Stamford to the SITC. Metro-North Railroad has a year round bicycle permit program that allows passengers to board a train with a bike. The SUT will have a beneficial impact on safety and security in the Project area.

- **§106 Determination**

There are no changes to §106 Determination. A SHPO letter dated 9/7/04 states that the project modification will have no effect upon historic, architectural or archaeological resources. (Refer to Appendix E: Correspondence received from State Historic Preservation Officer (SHPO) dated September 7, 2004).

- **§4(f) Evaluation**

There are no changes to §4(f) Evaluation



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone: (203) 789-7191

Appendix A

October 20, 2004

RECEIVED

OCT 22 2004

Mr. Louis Casolo, P. E.
Assistant City Engineer/Project Manager
City of Stamford
888 Washington Blvd.
Stamford, CT 06901

Dear Mr. Casolo:

Subject: Stamford Urban Transitway Project
Stamford, Connecticut

REVISED REALIGNMENT PLAN

The Connecticut Department of Transportation (CDOT), Office of Rail Operations, Property Management unit has received concurrence from Metro-North Railroad regarding the revised alignment plan for the Stamford Urban Transitway project in the vicinity of the Stamford Railyard facility. Please find enclosed a copy of the October 13, 2004 dated letter from Mr. George F. Walker, Vice President Operations indicating the same.

This office concurs with the revised alignment plan and looks forward to working with the City of Stamford as this project continues to develop. As always, please feel free to contact me in New Haven at (203) 789-7191 with any comments you may have in this matter.

Very truly yours,

Carl D. Kosa

Transportation Director of Concession
Operations and Revenue
Bureau of Public Transportation

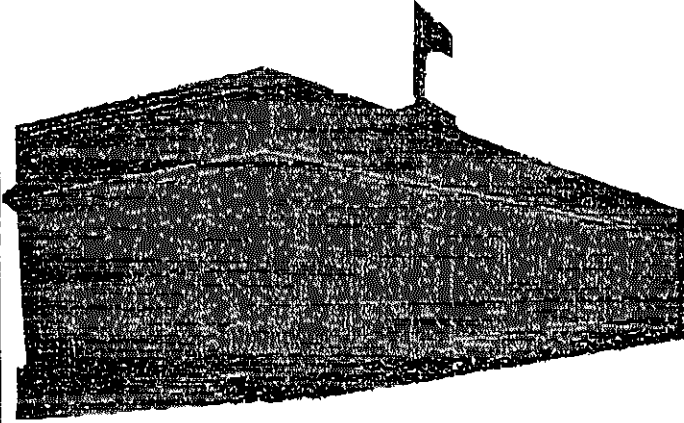
Enclosure

cc: Mr. Tim Curtin – City of Stamford
Mr. George F. Walker – Metro-North Railroad
Mr. David Willard – Metro-North Railroad

FAX TRANSMITTAL

Connecticut Department of Transportation

Office of Rail



**Connecticut Dept. of
Transportation
Office of Rail
Union Station
50 Union Avenue
4th Floor West
New Haven, CT 06519
Fax # (203) 789-7188**

**•Maintenance of Way
•Operations**

**•Mechanical
•Property Management**

TO: Lou Casolo - City of Stamford FAX#: 203-977-4137
FROM: Carl Rosa PHONE#: 203-789-7191
DATE: 8-19-04
OF PAGES(INC COVER): 4

MESSAGE/SPECIAL INSTRUCTIONS

REQUEST FOR 8/16/04 LETTER TO
GEO. WALKER (MWR).

SEE ATTACHED.

(203) 789-7191

August 16, 2004

Mr. George F. Walker
Vice President - Operations
Metro-North Railroad
Graybar Building
420 Lexington Avenue, 11th Floor
New York, NY 10017

Dear Mr. Walker:

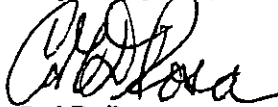
Subject: City of Stamford "*Urban Transitway Project*"
Stamford Railyard – Stamford, Connecticut
MODIFICATIONS TO DESIGN PLANS

The City of Stamford, Connecticut has agreed to significantly modify the design of their "*Urban Transitway Project*" in order to limit the impact on the Stamford Railyard facility operation. As you will recall, the City's initial plans were highly opposed by both the Connecticut Department of Transportation (CDOT), Office of Rail Operations and Metro-North Railroad.

A number of cooperative working meetings have been held between the City of Stamford and Metro-North Railroad since June 2004 which ultimately has led to a revised roadway alignment plan. The new design, which was presented July 29, 2004, minimally affects the facility's parking layout but virtually eliminates all past issues raised by CDOT and Metro-North. The resultant loss of use created by the compromise design is considered acceptable to this office and felt to be "a workable solution" to Metro-North's Capital Projects, Operations Services and Mechanical departments (see enclosed letter).

It is respectfully requested that your office concur with the latest design concept before CDOT grants approval to the City of Stamford to procedural modify this federally funded project. Should the Operations department take any exception to the latest proposal, please inform the Office of Rail as soon as possible. I can be contacted in New Haven at (203) 789-7191 with any comments in this matter.

Very truly yours,



Carl D. Rosa
Transportation Director of Concession
Operations and Revenue
Bureau of Public Transportation

Enclosure

cc: Mr. Ronald Bottacari – Metro-North Railroad
Mr. David Willard – Metro-North Railroad

RECEIVED
OCT 19 2004
7440 RAILS



Metro-North Railroad

420 Lexington Ave
New York, N. Y. 10017

RECEIVED

OCT 22 2004

October 13, 2004

Mr. Carl D. Rosa
Transportation Director of Concession
Operations and Revenue
Bureau of Public Transportation
Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, Connecticut 06131-7546

Dear Mr. Rosa,

This is in response to your letter dated August 16, 2004 concerning the City of Stamford "Urban Transit-way Project", modifications to design plans. Please be advised that the Operations Division have no objections to the new layout. We will however want to review all plans and schedules associated with the project as it progresses.

Please contact me if you have any questions or concerns.

Very truly yours,

G. F. Walker
Vice President Operations

Cc: P. A. Cannito, H. R. Permut, R. T. Yutko, R. E. Lieblong, S. L. Herrington,
W. G. Duke

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10/13/04 2:35 PM

Peter A. Cannito
President

525 Water Street – 3rd Floor
Bridgeport, CT 06604
Tel: 203-337-3602
Fax: 203-337-3609



Metro-North Railroad

August 9, 2004

RECEIVED

AUG 19 2004

Mr. Carl D. Rosa
Connecticut Department of Transportation
Union Station – 4th Floor West
50 Union Avenue
New Haven, CT 06519

RE: STAMFORD URBAN TRANSITWAY PROJECT, STAMFORD, CT (REVISED ALIGNMENT PLAN)

Dear Mr. Rosa:

The June 9, 2004 meeting with the City of Stamford which was attended by all Metro-North operating departments and your office turned into too large a meeting to resolve any issues. Since that date we have met with the City several times to help them try to develop a workable plan. It became obvious to all that the project as designed would severely impact Metro-North's ability to maintain our fleet of cars.

At the meeting on July 29, 2004 the City presented a revised alignment plan. This design significantly reduced the impact to the railroad. They realigned the Cherry Street intersection with Elm Street reducing the impact to our parking lot to 25 spaces (reduced from 60 spaces originally). They changed all of the highway lane widths and sidewalks which now does not encroach on us from a location halfway down Cherry Street all the way down Jefferson Street to Canal Street. In fact the fence will stay intact most of the way. Lastly, the plan proposes a small take across Canal Street to make a turning lane. This results in the loss of possibly one (1) parking space. This is not a large impact.

On August 4, 2004 we met at the yard to verify the new layout. The Operations Services and Mechanical departments also attended. We walked the length of the project and agree this plan as present is a workable solution.

We must review and comment on the detailed plans as they are developed so that this project can proceed without impacting our operation.

I suggest you write to Mr. George Walker to get his concurrence on this project.


MTA Metro-North Railroad is an agency of the Metropolitan Transportation Authority, State of New York
Peter S. Kalikow, Chairman



Mr. Carl D. Rosa
Page 2
March 12, 2004

Please contact me at the above telephone number if you have any questions.

Very truly yours,


Karl A. Schmidt
Sr. Construction Engineer

KAS/jlm/Stamford Urban Transitway-03

cc: D. Murphy – CDOT
W. Schilling
R. Bottacari

Memorandum

Connecticut Bridge Projects Office



Metro-North Railroad

RECEIVED

AUG 19 2004

Date August 9, 2004

To George Walker

From Dave Willard *DBW*

Re STAMFORD URBAN TRANSITWAY PROJECT, STAMFORD, CT (REVISED REALIGNMENT PLAN)

After receiving all our negative comments regarding this project, the City of Stamford requested a meeting with us to discuss our concerns. This meeting was held on June 9, 2004. This meeting, which was attended by all Metro-North operating departments and CDOT turned into too large a meeting to resolve any issues. Since that date we have met with the City several times to help them try to develop a workable plan. It became obvious to all that the project as designed would severely impact Metro-North's ability to maintain our fleet of cars. They finally realized it was unbuildable as designed.

We met with them again on July 29, 2004 and the City presented a revised alignment plan. This design significantly reduced the impact to the railroad. They realigned the Cherry Street intersection with Elm Street reducing the impact to our parking lot to 25 spaces (reduced from 60 spaces originally). They changed all of the highway lane widths and sidewalks which now does not encroach on us from a location halfway down Cherry Street all the way down Jefferson Street to Canal Street. In fact, the fence will stay intact most of the way. The catenary system does not get touched. Lastly the plan proposes a small take across Canal Street to make a turning lane. This results in the loss of possibly one (1) parking space. This is not a large impact. I have attached a chart showing the differences in the two plans.

We will request that the designer provide a new layout of the affected parking area to optimize the space and provide adequate turning radius.

On August 4, 2004 we met at the yard with the City to verify the new layout. John Kulka and Dan McCarthy also attended. We walked the length of the project and agree this plan as presented is a workable solution.

George Walker
Page 2
August 9, 2004

If you have any questions please call me at extension 3606.

DBW/KAS/jlm/Stamford Urban Transitway-04

Enclosure

cc: S. Herrington
J. Kanell
W. Schilling
R. Lieblong
J. Kulka
R. Yutko
R. Bottacari

Comparison of Impact between Existing Alignment Plan and Revised Alignment Plan

	Per existing alignment plan	Per revised alignment plan
1 Impact of catenary poles	YES. Required relocation of 4 lines (SY4A, SY5C, SY8D, and SY10D)	None
2 Impact on high tension towers	YES. Relocation of 2 towers (# 1225, and # 1226)	None
3 Impact to Bioventing System	Yes	None
4 Loss of parking spaces	60 +/-	25 +/-
5 Taking area	30,000 sq.ft. +/-	6,200 sq. ft. +/-
6 New bus shelters, and its impact on RR Yard	At station 1+745 Jefferson St., requires easement, and retaining wall reconstruction.	At station 1+010 Cherry St., no impact on RR yard.
7 Travel lane width	3.3 m. (10.83 ft.)	3.0 m (9.84 ft.)
8 Sidewalk width	1.5 m (4.92 ft) on the north side of Jefferson St., and 2.0 m (6.56 ft.) on the south side of Jefferson St.	1.2 m (3.94 ft.) on the south side of Jefferson St.
9 Bikeway width	1.5 m (4.92 ft) on both sides of Jefferson St.	Same
10 Other concern(s)	Relocating street lighting poles along north side of Jefferson St.	Same

August 20, 2004

RECEIVED

AUG 25 2004

Mr. Louis Casolo
Project Manager
City of Stamford
888 Washington Boulevard
Stamford, CT 06901

RE: **STAMFORD URBAN TRANSITWAY
CHERRY STREET REALIGNMENT**

Dear Mr. Casolo:

The revised roadway realignment of Cherry Street at Elm Court discussed with me by Mr. Mani S. Poola, Traffic Engineer, City of Stamford, in July 2004. The plans revised, specifically to minimize impacts on the railroad property is acceptable to **CTTRANSIT**, there are no significant changes to the alignment at the intersection. The new alignment will function and provide similar operating conditions as that of the originally proposed realignment at the intersection.

CTTRANSIT sincerely appreciate your efforts in designing the facility to accommodate all elements of transit operations.

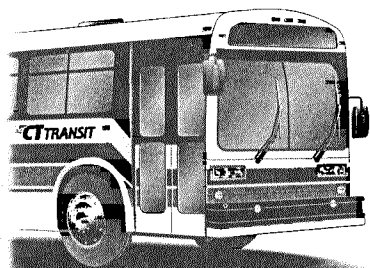
CTTRANSIT is in support of the project. Thank you for cooperative effort in keeping us informed of the periodic progress of the project.

Sincerely,



Robert Calling
Division Manager, Stamford Division

Cc; Mani S. Poola, Traffic Engineer



Realignment_of_Cherry_Street_@_Elm_Court

www.cttransit.com

STAMFORD DIVISION

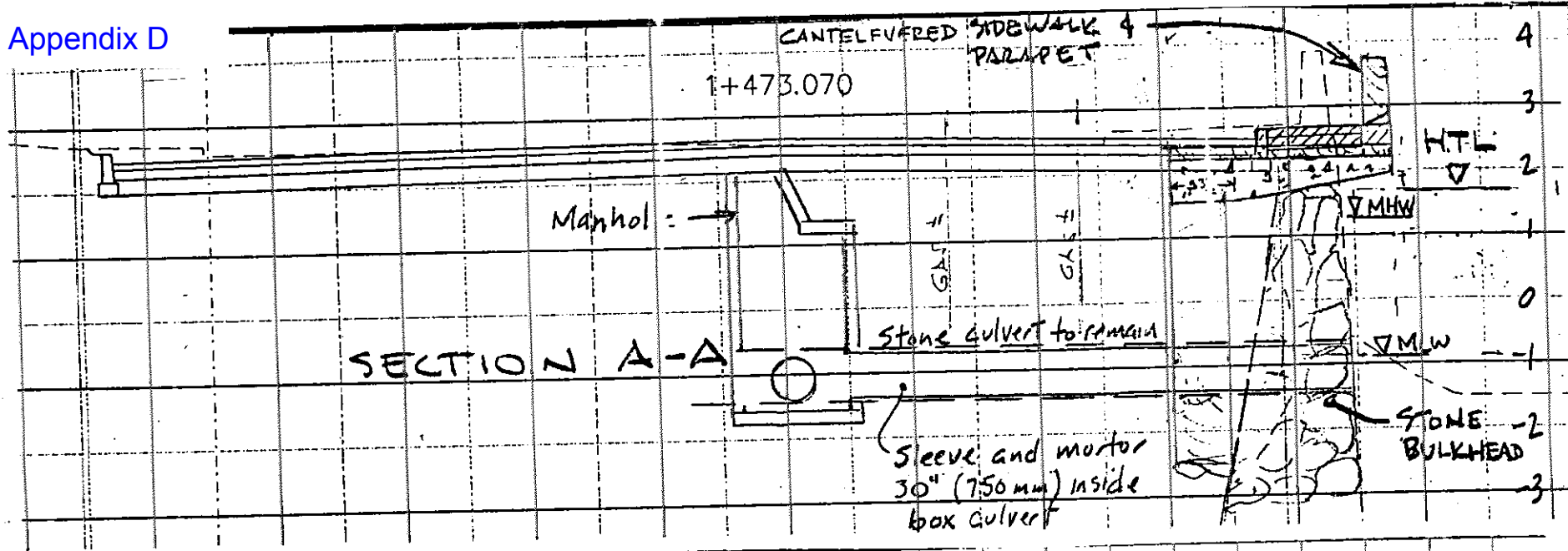
26 ELM COURT, STAMFORD, CT 06902

PHONE: (203) 327-7433

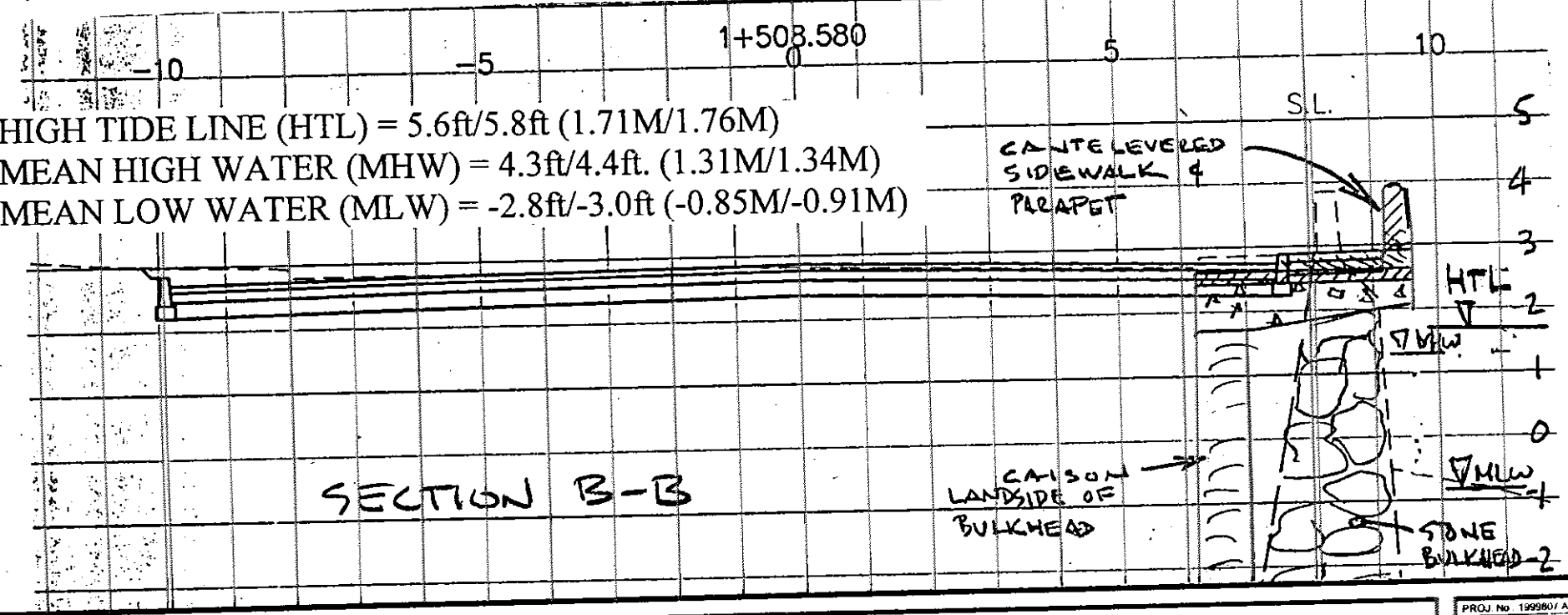
FAX: (203) 353-0701

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Appendix D



HIGH TIDE LINE (HTL) = 5.6ft/5.8ft (1.71M/1.76M)
 MEAN HIGH WATER (MHW) = 4.3ft/4.4ft. (1.31M/1.34M)
 MEAN LOW WATER (MLW) = -2.8ft/-3.0ft (-0.85M/-0.91M)



SCALE: $1" = 8.3'$

HORIZ:	1/80
VERT:	1/100
DATUM:	
HORIZ:	
VERT:	
0	0

2.5 M

F&O **FUSS & O'NEILL INC. Consulting Engineers**
 146 HARTFORD ROAD, MANCHESTER, CONNECTICUT 06040
 860.646.2469

www.FandO.com

CITY OF STAMFORD
 CROSS SECTIONS
 STAMFORD URBAN TRANSITWAY
 CONNECTICUT

PROJ No. 1999807 A40
 DATE: SEPTEMBER 2004
 D



STATE OF CONNECTICUT

Appendix E

COMMISSION ON CULTURE AND TOURISM

September 7, 2004

Mr. Louis Casolo
Stamford Urban Transitway Project
Engineering Bureau
Government Center
888 Washington Boulevard
Stamford, CT 06901

Subject: Stamford Urban Transitway

Dear Ms. Casolo:

The State Historic Preservation Office understands that the City of Stamford has proposed minor adjustments to the alignment of the Stamford Urban Transitway between Canal Street and Cherry Street. This office notes that the proposed realignment reduces the project's overall impact upon ConnDOT's rail maintenance yard, located on Jefferson Street.

In the opinion of the State Historic Preservation Office, the proposed realignment between Canal Street and Cherry Street will constitute no effect upon historic, architectural or archaeological resources that are listed on or eligible for the National Register of Historic Places.

This office appreciates the opportunity to have reviewed and commented upon the proposed route adjustments. We look forward to further coordination with the City of Stamford regarding the professional implementation of the Memorandum of Agreement that was ratified for the Stamford Urban Transitway project.

For additional assistance please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Paul Loether", written over a horizontal line.

J. Paul Loether
Division Director and Deputy
State Historic Preservation Officer

Historic Preservation and Museum Division
Amos Bull House, 59 South Prospect Street, Hartford, Connecticut 06106
860-566-3005 860-566-5078 fax

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Appendix F

Property Address	Owner's Name	Taking Areas Per existing alignment plan	Taking Areas Per revised alignment plan	Difference in Taking Areas
1 343 Elm	State of Connecticut	2,793.70 Sq.m. [30,071 Sq.ft.]	504.20 Sq.m. [5,427 Sq.ft.]	(2,289.50) Sq.m. [(24,644) Sq.ft.]
2 -- Canal	First National Joint Venture	315.40 Sq.m. [3,395 Sq.ft.]	382.90 Sq.m. [4,122 Sq.ft.]	67.50 Sq.m. [727 Sq.ft.]
3 25 Jefferson	U-Haul Real Estate Co.	14.40 Sq.m. [155 Sq.ft.]	34.10 Sq.m. [367 Sq.ft.]	19.70 Sq.m. [212 Sq.ft.]
4 45 & 69 Jefferson	O&G Industries, Inc.	66.60 Sq.m. [716 Sq.ft.]	121.80 Sq.m. [1,311 Sq.ft.]	55.20 Sq.m. [595 Sq.ft.]
5 21-43 Harborview	Harborview Mall	466.70 Sq.m. [5,024 Sq.ft.]	507.80 Sq.m. [5,466 Sq.ft.]	41.10 Sq.m. [442 Sq.ft.]
Total Net Change in Area of Acquisition				(2,106.00) Sq.m. [(22,668) Sq.ft.]