

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

Date: June 17, 2014

Project Name: Replacement of Atlantic Street MNRR Bridge

Municipality: Stamford

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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:

Atlantic Street is currently an undivided road with one lane of traffic in each direction under the Metro North Rail Road (MNRR) Bridge. Sidewalks approximately 8 feet wide are provided on both sides of the road and are separated from the roadway by the bridge piers. Atlantic Street widens just north of its intersection with South State Street and the I-95 Northbound Exit 8 ramp to five total lanes – three southbound and two northbound. With the recent construction of the Stamford Urban Transitway (SUT), Atlantic Street widens just south of the MNRR Bridge to six total lanes, four southbound and two northbound.

The Atlantic Street railroad underpass, located approximately 900 feet east of the Stamford Transportation Center, was originally constructed in 1896 and consists of riveted steel thru-girders supported by brownstone masonry abutments and steel pier bents. The bridge presently carries five MNRR tracks over Atlantic Street. The bridge serves as a gateway between the Stamford Central Business District (CBD) and areas south of the rail corridor. The underpass is adjacent to Station Place, which is the main access to the station and the location of the main parking garage. Atlantic Street therefore provides significant access between I-95, the station, the CBD, and to south Stamford. This structure is classified as functionally obsolete due the narrow underpass width as well as the existing minimum vertical clearance of 12'-4" which restricts the use of Atlantic Street by larger vehicles, including those operated by emergency service providers. As is typical for structures of its age, the bridge's structural components have deteriorated and require regular maintenance to ensure its operational sufficiency.

The purpose of the project is to improve the horizontal and vertical geometry for Atlantic Street at the bridge, to increase the roadway capacity by providing additional travel lanes on Atlantic Street, and to improve pedestrian circulation in the vicinity of the Transportation Center to the extent possible. It was

also determined that the project should include provisions for an additional track for the railroad, as well as a platform to service this track.

The new bridge will consist of concrete-encased steel girders supported by new concrete abutments with a new center pier. The proposed increases in overall span length and cross-sectional width of the new structure will require the reconstruction of the existing railroad retaining walls along South State Street. Concrete form liners or other means will be used to recreate the aesthetic elements of the existing structures. At the request of the City of Stamford, the brownstone which comprises the existing bridge abutments and portions of the retaining walls will be salvaged and turned over to the City for reuse.

The proposed roadway cross-section of Atlantic Street under MNRR as coordinated between CTDOT and the City of Stamford will consist of three 11-foot lanes in each direction with 2-foot outside shoulders. A right-turn only lane will be provided in the northbound direction onto South State Street. An approximately 6-foot wide median will be provided to accommodate the bridge pier which will divide each direction of traffic on Atlantic Street. An 8-foot wide sidewalk will be provided on both sides of Atlantic Street.

The proposed vertical alignment on Atlantic Street will accommodate the required depth of the bridge structure and provide a 14'5" minimum vertical clearance, which meets functional standards. This alignment will require the lowering of Atlantic Street by approximately 3.7 feet at the maximum. The limits of the proposed roadway reconstruction and lowering are between North State Street and Dock Street/SUT. Extensive utility relocations and modifications are required in order to accommodate the revised bridge structure and the changed profile of Atlantic Street. The lowering of Atlantic Street will also impact the intersections of Atlantic Street and the I-95 NB Exit 8 ramp, and Atlantic Street and Manhattan Street. A scoping notice for this project was placed in the *Environmental Monitor* on November 5, 2013, and a Public Scoping Meeting was held on November 19, 2013.

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. A Carbon Monoxide (CO) Hot spot analysis was performed in February 2014. The project is located within the boundaries of the portion of the state which have been designated as attainment (maintenance) for CO. The results of the analysis show that the project will not result in exacerbating an existing violation or create a new local CO violation and is therefore in conformity.
 - b) *Water Quality*- No negative impacts are anticipated. Best management practices (BMP's) will be used as the project moves forward.
 - c) *Ambient Noise Levels*- No negative impacts are anticipated.

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 as the project area is not within a public water supply source water area.
 - b) *Groundwater* - No negative impacts are anticipated. BMP's will be used as the project moves forward.
 - c) *Flooding* – No negative impacts are anticipated. A portion of the project is located within Connecticut's coastal boundary as defined in the Connecticut General Statutes (CGS), however it is not expected that the project would result in any adverse impacts to coastal resources. The project is not within the 100-year flood zone on the community's Flood Insurance Rate Map.
 - d) *Erosion or Sedimentation*- No negative impacts are anticipated. Stormwater discharges from construction sites where one or more acres are to be disturbed require a permit pursuant to 40 CFR 122.26. The CTDEEP Permitting & Enforcement Division has issued a *General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* (DEP-PERD-GP-015) that will cover these discharges.

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. There are no wetland impacts associated with this project.

4. *Disruption or alteration of an historic, archaeological, cultural, or recreational building, object, district, site or its surroundings* – The project will require the demolition of the Atlantic Street MNRR Bridge (Bridge No. 08012R) which is eligible for listing on the National Register of Historic Places. In the opinion of the Connecticut State Historic Preservation Office (CTSHPO), this will constitute an adverse effect to the bridge itself and to the adjacent National Register listed South End Historic District. The Historic Neighborhood Preservation Program (HNPP) also indicated their concern with the demolition of the bridge as well as with the impacts the project may have on the South End Historic District. In order to mitigate the adverse effects, CTDOT has entered into an agreement with the CTSHPO, HNPP, Federal Highway Administration (FHWA), the City of Stamford, and the Historic Preservation Advisory Commission. The stipulations are as follows:
 - Prior to demolition-related activities, FHWA, and/or CTDOT shall document the Atlantic Street Bridge to the professional standards of the CTSHPO. Documentation shall consist of narrative text, photographs and/or digital images, an index to photographs, and a photographic site plan. Final documentation shall be provided to CTSHPO for permanent archiving and public accessibility.
 - FHWA, and/or CTDOT shall prepare and submit a brief history and description of the Atlantic Street Bridge, including project-related information, photographs, site plans and maps, to the *Society for Industrial Archaeology New England Chapters Newsletter*.

- CTDOT shall provide up to \$50,000 to the City of Stamford for the study of alternative transportation corridors that would focus on minimizing impacts to the South End National Register Historic District. The City of Stamford shall work with the Historic Preservation Advisory Commission and the HNPP throughout this study to determine ways to meet the need for improved transportation in the area while avoiding or minimizing negative impacts to the historic district.
- The City of Stamford and CTDOT shall agree to consult with the Historic Preservation Advisory Commission and HNPP early in the planning process for future transportation improvements affecting the South End National Register Historic District to ensure that preservation concerns are considered as part of the decision making process.
- FHWA and CTDOT shall donate to the City of Stamford the original Portland brownstone abutment stones for the City's use for city public projects and beautification around the City of Stamford.

Additionally, the HNPP suggested reusing the existing bridge materials and questioned the use of imitation form-stone as an appropriate substitute. CTDOT considered reuse of the brownstone in the existing bridge abutments; however it is not suitable for reuse as an engineering material or as a veneer for new concrete. CTDOT will solicit input from the City and HNPP among other stakeholders in the final selection and coloration to be used.

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 impacts are anticipated. The Natural Diversity Data Base (NDDDB) contains no records of any extant populations of Federally listed endangered species or species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or special concern in 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 impacts are anticipated.
7. *Substantial aesthetic or visual effects* – No negative impacts are anticipated.
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* – Since this action involves the development or improvement of real property whose costs are in excess of \$200,00, it is subject to the consistency requirement of the State of Connecticut Conservation and Development Plan of 2013-2018 (Plan) and its Growth Management Principles (GMP). In particular, this type of project supports GMP #1 (Redevelopment and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure) and GMP#3 (Concentrate Development Around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation). In

addition, the project is located in a Balanced Priority Funding Area as defined by the Locational Guide Map of the Plan. Therefore, the project is consistent with the written and mapped policies of the Plan.

9. *Disruption or division of an established community or inconsistency with adopted municipal and regional plans* - No negative impacts are anticipated. There has been extensive coordination with the city of Stamford regarding this project. The project is consistent with the city's plans for the area.
10. *Displacement or addition of substantial numbers of people* – No negative impacts are anticipated.
11. *Substantial increase in congestion (traffic, recreational, other)* - No negative impacts are anticipated. This project will improve traffic operations and reduce congestion.
12. *A substantial increase in the type or rate of energy use as a direct or indirect result of this action* - No negative impacts are anticipated.
13. *The creation of a hazard to human health or safety* - No negative impacts are anticipated. Various enhancements such as an 8-foot wide sidewalk along each side of Atlantic Street will increase pedestrian safety and circulation.
14. *Any other substantial impact on natural, cultural, recreational or scenic resources* - No additional negative impacts are anticipated.

Conclusion:

After examining any potential environmental impacts and reviewing all comments received; CTDOT has concluded that the preparation of an Environmental Impact Evaluation will not be required for the Replacement of the Atlantic Street MNRR Bridge.

Recommendations received by various State agencies as a result of the Scoping Process:

The Drinking Water Section of the DPH has determined that the project does not appear to be in a public supply water area, therefore they have no recommendations.

The following recommendations were received from CTSHP:

The demolition of the Atlantic Street MNRR Bridge would constitute an adverse effect upon the bridge and the adjacent National Register listed South End Historic District.

The Atlantic Street Railroad Bridge be documented in accordance with the guidelines set forth by CTSHPO's office and two copies of the report shall be submitted to the CTSHPO. That documentation report should include a concise narrative history of the railroad bridges in Stamford and the historic context of the railroad through Fairfield County. A copy of the report should be made available at the town library and/or Town Hall.

CTDOT and FHWA shall provide up to \$50,000 to the City of Stamford to be used explicitly for the study of alternative transportation corridors around the South End National Register of Historic Places.

CTDOT and the City of Stamford agree to add the Historic Neighborhood Preservation Program as a key partner in future transportation planning studies to minimize effects caused by future DOT transportation improvements in the Stamford.

The following recommendations were received from CTDEEP:

Development plans in urban areas that entail soil excavation should include a protocol for sampling and analysis of potentially contaminated soil. Soil with contaminant levels that exceed the applicable criteria of the Remediation Standard Regulations, that is not hazardous waste, is considered to be special waste. The disposal of special wastes, as defined in section 22a-209-1 of the RCSA, requires written authorization from the Waste Engineering and Enforcement Division prior to delivery to any solid waste disposal facility in Connecticut. If clean fill is to be segregated from waste material, there must be strict adherence to the definition of clean fill, as provided in Section 22a-209-1 of the RCSA. 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). 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.

The disposal of demolition waste should be handled in accordance with applicable solid waste statutes and regulations. Demolition debris may be contaminated with asbestos, lead-based paint or chemical residues and require special disposal. Clean fill is defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA) and includes only natural soil, rock, brick, ceramics, concrete and asphalt paving fragments. Clean fill can be used on site or at appropriate off-site locations. Clean fill does not include uncured asphalt, demolition waste containing other than brick or rubble, contaminated demolition wastes (e.g. contaminated with oil or lead paint), tree stumps, or any kind of contaminated

soils. Landclearing debris and waste other than clean fill resulting from demolition activities is considered bulky waste, also defined in section 22a-209-1 of the RCSA. Bulky waste is classified as special waste and must be disposed of at a permitted landfill or other solid waste processing facility pursuant to section 22a-208c of the Connecticut General Statutes and section 22a-209-2 of the RCSA.

Construction and demolition debris should be segregated on-site and reused or recycled to the greatest extent possible. Waste management plans for construction, renovation or demolition projects are encouraged to help meet the State's reuse and recycling goals. The *State Solid Waste Management Plan* outlines a goal of 58% recovery rate for municipal solid waste by the year 2024. Part of this effort includes increasing the amount of construction and demolition materials recovered for reuse and recycling in Connecticut. It is recommended that contracts be awarded only to those companies who present a sufficiently detailed construction/demolition waste management plan for reuse/recycling.