

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

<b>Date:</b>	February 5, 2019	<b>Staff Contact:</b>	Eric McPhee
<b>Applicant PWS Name:</b>	Norwich Public Utilities	<b>Town:</b>	Sprague
<b>PWSID:</b>	CT1040011		
<b>Project Name:</b>	Sprague Emergency Interconnection with Norwich Public Utilities		
<b>Funding Source:</b>	Drinking Water State Revolving Fund		
<b>State Funds:</b>	\$3,220,000.00		

**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 City of Norwich (City) is receiving financial assistance from the Drinking Water State Revolving Fund (DWSRF) program to extend the City’s existing drinking water distribution main to provide an emergency interconnection to Sprague Water and Sewer Authority (SWSA). A portion of the funding assistance for this project comes from General Obligation Bonds authorized under Connecticut General Statutes section 22a-483f approved by State Bond Commission at the May 12, 2017 State Bond Commission meeting. The proposed project is intended to provide adequate water supply to SWSA’s customers in the event of a public drinking water supply emergency.

The project comprises the installation of 12-inch diameter water main and other miscellaneous appurtenances starting from the existing terminus of Norwich Public Utility’s (NPU) distribution main at 10 Baltic Road (Route 97) in Norwich and extends northwesterly along Route 97 to the interconnection point with SWSA’s distribution main at 186 Main Street (Route 97) in Sprague. The water main will primarily be installed approximately 4 feet below the existing paved roadway with one bridge crossing at Byron Brook. The water main has been minimally sized to meet the demands for domestic water use for the intended service area and provide fire protection.

**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 NPU and SWSA 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 nearest point of the proposed project is approximately 220 feet away from the Level A Aquifer Protection Area of the SWSA wellfield. To protect the aquifer and surrounding resources, erosion and sedimentation controls have been proposed as a part of the design. These controls include straw wattles along the edge of the road and silt sacs within catch basins. As part of the construction means and methods, temporary pavement will be installed over the disturbed trenches at the end of each work day.  
  
Water Diversion – NPU has initiated the process to prepare an addendum to the existing Intra-Regional Water Supply Response Plan in Southeastern Connecticut to include limited transfers to and from SWSA. NPU will also prepare an addendum to the Sale of Excess Water Permit Number SEW 14-06E and a new general permit application for water diversion to the Department of Energy and Environmental Protection.
  - b. Groundwater - The proposed project is not expected to cause significant impacts to neighboring groundwater.
  - c. Flooding –A portion of the proposed project along Route 97 is located within the 100-year flood zone on the community’s flood insurance rate map. After water main installation, the roadway will be restored to original grades which will not impact the existing 100-year flood zone.
  - d. Erosion or Sedimentation – NPU and SWSA will ensure that best management practices are implemented during construction to control erosion and sedimentation.
3. Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows – Wetlands along the proposed project route have been delineated by a soil scientist and field located as a part of the project survey. The wetland limits are shown on the project plans. There is no proposed wetland disturbance as a part of the project.
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 within a Balanced Priority Funding Area designated as such for the conservation attribute associated with a portion of the proposed route that is within the 100-year flood zone. It is consistent with the last policy in Growth Management Principle 1: “MINIMIZE the potential risks and impacts from natural hazards, such as flooding, high winds and wildfires, when siting infrastructure and developing property. Consider potential impacts of climate change on existing and future development.” It is also consistent with the sixth policy of Growth Management Principle 5: “DISCOURAGE new development activities within floodway and floodplain areas, manage any unavoidable activities in such areas in an environmentally sensitive manner and in compliance with applicable laws,” and the last policy of Growth Management Principle 5: “PROACTIVELY ADDRESS climate change adaptation strategies to manage the public health and safety risks associated with the potential increased frequency and/or severity of flooding and drought conditions, including impacts to public water supplies, air quality and agriculture/aquaculture production.” The proposed project will provide redundancy for both NNPU’s and SWSA’s water supplies should either water utility’s sources become impacted by natural hazards. For example, flooding could potentially impact SWSA’s ability to operate its wellfield and wildfires could potentially impact the land tributary to NPU’s public drinking water supplies affecting NPU’s ability to provide public drinking water to its customers. After water main installation, the roadway will be restored to original grades which will not impact the existing 100-year flood zone.
9. Disruption or division of an established community or inconsistency with adopted municipal or regional plans-The proposed project is specifically identified in the Coordinated System Plan Part III: Final Integrated Report, Eastern Public Water Supply Management Area dated May 31, 2018 as a resolution to a regional water supply need.
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.
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 – No significant impacts expected.
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 the proposed project which includes a review of the comments provided by the DEEP dated August 2, 2019 and response provided by CLA Engineers, Inc. dated January 18, 2019, 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 Norwich Public Utilities and Sprague Water and Sewer Authority to ensure that the recommendations by the DEEP are implemented.