STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ASSESSMENT CHECKLIST

Date: July 8, 2025
Project Name: Replacement of Bridge 00853, Route 16 Over Salmon River
State Project Number: 0041-0121
Municipality: East Hampton
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.

The bridge (00853), constructed in 1932 and reconstructed in 1986, is comprised of a concrete encased steel girder and reinforced concrete deck superstructure supported on reinforced concrete abutments, wingwalls and central pier. It has been determined that the bridge is potentially eligible for listing on the National Register of Historic Places. Route 16 is classified as a Rural Minor Arterial Road and has an Average Daily Traffic (ADT) volume of approximately 6,800 vehicles per day. The existing structure is generally oriented in an east/west direction, with no skew, and does not carry a sidewalk on either side.

The purpose of the project is to address the structural deficiencies of State Bridge Number 00853, and to provide a structure that accommodates safe travel for all facility users. The replacement bridge will be a steel plate girder structure with integral abutments. The proposed bridge will be a single span structure and have a span length of 148 feet, eliminating the center pier. It also includes a widening of the roadway to provide a 38-foot curb-to-curb width.

There are right-of-way impacts associated with the proposed improvements. These impacts include temporary construction easements on each side of the bridge. Construction is anticipated to begin April of 2026 based on the availability of funding, acquisition of rights of way, and approval of permit(s).

This project was scoped in the Environmental Monitor on September 19, 2023; and a Public Scoping Meeting was held on October 5, 2023. The public comment period remained open until the close of business on October 19, 2023. During the scoping period, CTDOT received comments from CTDEEP and also received comments from the public at the Scoping Meeting and via email. A report of the public scoping meeting is attached along with email correspondence. Comments are addressed in the appropriate sections below where needed.

The proposed action is non-site specific, or encompasses multiple sites;	☐
Current site ownership:	☐ N/A, ☒ State; ☐Municipal, ☒ Private, ☐ Other: Please Explain.
Anticipated ownership upon project completion:	☐ N/A, ☒ State; ☐Municipal, ☒ Private, ☐ Other: Please Explain.

Locational Guide Map Criteria:
http://ctmaps.maps.arcgis.com/apps/webappviewer/index.html?id=ba47efccdb304e02893b7b8e8cff556a

2018-2023 Locational Guide Map

Priority Funding Area factors:
☐ Designated as a Priority Funding Area, including ☐ Balanced, or ☐ Village PFA;
☐ Urban Area or Urban Cluster, as designated by the most recent US Census Data;
☐ Public Transit, defined as being within a ½ mile buffer surrounding existing or planned mass transit;
☐ Existing or planned sewer service from an adopted Wastewater Facility Plan;
☐ Existing or planned water service from an adopted Public Drinking Water Supply Plan;
☐ Existing local bus service provided 7 days a week.

Conservation Area factors:
☐ Core Forest Area(s), defined as greater than 250 acres based on the 2006 Land Cover Dataset;
☐ Existing or potential drinking water supply watershed(s);
☐ Aquifer Protection Area(s);
☐ Wetland Soils greater than 25 acres;
☒ Undeveloped Prime, Statewide Important and/or locally important agricultural soils greater than 25 acres;
☐ Storm Surge Inundation Zone(s);
☒ 100 year Flood Zone(s);
☐ Critical Habitat;
☐ Locally Important Conservation Area(s),
☒ Protected Land (list type): Salmon River State Forest
☐ Local, State, or National Historic District(s).

Regulations of Connecticut State Agencies (RCSA) Section 22a-1a-3 Determination of Environmental Significance (Direct/Indirect)

1. **Impact on water quality, including surface water and groundwater**

   Water Quality – No negative impacts are anticipated. All CTDOT projects must conform to the CTDOT Standard Specifications for Roads, Bridges, Facilities, and Incidental Construction Form

819. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices (BMP). DOT is coordinating this project with CTDEEP during regular agency meetings.

Surface Water – No negative impacts are anticipated.

Stormwater – No negative impacts are anticipated as Best Management Practices will be employed regarding stormwater management. Registration under *CTDEEP's General Permit for Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* will be completed if needed. Any CTDOT project that changes impervious area, stormwater drainage or drainage patterns pre to post construction shall meet the requirements of the CTDEEP's General Permit for the Discharge of Stormwater from Department of Transportation Separate Storm Sewer Systems (DOT MS4 Permit) and submit a CTDOT MS4 Designer Worksheet.

Groundwater – No negative impacts are anticipated. All CTDOT projects conform to the CTDOT Standards Specifications for Roads, Bridges, Facilities and Incidental Construction Form 819. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices. As design progresses, a testing plan will be developed to assess soil and groundwater in any moderate- to high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater are confirmed by the testing.

2. **Effect on a public water supply system -** No negative impacts are anticipated. The project is not located within a source of public drinking water.

3. **Effect on flooding, in-stream flows, erosion or sedimentation:**

   Flooding – No negative impacts are anticipated. The project is located within a 100-year flood zone. A Flood Management Certification will be required to address work within the mapped boundary. Any required permitting will be completed as design progresses.

   In-stream flows – No negative impacts are anticipated.

   Erosion or Sedimentation – No negative impacts are anticipated. All work will be consistent with the 2024 Connecticut Guidelines for Soil Erosion and Sediment Control.

4. **Disruption or alteration of an historic, archaeological, cultural, or recreational building, object, district, site or its surroundings –** A CTDOT project review, with concurrence from the State Historic Preservation Office (SHPO) and the Federal Highway Administration (FHWA), resulted in an Adverse Effect finding on the replacement of State Bridge Number 00853 and State Archaeology Site 42-54 under Section 106 of the National Historic Preservation Act. A Memorandum of Agreement was executed on April 17, 2025 between CTDOT, SHPO, and FHWA to outline mitigation measures for the Adverse Effect. Within 7 years of the execution of this agreement CTDOT and FHWA must carry out the following measures:

   1. "Prior to construction-related activities, CTDOT shall, in consultation with CTSHPO, develop and professionally implement an archaeological Data Recovery Program (DRP) appropriate to the SITE. All data recovery investigations shall be consistent with the CTSHPO

Environmental Review Primer for Connecticut's Archaeological Resources and current standards in the field of archaeology.

2. CTDOT shall provide for appropriate scientific and technical analyses of the artifact assemblage recovered from the SITE. The scope of these analyses will be approved by OEP qualified archaeological staff in consultation with CTSHPO.

3. Upon completion of data analysis, CTDOT shall ensure that all field notes, photographs, artifacts, flotation samples, and other pertinent data are professionally deposited with the Office of the State Archaeologist (OSA) for permanent curation and public accessibility.

4. CTDOT shall provide for a final report of archaeological excavations at the SITE meeting professional standards. These reports will be subject to review for quality control by OEP qualified archaeological staff. Electronic and hard copies of this final report shall be delivered to CTSHPO and OSA.

5. CTDOT shall circulate to the Mashantucket Pequot Tribal Nation (MPTN), through FHWA, a draft of both the DRP proposal and the final excavation report for a 30-day review and comment period prior to the respective final approval of each.

1. Prior to construction-related activities, CTDOT shall prepare written and photographic documentation of the BRIDGE to the professional standards of the CTSHPO. CTDOT shall submit the documentation to CTSHPO for review and revise the documentation according to any comments. CTDOT shall provide one hard copy and one digital file of the final documentation to the CTSHPO for permanent archiving and public accessibility.

2. CTDOT shall implement a design for the new BRIDGE parapets that is sympathetic to the existing visual character. Final parapet design shall be subject to approval from OEP's qualified architectural historian staff."

5. **Effect on natural communities and upon critical species of animal or plant and their habitat; interference with the movement of any resident or migratory fish or wildlife species –** No negative impacts are anticipated. The CTDEEP Fisheries Division reviewed the early stages of this project in July 2021. CTDOT will continue to work with the Fisheries Division during the design stage. The Salmon River in East Hampton and Colchester is one of the most heavily stocked and fished trout rivers in the state. The DEEP Fisheries Division annually stocks the river with a combined total of approximately 13,000 Brook Trout, Brown Trout, and Rainbow Trout. The river is also stocked with juvenile Atlantic Salmon, which supports a small adult run. Other diadromous species found in the river include American Eel and Sea Lamprey. The Fisheries Division wants to ensure that this migratory corridor is open to fish passage and recommends the following restrictions:

    1. The existing bridge is passable to fish and the channel under the bridge is composed of natural substrate, any new structure should maintain those conditions.

    2. To protect Atlantic salmon and Sea Lamprey migrations, plus the trout fishery and stockings, all unconfined in-water work should be prohibited during the period from April 1 to June 30, inclusive. This prohibition does not include the installation or

removal of water control structures such as cofferdams. During this period at least 50% of the channel under the bridge should be open to the passage of fish and water.

3. All BPMs for siltation and erosion control should be observed during construction and upon completion all disturbed areas should be replanted with native vegetation.

The project is located within a Natural Diversity Database (NDDB) area. CTDOT will continue to work with CTDEEP as the project progresses and BMP's will be followed. Additionally, a plan for freshwater mussel protection will be submitted to CTDEEP.

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. Land use in the vicinity of the project limits and the potential for excess soil as a result of construction will be considered during project design. Should there be any sites with known contamination issues in the vicinity of the project, additional study will be performed within the project area and/or adjacent right-of-way. As design progresses, a testing plan will be developed to assess soil and groundwater in any high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater is confirmed by the testing. If needed, 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.

7. **Substantial aesthetic or visual effects –** No negative impacts are anticipated. Context sensitive design will be utilized per the Memorandum of Agreement between CTDOT, FHWA, and SHPO.

8. **Inconsistency with (a) the policies of the State Plan of Conservation and Development developed in accordance with Section 16a-30 of the CT General Statutes, (b) other relevant state agency plans, and (c) applicable regional or municipal land use plans –** This project is consistent with the Statewide Plan of Conservation and Development. CTDOT has adopted a programmatic approach for meeting the requirements of CGS Chapter 297 Section 16a-31(a) and Chapter 297 Section 16a-35(c) and 16a-35(d) for determining consistency of proposed actions with the Statewide Plan of Conservation and Development, as indicated in a memo from CTDOT to OPM. In accordance with that memo, CTDOT has determined that this Project is exempt from the consistency requirements of CGS Section 16a-31(a) since the proposed action consists of Maintenance, Repair, and Restoration.

9. **Disruption or division of an established community or inconsistency with adopted municipal and regional plans, including impacts on existing housing where sections 22a-1b(c) and 8-37t of the CGS require additional analysis –** No negative impacts are anticipated. This project is not in conflict with any municipal or regional plans.

10. **Displacement or addition of substantial numbers of people –** This project will not result in the displacement or addition of substantial numbers of people.

11. **Substantial increase in congestion (traffic, recreational, other) –** No negative impacts are anticipated. No vehicular detours will be required, traffic will follow a single lane alternating one-

way traffic for both construction stages. Each stage would be signal controlled with temporary traffic signals and removed after construction.

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. The project will be reviewed for the potential of having 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 health or safety. Therefore, significant impacts associated with hazardous materials or waste sites are not anticipated. Additionally, once constructed, this project will enhance safety for the travelling public.

14. **Effect on air quality -** No negative impacts are anticipated. Any potential temporary impacts during construction can be avoided or limited by proper operation of construction equipment and adherence to regulations limiting idling of engines.

15. **Effect on ambient noise levels -** No negative impacts are anticipated. If the potential for noise impacts are identified as design progresses, a noise study will be conducted accordingly. Any noise impacts during construction will be temporary and will be minimized to the best extent practicable by compliance with CTDOT Standard Specifications for Roads, Bridges, Facilities and Incidental Construction Form 819 regarding construction noise pollution:

    > *"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 excavating 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."*

16. **Effect on existing land resources and landscapes, including coastal and inland wetlands –** The project does involve minor impacts to wetlands and will require a Flood Management Certificate, a United States Army Corps. of Engineers (USACE) Section 404 Permit Pre-Construction Notification, and a General Water Resource Construction Activities permit. Coordination with CTDEEP and USACE will ensure no more than minimal impacts to wetlands will result because of the proposed project.

17. **Effect on agricultural resources –** No negative impacts are anticipated.

18. **Adequacy of existing or proposed utilities and infrastructure –** No negative impacts are anticipated. Coordination with utility companies will take place as needed.

19. **Effect on greenhouse gas emissions as a direct or indirect result of the action –** No negative impacts are anticipated. Construction phase impacts on greenhouse gas emissions will be

limited. Any potential temporary impacts during construction can be avoided or limited by adherence to regulations limiting idling of engines.

20. **Effect of a changing climate on the action, including any resiliency measures incorporated into the action –** No negative impact is anticipated. The project is located outside of the coastal boundary and will not be uniquely exposed to climate change hazards.

21. **Any other substantial effect on natural, cultural, recreational, or scenic resources-** No other negative impacts are anticipated.

22. **Cumulative effects –** This project does not involve any cumulative effects that have the potential for significant effects on the environment.

Anticipated permits

- USACE Pre Construction Notice (PCN)
- Flood Management Certification (FMC)
- General Water Resource Construction Activities

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 Replacement of Bridge 00853, Route 16 Over Salmon River project. Publication of this document to the Environmental Monitor shall satisfy the agency's responsibilities under Section 22a-1a-7 of the RCSA.

To: Francisco Fadul, Transportation Supervising Engineer
From: Linda Brunza, Environmental Analyst
Telephone: 860-424-3739
Email: Linda.Brunza@ct.gov
Date: 10/20/2023

Subject: Scoping Notice for Replacement of Bridge No. 00853, Route 16 over Salmon River, East Hampton, CT

The Department of Energy and Environmental Protection (DEEP) has received the scoping notice for the project sponsored by the Department of Transportation (DOT) for the replacement of Bridge No. 00853 located on Route 16 over the Salmon River, East Hampton, Connecticut.

Bridge No. 00853 was constructed in 1932 and reconstructed in 1986. It is comprised of a concrete encased steel girder and reinforced concrete deck superstructure supported on reinforced concrete abutments, wingwalls and a central pier.

The purpose of the project is to address the structural deficiencies and to provide a structure that accommodates safe travel. The proposed replacement bridge will be a steel plate girder structure with integral abutments and have a span length of 150 feet. It also includes a widening of the roadway to provide a 32-foot curb-to-curb width. Right of way impacts associated with the project include temporary construction easements on each side of the bridge.

Construction is anticipated to begin April of 2026 based on the availability of funding, acquisition of rights of way, and approval of permit(s).

The following comments are submitted for your consideration. The first section contains information on DEEP's regulatory programs that may require permits for the Project. There will be information linked to DEEP's website as well as contact information. The links and contacts are there to help guide the applicant and sponsoring agency to determine if permits are required after the Project moves closer to design and construction. These comments are meant to provide an overall analysis of the area, since scoping notices tend to be at the beginning stages of a project with no set design plans. After the list of potential permits, there will be comments from various divisions that are meant for informational purposes and best management practices.

Permitting/ Regulatory Programs

Water Quality Permitting, U.S. Army Corps of Engineers and DEEP
Contact: Bill Sigmund, Supervising Analyst, Land and Water Resources Division, William.Sigmund@ct.gov.

DOT is coordinating this Project with DEEP during regular agency meetings with the Land and Water Resources Division. Since the Project involves the construction of a cofferdam, DOT will apply to the Army Corps of Engineers for potential permitting. Flood Management Certification will be required due to the site being within a 100-year floodplain.

Natural Diversity Database
Contact: Robin Blum, Supervising Wildlife Biologist, Robin.Blum@ct.gov

The Natural Diversity Database is a record of state or federal listed species maintained by the Wildlife Division. This Project is located within a Natural Diversity Database area. DOT should submit an application and all required attachments to the NDDB for further review closer to the construction timeframe. A preliminary review letter was provided to DOT in September 2022. The preliminary determination listed the potential species that were on the Project site and best management practices for mitigation. In this letter, it was noted that a plan for freshwater mussel protection must be developed and submitted to NDDB. The field work for freshwater mussels should be conducted by a qualified invertebrate biologist and include anticipated impacts and mitigation. It was noted that if biological surveys are required, they will need to be conducted during the active season from May to September. For a biologist to conduct mitigation work, a DEEP Scientific Collectors Permit will be required by the Wildlife Division. Additional information concerning NDDB reviews, and the request form may be found on-line at NDDB Requests.

Fisheries Division
Contact: Bruce Williams, Fisheries Biologist, Bruce.Williams@ct.gov

The Fisheries Division conducted a preliminary review of this Project during the time when DOT was looking to just replace the superstructure. DOT should continue to consult and update Fisheries as Project plans progress. With the modifications proposed in the scoping notice, Fisheries offers the following recommendations:

1. The existing bridge is passable to fish and the channel under the bridge is composed of natural substrate, any new structure should maintain those conditions.
2. To protect Atlantic Salmon and Sea Lamprey migrations, plus the trout fishery and stockings, all unconfined in-water work should be restricted to the period from July 1 - September 30, inclusive. During the period from April 1 to June 30, this prohibition should include the installation and removal of water control structures such as cofferdams.
3. During the entire construction period at least 50% of the channel under the bridge should be open to the passage of fish and water.

4. To compensate for the loss of the center pier, a single boulder cluster should be placed mid-channel both upstream and downstream of the culvert.
5. All BPMs for siltation and erosion control should be observed during construction and upon completion all disturbed areas should be replanted with native vegetation.

Stormwater Management During Construction
Contact: DEEP.StormwaterStaff@ct.gov.

The General Permit for Stormwater and Dewatering Wastewaters from Construction Activities may be applicable depending on the size of the disturbance regardless of phasing. This general permit was created to address rainfall runoff (i.e., stormwater) from sites under construction in order to reduce or eliminate the discharge of sediment from the site during construction, as well as addressing discharges of other stormwater pollutants from the site in the long term. The construction stormwater general permit dictates separate compliance procedures for locally exempt projects (projects primarily conducted by government authorities) and locally approvable projects (projects primarily by private developers). This general permit applies to discharges of stormwater and dewatering wastewater from construction activities where the activity disturbs more than an acre. The requirements of the current general permit include registration to obtain permit coverage and development and implementation of a Stormwater Pollution Control Plan (SWPCP). The SWPCP contains requirements for the permittee to describe and manage their construction activity, including implementing erosion and sediment control measures as well as other control measures to reduce or eliminate the potential for the discharge of stormwater runoff pollutants (suspended solids and floatables such as oil and grease, trash, etc.) both during and after construction. A goal of 80 percent removal of the annual sediment load from the stormwater discharge shall be used in designing and installing post-construction stormwater management measures. Stormwater treatment systems must be designed to comply with the post-construction stormwater management performance requirements of the permit. These include post-construction performance standards requiring retention and/or infiltration of the runoff from the first inch of rain (the water quality volume or WQV) and incorporating control measures for runoff reduction and low impact development practices.

Projects that are exempt from local permitting that disturb over one acre must submit a registration form and Stormwater Pollution Control Plan (SWPCP) to DEEP at least 60 or 90 days, as identified in the permit, prior to the initiation of construction. Locally Approvable construction projects with a total disturbed area of one to five acres are not required to register with DEEP provided the development plan has been approved by a municipal land use agency and adheres to local erosion and sediment control land use regulations and the CT Guidelines for Soil Erosion and Sediment Control. In addition to measures such as erosion and sediment controls and post-construction stormwater management, the SWPCP must include a schedule for plan implementation and routine inspections. The construction stormwater general permit registrations must be filed electronically through DEEP's ezFile Portal. Additional information can be found on-line at: Construction Stormwater GP.

Information / Best Management Practices

Aquifer Protection
Staff from DEEP reviewed the location of this project and found that it is not in an aquifer protection area and has no comments on the proposed Project.

Watershed Management
The proposed bridge replacement crosses the Salmon River, a waterbody characterized as fully supporting aquatic life and recreation. The Salmon River watershed is recognized by the US Fish and Wildlife Service as the best example of a cold-water stream in Connecticut. To protect the water quality of the Salmon River proper management of stormwater and sediment should be taken during demolition and construction phases. The increase in the bridge footprint due to widening should consider measures to reduce the impact of stormwater runoff from the bridge flowing directly into the Salmon River. Please consider reviewing the following documents, which include stream crossing guidelines:
Salmon River Watershed Conservation Action Plan:
https://www.easthamptonct.gov/sites/g/files/vyhlif7556/f/uploads/salmonriverreport.pdf

Bridge crossing design work that would include dry land/terrestrial wildlife passage on both shores of the river could provide full support for aquatic habitat designated use in this interconnected river corridor system.

Solid Waste Disposal
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. Land clearing 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 CGS and section 22a-209-2 of the RCSA. Additional information concerning disposal of demolition debris is available on-line at Demolition Debris.

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. Pursuant to section 22a-241a of the CGS, the state set a goal of 60% rate of diversion from disposal for municipal

solid waste by the year 2024 and adopted that goal in the state's December 2016 *Comprehensive Materials Management Strategy*. Part of this effort includes increasing the amount of construction and demolition materials recovered for reuse and recycling in Connecticut. DEEP recommends that contracts be awarded only to those companies who present a sufficiently detailed construction/demolition waste management plan for reuse/recycling. Additional information concerning construction and demolition material management and waste management plans can be found on-line at Construction and Demolition Material Management and Construction and Demolition Waste Management Plans. If there are any questions, please contact Frank Gagliardo at 860-424-3130 or Frank.P.Gagliardo@ct.gov.

Special Waste

If abatement is required for asbestos containing materials (ACM), these materials are regulated as a "special waste" in Connecticut and may not be disposed of with regular construction and demolition waste. Instead, these materials may only be disposed of at facilities that are specifically authorized to accept ACM. Although the disposal of asbestos-containing material is typically arranged for by the licensed asbestos abatement contractor, project proponents should ensure that the contractor disposes of all such materials at properly licensed facilities. For further information, contact the Waste Engineering & Enforcement Division at 860-424-3023. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: Special Waste Fact Sheet.

Demolition debris may also include materials that contain polychlorinated biphenyls (PCBs). Such materials can include transformers, capacitors, fluorescent light ballast and other oil-containing equipment, and in certain building materials (i.e., paint, roofing, flooring, insulation, etc.). EPA has learned that caulk containing potentially harmful polychlorinated biphenyls (PCBs) was used around windows, door frames, masonry columns and other masonry building materials in many buildings starting in 1929 with increased popularity in the 1950s through the 1970s, including schools, large scale apartment complexes and public buildings. In general, these types of buildings built after 1978 do not contain PCBs in caulk. In 2009, EPA announced new guidance about managing PCBs in caulk and tools to help minimize possible exposure. The guidance can be found at: PCBs in Caulk. Where schools or other buildings were constructed or renovated prior to 1978, EPA and DEEP recommend that PCB-containing caulk removal be scheduled during planned renovations, repairs (when replacing windows, doors. roofs, ventilation, etc.) and demolition projects, whenever possible. However, the continued use of such PCB materials is prohibited and, where it is identified, it must be addressed. EPA recommends testing caulk that is going to be removed as the first step to determine what protections are needed during removal. Where testing confirms the presence of PCBs, it is critically important to ensure that they are not released to air during replacement or repair of caulk in affected buildings. Many such PCB removal projects will need to include sampling of the substrate and soil, as well as require plans to be approved by EPA in coordination with DEEP. Further information concerning the DEEP PCB Program can be found on-line at: DEEP PCB Program. Please contact Gary Trombly at 860-424-3486 with any questions.

Air Management

DEEP Bureau of Air Management typically recommends the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If 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 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 to allow them to enforce idling restrictions at the Project site without the involvement of DEEP.

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: Eric Hammerling

REPORT OF MEETING

PROJECT NO.: 0041-0121 Date Prepared: 10/26/2023

PROJECT NAME: Replacement of Bridge No. 00853, Route 16 over the Salmon River

FEDERAL AID PROJECT NO.: 0016(102)

TOWN/CITY: East Hampton

LOCATION OF MEETING: Virtual, Zoom Meeting

DATE OF MEETING: 10/05/2023, 7:00 PM

SUBJECT OF MEETING: Virtual Public Information Meeting (VPIM)

IN ATTENDANCE:

Name	Office	Position
Francisco Fadul	CTDOT, CLE Bridge Program	Project Manager
Kevin Fleming	CTDOT, Office of Environmental Planning	Project Engineer
Matt Geanacopoulos	CTDOT, CLE Bridge Program	Project Engineer
Brian Chamberlin	Prime AE Group, Inc.	Project Manager
Michael Brady	GM2 Associates, Inc.	Project Engineer
Ron Sacchi	GM2 Associates, Inc.	Project Engineer
Michael Dalickas	GM2 Associates, Inc.	Project Engineer
Eileen Ego	CTDOT District 2 Construction	Attendee
Mark Elliott	CTDOT District 2 Construction	Attendee
Dennis Woessner	Police Chief, East Hampton	Attendee
Bill Hayes	Public	Attendee
Emmet Delgaizo	Public	Attendee
Kim Clouser	Public	Attendee
Linda Brunza	Public	Attendee
Mark Marseglia	Public	Attendee
Mary Dostaler	Public	Attendee
Patricia Young	Public	Attendee
860-638-9934	Public	Attendee

TRANSACTIONS AND DETERMINATIONS:

This was a Virtual Public Information Meeting (VPIM) to introduce the proposed project to the public within the Town of East Hampton. Francisco Fadul, from CTDOT gave an initial introduction and Brian Chamberlin from Prime AE Group, Inc., presented the proposed project to the attendees.

What follows is the presentation of the project and a discussion between the attendees:

Project presentation:

1. CTDOT Project manager Francisco Fadul gave thanks to David Cox, Town Manager of the Town of East Hampton, for assisting to set up the public information meeting for this bridge replacement.
2. Francisco Fadul gave a brief project introduction related to the Purpose and Need for the replacement of the existing bridge.
3. Kevin Fleming gave a brief introduction into the Connecticut Environmental Policy Act (CEPA) as a public process that must be followed for any project that may have an adverse effect on the environment, social and/or economic resources.
4. Brian Chamberlin introduced the proposed project, presenting the existing and proposed bridge plan for the Project.
    1. Explained method of construction and property easements required.
    2. Explained how traffic will be maintained during construction.
5. Francisco Fadul finished the presentation with the preliminary Construction dates and planned schedule before addressing the audience to address questions sent into the live meeting session.

Key Points of the presentation were:

- The Connecticut Environmental Policy Act process was outlined by Kevin Fleming discussing State and Federal requirements that are to be addressed during this project involving the replacement of this bridge. He went on to describe the resources that must be evaluated during the CEPA process.
- The Purpose and Need statement was presented to address the observed structural deficiencies of Bridge 00853 and to provide a structure that provides safe travel to all vehicular traffic, stating the bridge is currently safe to travel on but cannot be left to deteriorate over time.
- The project area and locale of the bridge were presented with aerial views and a conventional map view.
- The existing bridge inspection ratings were indicated as a “five” (Fair Condition) for the Superstructure and Deck and Substructure having an inspection rating of “six” (Satisfactory). Photo examples were presented of deterioration present at the structure as visual representations of these inspection ratings.
- The existing roadway was described as a two-span structure, approximately 126 feet long over the Salmon River, with a 30-foot-wide curb-to-curb width for one lane in each direction, with narrow shoulders.
- The existing Superstructure was described as having steel beams encased in concrete with a concrete deck and a bituminous concrete wearing surface along with concrete parapets with architectural detailing.
- The proposed replacement bridge was presented as a 152 ft single span bridge with approach slabs and wingwalls to support the roadway slopes. It was stated the length of reconstructed roadway was approximately 820 feet in length, including 325 feet west of the

bridge and 370 feet to the East of the bridge. The vertical profile was stated to increase by 1.25 feet from its current position.

- Typical Sections were presented to indicate the removal of the existing bridge and the replacement sections of the proposed bridge structure along with planned traffic control during construction phases. Proposed Roadway sections were shown to have two (2) one-directional travel lanes each with a 4' shoulder. Proposed Typical section of the bridge portion was shown to have steel girders and connecting braces with the proposed concrete deck.
- A bridge elevation view was shown and verbally indicated to have planned the removal of the existing substructure pier in the Salmon River to improve the existing river conditions.
- Bridge stage construction cross sections were presented showing how the structure will be built in construction stages; existing, stage 1, stage 2 and final. It was pointed out by the Department inclusion that the project is currently under review for additional bicycle and pedestrian accommodations as part of the Complete Streets Policy Considerations.
- The traffic control during construction for US Route 16 was presented as a single traffic lane controlled with the use of temporary traffic signal. It was presented that the construction is planned to occur over 2 construction seasons.
- Locations where property impacts may be necessary were presented as requiring a temporary Right of Way easement to acquire land for temporary use. These property impacts were discussed as a need for temporary access roads on the existing property areas and additional information regarding impacts to existing property areas.
- It was stated that options for detouring traffic during construction was looked into however the closest accessible detour was stated as being 18 miles away from the project site.
- It was stated a USGS Gage Station will be temporarily relocated prior to construction work related to the bridge replacement.
- It was presented that project location appears to qualify as a Categorical Exclusion due to the minimal environmental impacts .
- This project will be evaluated under the Department's Complete Streets policy for additional pedestrian and bicycle considerations as design progresses.
- The anticipated schedule has construction starting in Spring 2026 and complete by Fall 2027.
- The anticipated construction cost is $11 million dollars (verbally updated), and the project is to be funded with federal and state funds.
- It was noted that the rights-of-way and environmental impacts, and the preliminary project cost and schedule are all preliminary and subject to change as design progresses.

Public Question and Answers section:

1. A question from Kim Clouser stated she is a property abutter and asked when she should expect to be contacted by the Department. Matt Geanacopoulos responded that the Department would directly contact her approximately Spring to Summer of 2024, but could change depending on how design progresses.
2. A follow-up question from Kim Clouser asked if any night work was planned for construction for this bridge replacement. Brian Chamberlin addressed this question and replied by stating the project is some specific activities such as erection of the

superstructure may require night work but in general that is not the overall planned approach for this project.

3. A question from attendee Linda Brunza asked if the design team was working with DEEP Fisheries Division regarding "in-water" work. This was addressed by Brian Chamberlin starting the coordination is planned however have not presently reached out to the Fisheries Division as it is early in the design phase of the project.
4. A follow up question from Linda Brunza asked if it was anticipated that there would be any wetland fill. This was addressed by Brian Chamberlin, stating the fill limits were still being worked out but stated that it was not planned to have this as part of the overall project, but also restated that this is currently early in the design process and may change later in the project development.
5. Kim Clouser inquired about a potential improvement to the line of sight at the Comstock Bridge Road intersection with Route 16. A follow-up question was for a potential improvement to the line of sight at the Route 16 intersection with Bridge Street and Gulf Road. These questions were addressed by Brian Chamberlin stating the Comstock Bridge intersection could not have substantial changes to the alignment without interfering with the local parking lot. Bridge Street and Gulf Road's intersection was indicated to be outside of the limits of the project area and were not part of the initial traffic study for any possible improvements.
6. Kim Clouser asked about the line of site from the road to the Comstock Bridge, and its possible interference with the proposed parapet. Brian Chamberlin stated the parapet is a standard height and should not interfere with the line of sight but will also look further into this during the project development to verify.
7. Kim Clouser asked if she was permitted to have additional discussions with the project manager because she is a property abutter. Francisco Fadul responded to refer to the DOT project e-mail as indicated during the VPIM presentation and could also share her contact information in the Q&A box during the meeting.
8. An additional question from Kim Clouser asked what happened with artifacts that were found from previous archeological digs. This was addressed by Francisco Fadul stating the Department is still looking over the site and proper measures will be taken to address any findings. Currently the report containing findings is not complete, any findings will be released to the Department later.
9. Kim Clouser, had asked if there are additional meetings like this. This was addressed by Francisco Fadul stating that there will be additional opportunities for the public to leave comments to the Department. For this event, the closing date is October 19, 2023. For this project, one can continue to reach out via the email address.

Subsequent to the Virtual Public Information Meeting, CTDOT received the following inquiries during the comment period:

- A voicemail from Ms. Kim Clouser was received Monday, 10/9/2023 at 1:24 p.m. asking to speak with the Project Manager from the CE, Brian Chamberlin.
    - *Brianna Ritacco contacted Ms. Clouser and she submitted her questions via the project email address.*

- An email from Ms. Kristen Warzecha was received on 10/9/2023 asking questions and was responded to on 10/16/2023 as follows:
    - Thank you for a very informative virtual meeting last evening. It was well organized and thorough. Most of my questions were addressed during the presentation. I am a resident of Bridge Street, which is off Route 16 and dead ends at the Comstock Bridge. I have two concerns. Will there be signs posted on Route 16 at the intersection with Bridge Street instructing drivers not to block the intersection as they wait for the light to change during construction? Also, I am concerned about westbound traffic entering our little street looking for a place to park to access the Salmon River and hiking trails rather than wait in line on Route 16 to cross the river to get to the parking lot on the other side. There are no parking signs the length of the street but there is room at the end where three to four vehicles can park. That poses problems for the four sanitation trucks that access our road every week and need a place to turn around. Perhaps a sign directing drivers to use the parking lot would be helpful.
    - *Response: Thank you for bringing these concerns to our attention during the Preliminary Design Phase of this project. We will investigate and determine the types of roadway/traffic signs needed in order to prevent any traffic or safety concerns while the one-way alternating traffic scheme is being implemented during construction. Additionally, further investigation will be done regarding the "no parking" on Bridge Street to determine if this is within the impacted areas of the project and can be incorporated into the contract or if further enforcement needs to be handled by the Municipality/DEEP.*

- An email from Ms. Kim Clouser was received on 10/18/2023 asking additional questions and was responded to on 10/18/2023 as follows:
    - Any long term closures?
      Response: At this time, we do not anticipate any long-term closures of Route 16.

    - There is poor visibility at the nearby intersections, this would be a great time to address that.
      Response: Under this project, the Department will investigate improving any sight line issues caused by the bridge parapet. Any additional sight line improvements at the nearby intersections are outside of the scope of this project, however we will pass on these concerns to the Department's Project Development Unit.

    - Are plans being made to avoid increased traffic and parking on Bridge St?
      Response: Our initial assessment is that Bridge Street is not within the project limits, however we can investigate adding temporary signage on Route 16 notifying the public that the Comstock Covered Bridge parking lot will be open during construction. Bridge Street is a town road and therefore parking enforcement needs to be handled by the town.

- Will there be any boring or other work with vibrations that could harm my well or foundation?
  Response: Activities anticipated to cause vibration are the installation of temporary sheet piling and pile driving for the new bridge foundations. As design progresses, it will be investigated whether or not a vibration monitoring program will be necessary based on the proximity of these activities to your well and foundation.

- Will there be excessive dust during the project, if so how will the area(my yard and home) be cleaned?
  Response: The project will include provisions for the Contractor to apply water for dust control in dry areas to keep the dust to a minimum. This is typical on most state projects.

- What will be done to discourage people from crossing the road and walking through my yard to access the covered bridge and river? How will the ROW be finished to discourage this behavior.
  Response: This project will be evaluated under the Department's new policy for additional pedestrian and bicycle considerations as design progresses. Sidewalks are being investigated along Route 16 between the intersections with Comstock Bridge Road and Bridge Street.

- A follow-up email from Ms. Clouser was received on 10/18/2023 asking additional questions or comments and was responded to on 10/19/2023 as follows:
  - The parapet does currently effect sight lines from Comstock Bridge Road looking east towards Colchester.
    Response: We will ensure during the design development that the placement of the bridge parapets do not infringe upon the required sight distance from this intersection.

  - Anything to help traffic flow and reduce lost cars on our little road will be a plus. Also Bridge St is a town and county line with State Forest access. Each town and the state typically try to make issues on this little road another's responsibility. It would nice to have agreement on enforcement before project begins.
    Response: We will relay your concerns to the town, but we also recommend that you or any other residents that have concerns reach out to them as well.

  - Sidewalks in this area is extremely scary. Accidents are already high, I can't imagine what would happen if people were encouraged to walk this stretch of RT 16.
    Response: Under CTDOT's new policy and federal regulations, investigation of the applicability of sidewalks and bike lanes on all projects is required. Your feedback and concerns for this site are appreciated.

  - Also I specifically want to (know) what will be done to keep people out of my yard (the land between RT 16 and the Comstock Bridge).
    Response: Placement of a fence at the edge of the highway ROW can be investigated as design progresses.

- What is happening with the artifacts found in the area? Will there be more digging for artifacts?
  Response: The artifacts are presently being analyzed by professional archaeologists, any artifacts found on State land will eventually go to the State Museum / Office of the State Archaeologist in accord with State law. If any artifacts are found on private property, the property owner will have the option of having these returned after analysis. There may be more excavations in the future, but this will depend upon whether or not the statutory consulting parties decide the site contains anything of significance.

ACTION ITEMS:

1. The presentation will be distributed via the project website along with the VPIM presentation recording via the provided web access links.
2. Additional comments outside of the presentation are to be addressed and responded to within the 2-week open comment portion of the Project, stated to be received and addressed by October 19, 2023.

Ronald Sacchi
GM2 Associates, Inc.
rsacchi@gm2inc.com
2023.10.26
15:56:34-04'00'

Submitted By: _____ Date: _____

Ron Sacchi, PE, GM2

Brianna Ritacco
2023.10.27
07:39:35-04'00'

Reviewed By: _____ Date: _____

for Francisco Fadul, PE, CTDOT