

**State of Connecticut, Department of Public Health
Drinking Water Section, Drinking Water State Revolving Fund (DWSRF)
ENVIRONMENTAL ASSESSMENT SUMMARY**

Date:	August 7, 2018	Staff Contact:	Eric McPhee
Applicant PWS Name:	Town of Marlborough	Town:	Marlborough
PWSID:	CT0798013		
Project Name:	Marlborough Town Center Water System Phase III		
Funding Source:	Small Town Economic Assistance Program (STEAP)		
State Funds:	\$500,000.00		

This assessment is being conducted in conformance to the generic Environmental Classification Document for Connecticut state agencies to determine Connecticut Environmental Policy Act (CEPA) obligations

Project Description: The Town of Marlborough is utilizing the remainder of a 2016 Small Town Economic Assistance Program (STEAP) Grant to fund the proposed construction of 900 feet of 8” water main on Jones Hollow Road and 200 feet of 12” water main on North Main Street, including service lines and associated appurtenances. This water main construction is Phase 3 of a multi-phase water main extension project that also was funded by the 2016 STEAP Grant. It will be serviced by the Marlborough Municipal Water System. The proposed water main is intended to provide a reliable supply of safe drinking water to critical facilities such as the Marlborough Medical Center and Fire Department, as well as the Town Hall and allow for the consolidation of additional small public water systems that serve several existing businesses in the area.

Regulations of Connecticut State Agencies (RCSA) Section 22a-1a-3 Determination of environmental significance (direct/indirect)

1. Impact on air and water quality or on ambient noise levels

- a. Air Quality – Section 22a-174-18(b)(3)(C) of the RCSA limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. It should be noted that only the Department of Energy and Environmental Protection (DEEP) can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of DEEP.

DEEP typically recommends the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

DEEP also recommends the use of newer on-road vehicles that meet either the latest EPA or CARB standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. The use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

- b. Water Quality –Hydrostatic pressure testing wastewater discharges resulting from this project are authorized as “potable water system maintenance wastewaters” under the [Comprehensive General Permit](#) for Surface Water and Groundwater (Comprehensive General Permit). No registration is required under the Comprehensive General Permit for this discharge but Groton must comply with operating conditions and effluent limits of the Comprehensive General Permit.
 - c. Ambient Noise Levels - The proposed project is not expected to cause significant noise in the immediate area;
2. Impact on a public water supply or serious effects on groundwater, flooding, erosion, or sedimentation
- a. Water Supply – The proposed project is not located within a public drinking water source water protection area. The wells supplying the Marlborough system are well below the 50,000 gallons per day (gpd) threshold for a diversion permit. Any increase in the gpd from the proposed project is not likely to exceed the threshold. Please contact Doug Hoskins at 860-424-4192 if there are any questions or if the project should change in scope. Information on DEEP’s water diversion permits can be found on the website at: [Water Diversion](#).
 - b. Groundwater – After research of the surrounding watershed by DEEP staff, as proposed there are no foreseeable impacts on ground or surface water resources in the local contributing sub-watershed (Lyman Brook) or the adjacent receiving sub-watershed (Dickinson Creek), both within the Salmon River regional drainage basin. For additional information please contact Eric Thomas at 860-424-3548 in the [Watershed Nonpoint Source Management Program](#).
 - c. Flooding –The proposed project is not located within the 100-year flood zone on the community’s flood insurance rate map.
 - d. Erosion or Sedimentation - Stormwater discharges from construction sites where one or more acres are to be disturbed, regardless of project phasing, require a permit from the Permitting & Enforcement Division. The *General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* (DEEP-WPED-GP-015) will cover these discharges. The construction stormwater general permit dictates separate compliance procedures for Locally Approvable projects and Locally Exempt projects (as defined in the permit). A copy of the general permit as well as registration forms may be downloaded at: [Construction Stormwater GP](#).
3. Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows – The proposed project is not expected to cause negative impacts. Most of the construction will be in the road. One area will be off the road but there are no wetlands are in the area.
4. Disruption or alteration of an historic, archeological, cultural or recreational building, object, district, site or surroundings - The proposed project is not expected to cause negative impacts.
5. Effect on natural communities and upon critical species of animal or plant and their habitats: interference with the movement of any resident or migratory fish or wildlife species – The proposed project is not expected to cause negative impacts.
6. Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact – The proposed project is not expected to cause negative impacts.

7. Substantial aesthetic or visual effects - The project construction is expected to be completed in a short period of time. Due to the nature and timeframe of the project construction, the project is not expected to cause substantial aesthetic or visual impacts in the area.
8. Inconsistency with the written and/or mapped policies of the statewide Plan of Conservation and Development and such other plans and policies developed or coordinated by the Office of Policy and Management or other agency – The proposed project is located within a Village Priority Funding Area and is consistent with Growth Management Principle #4: Support the introduction or expansion of public water and/or sewer services or advanced on-site wastewater treatment systems only when there is a demonstrated environmental, public health, public safety, economic, social, or general welfare concern, and then introduce such services only at a scale which responds to the existing need without serving as an attraction to more extensive development
9. Disruption or division of an established community or inconsistency with adopted municipal or regional plans- The proposed project is consistent with the Town of Marlborough’s Municipal Plan of Conservation and Development to introduce public water supply into the Town Center Area over a ten year period.
10. Displacement or addition of substantial numbers of people - No significant impact expected.
11. Substantial increase in congestion (traffic, recreational, other) – The proposed project is not expected to create substantial traffic congestion in the area. The Town will provide personnel to maintain traffic rules and public safety in the area.
12. A substantial increase in the type or rate of energy use as a direct or indirect result of the action - No significant impact expected.
13. The creation of a hazard to human health or safety - DEEP currently recommends the following procedure if contaminated soils are encountered during a utility construction project, and the property is not owned by the utility and the contamination was not created by the utility. The utility may reuse the contaminated soil in the same excavation within the same area of concern without prior approval by DEEP provided: 1) Any condition that would be a significant environmental hazard as defined in CGS Section 22a-6(u) is reported by the utility and that the location is identified on a map submitted to the DEEP Remediation Division; 2) Any excess contaminated material is disposed of in accordance with the solid and hazardous waste regulation as appropriate; and 3) The upper 1 foot of the excavation is filled with the clean fill material or paved. Any sampling required to make a determination as to whether a significant environmental hazard exists or how excess spoils will be disposed of is the responsibility of the entity (public or private) performing the excavation. For further information, contact the Remediation Division at 860-424-3366. The Connecticut Remediation Standard Regulations are available on-line at [Guidance for Utility Company Excavation](#).
14. Any other substantial impact on natural, cultural, recreational or scenic resources - No significant impact expected.

Conclusions:

Based on the DPH’s environmental assessment of this project which includes a review of the comments provided by the DEEP dated July 12, 2018, it has been determined that the project does not require the preparation of an Environmental Impact Evaluation (EIE) under CEPA. The DPH will coordinate with the Town of Marlborough to ensure that the recommendations by the DEEP are implemented.