

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

**Date:** November 22, 2022

**Project Name:** Intersection Improvements on Route 10 & 322, Removal of Bridge 00518, and Replacement of Bridges 00646 & 05753 / State Project Number 131-190

**Municipality:** Southington and Cheshire

**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 purpose of the project is to remove or replace structurally deficient and/or functionally obsolete bridges and improve intersection geometry. This project involves the removal of Bridge No. 00518, which carries Route 10 over Route 322, and the construction of a new at-grade intersection between those two roadways. Approximately 1,525 feet of Route 10 will be reconstructed by this project, and the Route 10 profile will be lowered to meet Route 322 at-grade. The proposed Route 10 horizontal alignment follows the existing horizontal alignment. The Route 10 profile will be lowered to meet Route 322 at-grade. Bridge No. 00646 (Route 10 over the Ten Mile River) is a concrete arch culvert that was constructed in 1936. As a result of lowering the Route 10 profile, the fill over this structure will be reduced from 9 feet to 2 feet.

Due to the age of this structure and the risk of damaging it during construction, it was determined that Bridge No. 00646 would need to be replaced. Approximately 950 feet of Route 322 will be reconstructed by this project. The proposed Route 322 horizontal alignment follows the existing horizontal alignment. The profile is proposed to be raised approximately 3 feet to be above the 100-year flood plain. Bridge No. 05753 (Route 322 over Ten Mile River) is being replaced, as it has been determined to be structurally deficient. Approximately 550 feet of Old Turnpike Road will be reconstructed by this project. The proposed horizontal alignment of Old Turnpike Road will be modified to provide an improved geometry at the Route 10/Old Turnpike Road intersection. The proposed profile closely follows the existing profile. New traffic signals are proposed at the Route 10/Route 322, the Route 322/ Old Turnpike Road and the Route 10/Old Turnpike Road intersections. Sidewalks are proposed throughout the project.

This project was scoped in the *Environmental Monitor* on May 3, 2022. A public scoping meeting was held on May 16, 2022, and the public comment period remained open until the close of business on June 3, 2022. CTDOT received comments from two State agencies – CTDEEP and CTDPH, and multiple comments from the public at the public scoping meeting and during the comment period. The public comments received outside of the public meeting were generally requests to obtain additional project

information. Comments received at the meeting, and CTDOT responses, are included in the attached report of meeting.

The proposed action is non-site specific, or encompasses multiple sites;	<input type="checkbox"/>
Current site ownership:	<input type="checkbox"/> N/A, <input checked="" type="checkbox"/> State; <input type="checkbox"/> Municipal, <input type="checkbox"/> Private, <input type="checkbox"/> Other: Please Explain.
Anticipated ownership upon project completion:	<input type="checkbox"/> N/A, <input checked="" type="checkbox"/> State; <input type="checkbox"/> Municipal, <input type="checkbox"/> Private, <input type="checkbox"/> Other: Please Explain.

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

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): Enter text.
- 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 818. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices (BMP). If required, a Water Quality Certificate from CTDEEP pursuant to Section 401 of the Clean Water Act will be obtained.

**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 required. 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 Municipal 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 818. 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 is confirmed by the testing.

2. **Effect on a public water supply system** – The project is located within a Level A regulated Well 2 Aquifer Protection Area (APA), however, no negative impacts are anticipated. CTDOT will work closely with the Southington Water Department (SWD) and Plainville-Southington Regional Health District to ensure there is no disruption of service or compromise in water quality distributed to the consumers of the associated water utility. CTDOT will ensure the use of Best Management Practices when working within the APA as outlined in CTDOT's Standard Specifications for Roads, Bridges, Facilities, and Incidental Construction Form 818.

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

**Flooding** – No negative impacts are anticipated. A flood management certification will be obtained if required.

**In-stream flows** – No negative impacts are anticipated. Coordination with CTDEEP will continue as the project progresses.

**Erosion or Sedimentation** – No negative impacts are anticipated. All work will be consistent with the 2002 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** – Bridge No. 00518 has been determined to be eligible for the National Register of Historic Places (NRHP) and the project will result in an adverse effect to historic properties under the National Historic Preservation Act due to its demolition. In order to mitigate for the loss of the historic structure, a Memorandum of Agreement (MOA) between the Federal Highway Administration (FHWA), Connecticut State Historic Preservation Office (SHPO), and CTDOT was executed. The MOA outlined the following stipulations for mitigation:

- Prior to demolition-related activities, CTDOT shall document the bridge to the professional standards of the Historic American Engineering Record. Documentation shall consist of measured drawings, narrative text, photographs and/or digital images, an index to photographs, and a photographic site plan. Two copies of the final documentation shall be provided to the SHPO for permanent archiving and public accessibility.
- FHWA and/or CTDOT shall prepare and submit a brief history of the bridge including project-related information, pertinent site plan, maps, and photographs to the *Society for Industrial Archeology New England Chapter's Newsletter*.

**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 project is located within a Natural Diversity Database (NDDDB) area, and CTDOT will submit a *Request for NDDDB State Listed Species Review Form* to CTDEEP for further review. Fisheries division reviewed this project in July 2021. Sampling in the Ten Mile River indicated that it supports a diverse fish community. Therefore, CTDEEP Fisheries recommends the following:

- Instream habitat under Bridge 05753 currently exists as a shallow homogenous riffle with evidence of riprap scour protection within the channel. The proposed replacement structure will widen the channel by approximately 10 feet and plans indicate that the proposed channel will be wider and flatter than the existing channel. A 13-foot wide by a minimum 1-foot-deep low flow channel should be established in line with the stream's thalweg through the footprint of the replacement structure to ensure that the channel will not become a shallow water barrier to fish passage.
- As design proceeds, DEEP will work with DOT to review the details regarding any future instream work associated with any installation of riprap that may be required for scour protection at either structure.
- As a best management practice, any unconfined instream work within the Ten Mile River should be restricted to the period from July 1 to September 30, inclusive.
- Approximately 30-40 feet downstream of Bridge 05753 the remnants of a partially breached dam constitute the first barrier to fish passage in the Ten Mile River. The structure is primarily comprised of moderate sized boulders that could easily be moved by an excavator. If feasible to incorporate it into the overall scope of the project, DOT should consider removing or further breaching the structure to improve upstream passage conditions for resident fish species as well as diadromous species moving up from the Quinnipiac River. Any boulders moved during the process could quickly and easily be reconfigured into random boulder clusters to enhance habitat in the project area.

- 6. Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact** – No negative impacts are anticipated. Should there be sites with known contamination issues in vicinity of the project, an 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 the 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 is confirmed by the testing. If needed, registration under the CT DEEP'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. As previously mentioned, an MOA was executed between FHWA, SHPO, and CTDOT to mitigate for the loss of the historic Bridge No. 00518.
- 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. As indicated in that memo, CTDOT has characterized this project type under the category: "Renovations for Safety, No Significant Capacity improvements," an activity type which is consistent with Growth Management Principle #1: "Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure", and Growth Management Principle #5: "Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety". This category of projects constitutes an exception to the definition of a Growth-Related Project as defined in Sec. 16a-35c, Item (2), Subsection (D), Sub-Subsection (i) "Projects for maintenance, repair, additions, or renovations to existing facilities".
- 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. Furthermore, the project will not result in community division.
- 10. Displacement or addition of substantial numbers of people** – No negative impacts are anticipated. This project does not involve the displacement or addition of people.
- 11. Substantial increase in congestion (traffic, recreational, other)** – No negative impacts are anticipated. If needed, CTDOT will coordinate with the Municipality as the project progresses regarding any potential vehicular or pedestrian detours during 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. No new construction of any buildings is proposed.

The project is safety related and is not anticipated to result in any change to land use or traffic conditions that would impact energy use.

**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 lead, asbestos, or other 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 impacts to human health or safety. Therefore, significant impacts associated with hazardous materials or waste sites are not anticipated.

**14. Effect on air quality** - No negative impacts are anticipated. The project is located within the boundaries of the portion of the state that has been classified as attainment for carbon monoxide (CO), attainment for PM 2.5, non-attainment for Ozone, and attainment for PM 10. A project level Air Quality Conformity Determination is not required, nor is an analysis or discussion of Mobile Source Air Toxics, as this project is exempt under the Clean Air Act. 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. 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 818 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 impacts to wetlands and will require an Inland Wetland General Permit, 401 Water Quality Certification (CTDEEP), and a Pre-Construction Notification Permit from the United States Army Corps. Of Engineers (USACE). Coordination with CTDEEP and ACOE will ensure no more than minimal impacts to wetlands will result as a result of the proposed project.

**17. Effect on agricultural resources** – No impacts.

**18. Adequacy of existing or proposed utilities and infrastructure** – No negative impacts are anticipated. The project requires relocation of utilities. Coordination with all utility providers will occur as the project moves forward.

**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 exposed to climate change hazards.

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

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

**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 Intersection Improvements on Route 10 & 322, Removal of Bridge 00518, and Replacement of Bridges 00646 & 05753 / State Project Number 131-190. Publication of this document to the Environmental Monitor shall satisfy the agency's responsibilities under Section 22a-1a-7 of the RCSA.

During the comment period, CTDOT received comments from two State agencies – CTDEEP, and the Department of Public Health (DPH). Additionally, CTDOT received comments from the public at the scoping meeting and during the scoping period. The comments received at the meeting (and CTDOT responses) are in the attached report of meeting. The comments from the public outside of the scoping meeting were mainly requests for additional information, however, below are two questions received from the public and CTDOT's responses. Additionally, below are relevant comments received from the two State agencies; these comments are addressed in the appropriate sections above where needed.

### **Connecticut Department of Energy and Environmental Protection**

#### **Fisheries Division**

The Fisheries Division reviewed this project in July 2021. Sampling in the Ten Mile River indicates that it supports a diverse fish community including brook trout, wild brown trout, longnose dace, and American eel. In recent years there has been marked improvements in fish passage in the mainstem Quinnipiac River providing sea lamprey and other diadromous fish species access to the Ten Mile River. DEEP Fisheries recommends the following:

1. Instream habitat under Bridge 05753 currently exists as a shallow homogenous riffle with evidence of riprap scour protection within the channel. The proposed replacement structure will widen the channel by approximately 10 feet and plans indicate that the proposed channel will be wider and flatter than the existing channel. A 13-foot wide by a minimum 1-foot-deep low flow channel should be established in line with the stream's thalweg through the footprint of the replacement structure to ensure that the channel will not become a shallow water barrier to fish passage.
2. As design proceeds, DEEP will work with DOT to review the details regarding any future instream work associated with any installation of riprap that may be required for scour protection at either structure.
3. As a best management practice, any unconfined instream work within the Ten Mile River should be restricted to the period from July 1 to September 30, inclusive.
4. Approximately 30-40 feet downstream of Bridge 05753 the remnants of a partially breached dam constitute the first barrier to fish passage in the Ten Mile River. The structure is primarily comprised of moderate sized boulders that could easily be moved by an excavator. If feasible to incorporate it into the overall scope of the project, DOT should consider removing or further breaching the structure to improve upstream passage conditions for resident fish species as well as diadromous species moving up from the Quinnipiac River. Any boulders moved during the process could quickly and easily be reconfigured into random boulder clusters to enhance habitat in the project area.

#### **Natural Diversity Database**

There is a review on file from 2015 for the same general location and project number but referencing a different bridge. There is no application submitted at this time for this project.

The Natural Diversity Database is a record of state or federal listed species maintained by the Wildlife Division that may be found in the project area. Please submit a formal application to the Wildlife Division prior to submitting permit applications for a detailed review of the species that may occur in this area.

#### **Dam Safety**

The Ten Mile River Dam (CT Dam ID No. 13107) is in the State Dam Inventory as being located near the project area. This dam was scheduled to be removed by the U.S. Fish and Wildlife Service in 2017 but the DEEP Dam Safety program did not receive confirmation that it was removed. It is listed in DEEP records as a Hazard Class AA Negligible Hazard Dam. If the dam still exists, care should be taken to avoid impacts. A permit from Dam Safety is not required due to the negligible Hazard Classification.



### **Land and Water Resources Division**

If the reconnaissance of the site by a certified soil scientist identifies regulated areas, they should be clearly delineated. Any activity within federally 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. Staff from the Land and Water Resources Division will be able to clarify the level of permitting needed at the DOT's Project Management Meetings. 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.

### **Stormwater General Permit**

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 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.

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).

Projects that are exempt from local permitting that disturb over one acre must submit a registration form and Stormwater Pollution Control Plan (SWPCP) to the Department 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 the Department 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. Locally Approvable construction projects with a total disturbed area of five or more acres must submit a registration form and SWPCP to the Department at least 60 days prior to the initiation of construction. Registrations shall include a certification by the Qualified Professional who designed the project and a certification by a Qualified Professional or regional Conservation District who reviewed the SWPCP and deemed it consistent with the requirements of the general permit. 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.

### **Solid Waste Disposal**

DEEP performed a high-level review and found that there are no hazardous waste concerns for this project.

## **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 in order to allow them to enforce idling restrictions at the project site without the involvement of DEEP.

## **Connecticut Department of Public Health**

### **Drinking Water Section**

The project is located within the Level A regulated Well 2 Aquifer Protection Area (APA) No. 125 and direct vicinity of active water mains utilized by Southington Water Department (PWSID CT1310011) which currently services 43,069 consumers. The nearest Public Water Supply Wellfield, Southington Water Department Well 2A (WSFID 61740) is located approximately 2,725 feet Southeast of the project location.

The proposed construction includes relocation of subsurface water, sewer, and gas utilities, along with surface power, telephone, and cable utilities. It is recommended that the Department of Transportation consult with all utility providers, including the Southington Water Department, and Plainville-Southington Regional Health District to ensure any activity regarding the relocation of subsurface and surface utilities maintain the integrity of the associated distribution systems.

It is recommended that the Department of Transportation work closely with the Southington Water Department (SWD) and Plainville-Southington Regional Health District to ensure there is no disruption of service or compromise in water quality distributed to the consumers of the associated water utility.

As the project is located within the Level A regulated Well 2 APA, it is recommended that all machinery associated with construction activities be serviced and refueled outside of the APA. In the event it is necessary to refuel within the APA, this should be conducted on an impervious pad with secondary

containment designed to contain fuels. All fuel and other hazardous materials should not be stored within the APA. Any fuel or hazardous materials that must be kept within the APA during working hours should be stored on an impervious surface utilizing secondary containment. A fuel spill remediation kit should be stored on-site so that any spills may be contained and cleaned quickly. Southington Water Department personnel should be allowed to periodically inspect this project to ensure that drinking water quality is not being adversely impacted.

## **Public Comments**

In addition to general requests for more information, the following comments/questions were submitted by the public during the comment period. Comments submitted at the public scoping meeting are included in the report of meeting. A link to the report of meeting is available in the Environmental Monitor on the post scoping notice for the project.

1. This could be an attractive entryway into Southington. How does DOT plan to address landscaping? It appears the project eliminates the sidewalks all around this central part of the project. How can you allow this to happen on two major intersections?

CTDOT Response – Landscaping will be addressed, and landscaping design is typically developed later in the process, once the layout of the roads, bridges, sidewalks, guiderail, utility poles, etc. have been firmly established. Regarding sidewalks – the display shown at the public scoping meeting mis-characterized the proposed sidewalk layout. Sidewalk is being proposed along the south side of Route 322 and Bridge No. 05753, on the east side of the intersection of Route 10 & 322. In regard to bicyclist accommodation within the project area, the proposed design of both Route 10 and Route 322 includes 5' wide shoulders with a cross slope of 2%, which is specifically intended to improve safety and rideability for cyclists.

2. The current configuration keeps Route 10 traffic on Route 10 while allowing traffic that wants to go somewhere else to get off of Route 10, thereby reducing congestion. Making everyone stay on Route 10 to make a turn at a light will only cause a large backup, especially at rush hour. Once the new shopping area is completed on Route 10, it will greatly increase traffic resulting in even more delays. There have not been many accidents at the current intersection to warrant it a safety hazard. Add a right turn lane on the corner of Route 322 and Route 120.

CTDOT Response - After safety improvements, congestion reduction is one of CTDOT's highest priorities. Two alternatives were studied for the project, both replacing the bridge carrying Route 10 over Route 322 in kind, and the removal of the bridge and creation of an at-grade intersection was identified as the preferred alternative. Traffic studies were completed in the early stages of design that indicate no significant increase in congestion as a result of this project. In fact, many elements of the project will reduce congestion, such as roadway widening to accommodate dedicated turn lanes, new signal equipment, and the removal of the Norton Street intersections with Route 10 and with Route 322. The new at-grade intersection will be further apart from the Old Turnpike Road and Route 322 intersection than the current Norton Street and Route 322

intersection, which will aid in congestion relief in that area. Additionally, the lack of adequate line of sight for vehicles turning left from Norton Street (the bridge currently obstructs driver's view) has been identified as a safety concern by both local residents and Town officials.