

Dear Chairman DeFronzo, Chairman Guerrera, Ranking Member Boucher and Ranking Member Scribner and other distinguished members of the Transportation Committee:

Thank you for the opportunity to submit this testimony in support of Testimony of SB 434 B ***AN ACT CONCERNING THE DISPOSITION BY THE DEPARTMENT OF TRANSPORTATION OF LAND ORIGINALLY ACQUIRED FOR THE "SUPER 7" HIGHWAY.***

As a Wilton resident for 33 years, an elected official there for 9, and a realtor for 14, I can attest to the upset that the uncertainty of the Super 7 issue has caused this town...and I'm confident that I speak for the vast majority of Wiltonians. The project is neither politically viable nor financially feasible. The concept for all practical purposes is "dead." Indeed, the issue of Super 7 Highway from Norwalk to the Danbury line is a 50 year old controversy that has been shelved by the state for the following reasons.

1. 40% of the land needed for the construction of the highway is not currently owned by the state and would need to be acquired before any movement could take place.
2. It is one of the largest wetlands in our state.
3. Federal environment impact statement is required and most feel that it would never be received in the affirmative.
4. The cost of building a 20 mile long and 100 foot high fly over highway would be unaffordable given new national roadway engineering requirements.
5. Environment group and local town opposition including Ridgefield, Redding, Wilton and parts of many surrounding towns would keep it in the courts for decades.

It would therefore make sense to give our State' DOT more flexibility in the use or disposition of this land which has been restricted for so many years. It is vital that we do not tie the hands of our government during these difficult times when change is quickly occurring on many different fronts. Accordingly, I endorse Sen. Boucher's wording changes to Committee Bill No. 434.

Thank you for your thoughtful consideration of my testimony.

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