

**To:** Eric McPhee, Department of Public Health  
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**From:** Linda Brunza- Environmental Analyst

**Telephone:** 860-424-3739

**Date:** 10/18/2018

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**Subject:** Scoping Notice for the Re-Scoping of Stony Brook North and South Transmission Main Rehabilitation, Montville and Bozrah

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The Department of Energy and Environmental Protection (DEEP) has received the Notice of Scoping for the Department of Public Health (DPH) to provide financial assistance to the City of Norwich. The proposed project is rehabilitation and improvements of portions of the Stony Brook Transmission Main on Cherry Lane and Leffingwell Road in Montville and Route 82 and Noble Hill in Bozrah. DEEP advises that DPH considers how this project is coordinated with ongoing regional planning efforts to address water, wastewater and other utility infrastructure needs. DEEP offers the following comments for your consideration.

### **Remediation**

DEEP is aware of an existing well pollution problem west of proposed water the transmission line extension along Route 82. There are a series of domestic and public water systems that are impacted with unacceptable levels of perchloroethylene (PCE) and trichloroethylene (TCE) and methyl tertiary butyl ether (MTBE) /benzene resulting from a dry cleaner release and underground storage gas tank release. The impacted well water systems are currently protected by water treatment systems. Maintenance of the systems are presently funded by dry cleaning fund administered by the Department of Economic and Community Development (only domestic wells) and the current owner of the Bestway Gas Station, which is located on Route 82 about 2,000' from the intersection. The Responsible Parties in both cases are either assetless or deceased. If state funding ends or the owner of the Bestway gas station opts out of maintaining and monitoring the water treatment systems, the impacted well owners, no fault of their own, will take on the expense of maintenance and monitoring of the filters.

DEEP recommends an assessment of the feasibility of extending the water transmission line a distance of 3,000' west of the intersection along Route 82 to serve the impacted properties with a permanent long-term supply of drinking water. Significant levels of MTBE and benzene remain in groundwater from a former gas station on property adjoining the Bestway gas station. Since the dry cleaning establishment has ceased operating at this site, the release of dry cleaning solvent discharged to groundwater at the site has been abated. However, significant levels remain in the bedrock aquifer. It is technically not practical to remediate the dry cleaning solvent. It will persist for an unknown length of time requiring water treatment. DEEP is concerned that there is no other course of action to alleviate the long term pollution problem for these impacted and potentially

impacted well owners relying on groundwater, and would like DPH and the City of Norwich to consider an extension of transmission line to this impacted area. Please contact Bill Warzecha, Supervising Environmental Analyst, Remediation Division- Eastern District, at 860-424-3776 or by email at [william.warzecha@ct.gov](mailto:william.warzecha@ct.gov) with any questions.

### **Water Diversion**

The proposed project may be exempt from diversion permitting because the entire towns of Montville and Bozrah are listed as part of Norwich Public Utility's registered service area, meeting the definition of a service area in section 22a-377(b)-1(b)(1) of the Regulations for Connecticut State Agencies. Official determination requests for exemptions should be made in writing to Denise Ruzicka, Division Director, Water Planning and Management Division.

### **404/ 401 Water Quality Certification**

For the proposed stream crossing as well as the interconnection route, it is recommended that a certified soil scientist perform a reconnaissance of the site in order to determine whether there are any areas which would be regulated as wetlands or watercourses as defined by section 22a-38 (15) and (16) of the Connecticut General Statutes (CGS), respectively. If the reconnaissance identifies regulated areas, they should be clearly delineated. Any activity within federal regulated wetland areas or watercourses at the site may require a permit from the U.S. Army Corps of Engineers pursuant to section 404 of the Clean Water Act. Further information is available on-line at [Army Corps of Engineers, New England District](#) or by calling the Corps Regulatory Branch in Concord, Massachusetts at 978-318-8338. The project may fall within the parameters for Self-Verification for Corps permitting. If a permit is required from the U.S. Army Corps of Engineers, a Water Quality Certificate will also be required from DEEP pursuant to section 401 of the Clean Water Act. For further information, contact the Land and Water Resources Division at 860-424-3019. A fact sheet regarding 401 Water Quality Certification is available on-line at [401 Certification](#).

### **Hydrostatic Pressure Testing Wastewater Discharge**

Hydrostatic pressure testing wastewater discharges resulting from this project are authorized as "potable water system maintenance wastewaters" under the *Comprehensive General Permit for Discharges to Surface Water and Groundwater* (Comprehensive General Permit). No formal registration is required under the Comprehensive General Permit for this discharge but there must be compliance with operating conditions and effluent limits of the Comprehensive General Permit. The Miscellaneous and Comprehensive General Permits are administered by the Water Permitting and Enforcement Division of DEEP's Bureau of Materials Management and Compliance Assurance. A general permit sets terms and conditions for conducting an activity which are protective of the environment. Questions can be directed to Don Gonyea, 860-424-3827, [donald.gonyea@ct.gov](mailto:donald.gonyea@ct.gov); or Jim Creighton, 860-424-3681, [james.creighton@ct.gov](mailto:james.creighton@ct.gov).

### **RCRA Hazardous and Solid Waste**

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 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 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](#).

### **Idling**

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 DEEP.

### **Clean Vehicles**

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.

Thank you for the opportunity to review this project. These comments are based on the reviews provided by relevant staff and offices within DEEP during the designated comment period. They may not represent all applicable programs within DEEP. Feel free to contact me if you have any questions concerning these comments.

cc: Robert Hannon, DEEP  
William Warzecha, DEEP  
Denise Ruzicka, DEEP