

**Environmental Assessment Checklist  
East Avenue Bridge Replacement and Improvements Project**

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

**Date:** June 19, 2018  
**Project Name:** East Avenue Bridge Replacement and Improvements Project  
State Project Numbers 301-187 and 301-190  
**Municipality:** Norwalk  
**Staff Contact:** Kevin Fleming

**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:**

The East Avenue Bridge Replacement and Improvements Project consists of improvements in the vicinity of the Metro-North Commuter Railroad (MNR) Station in East Norwalk, Connecticut as follows: replacement of the East Avenue Railroad Bridge (State Bridge No. 03691R); westerly extension of existing rail station platforms; provision of elevator and stair access to those platforms from East Avenue; and replacement of a deteriorated timber retaining wall (Wall 427). The purpose of this proposed project is to:

- Address the state of disrepair and age of the existing bridge substructure and superstructure;
- Improve pedestrian accessibility, safety, and mobility at the MNR East Norwalk station and platforms, including compliance with Americans with Disabilities (ADA) requirements; and
- Improve a deteriorated wall condition whereby the existing retaining wall cannot support current loading from commuter, inter-city passenger, and freight train movements.

The new bridge structure will replace both the existing bridge substructure and superstructure, and it will provide a greater width for the roadway below the tracks, thereby improving both vehicular and pedestrian movements. The existing MNR station platforms will be lengthened to the west from the station to provide all-door entry and egress from long trains. The design for pedestrian/passenger access to the station platforms is ongoing; CTDOT is evaluating the feasibility and costs of constructing elevator and stair structures or switch-back ramps to provide ADA-accessibility. Additionally, a deteriorated timber portion of Wall 427, on the south side of the railroad right-of-way (ROW) east embankment, will be replaced with a precast concrete modular retaining wall. Wall 427 will primarily be constructed from the track level due to surrounding site constraints. To provide the contractor with access to the tracks from the east during a portion of the proposed track outage period, a temporary gravel road will be constructed east of the East Norwalk Station, between the railroad ROW and 31 Winfield Street, east of Strawberry Hill Avenue. The access road may be used for multiple project components. The details of the access road plan will continue to evolve as the design advances.

The East Avenue Bridge Replacement and Improvements Project will be constructed to minimize impacts to existing New Haven Line (NHL) rail transportation. CTDOT proposes to use upcoming track outages

***Environmental Assessment Checklist  
East Avenue Bridge Replacement and Improvements Project***

planned for the Walk Bridge Replacement Project (State Project No. 0301-0176) to construct the East Avenue Bridge project. CTDOT has used this construction method - grouping projects in and proximate to the rail line - on previous railroad infrastructure projects, and has been successful in minimizing disruptions to rail service and adjacent roadways while maximizing efficiencies in project construction. Throughout the construction period, two tracks (Tracks 2 and 4, or Tracks 1 and 3), will remain in service. Track outages will be limited to two long term outages (approximately 16-17 months each), and short term single-track outages (limited to weekends) to remove and install facilities and structures.

Almost all project work will occur within the existing MNR ROW, except for the new passenger/pedestrian access structures from East Avenue up to the extended rail platforms located on the new railroad bridge. Construction easements will be required for construction access, staging, and storage. Additionally, a construction easement will be required for the temporary gravel access road. In addition to these construction easements, the contractor will have use of the parking area on the northwest corner of the bridge; this property was previously acquired by CTDOT.

By implementing the East Avenue Bridge Replacement and Improvements Project, CTDOT will improve the conditions of the East Avenue Railroad Bridge, East Norwalk MNR Station, and other ancillary railroad infrastructure to ensure passenger safety, compliance with ADA requirements, and future rail operating efficiency along the New Haven main line and at the station.

**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. As a reconstruction project taking place within the existing ROW, the project is exempt from the requirement for an air quality conformity determination, per Table 2, "Exempt Projects," of 40 CFR 93.126. The project is located within the boundaries of a portion of the state which has been classified as attainment maintenance for carbon monoxide (CO), as attainment maintenance for PM 2.5 and non-attainment for Ozone, and attainment for PM 10. The project is not expected to increase passenger use of the station, as no additional parking or train service is proposed. Work outside the railroad ROW footprint will be limited to construction easements required for construction access, staging and storage, including a gravel construction access road that will be required from Strawberry Hill Avenue to the MNR corridor, and for limited portions of the improved pedestrian/passenger access structures from East Avenue to the level of the platform on the new East Avenue Railroad Bridge.

During construction, potential air quality impacts include airborne dust particles from exposed soils and emissions from idling and mobile construction vehicles. Potential impacts during construction will be avoided or limited by proper operation of construction equipment and adherence to regulations limiting idling of engines as recommended by the Connecticut Department of Energy and Environmental Protection (CTDEEP).

*b) Water Quality*

No negative impacts are anticipated. Water resources such as wetlands and watercourses are not present at the project site. Drainage improvements incorporated as part of the design and construction project will eliminate saturation of the rail bed, bridge substructure (abutments) and retaining wall location, and improve the quality of the stormwater that is ultimately discharged from the site.

All CTDOT projects must comply with the CTDOT Standard Specifications for Roads, Bridges, Facilities and Incidental Construction (Form 817). Section 1.10, Environmental Compliance, specifically deals with water pollution control and Best Management Practices. During construction, the project will adhere to a

***Environmental Assessment Checklist  
East Avenue Bridge Replacement and Improvements Project***

comprehensive Erosion and Sedimentation Control Plan (E&SC Plan), which will be implemented and maintained in conformance with the Connecticut Guidelines for Soil Erosion and Sediment Control (CTDEP, 2002) and other federal, state and local policies. Best Management Practices (BMPs), including silt fences, hay bales, and other erosion and sedimentation controls, will be properly installed adjacent to project disturbance limits, particularly the disturbance limits associated with the retaining wall replacement, temporary construction access from Strawberry Hill Avenue, and the work area associated with the East Avenue Railroad Bridge abutments and elevator and stair structures. These controls will be maintained throughout the period of active construction until exposed soils have been stabilized.

*c) Ambient Noise Levels*

No negative impacts are anticipated. Expansion of the overall project footprint is negligible and will not result in any rail facilities or trains being located closer to any noise sensitive receptors once project construction is complete. Because the work will occur within an active, heavily traveled rail corridor in a somewhat congested urban area, daytime construction noise is not anticipated to be a concern for this project. Nighttime and weekend construction, however, will be required, to minimize tracks outages and maintain active rail service along the corridor to the greatest extent possible. Planning of nighttime construction activities will be coordinated with the City of Norwalk and the neighboring community to limit the loudest noise generating construction activities to weekday daytime hours whenever possible. Construction documents will require the contractor to limit the intensity of noise generated by construction, as identified in CTDOT Form 817. Such measures to minimize noise may include appropriate mufflers on construction vehicle.

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

*a) Water Supply*

The project is not located within an area used as a public water supply source; therefore, no negative impacts are anticipated.

*b) Groundwater*

The project is not located within or near an aquifer protection area; therefore, no negative impacts are anticipated.

*c) Flooding*

The project is located above the 500-year floodplain, as indicated in the FEMA Flood Insurance Rate Map (Map No. 09001C0531G; revised July 8, 2013), and is in an area of minimal flood hazard; therefore, no negative impacts are anticipated. The project will add minor amounts of new impervious surface in the form of railroad ballast placed on the deck of the new East Avenue Railroad Bridge (note that the ballast itself is not impervious, but the deck "tub" structure containing the ballast functions as an impervious surface), the 10-foot wide concrete rail platforms that will extend west of the East Norwalk MNR Station along both sides of the tracks, and the roofing on the new elevator and stair structures and platform canopies. No off-site effect is anticipated, however, due to the limited amount of additional impervious surface and inclusion of stormwater improvements and BMPs.

*d) Erosion or Sedimentation*

As indicated in #1b), a comprehensive E&SC Plan will be developed for the project; the plan will adhere to the requirements of *Connecticut Guidelines for Soil Erosion and Sediment Control* (CTDEP, 2002) and other federal, state and local policies. Therefore, no negative impacts are anticipated.

**Environmental Assessment Checklist**  
**East Avenue Bridge Replacement and Improvements Project**

**3. Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows**

No impacts to natural resources will occur from this project. No inland wetlands are located proximate to the railroad ROW. Connecticut's coastal boundary essentially coincides with the MNR corridor where it crosses East Avenue. However, no coastal resources will be directly or indirectly impacted by project construction, and there are no coastal resources adjacent to the project construction site. CTDOT's Office of Environmental Planning (OEP) reviewed CTDEEP's 1979 Coastal Area Management (CAM) mapping in the project area and determined that the East Avenue Bridge and Wall 427 are located outside of the CAM boundaries. As such, consistency documentation is not required.

The project is in an urban area and is confined predominantly to the active MNR ROW, except for a small undeveloped grassy slope located west of Strawberry Hill Avenue and south of the MNR rail corridor. This slope will be graded to create a temporary gravel construction access road to the site – as access to construct the new precast concrete modular retaining wall can only be obtained from above (trackside) due to the narrow width between the buildings on Winfield Street and the rail corridor to the north (roughly 10 feet). Following construction, the site will be restored to pre-construction conditions.

**4. Disruption or alteration of an historic, archaeological, cultural, or recreational building, object, district, site or its surroundings**

The project was evaluated for possible impacts to significant historic and archaeological resources, defined as properties listed in or eligible for listing in the National Register of Historic Places (NRHP) or the State Register of Historic Places (SRHP). Historic resources are documented in *Historic Resources Evaluation Report - East Avenue Bridge Replacement and Improvements Project, Norwalk, Connecticut* (Carnell and Clouette, December 2017). The sensitivity of the project area for archaeological resources was surveyed and documented in *Archaeological Sensitivity Assessment – The East Avenue Bridge Replacement and Improvements Project, Norwalk, Connecticut* by Ross K. Harper, Ph.D. (December 2017). The reports have been reviewed by the Connecticut State Historic Preservation Office (CTSHPO) and submitted to local historic stakeholders.

The historic resources Area of Potential Effects (APE) was delineated as 1) the area within the railroad ROW in which project work will take place, and 2) the project's construction staging/access easement areas adjacent to the East Avenue Railroad Bridge and at the rear of the properties on Winfield Street. The following table presents the recommended findings of effects of the project on listed, eligible, and potentially eligible historic properties within the APE:

<b>Property</b>	<b>Recommended NRHP/SRHP Status</b>	<b>Recommended Effects Finding</b>
East Avenue Railroad Bridge	Contributing to the rail line within the project limits as a potentially NRHP-eligible linear historic district	<u>Adverse Effect</u>
Railroad Embankment Stone Retaining Walls	Contributing to the rail line within the project limits as a potentially NRHP-eligible linear historic district	<u>No Adverse Effect</u>
Catenary Support Structures	Contributing to the rail line within the project limits as a potentially NRHP-eligible linear historic district	<u>No Effect</u>
Founders Stone Monument, East Ave.	Not eligible for the NRHP; differing opinions on SRHP eligibility	<u>No Effect (if protected)</u>
Founders - East Norwalk Historical Cemetery, East Ave., Cemetery St., and Gregory Blvd.	Potentially eligible for the SRHP; differing opinions on NRHP eligibility	<u>No Effect</u>
Hodshon-Berg Hat Factory, 230 East Ave. (fronts on Rowan St.)	Potentially eligible for the NRHP and SRHP	<u>No Effect</u>

**Environmental Assessment Checklist**  
**East Avenue Bridge Replacement and Improvements Project**

Property	Recommended NRHP/SRHP Status	Recommended Effects Finding
East Avenue United Methodist Church, 244 East Ave.	Differing opinions on SRHP and NRHP eligibility	<u>No Effect</u>
Neptune Manufacturing Company Factory, 66-70 Fort Point St.	Potentially eligible for the NRHP and SRHP	<u>No Effect</u>
Roger Ludlow Junior High School, 11 Roger Square	Potentially eligible for the NRHP and SRHP	<u>No Effect</u>
R. T. Vanderbilt Laboratory Complex, 30 and 31 Winfield St.	Potentially eligible for the NRHP and SRHP	<u>No Adverse Effect</u> (if landscape is restored)

The archaeological APE was determined to be 1) the railroad ROW from a point beginning a short distance west of East Avenue and extending eastward to include the temporary construction access road off Strawberry Hill Avenue, 2) the abutments for the new bridge and the pedestrian accessibility footprints that will extend into the four quadrants where East Avenue and the railroad ROW intersect, and 3) adjacent construction staging/access areas associated with these activities. Two archaeologically sensitive areas are present within the APE, consisting of a small unpaved area at the rear of 17-19 Winfield Street, associated with construction staging/access; and an open grassy area associated with a construction access road, bounded by the ROW to the north, Winfield Street to the south, and Strawberry Hill Avenue to the east. These two areas possess high archaeological sensitivity for both pre-colonial and early historic-period artifacts and features. Phase IB archaeological subsurface testing in the form of shovel-test pits will occur in these areas prior to ground-disturbing project activities. Aside from these two areas, no additional archaeological testing is recommended in the project area.

A draft Memorandum of Agreement (MOA) among CTDOT, CTSHPO, and the Federal Transit Administration (FTA) has been prepared to mitigate for the adverse effect. Draft stipulations include the following: 1) preparation of written and photographic documentation of the East Avenue Railroad Bridge for permanent archiving and public accessibility; 2) implementation of an Archaeological Treatment Plan to address archaeological resources; and 3) evaluation of the feasibility of incorporating some or all of the stone from the existing East Avenue Railroad Bridge abutments in the abutments of the replacement bridge as either structural or decorative components.

**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. In a letter dated September 29, 2017, CTDEEP indicated that its review of Natural Diversity Data Base (NDDB) maps and files identified records for State Threatened *Falco peregrinus* (peregrine falcon) in the project area. CTDOT has identified BMPs for the protection of the peregrine falcon; these will be included in the contract specifications. CTDEEP determined that by utilizing these BMPs, the proposed project will not have an adverse impact on peregrine falcons that may nest on the bridges. The CTDEEP NDDB review is valid through September 29, 2019.

The U.S. Fish and Wildlife Service (USFWS) Information Planning and Consultation (IPaC) System was consulted for this project. The IPaC report identified two federally threatened species; the northern long-eared bat (*Myotis septentrionalis*) and the red knot (*Calidris canutus rufa*).

According to CTDEEP NDDB records, there are no caves or mines in, or within one-fourth-mile of the project area, nor are there any caves or mines within Norwalk that could be utilized as hibernacula for the northern long-eared bat. The northern long-eared bat is generally associated with old-growth forests with an intact forest interior habitat (NatureServe Explorer, 2015). The northern long-eared bat generally utilizes clusters of trees that are larger than the surrounding stand. For the bats to use them, the trees need to have exfoliating bark or crevices for roosting. There is no such cluster of larger trees in the project area. Furthermore, there are no CTDEEP NDDB records of known maternity roost trees within the

***Environmental Assessment Checklist  
East Avenue Bridge Replacement and Improvements Project***

project area or the surrounding area. No signs of bat activity have been identified or noted on the existing open deck railroad bridge spanning East Avenue. The project area is urbanized and is somewhat removed from any potentially suitable feeding areas for the red knot; namely the mudflat areas located along the Norwalk River to the west and the Saugatuck River to the east. The project will therefore have no impact to this species.

Because the project does not involve any direct or indirect impacts to the Norwalk River or other nearby water resources, consultation with National Oceanic and Atmospheric Administration/National Marine Fisheries Service (NOAA/NMFS) was not undertaken for this project.

***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. CTDOT does not anticipate the use of pesticides, toxic or hazardous materials in quantities that would create a detrimental environmental impact. Any facilities used for outdoor storage of hazardous and/or flammable materials during construction will automatically be set above the elevation of the 500-year flood, since the project site is located above the elevation of the 500-year flood.

An Environmental Risk Information Services (ERIS) *Database Report* was generated for the project site in October 2017 to identify releases of hazardous materials and other land uses/contamination sources that have the potential to have impacted environmental conditions at the project site (i.e., existing soils or groundwater) over the years. Although the database report did not specifically identify the East Norwalk MNR Station or corridor as a source of contamination, they are potential sources of contamination due to historic railroad land use. Based on the historic and continued railroad use and the location of potential risk sites adjacent to or within 1/8-mile of the project site, the project area may need to be further evaluated as design advances to determine the presence and extent of contamination on site. As needed, and in coordination with CTDOT's Office of Environmental Compliance (OEC), specifications will be developed for the proper soil handling, storage, and disposal in compliance with State and Federal regulations. The management and disposal of contaminated materials will be addressed during the permitting phase of the project to ensure that potential impacts to workers and the surrounding environment are avoided and/or minimized to the greatest extent practicable. If required, CTDOT will register for CTDEEP's *General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer)*.

***7. Substantial aesthetic or visual effects***

No negative impact is anticipated. The project will alter the existing setting: the existing historic bridge will be replaced; either switchback ramps or stairs and elevators will be constructed; and the deteriorated portion of a retaining wall along the south side of the railroad ROW will be replaced. CTDOT is working with the CTSHPO on the development of a MOA to address adverse effects of the project; the MOA has been reviewed by local historic stakeholders (Refer to Item #4). It was determined that the new construction will have a minimal visual effect on the integrity of setting of the NRHP- and SRHP-eligible properties in the vicinity of the project.

Construction-related impacts will be temporary. In a review of the impact of the project, including construction access/staging/storage easements, upon a NRHP- and SRHP-eligible property and other historic properties, it was determined that no adverse effect will occur, provided that the sites are restored to pre-construction conditions at project completion.

***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***

***Environmental Assessment Checklist  
East Avenue Bridge Replacement and Improvements Project***

The replacement of the East Avenue Bridge is consistent with the 2018-2023 Connecticut State Plan of Conservation and Development. Improvements to the NHL are supported by Growth Management Principle #1, *Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure*, and its associated State Agency Policy: *Ensure the safety and integrity of existing infrastructure over its useful life through the timely budgeting for maintenance, repairs and necessary upgrades*. The project is not defined as a “growth-related project,” per CGS Section 16a-35c(a)(2)(D)(i), “Projects for maintenance, repair or renovations to existing facilities...whose primary purpose is public safety...”

The project is consistent with State transportation plans. The replacement of the East Avenue Bridge is included on CTDOT’s list of proposed infrastructure upgrades and capital investments for the New Haven Line (NHL) as cited in the *Connecticut State Rail Plan, 2012-2016* and CTDOT’s *Five Year Capital Plan for FY 2015-2019*. The project is also identified in the 2018 Statewide Transportation Improvement Program (STIP), as of 03/02/2018.

***9. Disruption or division of an established community or inconsistency with adopted municipal and regional plans***

The project is consistent with municipal and regional plans and, aside from temporary construction impacts, no negative impact is anticipated. The project meets a goal of the City of Norwalk’s Plan of Conservation and Development (adopted July 3, 2008) to *provide an efficient and effective system of transportation*. The project is listed in the 2012-2015 Transportation Improvement Program (TIP) of the South Western Regional Planning Agency (endorsed by the MPO 1/26/2011) as Project 12-002, to “reconstruct Walk, Saga, East Ave, Osborne Ave Rail Bridges.”

Project improvements will occur in an urbanized area on the eastern side of the City of Norwalk that is characterized by a mix of land uses, including commercial, industrial, residential and transportation. Per the City of Norwalk’s current Planning and Zoning Department’s Building Zone Map (December 23, 2016), the project area is located within two zones: Industrial No. 1 District (I1) and Neighborhood Business Zone (NB). Because the project involves improvements to existing railroad infrastructure that passes through these zones, and since it does not introduce new incompatible development, the project is deemed to be consistent with existing land use and zoning districts.

***10. Displacement or addition of substantial numbers of people***

No negative impact is anticipated. The project does not involve any displacement or addition of people.

***11. Substantial increase in congestion (traffic, recreational, other)***

No negative impact is anticipated, aside from temporary impacts during construction. The purpose of the project is to correct existing bridge deficiencies and to increase pedestrian accessibility, safety, and mobility, which will facilitate rail service and assist in reducing congestion. The project will not modify any existing roadways, create new parking areas, nor generate any new daily traffic, except during the temporary construction period.

While the proposed project will have no impact on traffic in the long-term, short-term impacts could occur during construction from increased use of the roads by construction vehicles and construction staging. To minimize impacts during construction, a Maintenance and Protection of Traffic (MPT) Plan will be developed and coordinated with the City of Norwalk. The plan will allow for the safe flow of traffic through and around the project work area, ensure the safety of construction workers, and allow for construction equipment to efficiently access and maneuver at the work site. Further, as part of the Walk Bridge Replacement Project (Project 0176-0301) a Transportation Management Plan will be prepared to coordinate the East Avenue Bridge Replacement and Improvements Project with the replacement of Walk Bridge and Fort Point Street Bridge, as well as other rail improvement projects in the area.

**Environmental Assessment Checklist**  
**East Avenue Bridge Replacement and Improvements Project**

12. *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. *Creation of a hazard to human health or safety*

No negative impact is anticipated. This project will improve pedestrian/passenger accessibility, safety, and mobility at the East Norwalk MNR station and platforms.

A Health & Safety Plan for construction workers will also be developed in accordance with OSHA guidelines. No hazardous materials other than diesel fuel for construction equipment will be stored on site during construction. All fuel storage tanks used during construction will be equipped with secondary containment systems. Any facilities used for outdoor storage of hazardous and/or flammable materials during construction will automatically be set above the elevation of the 500-year flood, since the project site is located above the elevation of the 500-year flood.

14. *Any other substantial impact on natural, cultural, recreational, or scenic resources*

No other substantial impact on natural, cultural, recreational, or scenic resources is anticipated.

**Conclusion:**

After examining 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 East Avenue Bridge Replacement and Improvements Project.

**Recommendations from State Agencies**

The East Avenue Bridge Replacement and Improvements Project was noticed in the *Environmental Monitor* on September 19, 2017, and written comments were accepted until October 20, 2017. The following comments and questions, shown in italicized font, were received from CTDEEP during the public scoping process. Responses to questions are provided in bold font. No other agency comments were received, and no comments were received from the public.

*Hazardous or Solid Waste*

*Due to the historic nature of the area, it is likely there are hazardous or solid waste related concerns. DEEP's standard comments concerning construction projects in urban areas are as follows:*

- *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 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. 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. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: [Special Waste Fact Sheet](#).*



**Environmental Assessment Checklist**  
**East Avenue Bridge Replacement and Improvements Project**

- *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 at: [Soil Management GP](#). For further information, contact the RCRA Enforcement Division at 860-424-3366.*

**CTDOT will address the management of hazardous or solid waste to be generated by the project. In coordination with CTDOT's Office of Environmental Compliance (OEC), specifications will be developed as needed for the proper soil handling, storage, and disposal in compliance with State and Federal regulations. The management and disposal of contaminated materials will be addressed during the permitting phase of the project to ensure that potential impacts to workers and the surrounding environment are avoided and/or minimized to the greatest extent practicable. If required, CTDOT will register for CTDEEP's General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer).**

*Threatened and Endangered Species*

*DEEP Wildlife Division has been in correspondence with the Department of Transportation and has concurred with protocols that will be followed for the protection of the peregrine falcon, listed to be within a quarter mile of the project area. Special considerations include time of year restrictions and contractor awareness and notification. Department of Transportation's Office of Environmental Planning or an authorized delegate will inspect the site prior to the commencement of construction activities. The determination is valid for two years. A new Natural Diversity Data Base Request for Review is required if work for this project has not started before September 29, 2019.*

**To avoid potential impacts to peregrine falcon, the following measures will be implemented during construction:**

- **Any construction and/or inspection activities which are within 500 feet of an identified nest shall not occur within the nesting season for this species (April 1-July 31).**
- **An Environmental Inspector from CTDOT's Office of Environmental Planning, or an authorized delegate, will inspect the site prior to the commencement of construction activities.**
- **Workers shall be notified of the existence of peregrine falcons in the area and be apprised of the laws protecting them.**

**Based on the above measures, and the fact that the project footprint is primarily limited to the existing railroad ROW and other adjacent and developed areas, the proposed project will have no impact on federal or state listed threatened or endangered species. It is anticipated that the work will start in 2018; however, CTDOT will submit a request for a new NDDB if needed.**

*Air Emissions*

*For large construction projects, DEEP 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.*

**Environmental Assessment Checklist  
East Avenue Bridge Replacement and Improvements Project**

*DEEP 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.*

**Potential impacts during construction will be avoided or limited by proper operation of construction equipment and adherence to regulations limiting idling of engines as recommended by CTDEEP.**

*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 DEEP.*

**CTDOT will implement appropriate mitigation for excessive idling of construction equipment and fugitive dust control measures as described in Section 22a-174 of the RCSA. Mitigation measures to control impacts to air quality during construction will include wetting and stabilizing to decrease dust, cleaning paved areas, placing tarps over truck beds when hauling dirt, and staging construction in such a way to minimize the amount and duration of exposed earth. In addition, the contractor will be required to keep equipment maintained and operating efficiently in a clean manner to mitigate any exhaust impacts. Construction vehicles will also be required to comply with the three-minute idling regulation.**