

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

Date: August 21, 2018

Project Name: Seaview Avenue Corridor Improvements

Municipality: Bridgeport

Staff Contact: Kevin Fleming

Date of Scoping: April 7, 2015

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.

Project Description:

Seaview Avenue serves an important local transportation function and is one of the few roadways in Bridgeport connecting I-95 with US Route 1 (Boston Avenue). The existing two-lane roadway is in poor condition and does not safely, efficiently, and adequately accommodate the type and volume of traffic currently using this route. Any development or expansion of businesses in the Seaview Avenue area, is expected to further exacerbate the existing traffic and safety problems. The purpose of this project is to improve traffic circulation patterns; improve operation of the Boston Avenue intersection for vehicular traffic, bicyclists, and pedestrians; provide aesthetic and pedestrian safety improvements along the entire corridor; and provide access to underutilized properties while preserving neighborhood integrity.

The project includes reconstruction and streetscape improvements centered on portions of the Seaview Avenue and Bond Street corridors. The project involves two distinct sections: 1) Section 1, which begins at Barnum Avenue extending north to Boston Avenue (US Route 1); and 2) Section 2, from the Seaview Avenue/ Boston Avenue intersection north to the Bond Street/ Stewart Street intersection. The total length of the project corridor is approximately 4,750 feet.

Section 1 – Seaview Avenue from Barnum Avenue to Boston Avenue (US Route 1)

Improvements will include pavement rehabilitation, replacement and/or upgrade of traffic signal equipment, new sidewalks and curbs, streetscape enhancements, and relocation of above ground utilities. The intersection at Boston Avenue (US Route 1) will be realigned to accommodate a “normalized” four-way intersection with Seaview Avenue and relocated Bond Street. In addition, a new storm drainage system will be constructed along Seaview Avenue and the existing combined sewer system that currently extends from approximately Huron Street to Boston Avenue will be separated.

Section 2 – Bond Street from Boston Avenue (US Route 1) to Stewart Street

Improvements in this section will include the construction of a new three-lane roadway and relocation of Bond Street slightly to the west. Configuration of this road will be one lane in each direction and will include left turning lanes along the corridor to facilitate access to current and future potential development (including the new Harding High School) along Bond Street between Boston Avenue and Stewart Street. No additional left turn lanes are proposed at the intersection of Stewart Street and Bond Street, and the intersection will remain an all way stop sign controlled intersection. Work will include the incorporation of streetscape improvements; and the existing Bond Street footprint will be rehabilitated and modified to become a frontage road with additional on-street parking. Additionally, new drainage trunk lines and stormwater drainage structures will be constructed along the relocated Bond Street.

It should be noted that at the time of publication of the Notice of Scoping on April 7, 2015, the project included a proposed roadway extension north from the Stewart Street/Bond Street intersection toward the property identified as the potential Lake Success Eco Business Park (i.e., the parcel of land owned by Sporting Goods Properties, Inc.). Many comments were received during the scoping period that expressed concerns with the potential for development on a large tract of wooded land in a densely populated and highly built-up area. Since the time the Notice of Scoping was published, the northern project limit has been scaled back due to budgetary constraints, and the project is now proposed to terminate at the intersection of Stewart and Bond Streets. It is important to note that, although one of the objectives of this project is to improve access to future development, actual development of the Lake Success parcel would be undertaken by a private entity in a separate project. Any future development on the Lake Success parcel would be subject to local, state, and federal permitting processes which would require avoidance, minimization, and mitigation of adverse impacts to regulated natural resources (e.g. wetlands, waterbodies, and floodplains).

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 – No negative impacts are anticipated. This project is located within the boundaries of the portion of the state which has been classified as attainment maintenance for carbon monoxide (CO), and attainment maintenance for PM 2.5. An Air Quality Assessment was performed for the project by CTDOT and the analysis determined that the project is in conformity with the Clean Air Act, as amended, pursuant to all Environmental Protection Agency regulations. Potential impacts during construction can be avoided or limited by proper operation of construction equipment and adherence to regulations limiting idling of engines as suggested in the comments submitted by the Connecticut Department of Energy and Environmental Protection (CTDEEP).

b) Water Quality – No negative impacts are anticipated. The project site is located in an urbanized area, and is not in proximity to Wild and Scenic Rivers, or surface waters on the Nationwide River Inventory list. The project is also not anticipated to impact reservoirs, lakes, detention basins, or

stormwater management facilities. The modifications to the existing roadway drainage systems may result in minor direct impacts to Yellow Mill Channel. New drainage trunk lines and drainage structures will be installed along the relocated Bond Street and the majority of Seaview Avenue. Additionally, any combined sewers will be separated within the project limits.

The roadway improvements associated with this project that could potentially contribute to the degradation of water quality are temporary in nature and minor in scope; and will be avoided or minimized by following Best Management Practices (BMPs) during construction. The project is not likely to adversely affect water quality, and is expected to provide overall long term improvements.

c) Ambient Noise Levels – A noise study was conducted by CTDOT using the Federal Highway Administration (FHWA) approved traffic noise prediction model; and it was determined that the project will not result in substantial noise increases.

Any noise impacts during construction will be temporary and minimized to the best extent possible. Construction specifications require the contractor to comply with Best Management Practices as per Form 817, Section 1.10; Environmental Compliance:

“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 excavation 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.”

2. Impact on a public water supply system or serious effects on groundwater, flooding, erosion, or sedimentation

a) Water Supply – No negative impacts are anticipated. This project is not within a public drinking water supply source water area. The project is within the service area of the Aquarion Water Company (AWC) Main System. Consultation with the AWC will take place regarding the locations of water distribution mains; and any potential relocation or replacement of water distribution mains within the project area.

b) Groundwater – No negative impacts are anticipated. See 1(b) above. Additionally, the project is not located within or near an Aquifer Protection Area.

c) Flooding – No negative impacts are anticipated. Installation of new or improved drainage structures within the 100-year floodplain may be required. A Flood Management Certification will be required for any activity within the floodplain, but any impacts are expected to be minor. A final determination of impacts and any required permitting will be made following completion of a

detailed drainage design. Coordination with CTDEEP will occur as the project moves forward. No impacts on the floodway for Yellow Mill Channel are anticipated.

d) **Erosion or Sedimentation** – No negative impacts are anticipated. Erosion and sediment controls will conform to and be maintained in accordance with the *“2002 Connecticut Guidelines for Soil Erosion and Sediment Control”*

3. Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows – No negative impacts are anticipated. Refer to Section B (pg. 13) of the EA. The Seaview Avenue corridor and surrounding areas are highly urbanized, and in large part do not include wetlands. Available National Wetland Inventory (NWI) mapping does not identify any wetland areas within the potential footprint of the project corridor. NWI does identify several mapped wetland areas associated with Stillman Pond and Yellow Mill Channel located to the west and north of Seaview Avenue and Bond Street, generally outside of the project area. However, installation of new or improved drainage system structures within wetlands may be required. This may result in minor impacts on jurisdictional wetlands requiring approval from both the Army Corps of Engineers (ACOE) and CTDEEP. A determination of the need and appropriate permit review process will be determined once detailed drainage design information is available.

A portion of the project, south of Grant Street, is located within the Coastal Boundary, as defined in the Connecticut General Statutes (CGS). Although the corridor does not involve direct impacts in waterfront areas or on coastal resources, an assessment of potential impacts on coastal resources will be conducted as design proceeds and will include coordination with CTDEEP if required. Any required permits will be secured as the project progresses.

4. Disruption or alteration of an historic, archaeological, cultural, or recreational building, object, district, site or its surroundings – No negative impacts are anticipated. In consultation with the CT State Historic Preservation Officer (CTSHPO), it has been determined that the proposed project will have “No Adverse Effect” on any cultural, historic, or archaeological resources. In addition, no recreational facilities will be impacted.

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 – No negative impact is anticipated. No records of extant populations of Federally listed, endangered, or threatened species or species listed by the State exist within the project area.

6. Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact – No negative impact is anticipated. Land use in the vicinity of the project limit and the potential for excess soil as a result of the project were considered during the project planning phase. A Corridor Land Use Evaluation was performed by CTDOT in October 2016. Based on the results, it was determined that additional study should be performed in areas of anticipated intrusive activities along the roadway and/or ROW that are on or adjacent to parcels

identified as moderate or high-risk. As design of the project progresses, a testing plan will be developed to assess soil and groundwater in the areas that are expected to be disturbed by the proposed construction activities. Remediation measures will be put in place to mitigate any potential impacts identified by the testing. If required, 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.

The project vicinity includes sites with known contamination issues. This includes the former General Electric facility located on the west of Bond Street and to the north of US Route 1, a hazardous waste management facility under Connecticut law and a federal Resource Conservation and Recovery Act (RCRA) site. Buildings have been removed and hazardous waste areas have been investigated and remediated in recent years. It is understood that the acquisition of any of the 1285 Parcel will require the City and/or State to coordinate with GE and regulatory agencies to complete any remaining remediation. The condition of the property upon purchase by the City and/or State will determine which type of remediation will be required (i.e. capping, additional soil removals etc.). Any required remediation costs pursuant to the site's status as an "interim status treatment storage and disposal facility" are typically reviewed and negotiated with the State of Connecticut as a part of the standard Rights-of-Way procurement process.

7. Substantial aesthetic or visual effects – No negative impacts are anticipated. The project will improve aesthetics and involve streetscape improvements.

8. Consistency 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 – As memorialized in a 2015 memo from CTDOT to OPM, this type of project is characterized as "Renovations for Safety, No Significant Capacity Improvement", thus requiring a consistency review. It is recognized that some renovations for safety may also provide an increase in operational capacity (a.k.a., level of service), whether intentional to address congestion related crash patterns or incidental, but the intent of these projects is not to increase the capacity of the road. Any increase in operational capacity is differentiated from an increase in corridor capacity, which is typically obtained by activities such as adding additional through lanes to roads. It is CTDOT's interpretation that this category of project is consistent with the Plan of Conservation and Development through GMP #1 (Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure), and GMP #5 (Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety), specifically the State policies "Ensure the safety and integrity of existing infrastructure over its useful life through the timely budgeting for maintenance, repairs and necessary upgrades". Furthermore, it is the Department's interpretation that this category of projects constitutes an exception to the definition of a Growth Related Project as defined in Sec. 16a-35c, Item (2), Subsection (D), Sub-Subsection (i) "Projects for maintenance, repair, additions or renovations to existing facilities".

9. Disruption or division of an established community or inconsistency with adopted municipal and regional plans – No negative impacts are anticipated, this project is being done through the City of Bridgeport and much coordination has taken place. A public hearing was held in February 2018 for the new alignment and the project was received well overall. Additionally, improvements to Seaview Avenue consistent with this project are specifically discussed in the current Bridgeport Master Plan entitled *Bridgeport 2020: A Vision for the Future*.

10. Displacement or addition of substantial numbers of people – This project does not involve the displacement of people.

11. Substantial increase in congestion (traffic, recreational, other) – No negative impacts are anticipated. The project will alleviate current and anticipated congestion in the area. Temporary traffic impacts can be anticipated during construction. There may be a need for signed temporary local detours during critical construction activities, but it is anticipated that measures such as providing for alternating one-way traffic can mitigate impacts for the majority of the work.

12. A substantial increase in the type or rate of energy use as a direct or indirect result of this action – No negative impact is anticipated.

13. The creation of a hazard to human health or safety – No negative impact is anticipated. This project will improve safety. As project design progresses, the project will be reviewed for the potential of having lead, asbestos, or other 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 impacts to human health or safety. In addition, OSHA guidelines and CTDOT Best Management Practices will be followed throughout construction to provide safety measures for both construction workers and the public.

14. Any other substantial impact on natural, cultural, recreational or scenic resources – No negative impact is anticipated.

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 Seaview avenue Corridor Improvements in Bridgeport, Connecticut. An Environmental Assessment (EA) was conducted under the National Environmental Policy Act (NEPA); and in July 2018, the Federal Highway Administration issued a Finding of No Significant Impact (FONSI).

Project No. 15-371
Seaview Avenue Corridor Improvements
Bridgeport, Connecticut.

The following is a synopsis of comments/recommendations submitted by CTDPH and CTDEEP during the initial public scoping period:

Department of Public Health (Drinking Water Section)

The project is not within a public drinking water supply source water area, but is within the public water supply service area of the Aquarion Water Company (AWC) Main System. DPH recommends consultation with the AWC on the locations of water distribution mains and coordination with the AWC on potential relocation or replacement of water distribution mains within the project area.

Connecticut Department of Energy & Environmental Protection

1. Any NEPA/CEPA document prepared for this project should evaluate the indirect impacts resulting from development of the Lake Success Business Park.
2. The project description notes that a new crossing of the Yellow Mill Channel may be required to facilitate access to the Lake Success Business Park. If this is the case, the project will require an inland wetland and watercourse permit from the Inland Water Resources Division as well as a Section 404 permit from the U.S. Army Corps of Engineers.
3. Portions of the project area are within the 100-year flood zone on the community's Flood Insurance Rate Map. If there is construction within the 100-year flood zone, the project must be certified by as being in compliance with flood and stormwater management standards specified in Section 25-68d of the Connecticut General Statutes (CGS) and Section 25-68h-2 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA). In order to obtain flood certification, it must be demonstrated that there will be no work in the floodway that will result in any (greater than 0.00 feet) increase in the water surface elevation for the 10- or 100-year event as determined by hydraulic modeling.
4. Bridgeport has combined storm and sanitary sewers. Historically, wet weather management to eliminate combined sewer overflows (CSO) in combined sewer areas has been achieved through a combination of increased treatment plant capacity, construction of storage tunnels and tanks, or separation of storm and sanitary flows into separate pipe networks, collectively referred to as grey infrastructure. It is now recognized that green infrastructure or low impact development (LID) practices can be a cost-effective and environmentally preferable stormwater management approach when used to support grey infrastructure. In many cases, implementation has relied upon pairing green infrastructure with cost-effective grey infrastructure and identifying opportunities to incorporate green infrastructure elements into other ongoing city projects. This project provides such an opportunity.

5. The Department urges that green infrastructure or LID techniques be utilized to the greatest extent practicable in designing the stormwater collection system.

6. The portion of the proposed project area south of Grant Street is within Connecticut's coastal boundary as defined by section 22a-94 of the CGS and is subject to the provisions of the Connecticut Coastal Management Act (CCMA), sections 22a-90 through 22a-112. The site is not a waterfront property and does not possess sensitive coastal resources. Coastal management concerns which should be addressed in future phases of the project planning process are the potential mobilization of pollutants in contaminated soils and appropriate use of urban retrofit stormwater best management practices, wherever possible.

7. In order to mitigate potential air quality impacts from construction activities, the Department typically recommends the following measures:

For large construction projects, the Department typically encourages 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.

The Department also encourages the use of newer on-road vehicles that meet either the latest EPA or California Air Resources Board (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. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (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. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only 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 the Department (CTDEEP).

8. As construction commences, the discovery of hazardous materials, hazardous waste and/or contaminated soils would be a potential throughout the project corridor. It is assumed that CTDOT's

standard procedures, such as preparing Land Use Evaluation reports (Task 110) and Preliminary Evaluation reports (Task 120), would be employed to evaluate the potential to encounter contamination. A site-specific hazardous materials management plan should be developed prior to commencement of construction and a health and safety plan for construction workers should also be prepared.

Development plans in urban areas that entail soil excavation should include a protocol for sampling and analysis of potentially contaminated soil. The disposal of special wastes, as defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA), requires written authorization from the Waste Engineering and Enforcement Division prior to delivery to any solid waste disposal facility in Connecticut. In addition, the regulations prohibit the disposal of more than 10 cubic yards of stumps, brush or woodchips on the site, either buried or on the surface.

The Waste Engineering & Enforcement Division has issued a General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer) (DEP-SW-GP-001). It establishes a uniform set of environmentally protective management measures for stockpiling soils when they are generated during construction or utility installation projects where contaminated soils are typically managed (held temporarily during characterization procedures to determine a final disposition). Temporary storage of less than 1000 cubic yards of contaminated soils (which are not hazardous waste) at the excavation site does not require registration, provided that activities are conducted in accordance with the applicable conditions of the general permit. Registration is required for on-site storage of more than 1000 cubic yards for more than 45 days or transfer of more than 10 cubic yards off-site. A fact sheet describing the general permit, a copy of the general permit and registration forms are available on-line.

9. The DEEP Office of Environmental Justice is aware that previous extensive construction projects in urban environments have resulted in displacement of rodents that result in problem infestations in neighboring areas. Prior to construction, a comprehensive survey of the project area should be conducted to identify rodent nesting/feeding areas. An extermination plan should be developed in coordination with municipal health officials to be implemented before construction activities commence. The project site and surrounding areas should be monitored to confirm the success of the extermination efforts and investigate any reports of rodents.