

**FINAL CONNECTICUT ENVIRONMENTAL IMPACT EVALUATION
Prepared pursuant to RCSA Section 22a-1a-1 to 12, inclusive**

FOR

**COLCHESTER REPAIR AND ELECTRICAL FACILITY
COLCHESTER, CONNECTICUT**

STATE PROJECT NO. 28-183

*** * ***

Prepared for:
THE CONNECTICUT DEPARTMENT OF TRANSPORTATION

April 16, 2007

Approved for circulation:



For Connecticut Department of Transportation

5/7/2007

Date



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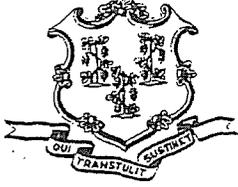
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STATE OF CONNECTICUT

OFFICE OF POLICY AND MANAGEMENT

OFFICE OF THE SECRETARY

TO: Edgar T. Hurle, Transportation Planning Director
DOT – Office of Intermodal and Environmental Planning

FROM: Robert L. Genuario, Secretary
Office of Policy and Management 

DATE: June 18, 2007

SUBJECT: Environmental Impact Evaluation for a Maintenance and
Repair Facility in Colchester

Based on a review of the subject environmental impact evaluation and related documentation conducted pursuant to C.G.S. 22a-1e, I am herewith advising you of my finding that this evaluation satisfies the requirements of the Connecticut Environmental Policy Act.

cc: John Bacewicz, OPM
Keith Hall, DOT



ACRONYMS AND ABBREVIATIONS

ADT	Average Daily Traffic
BMPs	Best Management Practices
CEPA	Connecticut Environmental Policy Act
CERC	Connecticut Economic Resource Center
CGS	Connecticut General Statutes
CL&P	Connecticut Light and Power
ConnDOT	Connecticut Department of Transportation
CTDEP	Connecticut Department of Environmental Protection
dBA	A-weighted decibels
EIE	Environmental Impact Evaluation
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
HVAC	Heating Ventilation and Air Conditioning
LEEDS	Leadership in Energy and Environmental Design
NAAQS	National Ambient Air Quality Standards
NDDB	Natural Diversity Database
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OSHA	Occupational Safety and Health Administration
PPM	Parts Per Million
RCSA	Regulations of Connecticut State Agencies
SCEL	Stream Channel Encroachment Line
SECCOG	Southeastern Connecticut Council of Governments
SF	Square Feet
SHPO	State Historic Preservation Office/Officer
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SPOCD	State Plan of Conservation and Development
TBD	Transitional Business District
USFWS	United States Fish and Wildlife Service

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EXECUTIVE SUMMARY

Project Name: Colchester Repair and Electrical Facility (State Project No. 28-183)

Date: April 16, 2007

Sponsoring Agency: Connecticut Department of Transportation (ConnDOT)

Participating Agency: None

Preparer: Fitzgerald & Halliday, Inc., 72 Cedar Street, Hartford, Connecticut 06106

Project Background

A new Connecticut Department of Transportation (ConnDOT) repair and electrical facility with a 60-vehicle surface parking lot, 63,400 square foot maintenance building, and a 4,000 square foot cold storage building is being proposed on 8.6 acres of vacant state-owned land located in the Town of Colchester, Connecticut. The proposed site is bounded by Route 2 on the north, Route 11 on the west, Route 85 on the east, and Lake Hayward Road (SR 637) on the south (Figure ES-1). The new facility is being proposed to replace and consolidate three existing smaller and antiquated ConnDOT maintenance, repair, and stores (storage) facilities located in the Towns of Lebanon, Higganum, and Montville.

The three existing facilities are important components of ConnDOT Maintenance District II, which essentially covers the area from the Rhode Island border west to the Connecticut River. All three facilities consist of buildings that were originally built for other intents and purposes, and which were transferred to or acquired by ConnDOT and subsequently retrofitted to suit their present functions. The Lisbon facility, which consists of several buildings erected in the 1920s and 1930s, is located at 486 River Road (Route 12). The site was transferred to ConnDOT in 1939 and has functioned as a vehicle maintenance, repair, and stores facility ever since. The Lisbon site also houses a ConnDOT soils testing laboratory. The Higganum facility, which is located at 11 Candlewood Hill Road, consists primarily of two former factory buildings dating back to the mid- to late 1800s. ConnDOT has occupied these buildings since 1945, conducting vehicle maintenance, repair, and stores operations at the site. ConnDOT's soil test boring program for the region also operates out of this facility. The Montville facility is an old carpet store dating back to the 1960s that is located at 2090 Norwich-New London Turnpike. The building serves primarily as an electrical equipment stores facility.

The State of Connecticut has committed to spend approximately \$27.6 million for the proposed new repair and electrical facility in Colchester. Additional program funding will be used to clean up the existing three ConnDOT maintenance, repair, and stores facilities that

will be closed as part of this project. The ultimate disposition of the three facilities to be closed will be determined in the future and is not part of the Proposed Action. Preliminary indications are that ConnDOT may retain the Montville facility for future cold storage needs (i.e., the off-season storage of lawn maintenance and snow removal equipment such as mowers, plow blades and other equipment). The Lisbon and Higganum properties may be made available for purchase.

The new Colchester repair and electrical facility will be financed with state funds, and as such, is subject to the regulations and guidance established by the Connecticut Environmental Policy Act (CEPA) (Connecticut General Statutes [CGS] Sections 22a-1 through 22a-1h, inclusive, and where applicable, CEPA regulations Section 22a-1a-1 through 22a-1a-12, inclusive, of the Regulations of Connecticut State Agencies [RCSA]). Under CEPA, the document to be prepared is an Environmental Impact Evaluation (EIE). The lead state agency for CEPA documentation is ConnDOT.

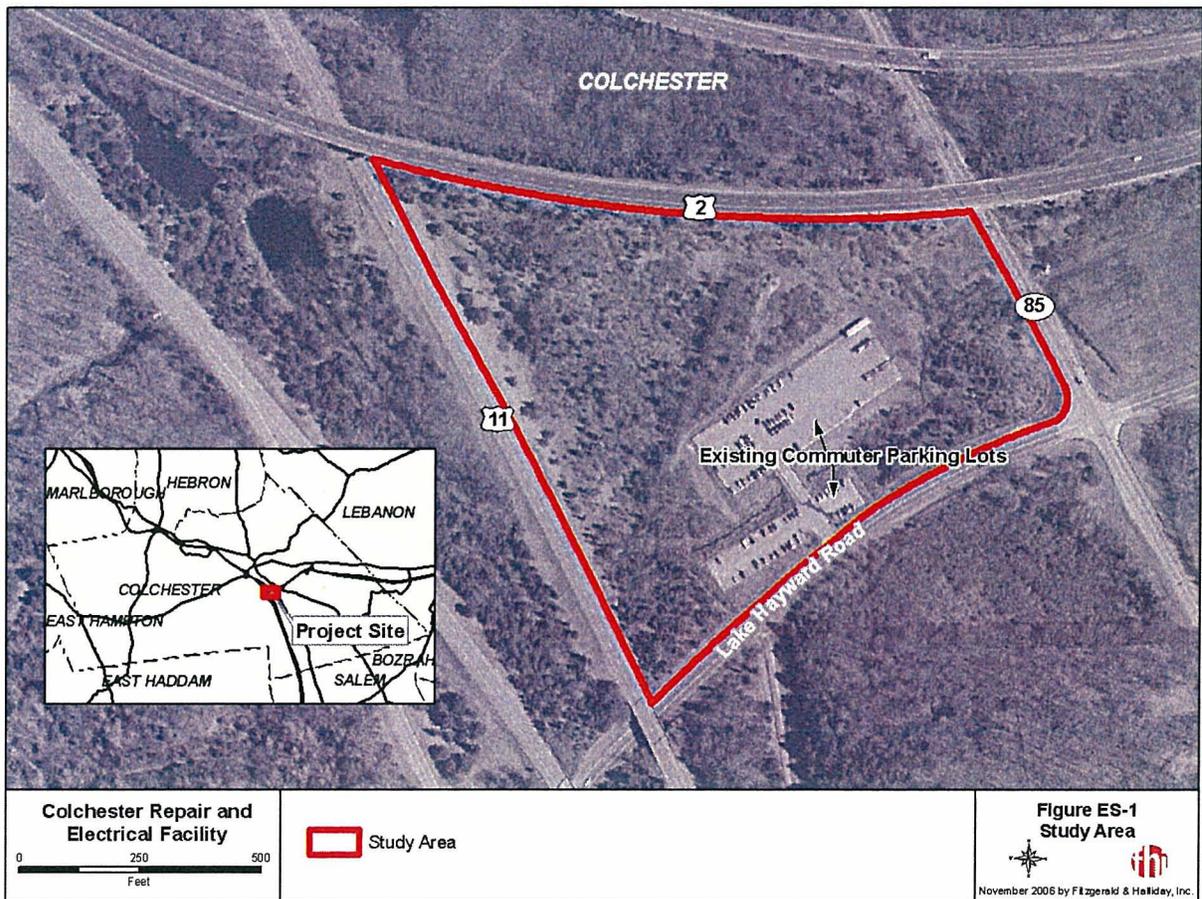


Figure ES-1: Study Area

Project Description – The Proposed Action

The Proposed Action consists of the construction of a new ConnDOT repair and electrical facility to serve ConnDOT Maintenance District II in eastern Connecticut. The new facility is proposed on 8.6 acres of vacant state-owned land located in the southeastern quadrant of the Route 2/Route 11 junction in Colchester, Connecticut. As shown in Figure ES-1, the study area is bounded by Route 2 on the north, Route 11 on the west, Route 85 on the east and Lake Hayward Road (SR 637) on the south. North of SR 637 and south of the Proposed Action site are two existing commuter parking lots that are physically separated from each other by a watercourse known as Cabin Brook. The commuter parking lots are accessed by a single driveway from SR 637 and will not be impacted by the Proposed Action.

ConnDOT's Office of Maintenance, Office of Stores, and Office of Property and Facilities Services were consulted at length during project siting and design development. These consultations resulted in the following project parameters, among others:

- The new facility will be designed to current ConnDOT design standards to the greatest extent practicable. The recently completed Danbury Maintenance Facility (State Project No. 34-299) best represents these design standards and will be used as a reference project for the proposed Colchester facility.
- The new facility will include the following major elements:
 - Common office area
 - Electrical bays
 - Repair bays
 - Stores office area and stockroom
 - Soil boring operations
 - Soil testing laboratory
 - Cold storage area
 - Fuel island with associated diesel and gasoline underground storage tanks
 - 60 parking spaces (44 for employees and the remainder for visitors)
 - Emergency generator (housed in a separate enclosure) capable of providing 100% back-up power.
- The new facility will be designed according to the State of Connecticut Building Code as adopted pursuant to CGS 29-252, as amended, and the Connecticut Fire Safety Code as adopted pursuant to CGS 29-292, as amended.
- The new facility will meet the 2003 International Energy Conservation Code.
- All stores functions will be located adjacent to repair bays.
- Some equipment and materials will be reused from the three existing facilities

Table ES-1 provides detailed information relative to the facility and its associated space requirements. In addition to the 63,400 square foot (SF) maintenance building and 4,000 square foot cold storage building to be constructed, 3.83 acres (166,620 SF) of paved parking lots and driveways are proposed.

**Table ES-1
Building Program**

Major Building Element and Square Footage	Specific Components
Common Office Area (7,760 SF)	Mechanical room Electrical room Men's locker room Women's locker room Janitor's closet Corridors Offices Break rooms Conference rooms Media storage room Sprinkler Room
Electrical Bays (13,900 SF)	10 vehicle/equipment storage bays 3 parts/tools storage bays Electrical repair shop Tool crib Wash bay
Repair Bays (25,900 SF)	Offices Unisex bathroom Open truck repair area Tool crib Welding area (2 bays) Paint booth Lube/tire storage area (2 bays) Oil storage room Compressor room Media storage room Inspection bay Painting prep bay Wash room Wash bay
Stores Office Area and Stockroom (10,560 SF)	Offices Storage Combustible materials storage
Soil Boring Operations (2,640 SF)	Office Storage area
Soil Testing Laboratory (2,640 SF)	Offices Unisex bathroom Large mechanical shaker area Abrasion area Small mechanical shaker area Proctor/oven/materials samples and testing area Parking bay Test lab

Source: ConnDOT, 2006.

Figure ES-2 depicts the site plan for the Proposed Action. The anticipated construction cost is \$27.6 million with start of construction expected in January 2010. The facility is scheduled to be open and operational by the winter of 2012.

Purpose and Need

The purpose of the Proposed Action is to consolidate some of the repair and electrical operations of ConnDOT Maintenance District II into a new modern facility with easy access to the highway network. The facility will replace and consolidate the equipment and functions of the District's three existing outdated ConnDOT maintenance, repair, and stores facilities, which are located in Lisbon, Higganum, and Montville. The three existing facilities provide for the following operations: vehicle maintenance and repair; heated and cold storage for highway maintenance and electrical equipment, parts, assorted lubricants and other materials; and office space for mechanics, technicians, materials testers, and administrative personnel. The Lisbon facility also functions as a soils testing laboratory and the Higganum facility supports soil boring operations. All of these functions would be accommodated in the new facility.

All three existing ConnDOT facilities consist of buildings that were originally built for other purposes and subsequently retrofitted to suit ConnDOT's needs. The Higganum facility occupies two former factory buildings originally constructed in the mid- to late 1800s, and the Lisbon facility's buildings were constructed in the 1920s and 1930s. The Montville facility was built in the 1960s and housed a carpet store for many years before being acquired by ConnDOT for use as an electrical stores garage. Besides their inherent age and energy inefficiency, the existing facilities are deficient in the following ways:

- The buildings are no longer in compliance with modern safety and environmental standards and codes.
- There is an overall lack of adequate heated and cold storage space.
- Garage bays do not meet height and size requirements to accommodate all of ConnDOT's maintenance and electrical vehicles and equipment, such as plows and bucket trucks.
- There is a lack of adequate office, conference room, break room, and files storage space which impedes employee efficiency and comfort.
- Vehicle repair, maintenance, and stores functions are scattered throughout southeastern Connecticut and ideally should be consolidated in one centralized location for more efficient operations.
- Two of the existing facilities are somewhat remotely located in terms of their access to major highway corridors.

The Proposed Action will address these compliance, locational, operational, and space deficiencies.

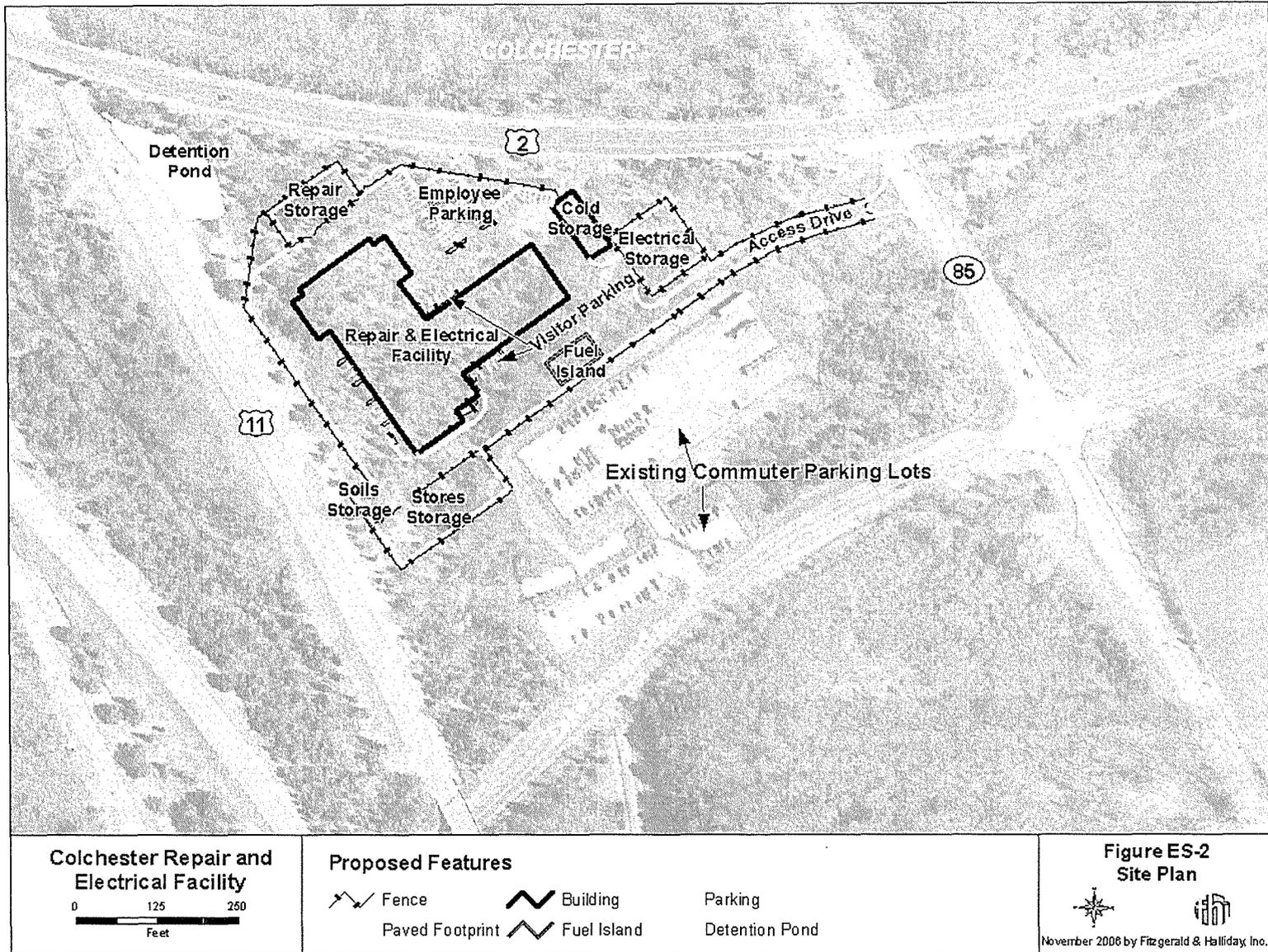


Figure ES-2: Proposed Action Site Plan

Alternative Actions

Because the existing three facilities are small, outdated, and functionally obsolete, it was recognized by ConnDOT that the long term need is for all maintenance, repair, stores, and electrical service functions to be located within one state-of-the art facility at a location central to the southeastern Connecticut region served by the other three facilities. For this reason, the construction of a new repair and electrical facility (the Build Alternative) is considered the only option capable of meeting the project's purpose and need. The Build Alternative and the No-Action Alternative were therefore the two alternatives considered in this EIE.

Build Alternative

Under this alternative, a new repair and electrical facility will be constructed to include a 63,400 square foot maintenance building, 4,000 square foot cold storage building, associated site improvements, and approximately 60 parking spaces. Constructing the new maintenance and repair facility would provide state-of-the-art accommodations, equipment, and adequate storage space to support ConnDOT maintenance staff and operations, thereby enabling ConnDOT to more adequately handle important vehicle maintenance and repair tasks on their fleet of vehicles and equipment. This alternative was selected as the preferred alternative (Proposed Action) because it best meets the project purpose and need.

No-Action Alternative

The No-Action Alternative would require continued operations at the three existing ConnDOT maintenance, repair and stores facilities located in Lebanon, Montville, and Higganum. The No-Action Alternative would involve no new construction. As a result, no significant environmental impacts would occur from this alternative. The current problems and space constraints at the three existing facilities would not be alleviated, and the facilities would continue to fall short of meeting ConnDOT's maintenance, repair, and stores needs in southeastern Connecticut.

Alternative Sites Controlled or Reasonably Available

Other than the Proposed Action site, ConnDOT does not have under its control (care and custody) any available sites that are large enough, easily accessible, and/or centrally located in southeastern Connecticut for this project. State-owned right-of-way can be found throughout southeastern Connecticut, but primarily consists of strips of land adjacent to highway corridors or in the vicinity of interchanges. These strips are not large enough to support the Proposed Action, lack adequate access, or occur in areas where surrounding land use (e.g. residential) is incompatible with the Proposed Action. The Route 2/Route 11 site in Colchester is state-owned right-of-way with no known encumbrances or deed restrictions. The site is also highly suitable because it is vacant, relatively flat, easily accessible from major highways, and relatively isolated from surrounding land uses.

Overall, no other sites were evaluated since there are no other known available sites suitable for the Proposed Action.

Impact Analysis Summary

The implementation of the Proposed Action will have minor adverse environmental impacts that can be mitigated. Environmental impacts and proposed mitigation measures are summarized in Table ES-2.

Table ES- 2: Summary of Impacts and Proposed Mitigation

Resource	Impact Analysis	Mitigation
Land Use and Zoning	Project is compatible with existing land use and zoning. No adverse impacts.	No mitigation required or proposed.
Consistency with Local and Regional plans	Project is consistent with local and regional plans.	No mitigation required or proposed.
Consistency with SPOCD	Project is consistent with the SPOCD.	No mitigation required or proposed.
Traffic and Parking	The surrounding roadway network will adequately support the additional traffic volume generated by the Proposed Action. No adverse impacts.	No mitigation required or proposed.
Air Quality	Construction period impacts: Potential impacts from prolonged use of diesel powered vehicles. Typical diesel air quality emissions include carbon monoxide, hydrocarbons, nitrogen oxides, and particulate matter (PM2.5).	Construction equipment will be required to comply with all pertinent state and federal air quality regulations.
Noise	Construction period impacts: Potential for continuous as well as intermittent (or impulse) noise to be experienced in the immediate project vicinity.	<ul style="list-style-type: none">• Install and maintain properly functioning muffler devices on all construction equipment.• Maintain a vegetated buffer between the facility and surrounding land uses.• Adhere to the Town of Colchester noise regulations.
Neighborhoods and Housing	Minor adverse visual and character impact.	Maintain buffer of native vegetation and/or include landscaped buffer as part of project design.

Resource	Impact Analysis	Mitigation
Water Quality	<p>Creation of 3.83 acres (166,620 SF) of new impervious paved surface contributes to increased site runoff and potential for increased sedimentation and contamination of downstream wetlands and watercourses located offsite. Additional 1.56 acres (63,400 SF Maintenance Building + 4,000 SF Cold Storage Building) of impervious roof surface also contributes to increased site runoff volume.</p> <p>Construction period impacts: Increased potential for sedimentation of offsite streams and wetlands due to runoff from exposed surfaces during site work.</p>	<p>Design of new facility will include a stormwater pond in the northwest corner of the parcel to collect and detain runoff from impervious surfaces. There will not be an increase in stormwater runoff from the project site with the stormwater pond. Project design will comply with both the CTDEP 2004 Stormwater Quality Manual and the CTDEP 2002 Sedimentation and Erosion Control Manual.</p> <p>Oil-water separators will be included in the project design. If the Town of Colchester's planned sewer extension along Route 85 is not completed by the time the new maintenance facility becomes operational, the oil-water separators will initially be used as storage tanks for garage bay floor drainage. This floor drainage will be collected and transported off-site for treatment and disposal by a licensed waste hauler. This practice will continue until a sewer hookup is established at which time the oil-water separators will be brought on-line as part of the garage bay floor drain system.</p> <p>During construction, temporary best management practices (BMPs) will be employed and an erosion and sedimentation control plan will be implemented.</p>
Hydrology and Floodplains	No direct or indirect adverse impacts.	No mitigation is required or proposed.
Wetlands	Construction period impacts: Possible sedimentation of streams and wetlands due to construction	During construction, temporary BMPs will be employed and an erosion and sedimentation control plan will be implemented.
Flora, Fauna, Threatened and Endangered Species	No direct or indirect adverse impacts.	No mitigation is required or proposed.
Soils and Geology	No direct or indirect adverse impacts.	No mitigation is required or proposed.

Resource	Impact Analysis	Mitigation
Cultural Resources	No direct or indirect adverse impacts. CTSHPO issued a letter of no effect dated December 14, 2005 (Appendix A).	<p>No mitigation is required or proposed for the Proposed Action site. CT SHPO correspondence dated October 23, 2006 indicates that the existing Higganum maintenance facility is eligible for listing on the National Register of Historic Places and that any sale, transfer, or other disposition of that facility would constitute a no adverse effect conditional upon the following mitigation measures:</p> <ul style="list-style-type: none"> • Document the facility to the professional standards of the SHPO as identified in the letter • Prepare and submit a brief history and description of the Scovil Hoe Factories to the <i>Society for Industrial Archaeology New England Chapters Newsletter</i> • Consult with the Office of State Archaeology and the Museum of Connecticut History regarding the potential salvage and curation of small-scale artifacts that may exist throughout the Higganum maintenance complex.
Solid Waste and Hazardous Materials	No direct or indirect adverse impacts.	No mitigation is required or proposed.
Use/Creation of Hazardous Materials	No direct or indirect adverse impact.	No mitigation is required or proposed.
Aesthetics and Visual Effects	Minor adverse visual and character impact to one residence located east of the Proposed Action site on Fedus Road.	Maintain buffer of native vegetation and/or include landscaped buffer as part of project design.
Energy Uses and Conservation	<p>Beneficial impact due to energy conservation measures incorporated into the design of the new buildings and discontinuation of energy use at the three outdated and energy inefficient facilities.</p> <p>Construction period impacts: Increased local demand for fossil fuels and an increased demand for electricity during construction.</p>	<p>No mitigation is proposed or required. The new facility will be designed according to the 2003 International Energy Conservation Code and will therefore incorporate energy efficiencies.</p>

Resource	Impact Analysis	Mitigation
Public Utilities and Services	<p>Potential for increased stormwater runoff due to increase in impervious paved surfaces (See Water Quality Impacts).</p> <p>Potential construction period utility service disruptions.</p>	<p>BMPs employed to ensure proper handling of stormwater runoff (see Water Quality).</p> <p>Proactive consultation with utility providers prior to construction to ensure full coordination on new service connections and to minimize utility service disruptions.</p>
Public Health and Safety	No direct or indirect adverse impacts.	No mitigation is required or proposed.

List of Potential Permits and Approvals

The following permits, approvals, certifications, and registrations may be required for completion of the Proposed Action:

Federal

No federal permits, approvals or certifications will be required for the Proposed Action

State

- CTDEP Miscellaneous Discharges of Sewer Compatible Wastewater
- CTDEP Wastewater Discharge
- CTDEP General Permit: Stormwater and Dewatering Wastewaters from Construction

Coordination Process

Per CEPA requirements, a scoping notice for the Proposed Action was placed in Connecticut's Environmental Monitor on March 21, 2006. A Public Scoping Meeting was not conducted for this project as such a meeting was not requested by 25 or more individuals or by an association that represents 25 or more members during the 30 day scoping comment period. Only two resource agencies, the Connecticut Department of Environmental Protection (CTDEP) and the Connecticut Department of Public Health (CTDPH) provided scoping comments during the 30 day comment period. During data collection efforts involved in the documentation of existing environmental conditions, several federal and state resource agencies were contacted for information as were local officials in the Town of Colchester. A copy of the CEPA public scoping notice as well as responses received during the formal public scoping period (March 21, 2006 through April 21, 2006) are included in Appendix A. Important agency and local correspondence is also included in Appendix A.

Conclusion

The Proposed Action is essential for the efficient operation of ConnDOT Maintenance District II. The need to maintain, repair, and store ConnDOT maintenance vehicles and equipment is an important part of keeping Connecticut's transportation infrastructure in top working condition during all four seasons, to the benefit of all Connecticut residents. The

closing of three existing, severely outdated, space-constrained and energy-inefficient facilities in favor of one completely functional, modern, and easily accessible facility will allow for efficient maintenance operations in ConnDOT Maintenance District II. Potential adverse effects from the Proposed Action include minor visual impacts on adjacent land uses, loss of 8.6 acres of vacant undeveloped land that is currently state-owned right-of-way, increased stormwater runoff from new impervious surfaces, and construction-period impacts relative to noise, air quality, energy usage, and stormwater. These impacts will be mitigated through landscaping, proper management of materials and resources during and after construction, adherence to all applicable local, state, and federal regulations, and through ongoing coordination with resource agencies. Through its impact avoidance and mitigation measures, the Proposed Action will not incur any significant environmental, cultural or social impacts.

Review Period and Comments

The January 9, 2007 Draft EIE was made available for public review and comment from January 16, 2007 to March 7, 2007. Notice of Draft EIE availability and public hearing was placed in Connecticut's *Environmental Monitor* on January 16, 2007. Additionally, notice of Draft EIE availability and public hearing was also advertised in the Hartford Courant and Norwich Bulletin on January 16, 2007, January 30, 2007 and February 12, 2007 (Notices and Affidavits included in Appendix C). The Draft EIE was made available for public review at the following locations:

- Connecticut Department of Transportation Offices in Newington, Connecticut
- Colchester Town Clerk's Office
- Cragin Memorial Library in Colchester, Connecticut
- Southeastern Connecticut Council of Governments Office in Norwich, Connecticut.

One public hearing was advertised and held at the Colchester Town Hall at 7:00 PM on February 21, 2007. No public or agency comments were received at the public hearing or during the public review and comment period. The public hearing transcript is included in Appendix D.

Agency Contact

Department of Transportation

Mr. Edgar. T. Hurlle, Transportation Planning Director
Bureau of Policy and Planning
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546
Phone: (860) 594-2005
Fax: (860) 594-3377
E-Mail: edgar.hurle@po.state.ct.us

EIE Distribution List

The following agencies/persons received a copy of the Draft Environmental Impact Evaluation for the Colchester Repair and Electrical Facility, SR 637 and CT 85, Colchester, CT (State Project No. 28-183):

State Representatives and Senators

Hon. Linda A. Orange State Representative Legislative Office Building, Room 4029 Hartford, CT 06106-1591	Hon. Eileen M. Daily State Senator Legislative Office Building, Room 3700 Hartford, CT 06106-1591
-------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------

Town Officials

Hon. Stan Soby, First Selectman Town of Colchester 127 Norwich Avenue Colchester, CT 06415	Ms. Nancy A. Bray, Town Clerk Town of Colchester 127 Norwich Avenue Colchester, CT 06415
Mr. Salvatore Tassone, Town Engineer Town of Colchester 127 Norwich Avenue Colchester, CT 06415	Mr. Gary Goeschel II, Asst. Planning Director Town of Colchester 127 Norwich Avenue Colchester, CT 06415

State Agencies

Hon. Gina McCarthy Commissioner Department of Environmental Protection 79 Elm Street Hartford, CT 06106	Mr. Kendall Wiggin State Librarian Connecticut State Library 231 Capitol Avenue Hartford, CT 06106
Mr. Thomas Morrissey, Bureau Chief Bureau of Outdoor Recreation Conn. Dept. of Environmental Protection 79 Elm Street Hartford, CT 06106	Hon. William Ramirez Commissioner Connecticut Department of Motor Vehicles 60 State Street Wethersfield, CT 06161
Ms. Denise Ruzicka Director – Inland Water Resources Division Department of Environmental Protection 79 Elm Street Hartford, CT 06102	Hon. J. Robert Galvin, M.D., M.P.H. Commissioner Department of Public Health 410 Capitol Avenue Hartford, CT 06134
Mr. Brian Emerick Supervising Environmental Analyst Department of Environmental Protection 79 Elm Street Hartford, CT 06102	Hon. James T. Fleming Commissioner Department of Public Works 165 Capitol Avenue Hartford, CT 06106

Hon. James F. Abromaitis Commissioner Dept. of Economic and Community Development 505 Hudson Street Hartford CT 06106	Mr. Judd Everhart Department of Transportation Office of Communications P.O. Box 317546 2800 Berlin Turnpike Newington, CT 06131-7546
Mr. Karl J. Wagener Executive Director Council on Environmental Quality 79 Elm Street Hartford, CT 06106	Mr. James Okrongly Assistant Chief – Planning Water Supply Section Department of Public Health 410 Capitol Avenue Hartford, CT 06134
Mr. J. Paul Loether Division Director & Deputy SHPO Connecticut Commission on Culture and Tourism 59 South Prospect St. Hartford, CT 06106	Mr. Robert L. Genuario Secretary Office of Policy and Management 450 Capitol Avenue Hartford, CT 06106-1308

Other

Mr. James Butler, Executive Director Southeastern Connecticut Council of Governments 5 Connecticut Avenue Norwich, CT 06360	Ms. Siobhan M. Grogan, Library Director Cragin Memorial Library 8 Linwood Avenue – Route 16 Colchester, CT 06415
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1. INTRODUCTION

1.1. Description of Proposed Action

Background

A new Connecticut Department of Transportation (ConnDOT) repair and electrical facility with a 60-vehicle surface parking lot, 63,400 square foot maintenance building, and a 4,000 square foot cold storage building is being proposed on 8.6 acres of vacant state-owned land located in the Town of Colchester, Connecticut. The proposed site is bounded by Route 2 on the north, Route 11 on the west, Route 85 on the east, and Lake Hayward Road (SR 637) on the south (Figure 1). The new maintenance facility is being proposed to replace and consolidate three existing smaller and antiquated ConnDOT maintenance, repair, and stores (storage) facilities located in the Towns of Lebanon, Higganum, and Montville.

The three existing facilities are important components of ConnDOT Maintenance District II, which essentially covers the area from the Rhode Island border west to the Connecticut River. All three facilities consist of buildings that were originally built for other intents and purposes, and which were transferred to or acquired by ConnDOT and subsequently retrofitted to suit their present functions. The Lisbon facility, which consists of several buildings erected in the 1920s and 1930s, is located at 486 River Road (Route 12). The site was transferred to ConnDOT in 1939 and has functioned as a vehicle maintenance, repair, and stores facility ever since. The Lisbon site also houses a ConnDOT soils testing laboratory. The Higganum facility, which is located at 11 Candlewood Hill Road, consists primarily of two former factory buildings dating back to the mid- to late 1800s. ConnDOT has occupied these buildings since 1945, conducting vehicle maintenance, repair, and stores operations at the site. ConnDOT's soil test boring program for the region also operates out of this facility. The Montville facility is an old carpet store dating back to the 1960s that is located at 2090 Norwich-New London Turnpike. The building serves primarily as an electrical equipment stores facility.

The State of Connecticut has committed to spend approximately \$27.6 million for the proposed new repair and electrical facility in Colchester. Additional program funding will be used to clean up the existing three ConnDOT maintenance, repair, and stores facilities that will be closed as part of this project. The ultimate disposition of the three facilities to be closed will be determined in the future and is not part of the Proposed Action. Preliminary indications are that ConnDOT may retain the Montville facility for future cold storage needs (i.e., the off-season storage of lawn maintenance and snow removal equipment such as mowers, plow blades and other equipment). The Lisbon and Higganum properties may be made available for purchase.

The new Colchester repair and electrical facility will be financed with state funds, and as such, is subject to the regulations and guidance established by the Connecticut Environmental Policy Act (CEPA) (Connecticut General Statutes [CGS] Sections 22a-1 through 22a-1h, inclusive, and where applicable, CEPA regulations Section 22a-1a-1 through 22a-1a-12, inclusive, of the Regulations of Connecticut State Agencies [RCSA]). Under CEPA, the document to be prepared is an Environmental Impact Evaluation (EIE). The lead state agency for CEPA documentation is ConnDOT.

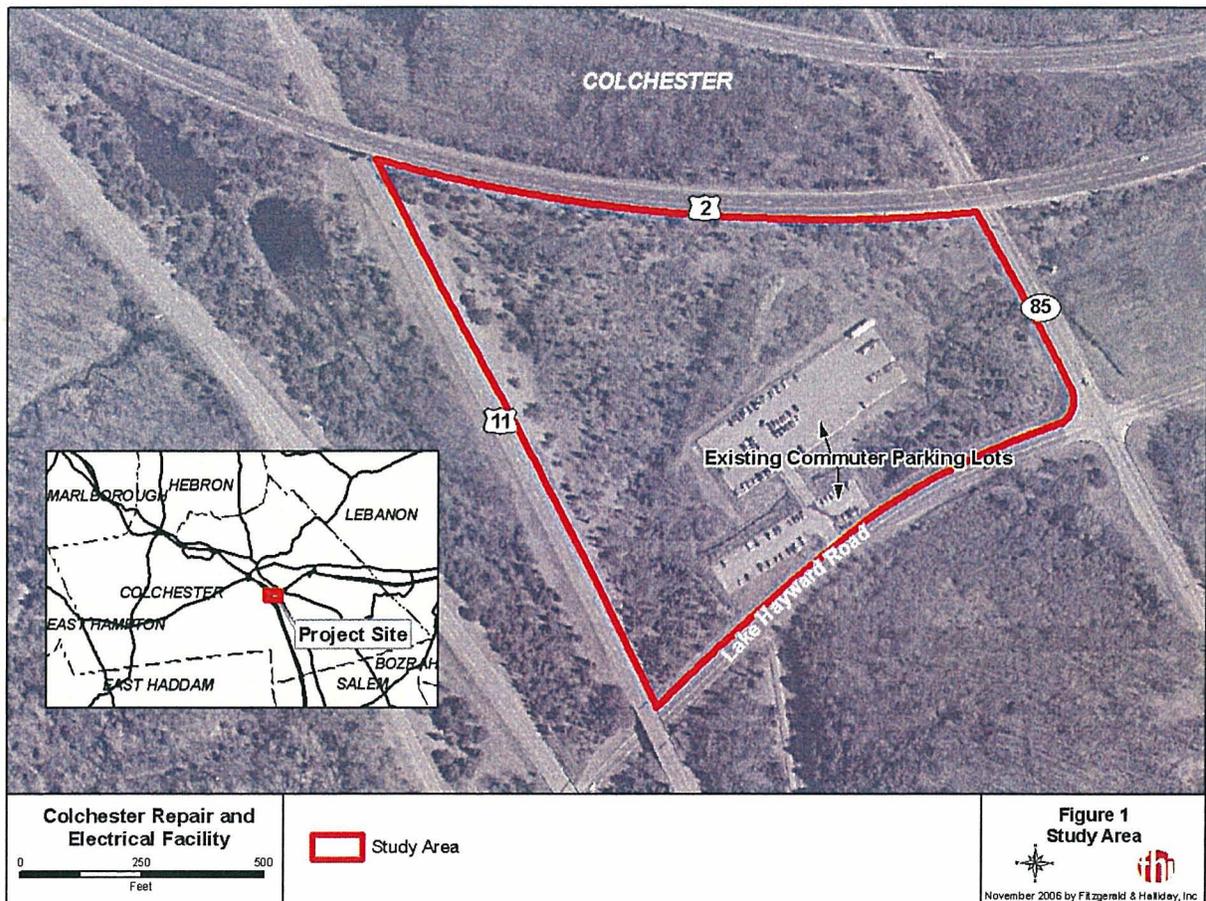


Figure 1: Study Area

The Proposed Action

The Proposed Action consists of the construction of a new ConnDOT repair and electrical facility to serve ConnDOT Maintenance District II in eastern Connecticut. The new facility is proposed on 8.6 acres of vacant state-owned land located in the southeastern quadrant of the Route 2/Route 11 junction in Colchester, Connecticut. As shown in Figure 1, the study area is bounded by Route 2 on the north, Route 11 on the west, Route 85 on the east and Lake Hayward Road (SR 637) on the south. North of SR 637 and south of the Proposed Action site are two existing commuter parking lots that are physically separated from each other by a

watercourse known as Cabin Brook. The commuter parking lots have a single driveway from SR 637 and will not be impacted by the Proposed Action.

ConnDOT's Office of Maintenance, Office of Stores, and Office of Property and Facilities Services were consulted at length during project siting and design development. These consultations resulted in the following project parameters, among others:

- The new facility will be designed to current ConnDOT design standards to the greatest extent practicable. The recently completed Danbury Maintenance Facility (State Project No. 34-299) best represents these design standards and will be used as a reference project for the proposed Colchester facility.
- The new facility will include the following major elements:
 - Common office area
 - Electrical bays
 - Repair bays
 - Stores office area and stockroom
 - Soil boring operations
 - Soil testing laboratory
 - Cold storage area
 - Fuel island with associated diesel and gasoline underground storage tanks
 - 60 parking spaces (44 for employees and the remainder for visitors)
 - Emergency generator (housed in a separate enclosure) capable of providing 100% back-up power.
- The new facility will be designed according to the State of Connecticut Building Code as adopted pursuant to CGS 29-252, as amended, and the Connecticut Fire Safety Code as adopted pursuant to CGS 29-292, as amended.
- The new facility will meet the 2003 International Energy Conservation Code.
- All stores functions will be located adjacent to repair bays.
- Some equipment and materials will be reused from the three existing facilities.

Table 1 provides detailed information relative to the facility and its associated space requirements. In addition to the 63,400 square foot (SF) maintenance building and 4,000 square foot cold storage building to be constructed, 3.83 acres (166,620 SF) of paved parking lots and driveways are proposed.

**Table 1
Building Program**

Major Building Element and Square Footage	Specific Components
Common Office Area (7,760 SF)	Mechanical room Electrical room Men's locker room Women's locker room Janitor's closet Corridors Offices Break rooms Conference rooms Media storage room Sprinkler Room
Electrical Bays (13,900 SF)	10 vehicle/equipment storage bays 3 parts/tools storage bays Electrical repair shop Tool crib Wash bay
Repair Bays (25,900 SF)	Offices Unisex bathroom Open truck repair area Tool crib Welding area (2 bays) Paint booth Lube/tire storage area (2 bays) Oil storage room Compressor room Media storage room Inspection bay Painting prep bay Wash room Wash bay
Stores Office Area and Stockroom (10,560 SF)	Offices Storage Combustible materials storage
Soil Boring Operations (2,640 SF)	Office Storage area
Soil Testing Laboratory (2,640 SF)	Offices Unisex bathroom Large mechanical shaker area Abrasion area Small mechanical shaker area Proctor/oven/materials samples and testing area Parking bay Test lab

Source: ConnDOT, 2006.

Figure 2 depicts the site plan for the Proposed Action. The anticipated construction cost is \$27.6 million with start of construction expected in January 2010. The facility is scheduled to be open and operational by the winter of 2012.

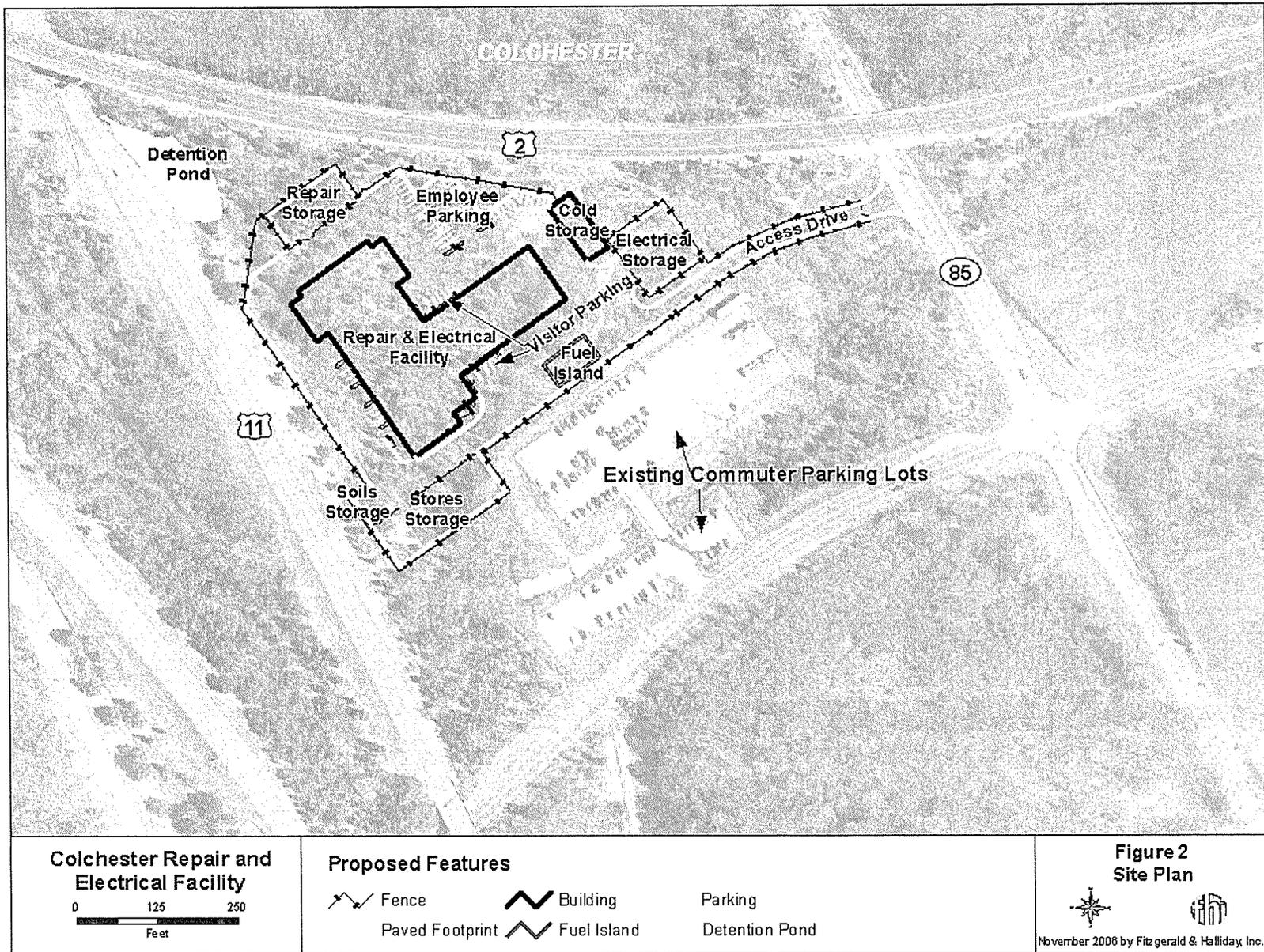


Figure 2: Proposed Action Site Plan

1.2. Purpose and Need

The purpose of the Proposed Action is to consolidate some of the repair and electrical operations of ConnDOT Maintenance District II into a new modern facility with easy access to the highway network. The facility will replace and consolidate the equipment and functions of the District's three existing outdated ConnDOT maintenance, repair, and stores facilities, which are located in Lisbon, Higganum, and Montville. The three existing facilities provide for the following operations: vehicle maintenance and repair; heated and cold storage for highway maintenance and electrical equipment, parts, assorted lubricants and other materials; and office space for mechanics, technicians, materials testers, and administrative personnel. The Lisbon facility also functions as a soils testing laboratory and the Higganum facility supports soil boring operations. All of these functions would be accommodated in the new facility.

All three existing ConnDOT facilities consist of buildings that were originally built for other purposes and subsequently retrofitted to suit ConnDOT's needs. The Higganum facility occupies two former factory buildings originally constructed in the mid- to late 1800s, and the Lisbon facility's buildings were constructed in the 1920s and 1930s. The Montville facility was built in the 1960s and housed a carpet store for many years before being acquired by ConnDOT for use as an electrical stores garage. Besides their inherent age and energy inefficiency, the existing facilities are deficient in the following ways:

- The buildings are no longer in compliance with modern safety and environmental standards and codes.
- There is an overall lack of adequate heated and cold storage space.
- Garage bays do not meet height and size requirements to accommodate all of ConnDOT's maintenance and electrical vehicles and equipment, such as plows and bucket trucks.
- There is a lack of adequate office, conference room, break room, and files storage space which impedes employee efficiency and comfort.
- Vehicle repair, maintenance, and stores functions are scattered throughout southeastern Connecticut and ideally should be consolidated in one centralized location for more efficient operations.
- Two of the existing facilities are somewhat remotely located in terms of their access to major highway corridors.

The Proposed Action will address these compliance, locational, operational, and space deficiencies.

2. ALTERNATIVES CONSIDERED

2.1. Alternative Actions

Because the existing three facilities are small, outdated, and functionally obsolete, ConnDOT recognized a long term need for all maintenance, repair, stores, and electrical service functions to be located within one state-of-the art facility located central to the southeastern Connecticut region. For this reason, the construction of a new repair and electrical facility (the Build Alternative) is considered the only option capable of meeting the project's purpose and need. The Build Alternative and the No-Action Alternative were therefore the two alternatives considered in this EIE.

Build Alternative – Proposed Action

Under this alternative, a new repair and electrical facility will be constructed to include a 63,400 square foot maintenance building, 4,000 square foot cold storage building, associated site improvements, and approximately 60 parking spaces. Constructing the new facility would provide state-of-the-art accommodations, equipment, and adequate storage space to support ConnDOT maintenance staff and operations, thereby enabling ConnDOT to more adequately handle important vehicle maintenance and repair tasks on their fleet of vehicles and equipment. This alternative was selected as the preferred alternative (Proposed Action) because it best meets the project purpose and need. Details of the Proposed Action have been previously described under Section 1.1 entitled Proposed Action.

No-Action Alternative

The No-Action Alternative would require continued operations at the three existing ConnDOT maintenance, repair and stores facilities located in Lebanon, Montville, and Higganum. The No-Action Alternative would involve no new construction. As a result, no significant environmental impacts would occur from this alternative. The current problems and space constraints at the three existing facilities would not be alleviated, and the facilities would continue to fall short of meeting ConnDOT's maintenance, repair, and stores needs in southeastern Connecticut.

2.2. ALTERNATIVE SITES CONTROLLED OR REASONABLY AVAILABLE

Other than the Proposed Action site, ConnDOT does not have under its control (care and custody) any available sites that are large enough, easily accessible, and/or centrally located in southeastern Connecticut for this project. State-owned right-of-way can be found throughout southeastern Connecticut, but primarily consists of strips of land adjacent to highway corridors or in the vicinity of interchanges. These strips are not large enough to support the Proposed Action, lack adequate access, or occur in areas where surrounding land use (e.g. residential) is incompatible

with the Proposed Action. The Route 2/Route 11 site in Colchester is state-owned right-of-way with no known encumbrances or deed restrictions. The site is also highly suitable because it is vacant, relatively flat, easily accessible from major highways, and relatively isolated from surrounding land uses.

Overall, no other sites were evaluated since there are no other known available sites suitable for the Proposed Action.

3. EXISTING ENVIRONMENT AND IMPACT EVALUATION

3.1. LAND USE, ZONING AND LOCAL AND REGIONAL DEVELOPMENT PLANS

Existing Setting

Land Use

The Proposed Action site is currently undeveloped. On-site vegetation consists of invasive species indicative of past disturbance, most likely associated with highway construction. Land use in the vicinity of the Proposed Action site is illustrated in Figure 3.

As shown in Figure 3, the Proposed Action site is bounded on the north by Route 2. Further to the north of Route 2 is a residential area and the southern fringe of Colchester's business district. Route 85 forms the eastern boundary of the Proposed Action site, and just east of Route 85 is an undeveloped meadow on a west facing slope. At the top of this slope is one residence on Fedus Road that is within visual range of the site.

Commuter parking lots and Lake Hayward Road (SR 637) form the southern boundary of the Proposed Action site. Just south of SR 637 and east of Route 11 is a large tract of undeveloped woodland that is currently advertised for sale. Low density residential development is found further to the south along both sides of Route 85 as well as west of Route 11 along SR 637.

Zoning

The Town of Colchester Zoning Regulations (Colchester Planning and Zoning Commission, last amended January 16, 2006) and the Zoning Map (Colchester Planning and Zoning Commission, last amended December 13, 2003) were consulted for this EIE.

The site for the Proposed Action falls within an industrial zoning district, which permits manufacturing, assembly and storage activities, as well as "other uses incompatible with high levels of routine public access." Storage and maintenance of construction supplies and equipment, trucking terminal, and warehousing are acceptable land uses in this zoning district.

Parcels to the east and south are zoned "Transitional Business District" (TBD), which provides an area of transition between commercial and other large-scale activities and major traffic arteries in town and nearby residential neighborhoods.

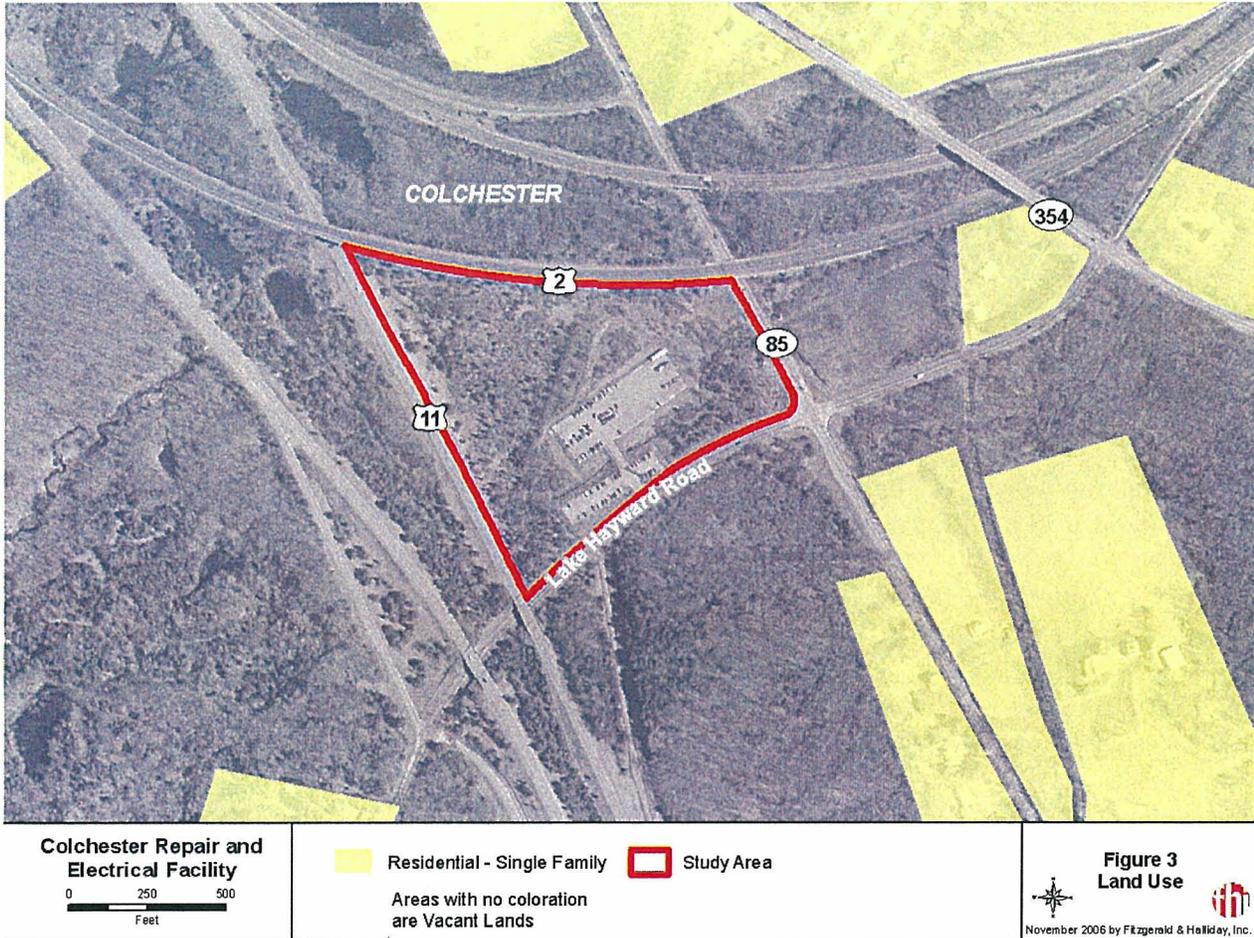


Figure 3: Existing Land Use

Consistency with Local and Regional Development Plans

The Proposed Action site falls within the planning regions addressed by the 2001 *Colchester Plan of Conservation and Development* (Colchester Planning and Zoning Commission, January 3, 2001) and the *Regional Conservation and Development Policy Guide for Southeastern Connecticut* (SECCOG, October 15, 1997). These plans each articulate a vision, goals, and objectives for future land use and overall development within their respective planning regions. Relevant key elements of these reports are summarized below.

2001 Colchester Plan of Conservation and Development: This plan focuses on more than 10 issues or areas of policy for the future of Colchester. Specific issue areas pertinent to the Proposed Action include preserving community character, conserving open space and protecting natural resources, and supporting appropriate economic development. The plan articulates the following strategies to address these issue areas:

- Ensure that new buildings are compatible in scale and materials with neighboring buildings
- Fully consider natural resource issues at the time of development
- Work with the State of Connecticut to develop public trails on lands in Colchester
- Establish an economic focal point near the confluence of Routes 2 and 11
- Establish a business park zone near the junction of Routes 2 and 11
- Provide for adequate transitions between business or industrial uses and adjacent residential uses
- Work closely with SECCOG and ConnDOT regarding transportation issues and proposed improvements in Colchester

The Generalized Future Land Use Plan map envisions that the area of the Proposed Action will serve as a Transitional Area to provide for gradual change between commercial and other large-scale activities and nearby residential neighborhoods.

Colchester is located within the Southeastern Connecticut Planning Region, along with Groton, New London, Waterford, and more than 15 other surrounding municipalities. SECCOG is in the process of updating its regional plan of conservation and development. The 1997 *Regional Conservation and Development Policy Guide for Southeastern Connecticut* is currently in place to guide future land use policy for the region. This guidance document recommends a future development pattern guided by five goals:

1. Reduce intergovernmental fragmentation to enable SECCOG to deal more effectively with issues of a regional nature.
2. Actively seek to create opportunities for the development of a balanced and diversified economic base to minimize risks of unemployment and over-dependence on any single economic sector.
3. Strive to preserve the region's natural resources base by concentrating future development in areas with the fewest natural resource limitations and the greatest access to existing public facilities.
4. Develop a balanced regional transportation system that strives to meet the needs of all segments of the population, including visitors, regardless of age, income or disability, and which promotes development within the region's core.
5. Provide a system of public utilities that will protect the health of the region's population and environment while promoting a concentration of development within the region's core to meet the expanding needs of the region's people, businesses, and industries.

According to the Regional Conservation and Development Policy Guide Map for the SECCOG Planning Region, the site of the Proposed Action is designated as an Existing and Proposed Mixed Urban Uses area. This designation is defined as follows:

Existing or Proposed Mixed Urban Uses Area: These are areas suggested for the most intensive residential and/or industrial and commercial development. These areas include the region's three urban centers of Groton, New London, and Norwich, as well as

concentrations of intensive development in some suburban towns. Areas of Mixed Urban use are determined by the existence of both public water and sewerage system service. Consequently, they can accommodate residential densities of greater than two units per acre depending on local regulations.

Direct and Indirect Impacts

Land Use

Impacts to land use are evaluated based on the effect that the Proposed Action will have on land use patterns, compatibility of land uses, encroachments on existing land use, and access to land compared to the No-Action Alternative. The No-Action Alternative will constitute a continuance of existing land use conditions and therefore will have no adverse impact on land use.

The Proposed Action will be a state facility confined to existing ConnDOT properties and will not alter existing land use patterns or trends. The Proposed Action will not have any adverse direct or indirect effects on predominant land use patterns in the project vicinity and will not conflict with the existing land uses. It will be a general light industrial use with a moderate intensity of weekday activity compatible with the surrounding Transitional Business District.

Since the Proposed Action will not open up new lands to development, give rise to new residential populations or substantially change economic conditions in the area, it will not induce secondary development in any form.

Zoning

Generally, state and federal projects are exempt from local municipal zoning requirements. However, ConnDOT strives to avoid conflict with local regulations. The Proposed Action is a land use that is consistent with existing zoning designations for this section of Colchester. The Proposed Action is consistent with the types of uses allowed by site plan approval.

Consistency with Local and Regional Development Plans

The Proposed Action is fully consistent with the visions and goals outlined in pertinent local and regional planning documents.

Proposed Mitigation

Land Use and Zoning

As no significant adverse impacts on land use or zoning are anticipated, no mitigation is required or proposed.

Consistency with Local and Regional Development Plans

Since the Proposed Action is consistent with local and regional plans, no mitigation is required or proposed. ConnDOT will continue to work with SECCOG and the Town of Colchester to make sure that natural resource issues are fully considered at the time of development.

3.2. CONSISTENCY WITH STATE PLAN OF CONSERVATION AND DEVELOPMENT

Existing Setting

The Connecticut Office of Policy and Management (OPM) *Conservation and Development Policies Plan for Connecticut (2005-2010)* (the C&D Plan) contains growth management, economic, environmental quality, and public service infrastructure guidelines and goals for the State of Connecticut. The overall strategy of the C&D Plan is to reinforce and conserve existing urban areas, to promote staged, appropriate, sustainable development, and to preserve areas of significant environmental value. The Locational Guide Map which accompanies the CD Plan provides a geographical interpretation of the State's conservation and development policies.

According to the 2005-2010 Locational Guide Map, the general location of the Proposed Action in Colchester falls within a Growth Area. Growth Areas and associated State Action Strategies are defined as follows:

Growth Areas: Growth Areas are land near Regional Centers or Neighborhood Conservation Areas that provide the opportunity for staged urban expansion in conformance with municipal or regional development plans. These lands reflect moderately developed areas with vacant, developable lands, existing or planned water or sewer services, and the potential for future mixed use and intensive development of regional significance. Growth Areas have transportation services and patterns of development supportive of energy conservation and air quality programs.

State Action Strategy for Growth Areas: High priority and affirmative support toward concentration of new urban growth which occurs outside of Regional Centers into specified areas capable of supporting large-scale, mixed uses and densities in close relationship to the Regional Centers.

The C&D Plan also contains six broad growth management principles and related policies to guide future development. One of the principles is to concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options. This is directly pertinent to the Proposed Action.

Consistency

The Proposed Action is consistent with the general policies and strategies for Growth Areas as defined in the CD Plan. The undeveloped site provides an opportunity for expansion, with planned water and sewer services. The repair and electrical facility will serve a regional function. Being directly adjacent to Routes 2 and 11, the Proposed Action site will benefit from and fully utilize the access offered by the existing highway infrastructure, and as such, the project is supportive of energy conservation and air quality programs identified in the CD Plan.

Additionally, the Proposed Action's proximity to Routes 2 and 11 conforms to the principle of concentrating development along major transportation corridors, supportive of large-scale, mixed uses and densities. The development of the Proposed Action at this location in Colchester is consistent with the desired overall direction of area-wide development.

3.3. TRAFFIC AND PARKING

This section describes existing traffic and parking conditions in the study area and the potential traffic and parking impacts associated with the Proposed Action.

Existing Setting

The site is bordered by Route 2 to the north and Route 11 to the west. Figure 1 shows the site location in relation to the surrounding roadway network. Site access is located on Route 85 (New London Road) which borders the site on the east. Route 85 is a two-lane collector road which runs south to Waterford and New London. To the north of the site, Route 85 provides access to downtown Colchester. An existing commuter parking lot (actually two separate lots bisected by Cabin Brook) is located to the south of the site. Commuter parking is accessible via SR 637 (Lake Hayward Road). SR 637 is a two-lane minor arterial road.

Route 11 is a limited-access collector route and interchanges with Route 2 in the vicinity of the site. The southbound on- and off-ramps and northbound off-ramp to Route 11 at Exit 6 are located on Lake Hayward Road west of the entrance to the commuter parking lots. To the south, Route 11 provides access to Route 85 towards Salem.

Route 2 is also a limited-access collector route with access to the site via Exit 20. The eastbound on-ramp and westbound off-ramp at Exit 20 are located on Parum Road which is at the eastern end of Lake Hayward Road. The westbound on-ramp is located on Route 85 to the north of the Proposed Action site. Route 2 provides access to Norwich to the east and to Marlborough and Hartford to the west.

Traffic Flow and Operations

Traffic data was obtained from ConnDOT for the surrounding roadway system. Traffic volumes for Route 2 and Route 11 are from 2004; the remainder of the data is from 2006. Table 2 presents a summary of the most recent available peak hour and all-day traffic volumes.

Table 2: Traffic Volumes, Colchester, CT

Roadway	Direction	Location	AM Peak Hour	PM Peak Hour	ADT
Route 11	Southbound	Exit 6 (Lake Hayward Road) off-ramp	72	248	1,700
Route 11	Northbound	Exit 6 (Lake Hayward Road) off-ramp	45	60	600
Route 11	Southbound	Exit 6 (Lake Hayward Road) on-ramp	59	53	600
Route 2	Westbound	Exit 20 on-ramp	295	136	1,900
Route 2	Eastbound	Exit 20 on-ramp	180	149	1,800
Route 354	Both	Northwest of SR 627 (Lake Hayward Road)	341	465	4,800
Route 354	Both	Southeast of McDonald Road	328	410	3,900
Route 354	Both	Southeast of Route 85	335	449	4,400
Route 354	Both	Southeast of SR 637 (Lake Hayward Road)	370	415	4,300
Route 637	Both	Northeast of Route 11 SB off-ramp (Exit 6)	323	434	3,900
Route 637	Both	Southwest of Route 354	310	285	2,900
Route 637	Both	West of Route 85	401	506	4,600
Route 85	Both	Northwest of Route 354	884	1,038	10,000
Route 85	Both	Northwest of SR 637 (Lake Hayward Road)	669	675	7,500
Route 85	Both	Southeast of Route 354 (Parum Road)	551	560	5,400
Route 85	Both	Southeast of SR 637 (Lake Hayward Road)	419	569	5,600

Source: ConnDOT (2004 and 2006)

Vehicle classification data was also obtained from ConnDOT. The data indicated that along Route 2 between Exits 16 and 17, the heavy vehicle percentage is seven percent in each direction.

Crash data were obtained from ConnDOT for the three-year period from January 1, 2002, to December 31, 2004. A total of 19 accidents occurred on Route 85 within the study area during this timeframe, with seven of the accidents resulting in injuries. There were no crashes involving fatalities, nor were there any accidents involving pedestrians. Table 3 provides a summary of the crash data.

Table 3: Crash Data Summary - Colchester, CT

Intersection/Segment	Total Number of Accidents	Number of Accidents Resulting in Injuries	Type of Collision	Number of Accidents
Route 85 at SR 637 (Lake Hayward Road)	11	3	Angle	5
			Intersecting Turn	3
			Rear End	2
			Fixed Object	1
Route 85 at Route 2 WB On-Ramp	3	2	Rear End	3
Route 85 from Route 2 WB On-Ramp to Route 354	5	2	Fixed Object	4
			Intersecting Turn	1
Total	19	7		

Source: ConnDOT (2004)

Based on a review of the crash data, fifty-eight percent (58%) of the accidents occurred at the intersection of Route 85 and SR 637 at the southeastern corner of the Proposed Action site. Eight of the accidents at this location were either angle collisions or intersecting turn collisions. Both of these types of accidents are characterized by motorists violating traffic control. This intersection is presently stop sign controlled.

Transit Service and Operation

CT Transit provides Commuter Express bus service to downtown Hartford on weekdays from the park & ride commuter lot on Lake Hayward Road located south of the site. The duration of the trip to Hartford is approximately 40 minutes. Morning buses depart the parking lot about every half-hour between 6:00 am and 8:00 am. In the afternoon, buses arrive at the parking lot about every half-hour between 4:00 pm and 6:30 pm.

Route 354, to the east of the Proposed Action site, is designated as a cross-state bicycle route by ConnDOT. There are no sidewalks in the vicinity of the Proposed Action site.

Direct and Indirect Impacts

Traffic Impacts

The proposed facility consists of approximately 67,400 square feet of building space (63,400 SF maintenance building and 4,000 SF cold storage building) and 3.83 acres (166,620 SF) of impervious paved surfaces for parking and circulation. A total of 44 employees will work at the new facility. Site trips were estimated using trip generation rates for Land Use Code 110 (General

Light Industrial) and 150 (Warehousing) provided in the *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers. A facility of this size and type is expected to generate a total of approximately 75 trips (65 entering, 10 exiting) during the morning peak hour, and a total of approximately 80 trips (12 entering, 68 exiting) during the afternoon peak hour. It is anticipated that the surrounding roadway network will adequately support the traffic generated by the proposed development with minimal impact on traffic operations.

The access driveway for the facility is located on Route 85 approximately 400 feet to the north of the intersection of Route 85 and Lake Hayward Road (SR 637). The facility will provide an estimated 60 parking spaces to accommodate both employees and visitors.

Proposed Mitigation

Based on the current all day and peak hour volumes of Route 85, the surrounding roadway network should adequately support the additional traffic volume generated by the proposed facility. No adverse traffic impacts are anticipated from the Proposed Action. Consequently, no mitigation is required or proposed.

3.4. AIR QUALITY

Existing Setting

The Clean Air Act of 1970 and subsequent Clean Air Act Amendments established National Ambient Air Quality Standards (NAAQS) for six criteria pollutants to ensure the protection of human health and public welfare. NAAQS were established for carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), ozone (O₃), and particulate matter (PM). The Clean Air Act also required states to monitor air quality to determine if regions meet the NAAQS. If a region shows exceedances of any of the NAAQS, that part of the state is classified as non-attainment for that pollutant and the state must develop an air quality plan, called a State Implementation Plan (SIP), to bring that area into compliance.

According to the US Environmental Protection Agency's *2005 Annual Report on Air Quality in New England* (EPA, August 2006), the current air quality attainment designations for the six criteria pollutants in New London County are:

CO: The entire state of Connecticut is currently designated as attainment for CO.

Ozone: The entire state of Connecticut is designated as non-attainment for the 1-hour ozone standard. New London County is classified as "serious non-attainment" for the 1-hour standard. In April of 2004 the EPA determined the entire state of Connecticut to be in moderate non-attainment for the newer eight-hour ozone NAAQS. The maximum attainment date is projected to be June 2010.

PM: EPA has established NAAQS for two size ranges of PM. The entire state of Connecticut is currently in attainment of PM₁₀ (particulate matter with a diameter of 10 microns or less). In April of 2006 the EPA classified New London County as attainment for PM_{2.5} (particulate matter with a diameter of 2.5 microns or less).

NO₂: The entire State of Connecticut is in attainment for NO₂.

Pb: The entire State of Connecticut is in attainment for Pb.

SO₂: The entire State of Connecticut is in attainment for SO₂.

For transportation projects, the criteria pollutants of greatest concern are CO and ozone. The NAAQS for CO are a 1-hour average concentration of 35 parts per million (ppm) and an 8-hour average concentration of 9 ppm. The NAAQS for ozone are a 1-hour average of 0.12 ppm and an 8-hour average concentration of 0.08 ppm.

Emissions of PM are also a potential concern, particularly from diesel engines, but PM exceedences are not expected due to the fact that the fleet of ConnDOT trucks is already driving to other maintenance, repair and stores facilities in southeastern Connecticut and the new facility will be used by a relatively small number of diesel vehicles.

Monitoring

Monitored air quality data are documented and reported by CTDEP to the EPA. The most recent published report is the *2005 Annual Report on Air Quality in New England* (EPA Region 1, August 2006). Data collected at the monitoring sites help establish background air quality levels. Relevant data for the Proposed Action site comes from the data generated for New London County, described below.

Carbon Monoxide

CO is the most important transportation-related pollutant of concern at the local level. CO is a colorless, odorless gas formed from incomplete combustion of carbon-containing fuels and from oxidation of hydrocarbons in the atmosphere. CO does not persist in the atmosphere; it is converted by natural processes to carbon dioxide, and this is done quickly enough to prevent any general buildup. However, CO can potentially reach dangerous levels in local areas, such as city-street canyons with heavy auto traffic and little wind. These are called CO hotspots. CTDEP locates CO monitors throughout the state specifically to measure CO levels from high traffic areas in populated locations.

EPA's air quality summary demonstrates that CO concentrations are not problematic in New London County. Specifically:

- The highest recorded maximum 8-hour concentration (5.4 ppm) is well below the NAAQS of 9 ppm.

- Trend graphs for the past twenty years show concentrations of CO well below NAAQS and indicate a downward trend in concentrations.

Ozone

O₃ is a gas with a faintly bluish color. At high concentrations, it irritates the mucous membranes of the respiratory system and can cause impaired lung function. Ozone is a highly reactive form of oxygen and the principal component of smog. It is not emitted into the air directly, but rather formed by chemical reactions in the air from two other pollutants: volatile organic compounds (VOC) and nitrogen oxides (NO_x). Energy from sunlight is needed for these chemical reactions. This accounts for the daily variation in ozone levels, which increase during the day and decrease at night. In addition to transportation sources, VOC and NO_x are emitted from numerous large and small sources such as pesticides, paints, and electrical utilities.

A large percentage of the peak ozone concentrations in Connecticut are caused by the transport of ozone and/or precursors (i.e., VOC or NO_x) from the New York City area and from other points west and south of Connecticut. The highest ozone levels in Connecticut occur on days with persistent winds out of the southwest. During the summer, these winds are usually accompanied by high temperatures and bright sunshine, which are important to the production of ozone. It is the combination of these factors that often produces unhealthy ozone levels in Connecticut.

EPA's air quality summary documents ozone concentrations in New London County:

- The highest 1-hour concentration in New London recorded during 2005 was 0.104 ppm, just 0.016 ppm below the 1-hour NAAQS.
- The highest 8-hour concentration in New London recorded during 2005 was 0.093 ppm and exceeded the NAAQS of 0.08 ppm on four days.
- Although NAAQS exceedences correspond to changing summer weather conditions, overall trends are downward.

CTDEP issued a Mid-Course Review of progress towards attainment of the 1-hour ozone standard in Connecticut on January 10, 2005, concluding that Connecticut's and other states' strategies are resulting in emissions reductions and air quality improvements needed to attain the 1-hour ozone standard by November 2007.

Particulate Matter

The Proposed Action is located in New London County, which is in attainment for PM₁₀ and PM_{2.5}.

Direct and Indirect Impacts

Mobile sources

There would be no additional mobile sources of air emissions under the No-Action Alternative.

Proposed Action impacts to air quality in the short or long-term are not expected. CO hot spots are unlikely in the vicinity of the Proposed Action because existing CO levels in the area are already well below the CO NAAQS. O₃ is a regional pollutant of concern and the project will not substantially change emission sources/quantities. PM emissions from diesel engines will not cause exceedences of the NAAQS.

During clearing and construction of the proposed facility and associated paved surfaces, potential air quality impacts include airborne dust particles from exposed soils and emissions from construction vehicles. ConnDOT best management practices (BMPs) will be followed during the course of the project. Construction-related air quality issues are further discussed in Section 3.19, Construction Related Impacts.

Stationary sources

There are no new stationary sources of air emissions under the No-Action Alternative.

Proposed Action impacts include the establishment of a number of potential air emitters, including an HVAC system, an internal paint spray booth, an emergency generator, large and small mechanical soil shakers and an abrasion machine. These components have all been used at other ConnDOT maintenance, repair and stores facilities and will be permitted as necessary. A dust removal exhaust system in compliance with OSHA standards will be included as part of the project design.

Proposed Mitigation

No short or long-term adverse air quality impacts from motor vehicles are expected as a result of the Proposed Action. Additionally, there will be no adverse air quality impacts from stationary sources. Therefore, no air quality mitigation measures are required or proposed.

3.5. NOISE

Existing Setting

Noise-sensitive land uses include: a) residences, hotels, and other buildings where people sleep; b) institutional resources such as churches, schools, hospitals, and libraries; and c) various tracts of land where quiet is an essential element of the land's intended purpose, such as a National Historic Landmark where outdoor interpretation routinely takes place.

A site visit was conducted on July 18, 2006 to identify noise-sensitive land uses in the project vicinity and to obtain a better understanding of the existing noise environment. The project site is in Colchester, Connecticut, a suburban bedroom community of both Hartford and New London. The site visit revealed that noise sensitive land uses in the immediate vicinity of the Proposed Action site consist of only a few scattered residences. These homes are located to the east, west and southeast and range from 1,000 feet to 1,500 feet from the proposed facility. There are no other noise-sensitive land uses near the Proposed Action site.

Existing 2005 noise levels have not been measured for this EIE and no prior studies quantifying existing noise levels are known to exist for the project study area. Despite the lack of quantitative noise data for the project site, suburban environments are considered moderately noisy places, with noise predominantly generated by traffic on local streets and nearby highways. Noise levels within suburban environments typically range from 55 dBA (A-weighted decibels) to 60 dBA (*Transit Noise and Vibration Impact Assessment*, DOT-T-95-16, April 1995). Existing noise levels at the Proposed Action site in suburban Colchester are anticipated to fall within this decibel range, especially given the proximity of Route 2, Route 11, and Route 85.

Direct and Indirect Impacts

The No-Action Alternative represents no change to the existing noise environment at the proposed site and therefore would have no adverse noise effects.

Primary sources of noise from the new repair and electrical facility will be from motor vehicle traffic, truck deliveries, and from stationary mechanical equipment such as heating, ventilation and air conditioning (HVAC) equipment. Most of the noisy equipment, such as mechanical soil shakers and abrasion machines used in the soil testing laboratory, will be internal to the building, and therefore acoustically enclosed. The HVAC and exhaust fans, however, will most likely be located on the roof. Rooftop HVAC equipment generally produces a sound pressure level of approximately 63 dBA at a point 50 feet from the equipment (*Transit Noise and Vibration Impact Assessment*, DOT-T-95-16, April, 1995). In general, the rule of thumb for noise propagation is to reduce the noise level by 6 dBA for each doubling of distance. Thus, at 100 feet, rooftop HVAC equipment will have a noise level of approximately 57 dBA and at 200 feet the noise level would be approximately 51 dBA. Since the nearest noise-sensitive land use (a residence to the east on Fedus Road) is located approximately 1,000 feet from the Proposed Action, noise levels from the HVAC equipment at this house would be less than 39 dBA and would essentially be imperceptible within the existing background noise levels.

A second source of noise introduced into the environment by the Proposed Action will be vehicles coming to and from the new facility on Route 85. According to the traffic analysis for this EIE (Section 3.3), the Proposed Action will generate a total of approximately 75 trips during the morning peak hour and approximately 80 trips during the afternoon peak hour. As a comparison, 100 vehicles per hour at a speed of 40 miles per hour produces a sound pressure level of 55 dBA and 1,000 vehicles per hour at 40 miles per hour produces a sound pressure level of 65 dBA (*Transit Noise and Vibration Impact Assessment*, DOT-T-95-16, April, 1995). Thus, it takes a 10-fold increase in vehicles to produce a 10 dBA increase in noise levels. Because the increase in

traffic volumes along Route 85 as a result of the Proposed Action will be less than 100 vehicles per hour, it is concluded that the small increase in traffic will not result in a perceptible increase in noise levels at noise sensitive receptors in the surrounding environment. Considering this factor and the HVAC discussion in the previous paragraph, it is anticipated that noise levels in the project vicinity will continue to remain within the 55 dBA to 60 dBA range typical of a suburban environment.

Noise impacts from the Proposed Action will be most noticeable during construction activities. These impacts are addressed in Section 3.19 entitled *Construction Period Impacts*.

Proposed Mitigation

Operation of the Proposed Action will not result in adverse noise impacts. Therefore, noise mitigation is not required or proposed.

3.6. NEIGHBORHOODS/HOUSING

The following discussion of neighborhoods and housing includes consideration of local socio-economic conditions, existing neighborhoods, and residential character. Local socio-economic conditions include major employers, economic trends, employment levels, income, and poverty levels. Comparative information on neighborhoods, housing, and local socio-economic conditions was obtained from the U.S. Census 2000, *2001 Colchester Plan of Conservation and Development*, Colchester planning and zoning offices, the Connecticut Economic Resources Center (CERC), and field observation. Figure 4 depicts Census Tracts and Census Blocks in the vicinity of the Proposed Action. Census Tract 714101 Block 3027 is entirely within the Proposed Action site and most of Census Tract 714102 Block 4013 lies within the Proposed Action site.

Existing Setting

Local Socio-Economic Conditions

Economic trends were assessed in some depth in the *2001 Colchester Plan of Conservation and Development*. Overall, Colchester acts as a regional economic sub-center, offering more employment opportunities than surrounding towns, but not as many as area cities. Businesses and industrial land uses only comprised about nine percent of the 2001 Colchester Grand List. More than 65% percent of Colchester workers commute to jobs in other communities, with approximately 18% percent of those workers commuting to Hartford.

Future economic growth will likely reflect existing conditions. Colchester will continue to grow as the town is very connected with the surrounding region, which is growing rapidly. The economic development policy expressed in the *2001 Colchester Plan of Conservation and Development* calls for balancing community character with the establishment of economic development focal points in village centers. The Plan calls for development in the town center to provide more goods and services and for the establishment of a high-quality business park near the

junction of Routes 2 and 11, given the town's strategic location and work force qualifications. There is also a planned retail development in the vicinity of the Proposed Action (Parum Road).

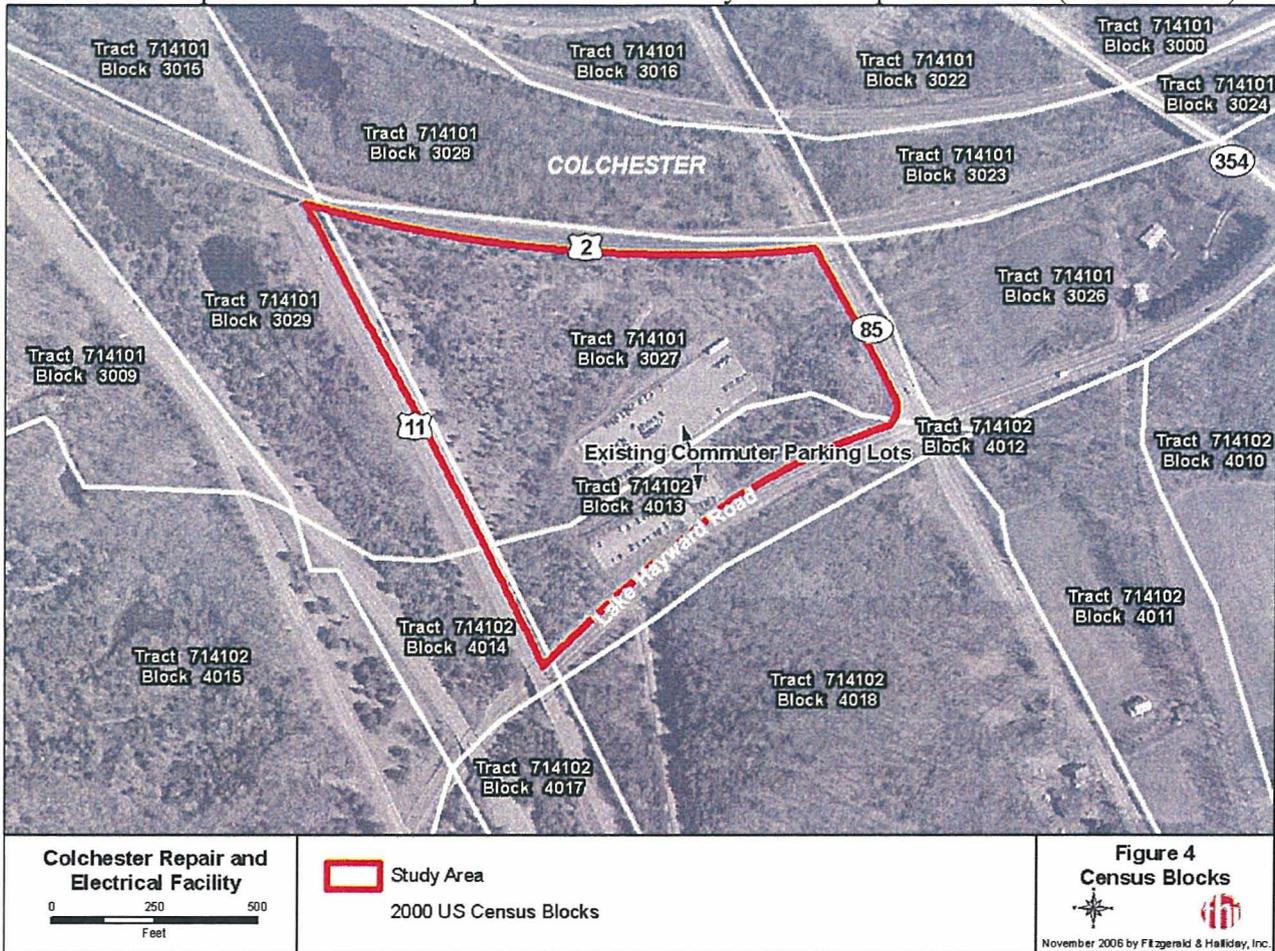


Figure 4: Census Blocks

Major Employers, Jobs, And Economic Trends: Table 4 presents an economic profile for Colchester.

Table 4: 2005 Economic Profile for Colchester, CT

	Colchester
Jobs	3,455
Employers	649
Business (Firms) by Sector	
Agriculture	3.5%
Construction/Mining	18.3%
Manufacturing	4.5%
Transportation and Utilities	2.3%
Trade	19.7%
Finance, Insurance, and Real Estate	6.8%
Services	41.8%
Government	1.4%

Source: CERC Colchester Town Profile, 2005.

As shown, the services sector represents the largest employer/supplier of jobs in Colchester. As defined in the 1987 *Standard Industrial Classification (SIC) Manual*, the services sector includes any establishment primarily engaged in rendering a wide variety of services to individuals, business, government establishments, and other organizations. The services category includes legal services, accounting services, and schools, as well as restaurants and repair and maintenance services. The Proposed Action would add another service-based employer to Colchester.

Employment: As shown in Table 5, the study area has a slightly higher percentage of unemployed workers than Colchester as a whole, but lower unemployment than New London County or Connecticut. The percent below poverty rate is much higher in New London and Connecticut than in the study area or Colchester. The low levels of vacant housing units and unemployment suggest that Colchester provides both ample employment and housing opportunities.

Table 5: Comparison of Census 2000 Employment and Income Data

	Study Area*	Colchester	New London County	State of CT
Household Characteristics				
Households	1,469	5,225	99,835	1,301,670
Housing Units	1,503	5,407	110,674	1,385,975
Vacant Units	34	182	10,839	84,305
Percent Vacant	2%	3%	10%	6%
Owner Occupied	1,166	4,027	66,562	869,729
Percent Owner Occupied	78%	74%	60%	63%
Renter Occupied	303	1,198	33,273	431,941
Percent Renter Occupied	20%	22%	30%	31%
Income/Poverty				
Median Household Income	NC	\$64,807	\$50,646	\$53,935
Percent Below Poverty	3.91	2.63	6.09	7.62
Employment Status				
Population	4,113	14,551	259,088	3,405,565
Of Employment Age	2,999	10,630	202,798	2,652,316
Employed	2,296	7,786	125,194	1,664,440
Percent Unemployed	2.37	2.16	2.66	3.49
Not in Labor Force	632	2,589	65,392	886,997

Source: CERC Town Profile 2005. * Study Area corresponds to Census Tracts 714101 and 714102
 NC=Not calculated.

According to the CERC, Colchester's top five major employers are S&S Worldwide, Colchester Public School System, Tri Town Foods, Harrington Court/Genesis Elder Care, and Liberty Specialty Care System. None of these major employers are located near the Proposed Action site.

Neighborhoods: Neighborhoods can be defined both by formal designation, or presence of an organized/formal neighborhood organization, and/or by residents' less tangible sense of community cohesion, or the sense of unification, "belonging", or closeness of a neighborhood or community.

Low density residential development can be found to the west, south and east of the Proposed Action site, as follows; west of Route 11 along SR 637; to the south along both sides of Route 85; and to the east along Fedus Road and Route 354. The Colchester Planning Office reports that there are no formal neighborhood associations in Colchester. However, they note that the neighborhoods to the south of the Proposed Action site along Route 85 are generally cohesive and well established.

Housing Characteristics: Colchester is predominately residential and is one of the fastest growing communities in Connecticut. Colchester serves as a bedroom suburb for the Hartford metropolitan area and the City of New London. Approximately 89% of Colchester is zoned for residential purposes, and 77% of existing residences are single-family units. In the vicinity of the Proposed Action site, the housing stock is quite minimal. However, of those residences in this area, close to 80% are owner occupied, which is higher than Colchester as a whole, as well as New London County and Connecticut.

Household Demographics: Data on household demographics is most readily available from the 2000 U.S. Census. Table 6 presents a comparison of Census 2000 demographic data for the study area, the Town of Colchester, New London County, and the State of Connecticut.

Table 6: Comparison of Census 2000 Demographic Data

	Study Area*	Colchester	New London County	State of CT
Population	4,113	14,551	259,088	3,405,565
Males	2,069	7,023	127,707	1,648,523
Females	2,044	7,528	131,381	1,757,042
Median Age	NC	35.3	37.0	37.4
Elderly (65+ Years)	305	1,351	33,685	469,287
Percent Elderly (65+ Years)	7.42	9.28	13.00	13.78
Percent Below Poverty	3.91	2.63	6.09	7.62
Percent Minority	6.20	4.66	13.14	18.43

Source: U.S. Census 2000. * Study Area corresponds to Census Tracts 714101 and 714102
 NC=Not calculated.

As shown in Table 6, the study area has a comparatively lower percentage of elderly persons (age 65 years or over) than Colchester as a whole, as well as New London County and Connecticut. The study area also has a higher percentage of persons living below the poverty level and a higher percentage of minorities than Colchester as a whole.

As documented in the *2001 Colchester Plan of Conservation and Development*, population growth in Colchester is one of the fastest in Connecticut. Young families are attracted to Colchester primarily due to more affordable housing and the relatively close proximity to Hartford and New London.

Direct and Indirect Impacts

Local Socio-Economic Conditions

Impacts to local socio-economic conditions were assessed in terms of changes in employment and demand for local goods and services. The No-Action Alternative will constitute continuance of existing conditions and, as such, will have no direct or indirect impacts to local socio-economic conditions.

The Proposed Action will not displace any businesses or jobs but will relocate approximately 44 jobs to Colchester. These are expected to be, generally, the same staff currently working at three existing ConnDOT facilities in Lisbon, Higganum, and Montville. There will, therefore, be a small gain in total jobs in Colchester and a small loss for Lisbon, Higganum, and Montville. The effect of the relocated jobs will be negligible in terms of local unemployment. The Proposed Action may provide a small beneficial impact to Colchester in terms of expenditures by the new workers for local goods and services. The impact of the Proposed Action on income and employment will therefore be neutral or somewhat beneficial overall.

Neighborhoods

Impacts to neighborhoods were assessed in terms of disruptions to convenient access within the neighborhood (for vehicles as well as pedestrians or bicyclists), introduction of physical barriers to resident interaction within a neighborhood, loss of community institutions, and loss of structures important to the cohesive architectural or historical fabric of the neighborhood. The No-Action Alternative will constitute continuance of existing conditions and, as such, will have no direct or indirect impacts on neighborhoods.

The sole access to the Proposed Action site will be from Route 85 (New London Road), and no substantial change to traffic patterns on the street is anticipated. Consequently, this will have no adverse effect on convenient access by residents to their homes. No community institutions or important local structures will be altered or displaced by the Proposed Action. Only a very few individual residences are anticipated to experience some change to visual setting as the property is developed. This is discussed in more detail in Section 3.15, Aesthetic/Visual Effects and Section 3.19, Construction Period Impacts of this EIE.

Housing

The No-Action Alternative will constitute continuance of existing conditions and, as such, will have no direct or indirect impacts to neighborhoods.

The Proposed Action will not displace or cause the loss of any housing units. It will have no direct or indirect effect on the mix of existing housing in the surrounding neighborhoods. Consequently, the Proposed Action will have no adverse direct or indirect impact on housing in the study area.

Mitigation

The Proposed Action will not result in any direct or indirect impacts to neighborhoods, housing, or existing socio-economic conditions. Therefore, no mitigation is required or proposed.

3.7. WATER QUALITY

Existing Setting

Surface Water

Figure 5 depicts water resources, floodplains and wetlands in the vicinity of the Proposed Action site. There are no water bodies within the actual footprint of the Proposed Action (refer to Figure 2 for the Proposed Action site plan) and no public water supply reservoirs close to the site. A small shallow perennial stream, Cabin Brook, occurs within the study area, to the south and southwest of the Proposed Action footprint, between the two commuter parking lots. There is also a small tributary to Cabin Brook that enters the project study area from the east, conveying drainage from the vicinity of Route 85. The tributary merges with Cabin Brook near the southeast corner of the larger commuter parking lot. The surface water quality of Cabin Brook and its tributary is assumed to be Class A, since a classification has not been officially designated by CTDEP mapping. This is the default classification assigned by the CTDEP when actual water quality monitoring data is unavailable for a resource. According to the CTDEP Surface and Groundwater Quality Standards (December 17, 2002), designated uses of a Class A surface water resource include potential drinking water, fish and wildlife habitat, recreational uses, and agricultural and industrial supply.

Cabin Brook flows southwesterly between the two commuter parking lots and then curves in a more westerly direction around the southwest corner of the Proposed Action footprint. Between the commuter parking lots and for several hundred feet west, the channel has been altered/engineered. Where culverted under the commuter parking lot access road, the brook's channel is approximately five feet wide, narrowing to approximately three feet wide in the unaltered wooded segment at the southwest corner of the site. Given the topography of the Proposed Action site, which slopes gently downward to the northwest, only the southwest corner of the undeveloped site drains directly into Cabin Brook under current conditions. The commuter parking lots, which straddle the brook, also drain toward the brook.

Groundwater

According to the CTDEP Surface and Groundwater Quality Standards (December 17, 2002), groundwater quality in the area of the Proposed Action and surrounding vicinity is classified as “GA”. Designated uses of Class GA groundwater resources include: existing private and potential public or private supplies of water suitable for drinking without treatment; and baseflow for hydraulically connected surface water bodies.

No public water supply wells are located within a half-mile of the site. The nearest wells (Colchester Sewer & Water Commission) are approximately 5,000 feet away, located to the northwest along Route 16. The site is not located over an aquifer protection area (APA); the closest APA is approximately 1,000 feet north-northwest of the site.

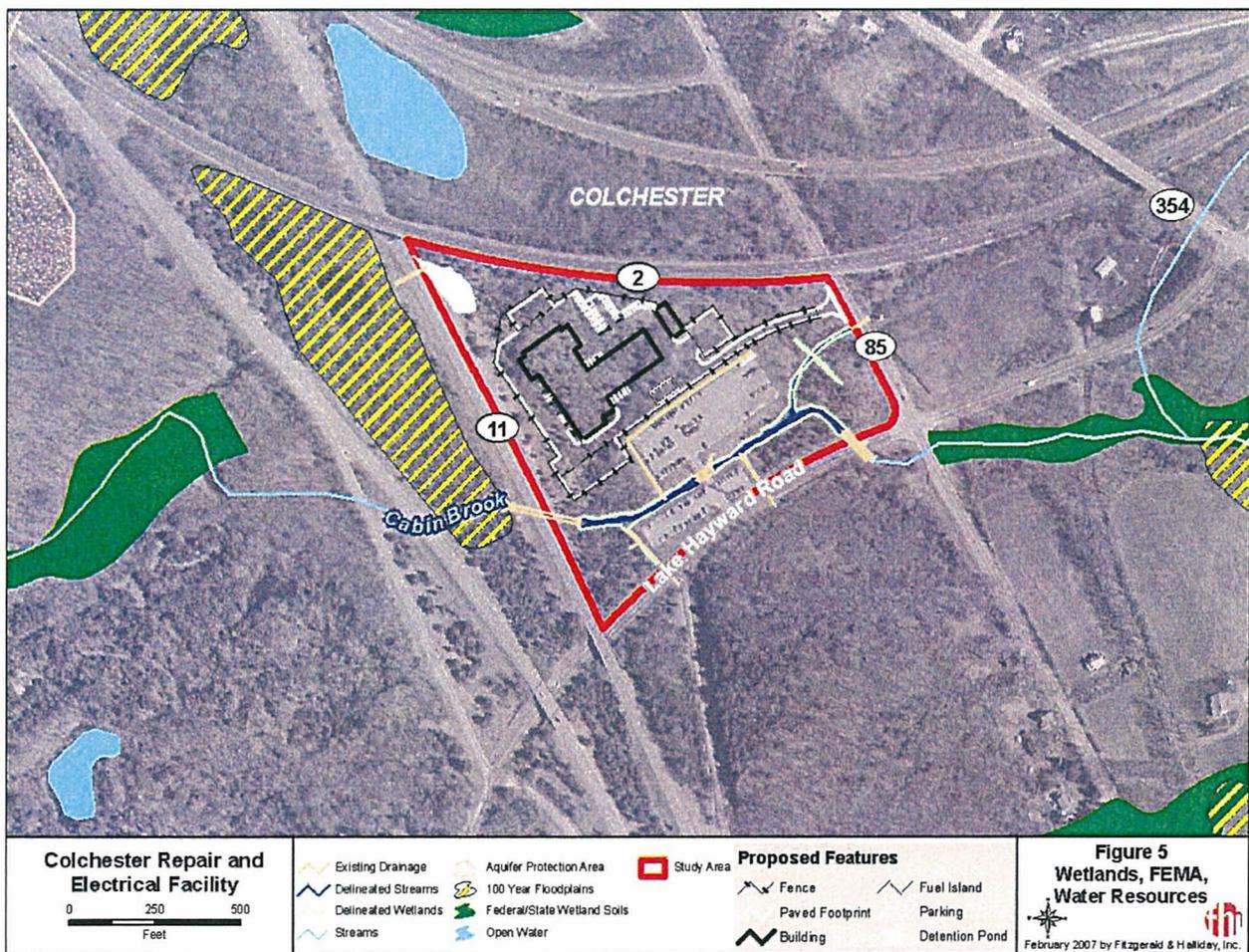


Figure 5 - Water Resources, Floodplains, and Wetlands

Direct and Indirect Impacts

The No-Action Alternative would result in no direct or indirect impacts on surface or groundwater resources.

The Proposed Action's potential impacts on water quality associated with surface water, stormwater, and groundwater are described below.

Surface Water and Stormwater

Whenever a vegetated site is developed and impervious surfaces are introduced, adjacent surface waters are at risk of potential degradation by polluted stormwater. The Proposed Action will involve the creation of approximately 3.83 acres (166,620 SF) of impervious paved surface associated with the new access drive and parking areas and approximately 1.56 acres (67,400 SF) of impervious surface associated with the roof of the new maintenance facility building and cold storage building. The roadway and parking surfaces are accumulation areas for contaminants associated with motor vehicle operations such as fuel and oil leaks, brake and tire dust, and other potentially toxic materials. During storm events, these contaminants can be conveyed via sheet flow or piped drainage systems to their discharge points. The hard asphalt surfaces convey flows faster than soils and vegetation, thereby potentially resulting in faster-moving, more erosive runoff velocities of stormwater flowing from the site.

Adverse effects of increased impervious surface are primarily associated with the post-construction condition. However, the highest risk of water quality degradation often occurs during construction, when soils are exposed during excavation and grading operations. Clearing of vegetation, soil excavation and grading, if not properly managed, can trigger erosion and sedimentation of receiving waters.

To account for potential water quality degradation, both during construction and post-construction, mitigation will be provided to prevent and minimize sedimentation, siltation, and/or pollution of watercourses and off-site wetlands. Mitigation measures are described in more detail below. With the implementation of the proposed mitigation, no adverse effects on water quality from the Proposed Action are expected.

Groundwater

Although there are no aquifer protection areas in close proximity to the Proposed Action site, adverse impacts on groundwater can occur when contaminants, either on the surface or within the soil, infiltrate the groundwater table. To minimize such impacts, the proposed stormwater management system will collect potentially contaminated runoff from the new facility and pre-treat it prior to conveyance off-site. Additionally, the handling and storage of hazardous materials on site (see Hazardous Materials sections 3.13 and 3.14) will be properly planned, controlled and regulated, such that there will be minimal risk of spills and/or other contact of such materials with groundwater. As a result of the design measures and precautions incorporated into the design of the Proposed Action, no adverse effects on groundwater are anticipated.

Proposed Mitigation

To mitigate potential surface water quality degradation, both during construction and post-construction, a stormwater pollution control plan will be designed and implemented in accordance with the *2002 Connecticut Guidelines for Erosion and Sedimentation Control* (CTDEP, 2002). The measures taken will prevent and minimize sedimentation, siltation, and/or pollution of watercourses and off-site wetlands. Temporary and permanent stormwater management facilities will be appropriately designed in conformance with the *Connecticut Stormwater Quality Manual* (CTDEP, 2004) to ensure that stormwater runoff is appropriately treated prior to discharge from the site. Proposed stormwater treatment includes a detention pond at the northwest corner of the site, designed to gradually discharge runoff so that runoff volumes do not exceed pre-construction conditions. The discharged runoff from the detention pond will flow through an existing 18 inch concrete pipe that presently carries site drainage under the northbound lanes of Route 11 to a wide median between the Route 11 travel lanes. Other measures will include, where appropriate, overland flow from lawn areas, vegetated swales, oil-water separators, and/or hydrodynamic separators, among other contemporary water quality renovation measures. With respect to the oil-water separators, these will be brought on line once sewers are installed along Route 85 by the Town of Colchester. Until that time, the oil-water separators will be used as storage tanks for garage bay floor drainage and this drainage will be collected and hauled off site for treatment and disposal by a licensed waste hauler.

A general permit for stormwater discharge during construction will be required from CTDEP, since more than one acre will be disturbed for the project.

3.8. HYDROLOGY AND FLOODPLAINS

Existing Setting

Floodplains

Based on the *Flood Insurance Rate Map (FIRM), for the Town of Colchester, Connecticut, New London County* (Federal Emergency Management Administration [FEMA], June 4, 1996), there are no designated FEMA floodways, 100-year floodplains, or other flood designations on the Proposed Action site.

Stream Channel Encroachment Lines

There are no Stream Channel Encroachment Lines (SCELs) in the vicinity of the Proposed Action site.

Direct and Indirect Impacts

The No-Action Alternative would involve no construction and no direct or indirect impacts on floodways or 100-year floodplain resources.

Given the absence of hydrological and floodplain resources on the Proposed Action site, the Proposed Action would not directly affect floodways, floodplains, or SCELs. The project will result in increased impervious surface area, however, a stormwater pond will be constructed on the northwestern corner of the project site that will collect and detain stormwater runoff onsite. There will not be an increase in stormwater runoff from the project site with this stormwater pond.

Proposed Mitigation

Mitigation for increased stormwater runoff will be provided by the measures taken to mitigate potential water quality impacts. Construction and post-construction runoff from the site will be collected and detained in the proposed stormwater pond at the northwest corner of the site, designed to gradually discharge runoff so that runoff volumes do not exceed pre-construction conditions. Stormwater handling will be appropriately designed per the *Connecticut Stormwater Quality Manual* (CTDEP, 2004) and other CTDEP regulations.

3.9. WETLANDS

Existing Setting

Wetland field delineation conducted by ConnDOT during the summer of 2006 determined that there are no wetlands within the footprint of the Proposed Action (refer to Figure 5). The project footprint is located on a well-drained upland site on disturbed/urban soils just north of the existing commuter parking lot. Wetlands do exist within the project study area in the following locations: along the banks of Cabin Brook, which is a small and narrow perennial stream along the southern boundary of the Proposed Action site, and along an intermittent tributary to Cabin Brook that conveys drainage from the vicinity of Route 85 and enters the site from the east. This intermittent tributary flows into the study area via a 24-inch concrete pipe that is located just to the south of the planned access driveway for the new maintenance facility. Vegetation along the fringe of Cabin Brook and along the banks of the intermittent stream is dominated by young red maple trees (*Acer rubrum*), speckled alder (*Alnus rugosa*), silky dogwood (*Cornus amomum*) and multiflora rose (*Rosa multiflora*) shrubs. Skunk cabbage (*Symplocarpus foetidus*) was also found at ground level along Cabin Brook in the southwestern portion of the project study area.

Direct and Indirect Impacts

Under the No-Action Alternative, there would be no direct or indirect impacts on wetlands.

The Proposed Action would have no direct impact on wetlands. The proposed access driveway, main building, parking areas, and out-buildings would all be located on upland soils north of the existing commuter parking lot. A stormwater detention pond proposed for the northwestern corner of the study area will also be located in uplands. This detention pond will collect and detain surface water runoff from impervious areas on the project site. The pond will gradually discharge to the northwest where stormwater would flood through an existing 18 inch pipe that carries drainage under the northbound lanes of Route 11 to the wide median between the Route 11

travel lanes. The median of Route 11 is designated as a 100-year floodplain by FEMA as shown on Figure 5 with Cabin Brook passing through the southern most portion of the 100-year flood zone. The 18 inch pipe is part of ConnDOT's existing highway drainage system in the study area.

The grading plan for the Proposed Action indicates that construction-related disturbance will stay approximately 100 feet away from Cabin Brook. Additionally, the proposed access driveway will be located approximately 60 feet north of the tributary to Cabin Brook. The grading will be such that surface drainage will flow to the northwestern corner of the project site and ultimately into the detention pond. A limited amount of surface drainage from the access driveway will flow towards the tributary to Cabin Brook and its associated narrow riparian fringe. Grading and revegetation of slopes adjacent to Cabin Brook and its tributary will stabilize any soils disturbed during construction and provide a vegetated filter strip for the limited amount of overland runoff that will flow towards these streams.

Indirect impacts could include temporary or long-term (incremental) degradation of Cabin Brook, the tributary to Cabin Brook, and associated wetlands via polluted stormwater originating from the site. For these potential impacts, mitigation will be provided.

Proposed Mitigation

To minimize the risk of temporary or long-term pollution effects, including sedimentation, a stormwater pollution control plan will be designed and implemented in accordance with the *2002 Connecticut Guidelines for Erosion and Sedimentation Control* (CTDEP, 2002). The adopted measures will prevent and minimize sedimentation, siltation, and/or pollution of watercourses and wetlands. Additionally, post-construction runoff will be appropriately treated per the *Connecticut Stormwater Quality Manual* (CTDEP, 2004). More details are provided in Section 3.7 Water Quality – Mitigation of this EIE.

3.10. FLORA/FAUNA/HABITATS/THREATENED AND ENDANGERED SPECIES

Existing Setting

A site walkover was conducted in July 2006 to assess ecological and habitat conditions. The site has the appearance of a property that was excavated or cleared within (approximately) the last 10 years and then left to re-vegetate on its own. Most of the site consists of early successional vegetative species, with an overwhelming predominance of brambly invasive shrubs, primarily Tartarian honeysuckle (*Lonicera tartarica*), multiflora rose (*Rosa multiflora*), and autumn olive (*Elaeagnus umbellata*). There are occasional irregularly spaced small openings of herbaceous and grassy cover. These open field areas have goldenrod (*Solidago*) spp., black-eyed susan (*Rudbeckia serotina*), aster (*Aster*) spp., Virginia creeper (*Parthenocissus quinquefolia*), and yarrow (*Achillea millefolium*). The predominant grasses are gama grass (*Tripsacum dactyloides*) and broom sedge (*Andropogon virginicus*), which are common to dry fields and roadsides or edges.

Minor portions of the site support trees, primarily the southern and western edges of the site. There is a strip of trees north of the commuter parking lot, comprised of white ash (*Fraxinus americana*) and black cherry (*Prunus serotina*), mixed with shrubs including staghorn sumac (*Rhus typhina*), Tartarian honeysuckle and multiflora rose. Near the center of the site is a small raised mound with a remnant stone wall running north-south. This mound hosts a patch of moderately-sized hickory trees and red cedars. The estimated age of the hickories indicate that this area has not been disturbed for at least 50-60 years.

There is a very small riparian habitat at the periphery of the southwest corner of the study area, in the form of a short unaltered segment of Cabin Brook. Here, the stream channel is approximately three feet wide, with rocky-cobbly banks, and shaded by well-established vegetation. A narrow band of wetland vegetation along the brook supports young red maples in the overstory, silky dogwood and multiflora rose in the shrub layer, and skunk cabbage in the herbaceous layer.

Wildlife Habitat

During several site visits from June to September 2006, minimal signs of wildlife were observed. White-tailed deer tracks were observed throughout the site and a red-tailed hawk passed by overhead, but no other wildlife were seen or heard. Although the dense shrub cover on site is normally ideal for songbirds, no songbirds were observed during the site visits.

The principal habitat on the site roughly corresponds to "old field" habitat -- where a clearing begins to gradually fill in with the growth of meadow plants, shrubs, and saplings. However, the growth on the Proposed Action site is quite dense and dominated by a few invasive shrub species. Invasive species are known for their ability to dominate a cleared site, thereby reducing biodiversity and typically reducing the value of food and forage for native wildlife. This is the case on the Proposed Action site. Although the site was observed to be used by white-tailed deer, signs and observations of other wildlife were unusually sparse. Another factor which reduces the habitat value of the site is its isolation from surrounding natural habitats. The heavily traveled roads and highways on all four sides of the site are major barriers to wildlife movement and habitat use. The small size of the site and its proximity to roadway traffic limit its future habitat potential, even if it were left undeveloped.

Given these conditions and field observations, the site is considered to provide habitat primarily for white-tailed deer and songbirds that are tolerant of disturbance and capable of using edge habitats. These habitats are increasing in supply throughout Connecticut, meaning that the potential bird species are also common. Potential species might include gray catbird (*Dumetella carolinensis*), robin (*Turdus migratorius*), and European starling (*Sturnus vulgaris*).

Ecologically Sensitive Areas/Threatened and Endangered Species

The disturbed nature of the site and predominance of invasive species indicates a lack of ecological uniqueness or sensitivity. In addition, the urban soils on the site are low in both nutrient value and ecological potential. However, correspondence from the CTDEP Natural Diversity Data Base (NDDDB) Program (August 17, 2006) noted that *Aristida purpurascens*, the arrowfeather

threeawn, has been historically reported in the vicinity of the Proposed Action site. The arrowfeather threeawn is a native perennial grass of State Special Concern that inhabits sandy and gravelly areas. The CTDEP recommended that habitat on the project site be evaluated to determine if suitable habitat areas may be present. No other species or ecologically sensitive areas were reported as potentially present by the NDDB.

As recommended by the CTDEP, a field investigation to search for *Aristida purpurascens* was conducted by Fitzgerald & Halliday, Inc. on September 13, 2006, during late summer when the characteristic flowers would be readily observed. The field investigation involved a systematic walkover of all areas at the Proposed Action site with habitat characteristics capable of supporting the grass species. The plant's habitats are generally dry sandy or gravelly sites in sparsely vegetated grassy fields or open, well-lit woods. Several grass species were observed during the field investigation, but no *Aristida purpurascens* was found. This species is not believed to occur at the site. The full field report is included in Appendix A.

Correspondence from the U.S. Fish and Wildlife Service included in Appendix A notes that there are no federally listed or proposed-listed threatened or endangered species or critical habitat in the project area (August 31, 2006).

Direct and Indirect Impacts

The No-Action Alternative would result in no construction and thus no direct or indirect impacts on flora, fauna, habitats, or threatened and endangered species.

The Proposed Action would convert a vacant and disturbed vegetated site dominated by invasive shrub species to development. Although the existing site does provide cover and food for white-tailed deer and songbirds tolerant of edge habitats, these are common species tolerant of disturbance and in no danger of losing edge habitats, which are increasing in Connecticut with the increase of development. Given these conditions and the lack of rare, threatened, or endangered species, the Proposed Action would have negligible adverse effects on ecological resources (flora, fauna, and habitats) and no effects on threatened and endangered species.

Proposed Mitigation

Since no significant adverse impacts on ecological resources or threatened or endangered species would occur from the Proposed Action, no mitigation is required or proposed.

3.11. SOILS AND GEOLOGY

Existing Setting

Soils on the Proposed Action site have been mapped as "Urban Complex" by the USDA Soil Survey. These soils are typically found in areas that have been disturbed by excavation, filling, and various land use activities. This is consistent with field observations, which found that the

site appears to have been excavated and partially leveled. Site disturbance may have occurred in association with the adjacent construction of Route 2 to the north, Route 11 to the west, and/or the commuter lots on the south. The soils appear well-drained and lacking in well-developed topsoil. Surficial geology maps indicate that the site rests on ice-dammed deposits overlain by gravel.

There is no primary or statewide important farmland soil on or adjacent to the Proposed Action site.

Direct and Indirect Impacts

The No-Action Alternative would result in no construction and no direct or indirect impacts on the proposed site.

Since the project site contains no soils or geological features of cultural, agricultural, or ecological significance, the Proposed Action would have no adverse impacts on these resources.

Proposed Mitigation

Since no significant adverse impacts on soils or geology are anticipated, no mitigation is required or proposed.

3.12. CULTURAL RESOURCES

Existing Setting

Based on a review of State Historic Preservation Office (SHPO) files, the Proposed Action site contains no historic resources and no known archaeological resources. Since the majority of the soils have been previously disturbed, most likely by the construction of Routes 2 and 11, it is highly unlikely that there are any intact archaeological resources located within the project area.

Direct and Indirect Impacts

The No-Action Alternative would result in no ground disturbance and no direct or indirect impacts on the Proposed Action site.

Since the Proposed Action site contains no historic resources, no direct or indirect impacts are anticipated from the construction and operation of the new maintenance facility. This conclusion is based on a SHPO letter of no effect dated December 14, 2005 (Appendix A).

It is important to note that as part of the Proposed Action, three existing outdated ConnDOT maintenance, repair, and stores facilities presently located in Lisbon, Higganum, and Montville will be replaced. Funding is included as part of the Proposed Action to clean-up these three facilities in preparation for the possible future sale and transfer of the sites. The outdated facilities are located at the following locations: 11 Candlewood Hill Road, Higganum; 486 River Road

(Route 12) in Lisbon, and 2090 Norwich-New London Turnpike in Montville. The future use of these sites is unknown at the present time, although they will all be closed by ConnDOT once the new Colchester facility has been completed.

According to SHPO project correspondence dated October 23, 2006 (Appendix A), the Higganum maintenance facility possesses industrial significance and architectural integrity and is eligible for the National Register of Historic Places (NRHP) as a contributing resource to a Scovil Hoe Factories historic district. The SHPO believes that any sale, transfer or other disposition by ConnDOT of this facility would constitute no adverse effect upon this historic industrial complex conditional upon the professional implementation of the mitigation measures identified in the following section. With respect to the Lisbon and Montville maintenance facilities, the SHPO is of the opinion that these facilities lack historic significance and architectural distinction and are not eligible for the NRHP.

Proposed Mitigation

Since no significant adverse impacts on cultural resources are anticipated, no mitigation is required or proposed for the Proposed Action site. With respect to any sale, transfer, or other disposition by ConnDOT of the existing Higganum maintenance facility, SHPO recommends the following mitigation measures as stipulated in the October 23, 2006 correspondence letter:

- ConnDOT shall document the Higganum maintenance facility to the professional standards of the SHPO. Documentation shall consist of narrative text, photographs and/or high-quality digital images (exterior and interior perspectives and pertinent details), an index of photographs, and a photographic site plan. Documentation shall include a historic context that describes all extant historic, architectural, and industrial resources associated with the Scovil Hoe Factories. Final documentation shall be provided to the SHPO for permanent archiving and public accessibility.
- ConnDOT shall prepare and submit a brief history and description of the Scovil Hoe Factories, including project-related information, photographs and maps, to the *Society for Industrial Archaeology New England Chapters Newsletter*.
- ConnDOT shall consult with the Office of State Archaeology at the University of Connecticut (Storrs) and the Museum of Connecticut History at the Connecticut State Library regarding the potential salvage and curation of small-scale artifacts that may exist throughout the Higganum maintenance complex.

3.13. SOLID WASTE AND HAZARDOUS MATERIALS

Existing Setting

Relevant information about the history of release of hazardous materials, the presence of underground storage tanks, and solid waste handling practices was obtained through a review of existing GIS database information, files maintained at CTDEP, and conversations with ConnDOT

personnel. The review of existing GIS database information and CTDEP files revealed that there has been no known release of hazardous materials nor are there any underground storage tanks at the Proposed Action site.

Direct and Indirect Impacts

Under the No-Action Alternative the three existing ConnDOT maintenance, repair and stores facilities in southeastern Connecticut would continue to use and generate hazardous materials and solid wastes at essentially the same rates. Hazardous material and solid waste handling and disposal would continue according to current procedures. The three existing facilities currently handle a variety of hazardous materials, as well as solid waste. Materials handled include those typical of automotive repair garages, such as gasoline, ethanol, diesel fuel, motor and transmission oils, waste oils, paint thinner and spray paint among others. These materials are either stored in underground or above ground storage tanks or in special hazardous materials storage areas. Solid wastes generated by the existing facilities include vehicle and other mechanical parts as well as refuse typical of office operations. All hazardous waste are currently hauled off-site and properly disposed of by licensed waste haulers.

The Proposed Action will shift hazardous materials and solid waste handling and generation to the new location in Colchester, with the closing of the other three facilities. Waste handling and generation rates will essentially remain unchanged and disposal would continue to occur via a licensed waste hauler. Fuels and oils will be stored on-site in underground storage tanks and other hazardous materials will be properly stored in specially designed areas. Overall, improved storage and handling of hazardous materials are anticipated with the new state-of-the-art maintenance facility.

Additional program funding will be used to initiate clean-up of the existing three ConnDOT maintenance, repair, and stores facilities in Lisbon, Higganum, and Montville. Although the facilities will be closed as part of the Proposed Action, their ultimate fate is unknown. Cleaning the existing facilities will help prepare them for future sale if ConnDOT elects to pursue this course of action.

Proposed Mitigation

Since the Proposed Action will be designed to include state-of-the-art measures for the handling, storage, and disposal of hazardous materials and solid waste, it is anticipated to have no adverse direct or indirect impacts. Therefore, no mitigation is required or proposed.

3.14. USE/CREATION OF PESTICIDES, TOXINS OR HAZARDOUS MATERIALS

Existing Setting

The existing ConnDOT facilities do not use or create pesticides or toxins other than what is described above under Section 3.13, *Solid Waste and Hazardous Materials*. The facilities

function similar to typical automotive repair garages and hazardous materials are handled and disposed of according to accepted industry standards.

Direct and Indirect Impacts

Under the No-Action Alternative the three existing ConnDOT maintenance, repair and stores facilities in southeastern Connecticut would continue to use and generate hazardous materials at essentially the same rates. Hazardous materials handling and disposal would continue according to current standard accepted procedures.

The Proposed Action will relocate and consolidate ConnDOT maintenance, repair, and stores functions to a modern facility in Colchester. Hazardous material use, handling, and generation rates are anticipated to remain unchanged. The new facility will not create or use pesticides or toxins other than those materials described above in Section 3.13, *Solid Waste and Hazardous Materials*. The existing three ConnDOT facilities will be cleaned-up and closed. The ultimate disposition and use of the three existing facilities is presently being considered by ConnDOT.

Proposed Mitigation

Since the Proposed Action will be designed to include accepted measures for the handling, storage, and disposal of hazardous materials and wastes, it is anticipated to have no adverse direct or indirect impacts. Therefore, no mitigation is required or proposed.

3.15. AESTHETIC/VISUAL EFFECTS

Existing Setting

The Proposed Action site abuts Route 2 to the north and Route 11 to the west. Both of these highways are elevated above the Proposed Action site, which can be viewed from these travel corridors. The lightly-wooded, undeveloped triangle-shaped parcel is also visible from Route 85, SR 637, from the commuter parking lots to the south, and also from a single residence to the east located on Fedus Road.



View east from Proposed Action site. A single home on Fedus Road is located in tree line in background.

Direct and Indirect Impacts

Under the No-Action Alternative, there would be no direct or indirect impacts on visual quality or aesthetics.

The main building of the Proposed Action will be a modern triangle-shaped, one-story structure. It will be located on a side-slope just below the high point on the property (finished floor elevation of 414 feet). The construction of the facility and associated parking lot, access road, and internal circulation elements would require the removal of several acres of trees and shrubs that currently provide a wooded setting.

The removal of screening vegetation and construction of the new facility would result in visual impacts to the house on Fedus Road. The large facility would likely stand out from its lightly wooded and meadow surroundings and would be visible from Routes 2, 11, and 85, as well as SR 637. Overall, the Proposed Action involves a large building that will be difficult to shield entirely from adjacent land uses.

Proposed Mitigation

ConnDOT intends to design the new repair and electrical facility with an exterior building façade that is aesthetically compatible with its surroundings to the extent practical. The other primary mitigation measure available to offset visual impacts is landscaping. A landscaping plan will be developed to maximize visual screening of the facility, particularly from the nearby residence.

The existing vegetation between the proposed building and the surrounding transportation network will be left undisturbed by construction. Through these measures, visual and aesthetic impacts associated with the facility can in large part be successfully mitigated. Lastly, utility lines will be placed underground to the extent feasible.

3.16. ENERGY USE AND CONSERVATION

Existing Setting

The three existing facilities are approaching the end of their useful life expectancy. The Higganum facility consists primarily of two brick factory buildings erected in the mid- to late 1800s. Buildings in the Lisbon complex were built in the 1920s and 1930s, and the Montville building was constructed in the 1960s. Although the buildings have all been retrofitted to varying degrees to accommodate their present functionality, and although their energy efficiency rating is not readily available, their age alone is indicative of a perceived lower level of energy efficiency when compared to more modern structures.

Presently Connecticut Light & Power (CL&P) is the main utility supplying energy service to the existing ConnDOT facilities. Oil is also used to heat the facilities.

The Proposed Action site is a vacant parcel under the control and care of ConnDOT that presently has no associated energy use/consumption. Utilities providing energy service to nearby developed properties include CL&P via overhead transmission wires along both Route 85 and Lake Hayward Road (SR 637).

Direct and Indirect Impacts

The Proposed Action includes the construction of a new state-of-the-art building on a new location in Colchester. Although it will pose a locally increased energy demand in Colchester, the building will be constructed in a much more energy-efficient manner than the three existing outdated facilities. The design of the new facility will comply with the 2003 International Energy Conservation Code. ConnDOT will encourage the use of energy conservation measures in the design process by engaging in a review protocol that will assess various building system alternatives using a Life Cycle Cost Analysis (LCCA). The LCCA will consider initial capital cost, fuel usage, fuel costs, and operating and maintenance costs among other parameters, resulting in various recommendations to ConnDOT and project designers.

As far as energy availability, CL&P estimates that there will be adequate energy supply to meet the increased demand at the Proposed Action site. This area, zoned for industrial uses, permits manufacturing and other activities which have similar energy requirements as the proposed repair and electrical facility.

Overall, the Proposed Action is viewed as being beneficial in terms of energy use/demand, as project architects and engineers will incorporate energy conservation measures into its overall

design and operation. The inclusion of these measures will render the new facility very energy-efficient, such that it may require less energy than the three existing older inefficient facilities.

Proposed Mitigation

The Proposed Action will replace three existing and outdated energy inefficient facilities with one facility, constructed to incorporate energy efficiency measures. The Proposed Action will not significantly impact the infrastructure needs of energy providers. Therefore, no mitigation measures are proposed or required.

3.17. PUBLIC UTILITIES AND SERVICES

Existing Setting

The Proposed Action site is an undeveloped parcel of land under the control and care of ConnDOT. There are presently no direct utility connections to the parcel. The Colchester Plan of Conservation and Development identifies the site of the Proposed Action as an “Anticipated Service Area (Developer Initiated)” for both public water and public sewer services. A retail development is planned east of and in the vicinity of the Proposed Action site. Electrical, telecommunication, and cable television service are available in the area and direct connections could be readily made to support development.

Potable Water

Potable water is largely derived from public wells in Colchester. Public water, distributed by the Colchester Sewer and Water Commission and the Colchester Public Works Department, is limited to the center of Colchester, where the majority of commercial and community facilities are located. The Town of Colchester’s water distribution system consists of upland impoundments in the Lower Connecticut River watershed. The Town of Colchester has a diversion permit which can provide approximately 1 million gallons per day. Water flows from the filtration plant primarily by gravity or by pumping stations where necessary. Current flow is 500,000 gallons per day, serving a population of 4,500. All services are metered.

There is currently no public water service at the site of the Proposed Action. The site is, however, within the Town of Colchester’s future service area. Public water services may be extended to the vicinity of the Proposed Action through a planned retail development to the east in the Parum Road area. Extension of public water to the site of the Proposed Action will require the approval of the Town of Colchester.

The design for the water supply infrastructure to serve the Proposed Action is still being determined. Extension of water to the site will require a pumping station to convey the water to the gravity portion of the distribution system. A pumping station is included in the design of the planned retail development, which would also serve the Proposed Action site.

Sanitary Sewer

Public sewer service in Colchester is also managed by the Colchester Sewer and Water Commission and the Colchester Public Works Department. This service is also limited to the center of Colchester, where the majority of commercial and community facilities are located.

The Towns of Colchester and East Hampton jointly own and operate a sewage treatment facility which is approved to accept approximately 40 million gallons per day (MGD). The sewage facility, located in East Hampton, receives approximately 0.45 MGD from Colchester, indicating adequate capacity.

There is currently no public sewer service at the site of the Proposed Action. The site is, however, within the Town of Colchester's future service area. Public sewer services may be extended to the vicinity of the Proposed Action through a planned retail development along Parum Road east of the Proposed Action site. Extension of public sewer services to the Proposed Action site will require the approval of the Town of Colchester. The design for the public sewer infrastructure to serve the Proposed Action is still being determined.

Stormwater Management

The State of Connecticut has an existing stormwater management system for Routes 2 and 11. Management of stormwater for the Proposed Action site can tie into this existing system, which has adequate capacity. Presently, the Proposed Action site is undeveloped and stormwater either infiltrates the surface where it falls or flows by sheetflow to adjacent low-lying areas or into Cabin Brook to the south.

Energy Supply

Overhead CL&P power lines can be found along the east side of Route 85 and the north side of Lake Hayward Road (SR 637) in the project area. Electricity for the Proposed Action could easily be provided by a direct connection to these overhead lines.

Direct and Indirect Impacts

The No-Action Alternative would represent a continuance of existing conditions, meaning that ConnDOT maintenance, repair, and stores operations would continue at the three existing facilities in Lisbon, Higganum, and Montville, and the proposed site would remain undeveloped. Under the No-Action Alternative, the existing buildings would undergo essential repairs and upgrades where feasible; however, these system improvements are not anticipated to have any direct or indirect impacts on public utilities or services.

Potable Water

The Proposed Action will generate demand for potable water at generally the same rates as the current facilities, with some limited growth in demand over time as functions expand. All proposed public water service extensions to the existing water distribution system in Colchester will require review and approval by the Colchester Sewer and Water Commission and the Colchester Public Works Department prior to construction.

Sanitary Sewer

The Proposed Action will generate sewer flows at generally the same rates as the current facilities, with some limited increase over time as functions expand. All proposed public sewer service extensions to the existing sanitary sewer system will require review and approval by the Colchester Sewer and Water Commission and the Colchester Public Works Department prior to construction.

Oil-water separators will be included in the project design. If the Town of Colchester's planned sewer extension along Route 85 is not completed by the time the new maintenance facility becomes operational, the oil-water separators will initially be used as storage tanks for garage bay floor drainage. This floor drainage will be collected and transported off-site for treatment and disposal by a licensed waste hauler. This practice will continue until a sewer hookup is established at which time the oil-water separators will be brought on-line as part of the garage bay floor drain system.

The Proposed Action will be constructed to include a septic system.

Stormwater Management

The existing site is an undeveloped vegetated parcel of land with no impervious surfaces. The Proposed Action will involve the construction of a one-story building, an approximately 60-space paved parking lot, an access driveway, and internal site circulation elements. The final developed site will result in a net increase of approximately 3.83 acres (166,620 SF) of impervious paved roadway surfaces and an additional 1.56 acres (67,400 SF) of impervious surface associated with the rooftops of the new maintenance facility building and cold storage building. Stormwater from the impervious area will be treated as noted in Section 3.7 *Water Quality* and then piped into the existing stormwater sewer system, which ultimately discharges into the Lower Connecticut River watershed.

Energy Supply

CL&P estimates that there will be adequate energy supply to meet the increased demand at the new Colchester location. Utility service impacts from the Proposed Action may be most noticeable during construction, as the potential exists for local consumers to experience temporary outages. These impacts are addressed in more detail in the Section 3.19, *Construction Period Impacts* of this EIE.

Proposed Mitigation

All proposed service extensions and connections to the existing storm sewer system will be made subject to the review and approval of the Colchester Sewer and Water Commission and the Colchester Public Works Department prior to construction. ConnDOT will coordinate as appropriate with CTDEP and the Town of Colchester to ensure that stormwater runoff generated from the site is properly treated and handled before being discharged into the environment (Refer to Section 3.13, *Water Quality – Mitigation*).

3.18. PUBLIC HEALTH AND SAFETY

Existing Setting

The Proposed Action will fully comply with stringent federal and state regulatory requirements for safe design, construction, use, security, staff training, inspection and certification, and waste management.

Colchester both participates in the Resident State Trooper Program and also maintains six full-time officers, based at the Town Hall at 127 Norwich Avenue. Fire protection and emergency medical services (EMS) are provided by the Colchester-Hayward Volunteer Fire Department. There are two stations in Colchester: the main station in the village at 52 Old Hartford Road and a satellite station in Westchester at 464 Westchester Road. Fire protection services are provided by six paid full-time staff and approximately 100 volunteers.

Direct and Indirect Impacts

Under the No-Action Alternative, existing ConnDOT maintenance, repair, and stores operations would continue to occur at the three existing ConnDOT facilities. The existing outdated structures and space configuration are no longer adequate for efficient operations and could potentially have some adverse effect on public health and safety, especially for current employees.

The Proposed Action involves construction of a new state-of-the-art facility utilizing modern technologies and systems already tried and tested in other similar ConnDOT facilities (i.e., Danbury). Consequently, the Proposed Action may have a beneficial effect on public health and safety overall. The new facility will be better equipped to respond to potential incidents than the existing facilities which are outdated, space constrained and in need of significant upgrading.

To respond to incidents and emergencies, there is a protocol for notification of police, fire, and other emergency services. The fire alarm system will be connected to the Colchester-Hayward Volunteer Fire Department and trigger an automatic response. Security systems will be connected to the Colchester Police Department and trigger a call to the facility. Other internal alarms, such as for the HVAC system, will only be internally connected, to notify people in the facility of problems. Security fencing will be installed around the facility. There is presently no planned

protocol for neighborhood notification. Appropriate on-site employee safety features, such as eye-wash stations, are included in the design of the Proposed Action.

Proposed Mitigation

As no adverse impacts are anticipated relative to public health and safety, no mitigation is warranted or proposed.

3.19. CONSTRUCTION PERIOD IMPACTS

Impacts during construction of the Proposed Action are anticipated in relation to air quality, water quality/wetlands, noise, economy, solid waste, hazardous materials, and public utilities and services. The nature of these impacts and proposed mitigation measures for adverse impacts are described below.

Air Quality

During land clearing and construction of the proposed facility, potential air quality impacts may include airborne dust particles from exposed soils and emissions from idling and mobile construction vehicles. Potential construction air quality impacts can also arise from prolonged use of diesel-powered construction vehicles. Typical diesel exhaust emissions include carbon monoxide, hydrocarbons, nitrogen oxides, and particulate matter (PM_{2.5}). Concerns over diesel exhaust emissions have led EPA to develop new emission standards for new diesel-powered vehicles beginning in 2004. However, since these standards did not begin to take effect until 2004 on new vehicles, EPA has developed the Voluntary Diesel Retrofit Program to help address pollution from diesel construction equipment and heavy-duty vehicles that are currently on the road today (EPA, 2003). Retrofit Emission Control Devices, such as diesel oxidation catalysts, offer an inexpensive solution to reducing diesel emission impacts.

Mitigation: The following measures will help mitigate air quality impacts during the construction period.

- All diesel-powered non-road construction equipment with engine horsepower ratings of 60 and above, that are on the project or are assigned to the contract for a period in excess of 30 consecutive calendar days, should be retrofitted with emission control devices (oxidation catalysts, or similar retrofit equipment control technology).
- All motor vehicles and/or construction equipment (both on-highway and non-road) will comply with all pertinent state and federal regulations relative to exhaust emission controls and safety.
- Idling of delivery and/or dump trucks or other diesel-powered equipment should be limited to three (3) minutes during non-active use in accordance with RCSA, Section 22a-174- 18(b)(3)(C).
- Work will be conducted to minimize exposed erodible earth area to the extent possible. This will include covering, shielding, or stabilizing stockpiled material as necessary.

Exposed earth will be stabilized with grass, pavement, or other cover as early as possible. This may also include applying stabilizing agents (i.e., calcium chloride, water) to the work areas and haul roads.

- Work will be conducted using covered haul trucks.
- Work will be conducted to minimize the incidental transport of soil by construction equipment from unpaved to paved surfaces by rinsing of construction equipment with water or other equivalent method.

Water Quality/Wetlands

To mitigate potential water quality impacts during the construction period, temporary BMPs will be employed and an erosion and sedimentation control plan will be implemented, pursuant to regulatory guidelines and approvals. CTDEP's 2002 *Connecticut Guidelines for Soil Erosion and Sedimentation Control* will be followed.

Noise

During the construction period, continuous as well as intermittent (or impulse) noise will be experienced in the immediate project vicinity, which may be perceived by some to be intrusive, annoying and discomforting. This noise will be generated by construction equipment including pneumatic tools which emit strong penetrating percussive sounds, and the daily movement of dump trucks, loaders, backhoes, and other heavy equipment to, from, and on the construction site.

Table 7 provides typical noise emission levels in A-weighted decibels (dBA) 50 feet from construction equipment. For comparison, everyday noise levels within suburban environments similar to that found at the Colchester site range from about 50 to 60 dBA (*Transit Noise and Vibration Impact Assessment*, DOT-T-95-16, April, 1995).

Table 7: Noise Emission Levels from Construction Equipment

<i>Construction Equipment</i>	<i>Noise Level (dBA) 50 feet from Source</i>
Air compressor	81
Backhoe	80
Dozer	85
Generator	81
Jackhammer	88
Loader	85
Pneumatic Tool	85
Rock Drill	98
Dump Truck	85

Source: *Transit Noise and Vibration Impact Assessment* (DOT-T-95-16, April, 1995)

In general, noise levels are reduced by 6 dBA for each doubling of distance from a noise source. Thus, a dump truck with a noise level of 85 dBA at 50 feet will have a noise level of 79 dBA at

100 feet, 73 dBA at 200 feet, 67 dBA at 400 feet, 61 dBA at 800 feet, and so forth. Buildings and other barriers located between a source and a receiver further reduce the intensity of construction noise. For comparison, the Proposed Action is located approximately 1,000 feet west of a single residence located on Fedus Road. This is the closest noise sensitive receptor to the Proposed Action site.

Mitigation: Numerous mitigation measures will be considered for implementation relative to noise, as follows:

- Erect temporary barriers around the work site where appropriate – these barriers could consist of earth berms and/or stockpiles of soils and fill materials
- Maintain a wooded buffer between the facility and surrounding land uses
- Install and maintain properly functioning muffler devices on all construction equipment
- Adhere to the Town of Colchester noise regulations as set forth in Section 3.7.6.G of the towns Zoning Regulations

Economy

Minimal economic activity will be stimulated by construction of the Proposed Action. One effect will be the production of jobs in on- and off-site construction, and trade, transportation, manufacturing, and services in support of construction. The earnings from these jobs will in turn generate personal expenditures by project-related workers that will stimulate the local and regional economy. Expenditures will also encompass materials used in construction. Overall there will be a beneficial construction period effect on the economy.

Mitigation: No mitigation is required.

Solid Waste and Hazardous Materials

Solid waste will be generated from construction (e.g., pallets, wood scraps, wallboard, siding and roofing scraps, packaging, dry latex paint residue, foam padding, insulation). This waste will be disposed of as municipal solid waste. Any construction waste materials containing solvents (e.g., paint thinner, varnishes) will be managed as hazardous waste and disposed of by a licensed waste hauler.

Mitigation: No mitigation is required.

Public Utilities and Services

During construction, the installation of utility lines has the potential to result in temporary short-term disruptions of local service. In addition, construction associated with underground utility installation has the potential to impact stormwater runoff quality as erosion of exposed soils may lead to sediment transport and potential increases in the turbidity of receiving waters.

Mitigation: The following measures will be taken during construction to mitigate impacts to utility services:

- Proactive coordination with utility providers will be undertaken prior to construction to ensure full coordination on new service connections and minimize utility service disruptions
- If lengthy service disruptions are anticipated, potentially affected consumers will be notified prior to the commencement of the construction activity
- For stormwater management, BMPs will be employed as described above. Erosion and sedimentation controls such as silt fences and hay bales will be installed at appropriate locations, such as at the base of fill slopes or around catch basin drop inlets, and will be regularly maintained and routinely checked after rainfall events

Energy Use and Conservation

Project construction will result in an increased local demand for fossil fuels (mainly diesel fuel) and an increased demand for electricity.

Mitigation: No mitigation is required.

3.20. CUMULATIVE IMPACTS

Cumulative impacts are the total incremental effects on a resource, ecosystem, or human community due to past, present, and reasonably foreseeable future activities undertaken by the sponsoring agency. In assessing what may happen in the future, reasonably foreseeable activities are actions estimated to be probable, based on observed trends and known programmed future projects, rather than simply possible, based on speculation.

The Proposed Action, in association with other local in-fill development, will contribute to cumulative effects on the community and its local resources through increased traffic, increased impervious surfaces (built environment), increased runoff, and increased solid waste. While the level of increased traffic due to the Proposed Action did not warrant specific mitigation, cumulative increases of traffic in the vicinity over time will eventually require mitigation. To help address this future impact, ConnDOT will continue to work with the Town of Colchester and the regional planning agencies to evaluate and promote transportation improvements into the future.

The cumulative effects on environmental resources will be essentially mitigated by the Proposed Action. By implementing stormwater management, state-of-the-art design practices and BMPs, the cumulative effects of increased impervious surfaces and runoff will be effectively mitigated. Solid waste management practices are continually being improved by ConnDOT, to reduce waste and disposal requirements, even as activities and infrastructure grow.

4. UNAVOIDABLE ADVERSE IMPACTS

The unavoidable adverse impacts from the Proposed Action tend to be those that accompany almost any development that utilizes new land, no matter how consistent with the surrounding community character. In the case of the Proposed Action, these impacts are anticipated to include the following:

- Increase in impervious surface with resultant loss of vegetation
- Increased traffic at the Proposed Action site (relocated from the other three facilities)
- Increase in ambient noise levels due to increased traffic and the building's HVAC operation
- Change in visual setting for at least one residence
- Temporary construction-related inconveniences

The use of the Colchester site for the facility is consistent with the transportation uses adjacent to the parcel and does not result in any displaced land uses or secondary development effects. The Proposed Action includes mitigation measures to offset the potential adverse impacts and maintain the safety and quality of life in the site's surroundings. In the case of traffic and noise, the level of impacts was not great enough to require mitigation, although the community will notice a change in ambient conditions. Given these considerations, the unavoidable adverse impacts are not estimated to be significant.

5. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Irreversible and irretrievable commitments of resources caused by the Proposed Action include the following:

- Energy - energy will be consumed in project construction.
- Land - the land will be developed and the topography altered. The commitment of the site to this use will preclude the possibility of other uses at the site into the foreseeable future.
- Natural resources – site development will require some vegetated area be converted to buildings and pavement. Those areas of vegetation loss will not be replaced.
- Construction materials - a variety of natural, synthetic, and processed construction materials will be utilized to construct the Proposed Action.
- Human labor - the dedication of human labor to the construction and operational phases of the Proposed Action represents an irretrievable expenditure of time and production that is thus unavailable for other purposes.
- Financial - Finally, the project expenditures, once committed, will no longer be available for other purposes and, once spent, cannot be regained.

6. SUMMARY OF MITIGATION MEASURES

The adverse impacts of the Proposed Action are limited and can all be mitigated. The following table summarizes the proposed mitigation measures for each impacted resource category. Where no mitigation is proposed, the impact evaluations have determined that adverse impacts are minor and do not warrant mitigation, that no adverse impacts were identified, or that anticipated impacts will be beneficial.

Table 8: Summary of Impacts and Proposed Mitigation

Resource	Impact Analysis	Mitigation
Land Use and Zoning	Project is compatible with existing land use and zoning. No adverse impacts.	No mitigation required or proposed.
Consistency with Local and Regional plans	Project is consistent with local and regional plans.	No mitigation required or proposed.
Consistency with SPOCD	Project is consistent with the SPOCD.	No mitigation required or proposed.
Traffic and Parking	The surrounding roadway network will adequately support the additional traffic volume generated by the Proposed Action. No adverse impacts.	No mitigation required or proposed.
Air Quality	Construction period impacts: Potential impacts from prolonged use of diesel powered vehicles. Typical diesel air quality emissions include carbon monoxide, hydrocarbons, nitrogen oxides, and particulate matter (PM2.5).	Construction equipment will be required to comply with all pertinent state and federal air quality regulations.
Noise	Construction period impacts: Potential for continuous as well as intermittent (or impulse) noise to be experienced in the immediate project vicinity.	<ul style="list-style-type: none"> • Install and maintain properly functioning muffler devices on all construction equipment. • Maintain a vegetated buffer between the facility and surrounding land uses. • Adhere to the Town of Colchester noise regulations.
Neighborhoods and Housing	Minor adverse visual and character impact.	Maintain buffer of native vegetation and/or include landscaped buffer as part of project design.

Resource	Impact Analysis	Mitigation
Water Quality	<p>Creation of 3.83 acres (166,620 SF) of new impervious paved surface contributes to increased site runoff and potential for increased sedimentation and contamination of downstream wetlands and watercourses located offsite. Additional 1.56 acres (63,400 SF Maintenance Building + 4,000 SF Cold Storage Building) of impervious roof surface also contributes to increased site runoff volume.</p> <p>Construction period impacts: Increased potential for sedimentation of offsite streams and wetlands due to runoff from exposed surfaces during site work.</p>	<p>Design of new facility will include a stormwater pond in the northwest corner of the parcel to collect and detain runoff from impervious surfaces. There will not be an increase in stormwater runoff from the project site with the stormwater pond. Project design will comply with both the CTDEP 2004 Stormwater Quality Manual and the CTDEP 2002 Sedimentation and Erosion Control Manual.</p> <p>Oil-water separators will be included in the project design. If the Town of Colchester's planned sewer extension along Route 85 is not completed by the time the new maintenance facility becomes operational, the oil-water separators will initially be used as storage tanks for garage bay floor drainage. This floor drainage will be collected and transported off-site for treatment and disposal by a licensed waste hauler. This practice will continue until a sewer hookup is established at which time the oil-water separators will be brought on-line as part of the garage bay floor drain system.</p> <p>During construction, temporary best management practices (BMPs) will be employed and an erosion and sedimentation control plan will be implemented.</p>
Hydrology and Floodplains	No direct or indirect adverse impacts.	No mitigation is required or proposed.
Wetlands	Construction period impacts: Possible sedimentation of streams and wetlands due to construction	During construction, temporary BMPs will be employed and an erosion and sedimentation control plan will be implemented.
Flora, Fauna, Threatened and Endangered Species	No direct or indirect adverse impacts.	No mitigation is required or proposed.
Soils and Geology	No direct or indirect adverse impacts.	No mitigation is required or proposed.

Resource	Impact Analysis	Mitigation
Cultural Resources	No direct or indirect adverse impacts. CTSHPO issued a letter of no effect dated December 14, 2005 (Appendix A).	<p>No mitigation is required or proposed for the Proposed Action site. CT SHPO correspondence dated October 23, 2006 indicates that the existing Higganum maintenance facility is eligible for listing on the National Register of Historic Places and that any sale, transfer, or other disposition of that facility would constitute a no adverse effect conditional upon the following mitigation measures:</p> <ul style="list-style-type: none"> • Document the facility to the professional standards of the SHPO as identified in the letter • Prepare and submit a brief history and description of the Scovil Hoe Factories to the <i>Society for Industrial Archaeology New England Chapters Newsletter</i> • Consult with the Office of State Archaeology and the Museum of Connecticut History regarding the potential salvage and curation of small-scale artifacts that may exist throughout the Higganum maintenance complex.
Solid Waste and Hazardous Materials	No direct or indirect adverse impacts.	No mitigation is required or proposed.
Use/Creation of Hazardous Materials	No direct or indirect adverse impact.	No mitigation is required or proposed.
Aesthetics and Visual Effects	Minor adverse visual and character impact to one residence located east of the Proposed Action site on Fedus Road.	Maintain buffer of native vegetation and/or include landscaped buffer as part of project design.
Energy Uses and Conservation	<p>Beneficial impact due to energy conservation measures incorporated into the design of the new buildings and discontinuation of energy use at the three outdated and energy inefficient facilities.</p> <p>Construction period impacts: Increased local demand for fossil fuels and an increased demand for electricity during construction.</p>	No mitigation is proposed or required. The new facility will be designed according to the 2003 International Energy Conservation Code and will therefore incorporate energy efficiencies.

Resource	Impact Analysis	Mitigation
Public Utilities and Services	<p>Potential for increased stormwater runoff due to increase in impervious paved surfaces (See Water Quality Impacts).</p> <p>Potential construction period utility service disruptions.</p>	<p>BMPs employed to ensure proper handling of stormwater runoff (see Water Quality).</p> <p>Proactive consultation with utility providers prior to construction to ensure full coordination on new service connections and to minimize utility service disruptions.</p>
Public Health and Safety	No direct or indirect adverse impacts.	No mitigation is required or proposed.

7. COST BENEFIT ANALYSIS

The primary costs of the Proposed Action arise from the monetary outlay and energy consumption required for constructing the new facilities and relocating materials and supplies to be reused from the existing facilities. The estimated cost for the Proposed Action is approximately \$27.6 million.

Costs associated with environmental impacts are minimal, as the Proposed Action is very compatible with its surroundings, is located on a previously disturbed site, and represents a relocated use rather than a new use. The new construction will house repair and electrical operations that already take place (somewhere else), hence the project will not result in a net change overall in utility demands, energy demands, vehicular miles traveled, and materials usage. In fact, the consolidation of functions into one main building at a single location, compared to the current configuration of five or six buildings at three different locations, is expected to provide large benefits through reduced energy and utility usage overall. This benefit is secondarily assured by the building program for the new facility, which will incorporate energy-efficient materials and building techniques, unlike the existing antiquated buildings.

In addition to energy savings, tangible short-term and long-term benefits for the operations of ConnDOT Maintenance District II are many. These include efficiencies (i.e. reduced manpower requirements, increased fuel efficiency, and lower costs) in carrying out the repair and electrical program, moving materials, and maintaining the facility itself.

Although the monetary costs of the Proposed Action are sizeable, without the project, substantial investments in the existing antiquated facilities would be needed to bring those facilities into environmental and building code compliance. After those expenditures, the facilities would still be inefficiently configured and inconveniently located in relation to one another, while the aging buildings would continue to consume relatively high levels of energy. By eliminating the need for high-cost long-term capital improvements associated with the disparate and inefficient facilities, the Proposed Action is expected to “pay for itself” over time.

Considering the immediate and longer-term operational and financial benefits of the Proposed Action, weighed against the project’s construction costs and minor adverse environmental impacts, the Proposed Action appears to be an advantageous activity that justifies the expenditures.



8. LIST OF CERTIFICATES, PERMITS AND APPROVALS

Certificates, Permits and Approvals

This section identifies potential permits, approvals, certifications and registrations that may be required for completion of the Proposed Action:

Federal

No federal permits, approvals or certifications will be required for the Proposed Action

State

- CTDEP Miscellaneous Discharges of Sewer Compatible Wastewater
- CTDEP Wastewater Discharge
- CTDEP General Permit: Stormwater and Dewatering Wastewaters from Construction

REFERENCES

Colchester Planning and Zoning Commission, January 3, 2001. *2001 Colchester Plan of Conservation and Development*

Colchester Planning and Zoning Commission, January 16, 2006. *Colchester Zoning Regulations*
Connecticut Economic Resource Council, 2004. *Town Profile for Colchester*

Connecticut Department of Environmental Protection, 2002. *2002 Connecticut Guidelines for Soil Erosion and Sedimentation Control* (CTDEP Bulletin 34)

Connecticut Department of Environmental Protection, 2004. *Connecticut Stormwater Quality Manual*

Connecticut Department of Environmental Protection, 2006 Edition. *Environmental Data for Connecticut*

Connecticut Department of Environmental Protection, December 17, 2002. *Surface and Groundwater Quality Standards*

Connecticut Department of Environmental Protection, 2006. *GIS Water Quality Standards and Criteria* database.

Connecticut Office of Policy and Management, 2005. *Conservation and Development Policies Plan for Connecticut, 2005-2010*

Federal Emergency Management Administration [FEMA], June 4, 1996. *Flood Insurance Study and Flood Insurance Rate Map for the Town of Colchester, Connecticut, New London County*

Institute of Transportation Engineers, 2004. *Trip Generation, 7th Edition*

Southeastern Connecticut Council of Governments, October 15, 1997. *Regional Conservation and Development Policy Guide for Southeastern Connecticut.*

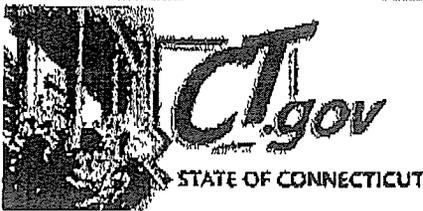
US Department of Labor, 1987. *Standard Industrial Classification (SIC) Manual*

U.S. Department of Transportation, April 1995. *Transit Noise and Vibration Impact Assessment, DOT-T-95-16*

U.S. Environmental Protection Agency, Region 1, August 2006. *2005 Annual Report on Air Quality in New England*

U. S. Census Bureau. *2000 U.S. Census*

APPENDIX A
Scoping Notice and Correspondence/Coordination



STATE OF CONNECTICUT
 COUNCIL ON
 ENVIRONMENTAL QUALITY

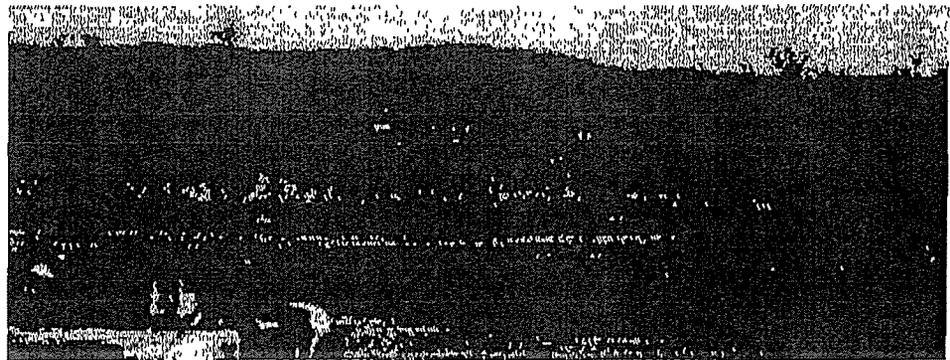
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- >> HOW TO REQUEST A PUBLIC MEETING
- >> MONITOR ARCHIVES



Connecticut
 Council on
 Environmental
 Quality
 79 Elm Street
 Hartford, CT 06106

Phone:
 (860) 424-4000
 Fax:
 (860) 424-4070

Karl J. Wagener,
 Executive Director
 E-Mail Address:
karl.wagener@po.state.ct.us

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ENVIRONMENTAL MONITOR

The official site for project information under the Connecticut Environmental Policy Act

March 21, 2006

Scoping Notices

1. **NEW!** Colchester Maintenance and Repair Facility (Colchester)

Environmental Impact Evaluations available for review and comment

1. New Hartford Wastewater Treatment Facility Upgrade (New Hartford)

The next issue will be published on April 4, 2006.
Subscribe to e-alerts to receive an e-mail when The Environmental Monitor is published.

Scoping Notices

Scoping Notices have been issued for the following state projects. These projects are in the earliest stages of planning. At the scoping stage, data information on a project's design, alternatives, and environmental impact not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comment the contact person listed for the project by the date indicated.



1. Notice of Scoping for Colchester Maintenance Repair Facility

Municipality where proposed project might be located: Colchester

Address of Project Location: CT Route 85 and Lake Hayward Road

Project Description: The project consists of the construction of a DOT Maintenance and Repair Facility. The building will be approximately 56,00 square feet and will accommodate the trucks, equipment and personnel cur associated with the Higganum, Lisbon and Montville DOT Garages. The p also includes the construction of a fuel dispensing island as well as provis for interior and exterior cold storage.

Project Map: [Click here to view a map of the project area.](#)

Written comments from the public are welcomed and will be accep until the close of business on: April 21, 2006.

Any person can ask the sponsoring agency to hold a Public Scopin Meeting by sending such a request to the address below. If a mee is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall sche a Public Scoping Meeting.

Additional information about the project can be viewed in person or online at:

Written comments and/or requests for a Public Scoping Meeting s be sent to:

Name: Edgar T. Hurle - Transportation Planning Director
Agency: Department of Transportation
Address: 2800 Berlin Turnpike
Newington, CT 06131
Room 2155
Fax: 860-594-3028
E-Mail: Edgar.hurle@po.state.ct.us

If you have questions about the public meeting, or other question about the scoping for this project, contact:

Name: Jessica DiLuca
Agency: Department of Transportation
Address: 2800 Berlin Turnpike
Newington, CT 06131
Room 2155
Phone: 860-594-2135
Fax: 860-594-3028
Jessica.diluca@po.state.ct.us



E-Mail:

The agency expects to release a Draft Environmental Impact Evalu for this project, for public review and comment, in July, 2006.

EIE Notices

The following Environmental Impact Evaluations (EIEs) have been comple state agencies and are available for review and comment.

1. Notice of EIE for New Hartford Wastewater Treatment Facility Upgrade

Municipality where project is proposed: New Hartford

Project Description: The Town of New Hartford has conducted a facilitie planning study for its wastewater treatment system because the wastewa treatment plant's average flow has exceeded ninety percent of its design capacity, the facilities that were built in 1968 have exceeded their design and projected growth patterns will extend into unsewered areas. The stu area includes the treatment facility, areas next to the public water supply industrial parks, known growth areas, and a proposed development corrid along Route 44. The recommendation of the study is the expansion of th wastewater treatment plant from 90,000 gallons per day to 250,000 gallo day.

Project Map: Click [here](#) to [view a map](#) of the project area.

Comments on this EIE will be accepted until the close of business April 7, 2006

The public can view a copy of this EIE at:

Department of Environmental Protection
Bureau of Water Management
Municipal Facilities Section (2nd Floor)
79 Elm Street, Hartford, CT 06106

or at the office of the

New Hartford Town Clerk
Town Hall
530 Main St.
New Hartford, CT 06057

**A link to the EIE can also be found online at the DEP website:
<http://dep.state.ct.us/eie/index.htm>**





STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

To: Edgar T. Hurlle - Director of Environmental Planning
DOT - Bureau of Policy & Planning, 2800 Berlin Turnpike, Newington

From: David J. Fox - Senior Environmental Analyst **Telephone:** (860) 424-4111

Date: April 21, 2006 **E-Mail:** david.fox@po.state.ct.us

Subject: Colchester Maintenance & Repair Facility

The Department of Environmental Protection has received the Notice of Scoping announcing preparation of an Environmental Impact Evaluation for proposed construction of a maintenance and repair facility at the junction of Routes 2 and 11 in Colchester. The following commentary is submitted for your consideration.

The Natural Resources Conservation Service's Soil Survey of New London County depicts the entire site as udorthents-urban land complex. It is recommended that a certified soil scientist perform a reconnaissance of the site in order to determine whether there are any areas which would be regulated as wetlands or watercourses as defined by section 22a-38 (15) and (16) of the Connecticut General Statutes (CGS), respectively. If the reconnaissance identifies regulated areas, they should be delineated. Any development should avoid regulated areas to the maximum extent practicable.

Appropriate controls, designed to remove sediment and oil or grease typically found in runoff from parking and driving areas, should be included in any stormwater collection system to be installed at the site. Non-structural measures to dissipate and treat runoff are strongly encouraged, including infiltration using pervious paving, sheetflow from uncurbed pavement and vegetated swales. If a stormwater collection system must be installed, potential controls include gross particle separators, deep sump catch basins with oil-grease traps and/or detention/retention basins. Any catch basins installed in conjunction with roadway or parking lot paving should have deep sumps to trap sediments and hoods to trap oil and grease. If more than 1 acre of pavement drains to a common discharge point, a gross particle separator should also be installed. Advanced designs for gross particle separators have been developed, incorporating cyclonic or swirl technology, that the Department believes are more effective in retaining medium to coarse grained sediments as well as floatables than standard designs. It is recommended that the appropriate variety of this type of unit with a cyclonic design be installed in conjunction with each outfall, depending on the size of the drainage area. Provisions should be made for the periodic maintenance that will be required to insure continued effectiveness of these control measures. For additional guidance, consult the *Connecticut Stormwater Quality Manual*, which is now available on-line at: <http://dep.state.ct.us/wtr/stormwater/strmwtrman.htm>.

Groundwater at the site is classified GA in Connecticut's Water Quality Standards, denoting an area with existing private water supply wells or an area with the potential to provide water to public or private water supply wells where the Department presumes that groundwater is suitable for drinking uses without treatment. Only effluents containing substances of natural origin or materials that easily biodegrade in the soil and pose no threat to untreated drinking water supplies may be permitted as discharges to the groundwater.

Vehicle maintenance facilities usually require floor drains for the collection of vehicle drippage, floor washdown and the hand washing of vehicles that occurs as a normal part of servicing. Such drains are not permitted unless adequate collection and/or treatment facilities are provided. Most interior floor drains are connected to the sanitary sewer, which requires a general permit for the discharge of up to 15,000 gallons/day from the Bureau of Water Management. A fact sheet, the general permit, a guidance document and registration forms may be downloaded at: <http://dep.state.ct.us/pao/download.htm#VehicleGP>. For further information, contact the bureau at (860) 424-3018. The treatment required for this type of discharge is achieved by routing the wastewater through an oil/grit separator tank. Periodically, a licensed waste oil hauler must clean the tank. A list of certified haulers can be obtained from the Bureau of Waste Management (860) 424-3366.

In areas where it is not possible to direct floor drainage discharges to a sanitary sewer, installation of a holding tank is required. Any discharge of vehicle floor drain wastewater to surface water or to the ground (dry well) is not allowed. Again, the contents of the holding tank must be pumped and hauled by a certified waste oil hauler. Installation of a holding tank eliminates the need to obtain a discharge permit from the Bureau of Water Management. However, if the tank is underground, it must be registered with the Bureau of Waste Management pursuant to section 22a-449(d)-1 of the Regulations of Connecticut State Agencies. For further information, contact the Underground Storage Tank Program at (860) 424-3374.

The Natural Diversity Data Base, maintained by DEP, contains no records of extant populations of Federally listed endangered or threatened species or species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or special concern in the project area. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultation with the Natural Diversity Data Base should not be substituted for on-site surveys required for environmental assessments. The extent of investigation by competent biologist(s) of the flora and fauna found at the site would depend on the nature of the existing habitat(s). If field investigations reveal any Federal or State listed species, please contact DEP Geologic & Natural History Survey at (860) 424-3540.

Thank you for the opportunity to review this project. If there are any questions regarding these comments, please contact me.

cc: Gina McCarthy, DEP/COMM
Robert Kaliszewski, DEP/OPPD



STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH

RECEIVED

MAR 05 2006

ENVIRONMENTAL PLANNING
DIVISION

March 30, 2006

Mr. Edgar T Hurler, Transportation Planning Director
Department of Transportation
2800 Berlin Turnpike
Newington, CT 06106

RE: Scoping notice for Colchester Maintenance and Repair Facility

Dear Mr. Hurler:

The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area, therefore the Drinking Water Section has no comments at this time.

Sincerely,

Lori Mathieu, Supervising Environmental Analyst
Source Water Protection Unit
Drinking Water Section

Phone:

(860) 509-7333

Telephonic Device for the Deaf: (860) 509-7333

410 Capitol Avenue - MS # 51 WAT





Connecticut Natural Diversity Data Base Review Request Form

Please complete this form *only* if you have conducted a review which determined that your activity is located in an area of concern.

Name: **David Laiuppa**

Affiliation: **Fitzgerald & Halliday, Inc.**

Mailing Address: **72 Cedar Street**

City/Town: **Hartford**

State: **CT**

Zip Code: **06106**

Business Phone: **8602432456**

ext.

Fax: **8607606225**

Contact Person: **David Laiuppa**

Title:

Project or Site Name: **Colchester Maintenance & Repair Facility**

Project Location

Town: **Colchester**

USGS Quad: **Colchester**

Brief Description of Proposed Activities:

Environmental Impact Evaluation for a proposed ConnDOT repair and electrical facility.

Have you conducted a "State and Federal Listed Species and Natural Communities Map" review?

Yes No Date of Map:

Has a field survey been previously conducted to determine the presence of any endangered, threatened or special concern species? Yes No

If yes, provide the following information and submit a copy of the field survey with this form.

Biologists Name:

Address:

If the project will require a permit, list type of permit, agency and date or proposed date of application:

(See reverse side - you must sign the certification on the reverse side of this form)

The Connecticut Natural Diversity Data Base (CT NDDB) information will be used for:

- permit application
- environmental assessment (give reasons for assessment):

State funded project

- other (specify):

"I certify that the information supplied on this form is complete and accurate, and that any material supplied by the CT NDDB will not be published without prior permission."

Signature _____

7/31/06

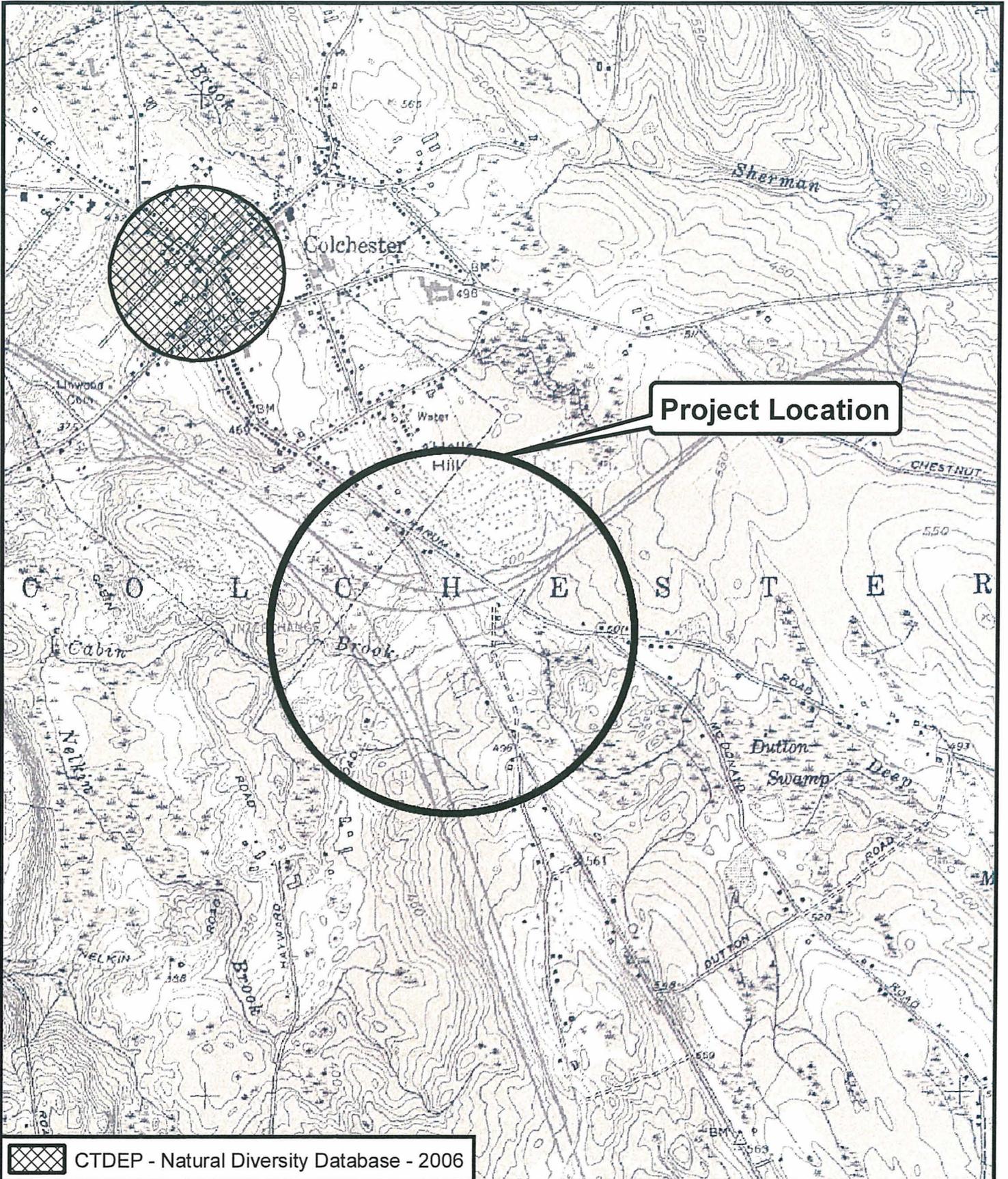
Date _____

All requests must include a USGS topographic map with the project boundary clearly delineated.

Return completed form to:

NATURAL DIVERSITY DATA BASE/DATA REQUEST
ENVIRONMENTAL & GEOGRAPHIC INFORMATION CENTER
DEPARTMENT OF ENVIRONMENTAL PROTECTION
79 ELM STREET, STORE LEVEL
HARTFORD, CT 06106-5127

* You must submit a copy of this completed form with your registration or permit application.



Project Location

 CTDEP - Natural Diversity Database - 2006



Colchester Maintenance and Repair Facility

Colchester, CT

1:24,000

U.S.G.S. Quadrangle: Colchester, CT



INTERDEPARTMENTAL
MESSAGE

STATE OF CONNECTICUT

To	NAME TITLE Ms. Nancy Murray, Environmental Analyst III	DATE March 12, 2007
	ADDRESS ADDRESS DEDEGIC, DEP Headquarters, Store Floor, 79 Elm Street, Hartford	
From	NAME TITLE <i>Cynthia S. Holden</i> Edgar T. Hurlle, Transportation Planning Director	TELEPHONE 594-2005
	ADDRESS ADDRESS Department of Transportation, 2800 Berlin Turnpike, Newington	

Subject: Proposed Department of Transportation (Department) Maintenance and Repair Facility
Colechester, Connecticut
State Project No. 28-183

Attached for your information and review is a copy of the Field Investigation Report dated September 28, 2006 prepared by the Department's on-call environmental consultant, Fitzgerald & Halliday, Inc. (FHI), regarding the potential occurrence of a species of grass listed as State Special Concern (RCSA Sec 26-306) in the vicinity of the proposed project site.

This investigation was conducted in response to your letter dated August 17, 2006 to FHI (attached) requesting a site evaluation to determine whether or not the species of concern, *Aristida purpurascens*, is present in areas that will be affected by construction activities. Based on the field investigation, FHI has determined that *Aristida purpurascens* does not occur on the proposed project site.

Any questions pertaining to this report may be directed to Mr. Keith T. Hall, Supervising Transportation Planner, at (860) 594-2926.

Attachments

Jessica L. DiLuca/gg

bcc: Edgar Hurlle Cynthia Holden Keith T. Hall
James Norman Scott Hill John Waleszczyk



September 28, 2006

Field Investigation Report
Colchester Maintenance and Repair Facility
Colchester, CT
State Project No. 28-183

The State of Connecticut Department of Transportation (ConnDOT) has proposed the construction of a maintenance and repair facility in the town of Colchester, Connecticut at the intersections of State Routes 2 and 11 and Local Route 85. The State of Connecticut Department of Environmental Protection: Wildlife Division (CTDEP) has noted the potential occurrence of a species of "State Special Concern" at the location of the proposed maintenance facility. In response to a letter from CTDEP dated August 17, 2006 (see attached letter), two environmental scientists from Fitzgerald & Halliday, Inc. (FHI) conducted a field investigation for the purpose of confirming or refuting the presence of *Aristida purpurascens*, the species of CTDEP's concern, on September 13, 2006.

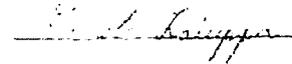
Aristida purpurascens, commonly known as arrowfeather threeawn, is a native perennial grass. This species commonly grows on dry sandy or gravelly sites in sparsely vegetated, grassy fields or open, well-lit woods and has a range from Massachusetts to Minnesota and south to Florida and Texas. *Aristida purpurascens* has the following characteristics: the culm is simple or sparingly branched, glabrous, stiffly erect, and is 38 to 76 centimeters long; the sheath is keeled to sparsely hirsute; the ligule is short and hairy; the inflorescence is a narrow, slender panicle that is purplish-gray or brownish, 10 to 30 centimeters long, and flowers between September and October; the spikelets are narrow, crowded, one-flowered, and the first glume is slightly longer than the second; the lemma is often covered with purplish spots and tipped by three awns that are 1 to 3 centimeters long.

The field investigation, conducted by Paul Stanton and David Laiuppa of FHI, involved a systematic walk through all of the areas at the site with the proper habitat characteristics and a cursory overview of the remaining portions of the site. A 1/4 acre grassy field just east of the existing commuter parking lot and a 1/2 acre grassy field approximately 75 feet north of the existing commuter parking lot both fulfill the habitat requirements for *Aristida purpurascens* and were thoroughly investigated. The portions of the project site which warranted a cursory screening were densely vegetated fields, shrub areas, and woods consisting primarily of goldenrod species (*Solidago spp.*), multiflora rose (*Rosa multiflora*), viburnum species (*Viburnum spp.*), red maples

(*Acer rubrum*), and eastern red cedars (*Juniperus virginiana*). While there are many different grass species at the site, it was only necessary to key out two different species that are similar to and have the same habitat requirements as *Aristida purpurascens*. The two species that were keyed out are: gama grass (*Tripsacum dactyloides*), which has a distinct male flower not present in *Aristida purpurascens* and broom sedge (*Andropogon virginicus*), which has much shorter inflorescence.

Based on the observations made, FHI does not believe that *Aristida purpurascens* occurs on the site.

FITZGERALD & HALLIDAY, INC.



David Laiuppa
(Planner II)

Enclosure

Cc: P. Stanton (FHI), J. Diluca (ConnDOT), FHI File P463.06



STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION



Wildlife Division
Geological and Natural History Survey
Natural Diversity Data Base
79 Elm Street, Store Level
Hartford, CT 06106-5127

August 17, 2006

David Laiuppa
Fitzgerald and Halliday, Inc.
72 Cedar Street
Hartford, CT 06106

Subject: Proposed DOT repair and
electrical facility; Colchester, CT

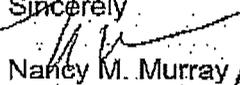
Dear Mr. Laiuppa,

I have reviewed Natural Diversity Data Base maps and files regarding the area delineated on the map you provided and listed above. According to our information, *Aristida purpurascens* has been historically reported from the vicinity of the proposed project site. This species is listed as State Special Concern (RCSA Sec 26-306). The habitat for this species is sandy or gravelly soils. I recommend that the site in question be evaluated for the presence of these habitat types. If such habitat is present, I recommend that a site survey by a botanist be done to determine if *Aristida purpurascens* is present in areas that would be affected by the construction activities. To prevent species that are listed as State Special Concern from becoming endangered or threatened we recommend avoiding or minimizing disturbance to areas where they are documented to occur.

Natural Diversity Data Base information includes all information regarding critical biologic resources available to us at the time of the request. This information is a compilation of data collected over the years by the Environmental & Geographic Information Center's Geological and Natural History Survey and cooperating units of DEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substituted for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available.

Please contact me if you have further questions (424-3589). Thank you for consulting the Natural Diversity Data Base and continuing to work with us to protect State listed species.

Sincerely,


Nancy M. Murray
Biologist, Geological and Natural History Survey
NDDB Program Coordinator



July 31, 2006

Mr. Michael J. Bartlett
New England Field Offices Supervisor
United States Fish & Wildlife Service
70 Commercial Street, Suite 300
Concord, NH 03301-5087

Subject: Colchester Maintenance and Repair Facility
Colchester, Connecticut

Dear Mr. Bartlett,

Fitzgerald & Halliday, Inc. is presently under contract to prepare an Environmental Impact Evaluation for the above referenced project. A review of the Connecticut Department of Environmental Protection (CTDEP) State and Federal Listed Species and Significant Natural Communities GIS database dated June 2006 for the project study area indicates that there are no locations where potential conflicts with an endangered species and/or significant natural community may exist. A letter has been forwarded to the CTDEP requesting additional information relative to the study area.

To further support FHI's investigation into potential threatened and endangered species concerns, FHI requests that your office kindly forward us any federal threatened and endangered species information related to this project study area. A map depicting the project study area and CTDEP State and Federal Listed Species and Significant Natural Communities data is enclosed. We look forward to receiving any information you can provide us, and to future coordination with your office.

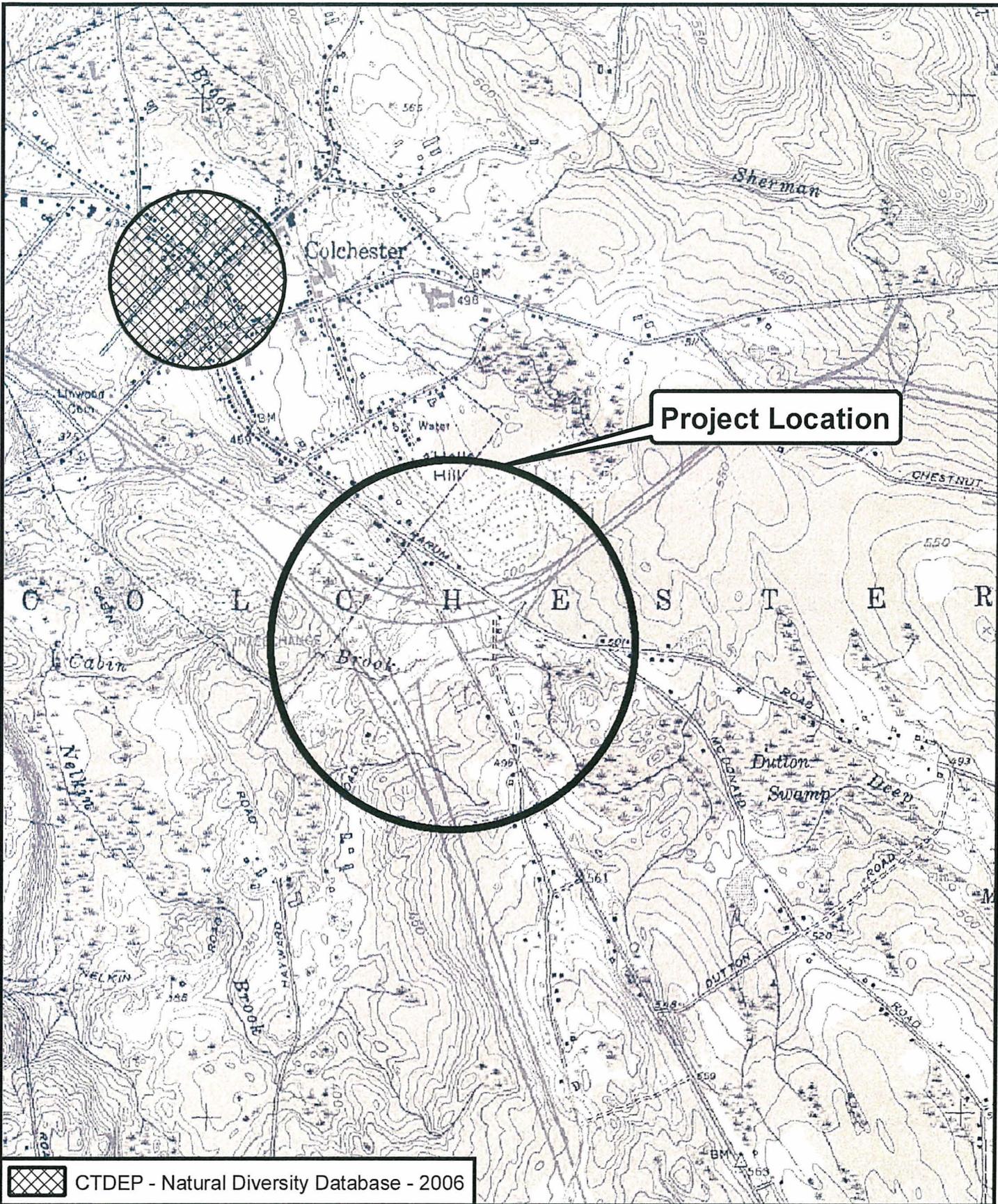
Very truly yours,

FITZGERALD & HALLIDAY, INC.

David Laiuppa
Planner II

Enclosure

Cc: P. Stanton (FHI), J. Diluca (ConnDOT), file P463.06



Project Location

 CTDEP - Natural Diversity Database - 2006



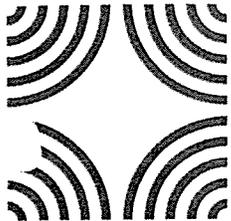
Colchester Maintenance and Repair Facility

Colchester, CT

1:24,000

U.S.G.S. Quadrangle: Colchester, CT

Connecticut Commission on Culture & Tourism



December 14, 2005

Historic Preservation
& Museum Division

Mr. James H. Norman
State Design
ConnDOT
2800 Berlin Turnpike
Newington, CT

59 South Prospect Street
Hartford, Connecticut
06106

(v) 860 566 3005
(f) 860 566 5073

Subject: Repair and Electrical Facility
Route 85 and Route 637
Colchester, CT
ConnDOT #28-183

Dear Mr. Norman,

The State Historic Preservation Office has reviewed the above-named project. This office expects that the proposed undertaking will have no effect on historic, architectural, or archaeological resources listed on or eligible for the National Register of Historic Places.

This office appreciates the opportunity to have reviewed and commented upon the proposed undertaking.

This comment is provided in accordance with the National Historic Preservation Act and the Connecticut Environmental Policy Act.

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

J. Paul Loether
Division Director and Deputy
State Historic Preservation Officer

cc: Mr. Keith Hall/ConnDOT



September 5, 2006

Dr. David Poirier
Commission on Culture and Tourism,
Historic Preservation and Museum Division
59 South Prospect Street
Hartford, Connecticut 06106

**Re: Colchester Repair & Electrical Facility
Colchester, Connecticut**

Dear Mr. Poirier:

Fitzgerald & Halliday, Inc. (FHI) is presently working with the Connecticut Department of Transportation (ConnDOT) to coordinate with the State Historic Preservation Office regarding the above mentioned project. The project is being funded by State monies.

PROJECT OVERVIEW

A ConnDOT Repair & Electrical Facility is proposed for a six acre state-owned parcel bounded by CT 85 to the east, U.S. Route 2 to the north, U.S. Route 11 to the west, and SR 637 to the south. The Proposed Action will replace three existing outdated facilities presently located in Lisbon, Higganum, and Montville; effectively consolidating all ConnDOT maintenance, electrical and repair services and functions occurring in southeastern Connecticut at a single site.

The outdated facilities are located at the following locations: 11 Candlewood Hill Road, Higganum; 486 River Road (Route 12) Lisbon and 2090 Norwich-New London Turnpike in Montville. Images and USGS maps showing the location of each facility have been attached for your review. The future usage of these sites is unknown at the present time, although they will all be abandoned by ConnDOT once the new facility has been completed.

We believe that the Higganum facility is eligible for inclusion on the National Register based on its design and apparent age. The Lisbon facility appears to be over fifty years of age, but does not appear to have any significant architectural integrity. The Montville facility does not appear to be eligible. Since, we do not know the fate of these buildings, we are looking to get a preliminary opinion from you on the eligibility of the three sites as well as what types and levels of restrictions and/or documentation would be required for these facilities if they were to be altered or removed in the future.

Please advise if additional information is needed to make an initial determination. You may also reach me at (860) 945-0688 if you have any questions.

Thank you for consideration.

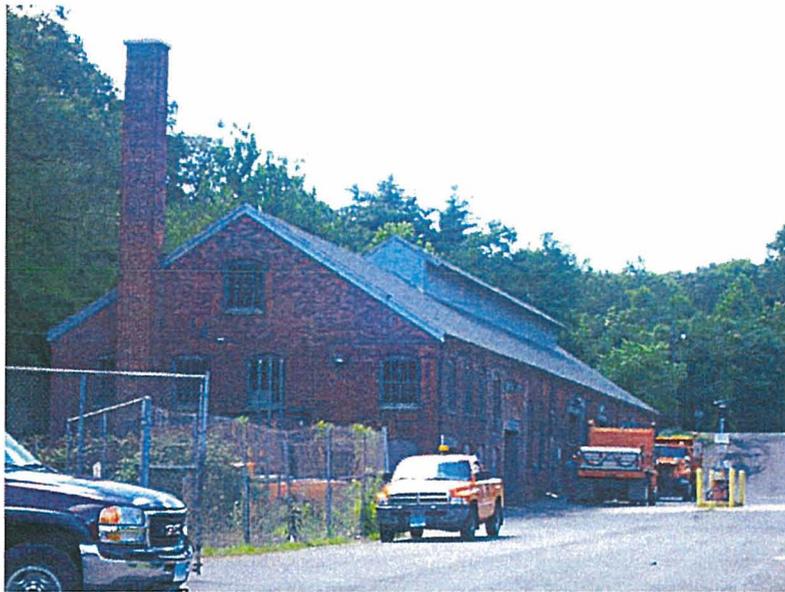
FITZGERALD & HALLIDAY, INC.

Stacey S. Vairo
Senior Architectural Historian/ Planner

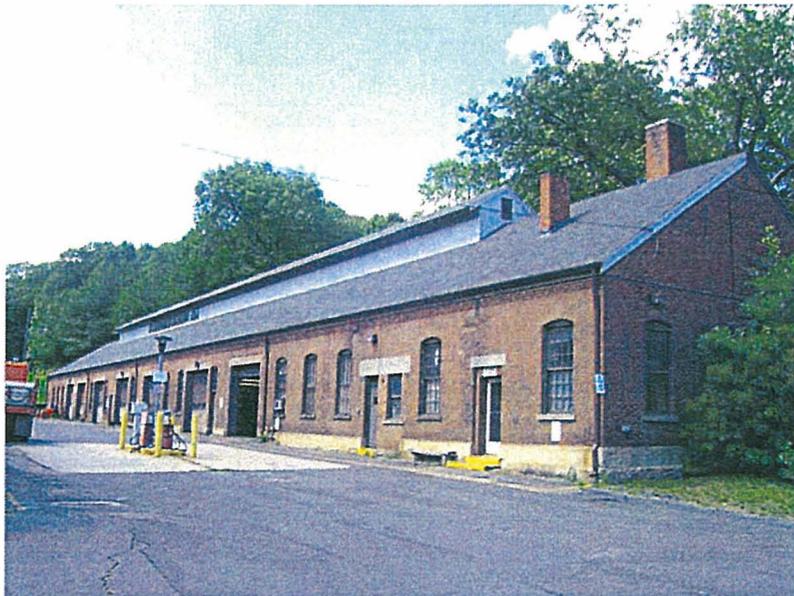
cc: Paul Stanton
File P463.06

Higganum Facility

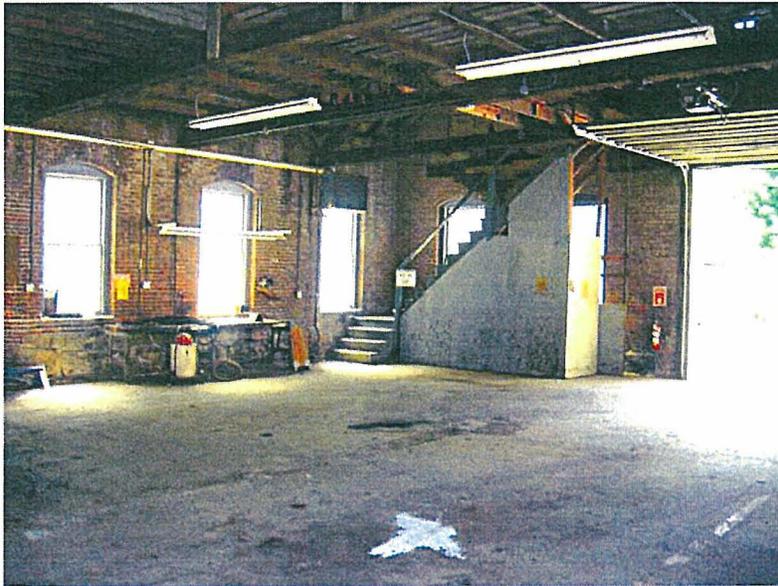
Buildings at 11 Candlewood Hill Road were once part of the D. & H. Scovil Company Mill (No. 4). The older building, which is located along Candlewood Hill Brook was erected in 1866 and is believed to incorporate an older mill building from 1838. That original was used to grind feldspar which was quarried in Haddam Neck. From this factory it was then sent to New Jersey and beyond for use in porcelain factories. The second building was built in 1887. Both are constructed of brick and feature a clerestory monitor roof and wooden sashes on openings throughout. Town Assessor's Records indicate that the Scovil factory was sold in 1941 to the State of Connecticut which then converted it to a State garage in 1945. It appears to be eligible for inclusion in the State and National Registers of Historic Places.



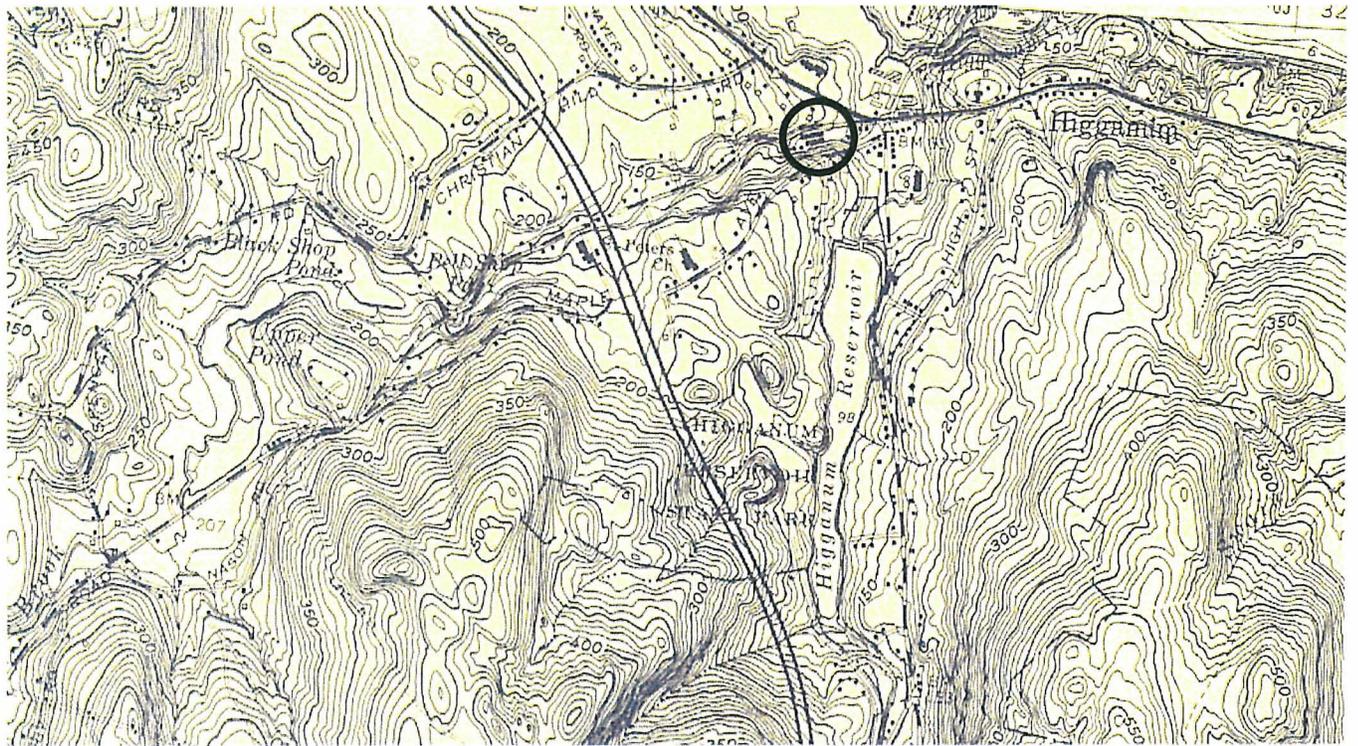
Building 1



Building 2



Interior of Building 1



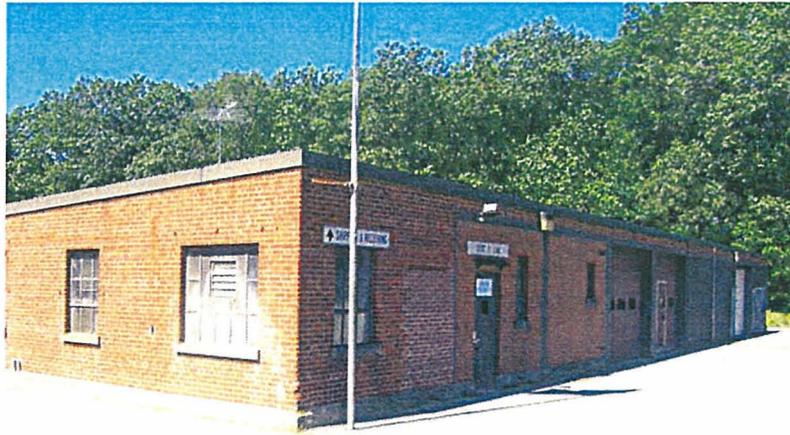
Location of the Site on the USGS Topographical Map of Connecticut (Haddam Quadrangle)

Lisbon Facility

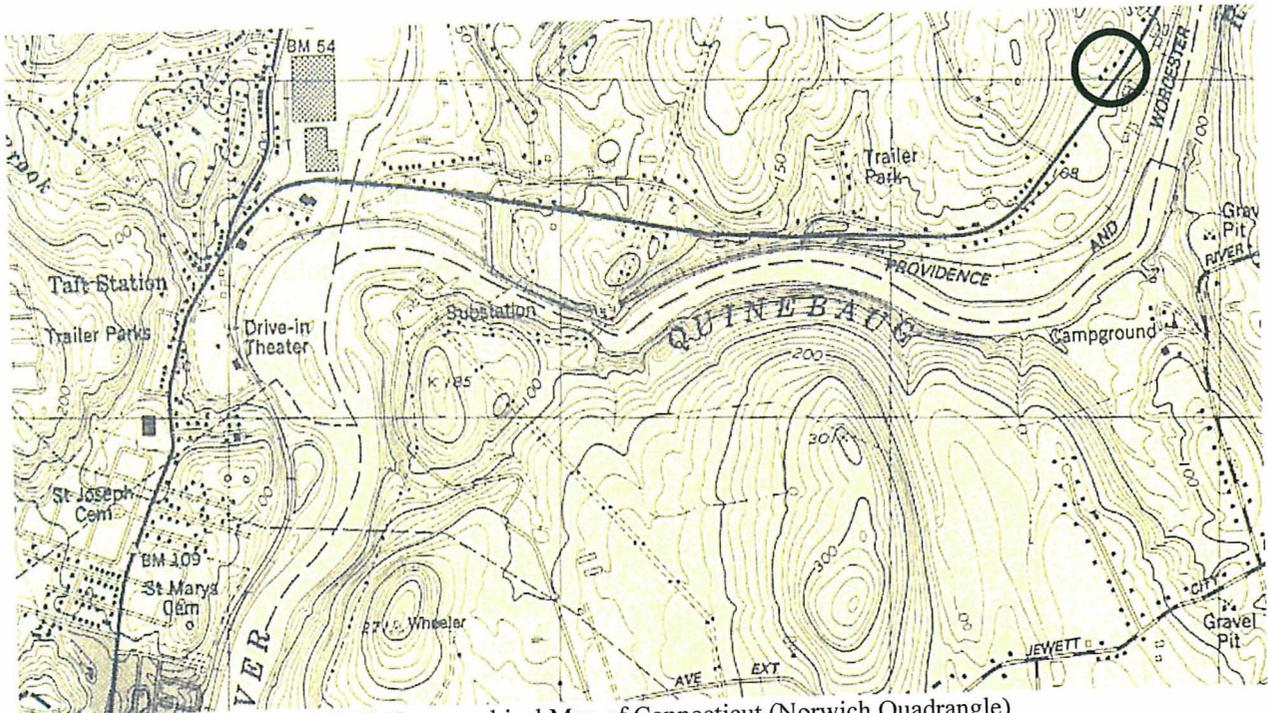
The Lisbon site consists of a single-story, flat-roofed garage which is constructed of brick and various outbuildings. The structures are all built in a simple utilitarian style commonly utilized during the first half of the twentieth century – most prominently during the 1920s and 30s. The site was transferred to the State of Connecticut in 1939. The Town Assessor’s card holds no other information for this site. It does not appear to be eligible for inclusion in the State or National Register of Historic Places.



Main Garage at Lisbon Facility



Main Garage at Lisbon Facility



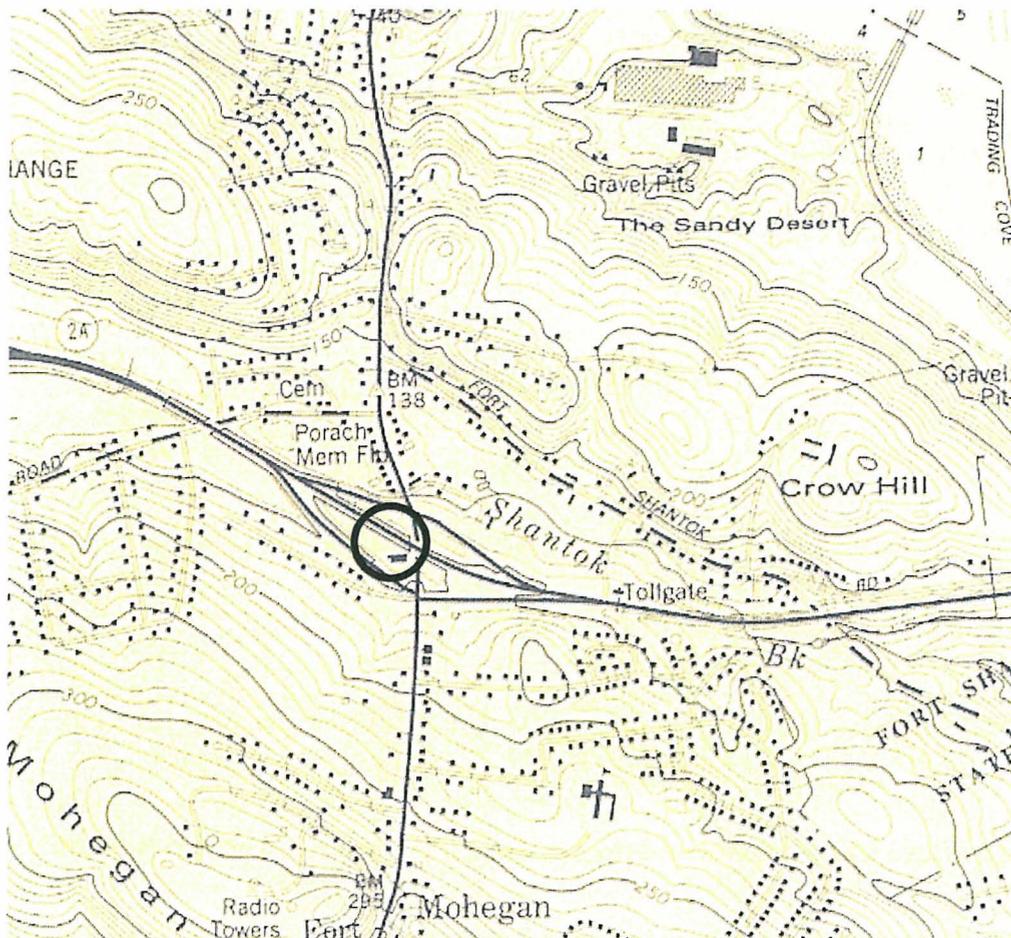
Location of the Site on the USGS Topographical Map of Connecticut (Norwich Quadrangle)

Montville Facility

The Montville Facility is a former carpet store built in the 1960s. It is a non-descript commercial masonry building. It does not appear to be eligible for inclusion in the National register of Historic Places.



Montville facility taken from the Norwich-New London Turnpike



Location of the Site on the USGS Topographical Map of Connecticut (Uncasville Quadrangle)

Planning Consultants



Connecticut Commission on Culture & Tourism

October 23, 2006

Historic Preservation
& Museum Division

59 South Prospect Street
Hartford, Connecticut
06106

(v) 860 566 3005
(f) 860 566 5078

Ms. Stacey S. Vairo
Fitzgerald & Halliday Inc.
72 Cedar Street
Hartford, CT 06106

Subject: ConnDOT Repair & Electrical Facility
Colchester, CT

Dear Ms. Vairo:

The State Historic Preservation Office has reviewed the above-named project. In particular, this office notes that ConnDOT's Higganum maintenance facility, located at 11 Candlewood Hill Road, has been inventoried as an important historic component of the Scovil Hoe Factories (Connecticut Historic American Engineering Record statewide inventory).

In the opinion of the State Historic Preservation Office, the Higganum maintenance facility possesses industrial significance and architectural integrity and is eligible for the National Register of Historic Places as a contributing resource to a Scovil Hoe Factories historic district. This office believes that any sale, transfer or other disposition by ConnDOT of its Higganum maintenance facility would constitute no adverse effect upon this historic industrial complex. This comment is conditional upon the professional implementation of the following mitigative measures:

- Prior to abandonment activities, ConnDOT shall document the Higganum maintenance facility to the professional standards of the State Historic Preservation Office. Documentation shall consist of narrative text, photographs and/or high-quality digital images (exterior and interior perspectives and pertinent details), an index of photographs, and a photographic site plan. Documentation shall include a historic context that describes all extant historic, architectural, and industrial resources associated with the Scovil Hoe Factories. Final documentation shall be provided to the State Historic Preservation Office for permanent archiving and public accessibility.



ConnDOT Repair & Electrical Facility
Colchester, CT
Page 2

- ConnDOT shall prepare and submit a brief history and description of the Scovil Hoe Factories, including project-related information, photographs and maps, to the *Society for Industrial Archeology New England Chapters Newsletter*.
- Prior to abandonment activities, ConnDOT shall consult with the Office of State Archaeology at the University of Connecticut (Storrs) and the Museum of Connecticut History at the Connecticut State Library regarding the potential salvage and curation of small-scale artifacts that may exist throughout the Higganum maintenance complex.

The State Historic Preservation Office recommends that Fitzgerald & Halliday Inc. and/or ConnDOT provide our professional staff with additional descriptive and locational data regarding the proposed Colchester Repair & Electrical Facility. Upon receipt of supplemental materials, this office will provide substantive comment regarding the proposed new repair complex.

In the opinion of the State Historic Preservation Office, ConnDOT's Lisbon (486 River Road) and Montville (2090 Norwich-New London Turnpike) maintenance facilities lack historic significance and architectural distinction and are not eligible for the National Register of Historic Places.

This office looks forward to further coordination with all interested parties regarding the expeditious furtherance of the proposed undertaking as well as the professional management of Connecticut's cultural heritage.

For further assistance please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

J. Paul Loether
Division Director and Deputy
State Historic Preservation Officer

cc: Bellantoni, Holden

APPENDIX B

Draft EIE Distribution List

EIE Distribution List

The following agencies/persons received a copy of the Draft Environmental Impact Evaluation for the Colchester Repair and Electrical Facility, SR 637 and CT 85, Colchester, CT (State Project No. 28-183):

State Representatives and Senators

Hon. Linda A. Orange State Representative Legislative Office Building, Room 4029 Hartford, CT 06106-1591	Hon. Eileen M. Daily State Senator Legislative Office Building, Room 3700 Hartford, CT 06106-1591
-------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------

Town Officials

Hon. Stan Soby, First Selectman Town of Colchester 127 Norwich Avenue Colchester, CT 06415	Ms. Nancy A. Bray, Town Clerk Town of Colchester 127 Norwich Avenue Colchester, CT 06415
Mr. Salvatore Tassone, Town Engineer Town of Colchester 127 Norwich Avenue Colchester, CT 06415	Mr. Gary Goeschel II, Asst. Planning Director Town of Colchester 127 Norwich Avenue Colchester, CT 06415

State Agencies

Hon. Gina McCarthy Commissioner Department of Environmental Protection 79 Elm Street Hartford, CT 06106	Mr. Kendall Wiggin State Librarian Connecticut State Library 231 Capitol Avenue Hartford, CT 06106
Mr. Thomas Morrissey, Bureau Chief Bureau of Outdoor Recreation Conn. Dept. of Environmental Protection 79 Elm Street Hartford, CT 06106	Hon. William Ramirez Commissioner Connecticut Department of Motor Vehicles 60 State Street Wethersfield, CT 06161
Ms. Denise Ruzicka Director – Inland Water Resources Division Department of Environmental Protection 79 Elm Street Hartford, CT 06102	Hon. J. Robert Galvin, M.D., M.P.H. Commissioner Department of Public Health 410 Capitol Avenue Hartford, CT 06134
Mr. Brian Emerick Supervising Environmental Analyst Department of Environmental Protection 79 Elm Street Hartford, CT 06102	Hon. James T. Fleming Commissioner Department of Public Works 165 Capitol Avenue Hartford, CT 06106

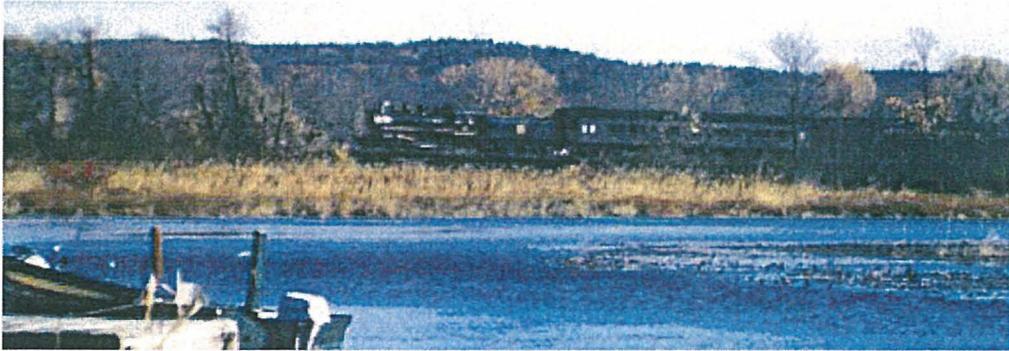
Hon. James F. Abromaitis Commissioner Dept. of Economic and Community Development 505 Hudson Street Hartford CT 06106	Mr. Judd Everhart Department of Transportation Office of Communications P.O. Box 317546 2800 Berlin Turnpike Newington, CT 06131-7546
Mr. Karl J. Wagener Executive Director Council on Environmental Quality 79 Elm Street Hartford, CT 06106	Mr. James Okrongly Assistant Chief – Planning Water Supply Section Department of Public Health 410 Capitol Avenue Hartford, CT 06134
Mr. J. Paul Loether Division Director & Deputy SHPO Connecticut Commission on Culture and Tourism 59 South Prospect St. Hartford, CT 06106	Mr. Robert L. Genuario Secretary Office of Policy and Management 450 Capitol Avenue Hartford, CT 06106-1308

Other

Mr. James Butler, Executive Director Southeastern Connecticut Council of Governments 5 Connecticut Avenue Norwich, CT 06360	Ms. Siobhan M. Grogan, Library Director Cragin Memorial Library 8 Linwood Avenue – Route 16 Colchester, CT 06415
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APPENDIX C
Notice of Availability of Draft
EIE, Notice of Public Hearing,
and Affidavits

Monitor Archives



ENVIRONMENTAL MONITOR

The official site for project information under
the Connecticut Environmental Policy Act

January 16, 2007

Scoping Notices

1. Middlebury Public Water Supply System Expansion and Regional Interconnection

Environmental Impact Evaluations available for review and comment

1. **NEW!** Colchester Maintenance and Repair Facility

Notice of UConn Comparative Project Evaluation available for review and comment

1. **NEW!** North Campus Master Plan EIE, University of Connecticut, North Hillside Road Extension (Storrs)

The next issue will be published on February 6, 2007.

[Subscribe to e-alerts](#) to receive an e-mail when The Environmental Monitor is published.

EIE Notices

The following Environmental Impact Evaluations (EIEs) have been completed by state agencies and are available for review and comment.

1. Notice of EIE for Colchester Maintenance and Repair Facility

Municipality where project is proposed: Colchester

Address of Possible Project Location: Connecticut Route 85 and Lake Hayward Road

Project Description: The project consists of the construction of a DOT maintenance and repair facility. The maintenance building will be approximately 62,580 square feet with a 4,000 square foot cold storage building plus 3.83 acres of paved parking and driveways. The facility will accommodate trucks, equipment and personnel currently associated with the Higganum, Lisbon and Montville DOT garages.

Project Map: Click here to view [Project Map](#)

Comments on this EIE will be accepted until the close of business on : March 7, 2007

The public can view a copy of this EIE at : The Colchester Town Clerks Office - 127 Norwich Avenue, Colchester; Cragin Memorial Library - 8 Linwood Avenue, Colchester; Southeastern Connecticut Council of Governments - 5 Connecticut Avenue, Norwich; Connecticut Department of Transportation - 2800 Berlin Turnpike, Newington

There is a public hearing scheduled for this EIE on :

DATE: Wednesday, February 21, 2007

TIME: 7:00 pm

PLACE: Colchester Town Hall - 127 Norwich Avenue, Colchester

Send your comments about this EIE to:

Name: Mr. Edgar T. Hurle

Agency: Connecticut Department of Transportation

Address: 2800 Berlin Turnpike
Newington, CT 06131

E-Mail: Edgar.Hurle@state.ct.us

If you have questions about the public hearing, or where you can review this EIE, or similar matters, please contact :

Name: Ms. Jessica L. DiLuca

Agency: Connecticut Department of Transportation

Address: 2800 Berlin Turnpike - Newington, CT 06131

E-Mail: Jessica.DiLuca@state.ct.us

Phone: 860-594-2135

69160



FEB 20 2007

The Hartford Courant.

A TRIBUNE PUBLISHING COMPANY

Affidavit of Publication

State of Connecticut

Tuesday, February 13, 2007

County of Hartford

I, Joy Shroyer, do solemnly swear that I am Financial Operations Assistant of the Hartford Courant, printed and published daily, in the state of Connecticut and that from my own personal knowledge and reference to the files of said publication the advertisement of Public Notice was inserted in the regular edition.

On dates as follows: 01/16/2007
01/30/2007
02/12/2007

In the amount of \$691.75
GRAYSTONE GROUP 82369
156691
Full Run

Financial Operations Assistant
Joy Shroyer

Subscribed and sworn to before me on February 13, 2007

Notary Public

V CARDINI
NOTARY PUBLIC
COMMISSION EXPIRES JUNE 30, 2011

LEGAL NOTICE
Connecticut Department of Transportation
Notice of Document Availability and Notice of Public Hearing/ Public Informational Meeting
Draft Connecticut Environmental Impact Evaluation for the Colchester Maintenance and Repair Facility, Colchester, Connecticut State Project No. 2B-183 prepared pursuant to RCSA Section, 22a-1a-1 to 17, Inclusive.
The document is available for inspection at:
Colchester Town Clerk's Office
Town of Colchester
127 Norwich Avenue
Colchester, CT 06415
Cragin Memorial Library
8 Linwood Avenue - Route 16
Colchester, CT 06415
Southeastern Connecticut Council of Governments
5 Connecticut Avenue
Norwich, CT 06360
Connecticut Department of Transportation
2800 Berlin Turnpike
Room 2155
Newington, CT 06131-7546
A public hearing/public informational meeting on this project has been scheduled for Wednesday, February 21, 2007 at the Colchester Town Hall located at 127 Norwich Avenue, Colchester, CT at 7:00 p.m.
Written comments on the document may be submitted on or before March 7, 2007 to:
Edgar T. Hurje, Transportation Planning Director
Office of Intermodal and Environmental Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

82369

691000

PUBLISHER'S CERTIFICATE

FEB 20 2007

LEGAL NOTICE

Connecticut Department of Transportation

Notice of Document Availability and Notice of Public Hearing/ Public Informational Meeting

Draft: Connecticut Environmental Impact Evaluation for the Colchester Maintenance and Repair Facility, Colchester, Connecticut State Project No. 28-183 prepared pursuant to RCSA Section 22a-1a-1 to 12, inclusive.

The document is available for inspection at:

Colchester Town Clerk's Office
Town of Colchester
127 Norwich Avenue
Colchester, CT 06415

Crágin Memorial Library
8 Linwood Avenue - Route 16
Colchester, CT 06415

Southeastern Connecticut
Council of Governments
5 Connecticut Avenue
Norwich, CT 06360

Connecticut Department
of Transportation
2800 Berlin Turnpike
Room 2155
Newington, CT 06131-7546

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Written comments on the document may be submitted on or before March 7, 2007 to:

Edgar T. Hurlé,
Transportation Planning Director
Office of Intermodal and
Environmental Planning
Connecticut Department
of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

State of Connecticut,

ss. Norwich

County of New London,

On this 15th day of February 2007

personally appeared before the undersigned, a Notary Public, within and for said County and State

Bette L. Peck, Proof of Publication

of the "NORWICH BULLETIN" a daily newspaper published at Norwich, County of New London, State of Connecticut, who, being duly sworn, states oath that

NOTICE

Notice is hereby given, pursuant to Section

16-501 (b) of the Connecticut General Statutes

a true copy of which is hereto annexed, was published in said newspaper

in its issue of the

16th of January 2007

30th of January 2007

12th of February 2007

Bette L. Peck

Subscribed and sworn to before me this 15th day

of February A.D. 2007

Cindy M. Lisee

Cindy M. Lisee
Notary Public
NOTARY PUBLIC

My Commission Expires _____

State of Connecticut
My Commission Expires 06/30/08

82548

APPENDIX D
Public Hearing Transcript

TRANSCRIPT OF:

DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING
STATE PROJECT NO. 28-183

**DRAFT STATE ENVIRONMENTAL
IMPACT EVALUATION FOR
COLCHESTER REPAIR AND
ELECTRICAL FACILITY
IN COLCHESTER, CONNECTICUT**

February 21, 2007

Colchester, Connecticut

**Connecticut Department of Transportation
Public Hearing
State Project No. 28-183
Draft State Environmental Impact Evaluation for
Colchester Repair and Electrical Facility in
Colchester, Connecticut
February 21, 2007
Colchester, Connecticut**

TERRY OBEY: Good evening, ladies and gentlemen. We're going to get started in just a few minutes.

Good evening. My name is Terry Obey from the Connecticut Department of Transportation. I will serve as a moderator for tonight's Public Hearing on the Department's proposed repair and electrical facility project in Colchester.

The purpose of this meeting is to provide an overview of the project and its design elements, provide a summary of the Environmental Impact Evaluation, hereafter referred to as the EIE, and to listen to your comments regarding the design and the EIE.

I'd like to introduce the individuals with me here this evening who will make presentations on behalf of the Department: Mr. Dean Kimball of the consulting firm DMJM Harris. Mr. Kimball will provide an overview of the design features of the project; Mr. Paul Stanton of the consulting firm Fitzgerald and Halliday. Mr. Stanton will provide an overview of the environmental process associated with this project.

Also here this evening from the Department of Transportation to listen to your comments and concerns are Cynthia Holden, Assistant Planning Director, James Norman, Manager of State Design, and John Waleszczyk, over here to my right, Project Manager for the Department's Facility Design Unit.

We are meeting with you this evening in order to discuss the Department's proposed construction of a new repair and electrical facility that will serve eastern Connecticut. I would like to emphasize that no final decisions have been made regarding this project and that the Department is here to gather public input to assist in the development of a successful project.

This public hearing is being conducted in accordance with the Connecticut Department of Transportation's policy entitled Public Involvement/Public Hearings for Highway Layouts and Designs.

For your information, our presentations should take approximately 15 minutes to complete. We ask that you hold any comments until the Department has completed its presentations. We will be happy to entertain questions at the conclusion of the formal part of the hearing. I thank you in advance for your patience and attention during this time.

If you wish to speak this evening, we do have a signup sheet located at the entrance to the room. Anyone who wishes to present written comments for the public hearing records should give them to me before the end of tonight's hearing.

This hearing is being recorded. Audible recordings can only be made if the person making a statement uses the microphone connected to the recording equipment. Therefore, if you wish to make a statement, please come to the microphone located up at the front of the room.

For those individuals who have a prepared statement, you may read it into the record if you so desire. However, if the statement is lengthy, I encourage you to offer a written copy of the statement for the record and give a brief summary of its contents. Such attachments to the record carry as

much weight as the transcribed verbal testimony received here tonight when the transcripts are reviewed.

As a result of the information that you might learn at tonight's hearing, you may wish to make additional comments. Written statement or exhibits may be mailed or delivered to the attention of Mr. Edgar T. Hurle, Transportation Planning Director, Connecticut Department of Transportation, located at 2800 Berlin Turnpike, P.O. Box 317546, Newington, CT 06131.

This information is also available in the handout which you should have received when you entered the room tonight. Written statements or exhibits must be postmarked by March 7, 2007 and must be reproducible in black and white on not larger than 8 ½ by 11 inch paper. This information will be made part of the public hearing record and will be considered in the same regard as oral statements. Again, the deadline for receipt of comments on this project is March 7, 2007.

At this time I will turn the podium over to Mr. Kimball, and Mr. Kimball will be followed by Mr. Stanton.

DEAN KIMBALL: I would like to turn your attention to the slides over on the side there. We'll just go over a brief overview of the project and some of the design elements involved.

The first note there that's mentioned is that the existing facilities in Higganum, Lisbon and Montville are inadequate and outdated. These are the facilities that are presently being used by the Connecticut Department of Transportation. And the reasons for this, itemized there, lack of adequate heated and cold storage space in most of these facilities; office and workshop space is also limited; the garage bays themselves in a couple of these facilities are also undersized, they're very restrictive in trying to work

with them and use them; and generally non-compliance with modern safety environmental standards. These facilities are fairly aged also and need extensive repairs.

So to resolve these issues there is the proposed new facility here in Colchester. It will replace all three of these existing facilities and have the added benefit of being able to consolidate the functions, the equipment, personnel, vehicles, and by centralizing operations come up with greater efficiencies for all the departments that are serviced in these areas.

In addition, the new facility will be located where there is easy access to the highway network, being very close to Route 2, and that's not the case with all of the three facilities.

Just an overview of the facilities just to give you an idea of what they look like. This is the one in Higganum. It's an older building built back in the 1800s and used to be a sawmill originally. It has, it's in very bad shape as far as state of disrepair, concrete is falling, masonry is falling, and its heating system needs to be replaced.

This is the other facility in Lisbon. This one is very, very tight and constrained. The ceiling height is very low for being able to work on trucks and, also, when the doors are closed it's very difficult to work around the vehicles, especially in the colder weather when you need the doors closed.

And the third facility is in Montville. This is a 1960s building, it used to be a carpet store, and this, too, is very, very tight, it doesn't have enough space to accommodate the workshop and office needs.

So a brief overview then of the proposed facility. The estimated project cost is \$27.6 million right now with State funds.

The estimated construction schedule is a two year period. Right now we are estimating it starting in 2010 and completing in 2012.

The site itself is 8.57 acres of State owned property. The location is just south of Route 2 and adjacent to Routes 11 and 85 and then a commuter parking lot that's just off of Lake Hayward Road that's just south of the site. The access from the site would be from Route 85.

And a general description of the building. The building itself is a little over 63,000 square feet. As far as its footprint is concerned, it is a single-story building, steel-framed structure.

Now, we can take a closer look at the site plan to get an idea of some of the aspects of the site. What's in red there is the primary building. In addition to that there's also a 4,000 square foot cold storage building, a fuel island, and some areas for outside storage. These are paved areas, these three here, that are fenced and outside.

The site itself. The access point is off 85. It's paved, a paved driveway through the area, and then the pavement goes all the way around the building in order to function. Of course they need access throughout the entire building. The site would also be lighted and fenced around the paved areas.

As far as utilities are concerned the water will be coming from city water, that is what's planned. Sewer is a septic system with a leaching field and oil water separators for the floor drains in the bays themselves, the repair bays. If the planned sewer extension of the city is available at the time, then that would be utilized. Site drainage is taken care of by containing, the paved area is all curbed and the water would be drained into catch basins and then go into a hydrodynamic separator and then discharged into the stormwater pond in the northeast corner of the site.

The other thing of note on the site plan is that it is proposed that we have landscaping around the building and around the site to help screen the building from the adjacent areas.

As far as the building itself, this gives you an idea of what it would look like. Basically, it's a masonry base and metal, insulated metal panel, wall panels above the masonry with a membrane PVC roof.

Then looking at the renderings, the idea on the design is to try to minimize the height. There does need to be a certain amount of height, 28 feet is the maximum in order to operate the truck bay areas, but then there are breaks in the roof to bring the scale and the scope of the building down. And this is what we can see here, that there is a step in the roof here so that the mass in the building is minimized.

This is a floor plan of the building and it shows, basically, the operations that would go on. The truck repair area, with a large enough area to have lifts to be able to work on the larger trucks along with support spaces for lube and inspections, a storage area, that's a combined storage area for parts and supplies that are commonly needed, there's also a test lab and soils area, too, that deals with soil testing and being able to test any of the soil cylinders that are taken there.

Electrical area is the support vehicles for signals. They're serviced over here in this area along with the welding shop. The central office area supports all of these and that would be for all the users and the ones that would be working at this facility.

I'd like to turn it over to Paul Stanton as he talks about the environmental impact.

PAUL STANTON: Thanks, Dean. My name is Paul Stanton. I'm with the consulting firm named Fitzgerald and Halliday out of Hartford, Connecticut.

And our primary role on this project was to prepare the Environmental Impact Evaluation according to the Connecticut Environmental Policy Act, also known as CEPA.

I want to talk about three different things tonight. Basically, I want to familiarize everybody with the project location and the general resources in the area, talk briefly about the Environmental Impact Evaluation process, and then just talk about the findings of the EIE.

Now, first off, as Dean explained, this is at the junction of 85, Route 2, and Route 11, and the red box basically is the project site. To the south of the site is the commercial or the commuter parking lots that exist currently. And, as you can see, I've superimposed the site plan footprint on the project's location, the project site. This stream course coming through here is Cabin Brook and, if you look closely, this green line is actually delineated wetland. We had a certified soil scientist go out there and actually delineate the riparian wetlands along Cabin Brook. And you can note that the entire footprint of the project is north of the wetlands and the watercourse, so there is no direct impact to the actual wetlands and watercourse in this area.

This area here, this yellow hashed area, that's FEMA 100-year designated floodplains. FEMA stands for the Federal Emergency Management Agency.

The green polygons that you see, those are Connecticut and Federal wetland soils. This area up here, this pink speckled area, is an aquifer protection area, and this is open water, existing open water.

You can note, too, that on the aerial there is really not much development in the area. There is a couple of small residences here along Route 85 and this is Fedus Road, that's F-E-D-U-S, and this basically the southern portion of the downtown area of Colchester, which is up here.

So why is it that we're doing an EIE? And it's very simple. There is State money involved. Therefore, CEPA is triggered and an EIE is basically done to identify project impacts. We talk about ways that we can avoid these impacts to the resources through various design manipulations and where there is unavoidable impacts we have to talk about mitigation measures.

You can go to the next slide. The Environmental Impact Evaluation process, I'm not really gonna go through all the details here, but one of the things I wanted to point out is that it's a transparent process where resource agencies and the public can have several opportunities to provide input into the process. At the beginning of this process we submitted an Environmental Scoping Notice into the Environmental Monitor, which is a publication that comes out monthly, and during that time period there is 30 days to comment on the project to, essentially, help guide how the EIE process is gonna go, try to point out what some of the major environmental issues may be.

We basically collect existing condition information from GIS, which is Geographic Information Systems, or mapped resources. We went out to the site and did field work and then, based on the alternatives that Dean's group came up with, we assessed the project impacts and developed what's called the Draft EIE, which is now being circulated for public review and comment.

The red areas are where we are today. Back in January we submitted another notice into the Environmental Monitor specifying the document is available for public review. Now we are having a public hearing and the comment period will end on March 7th.

The comments, as they come in, we'll address them, we'll finalize the document, prepare a Draft Record of Decision, and then it will go to the State Office of Policy and Management, who will then determine the adequacy of the EIE.

So what does an EIE include? Well, EIEs follow a general, very straight forward outline. You basically have a background section that discusses the project and how we got to the project. There is a purpose and need section, which is very clear and concise documentation about why we're doing the project and what problems it's gonna actually try to solve, and then there is a discussion about the alternatives, how we got to the chosen site and how we came up with the alternative design concepts for that site.

The bulk, or the body of the EIE is all these resource topics that are covered. We cover everything from natural resources such as wetlands, watercourses, ground water quality, things of that nature. We cover cultural resource issues such as historic and archeological sites, are there any on there, and if there are, what types of impacts are we talking about on those sites? And then a big part of it has to do with social, economic, and community impacts. We look at land use and zoning, we look at neighborhood cohesion, is there gonna be some community disruptions, for instance, is there a public baseball field that's gonna be affected by the project or is there emergency response issues that are gonna be altered?

The EIE basically covers not only adverse impacts but we also look at beneficial impacts from the project. How does this project help the community, what is it gonna do to make things better in our life?

The impact response is basically a step-wise process. What we try to do when we develop a project is, we first set out to avoid impacts to

resources. For instance, when we're developing the sites or coming up with an alternative, we want to make sure that we do whatever we can to avoid impacts to any resources.

The next step is where we're running into situations where there is some conflicts with resources, we do our best to try to develop a design that will minimize those impacts to the greatest extent possible. The best example I can give of that is, say you have an access road coming in that's close to a wetland, designers will often put up a retaining wall or something to keep the fill slope from going into the wetland to cause direct wetland impacts.

The last section is mitigation. Whenever we have an avoidable adverse impact, we need to specify how we're going to mitigate that impact, what measures are we gonna use to offset those impacts so that we don't result with a net adverse environmental impact.

So, what did we find with this project? Well, we'll start with the good stuff. Basically, the project is consistent with state, regional and municipal plans of development and conservation. As Dean mentioned earlier, it's very easily accessible to the existing roadway network, Route 2, Route 11, Route 85, and those roadways are very large enough and capable enough to handle the traffic associated with the facility.

The bigger, broader picture is the fact that we're consolidating three antiquated facilities, you know, the operations of those into one state-of-the-art facility in a centrally located location here in southeastern Connecticut. It just improves the efficiency of ConnDOT maintenance districts too, their ability to do their job and keep the roads in good shape and, of course, that benefits us as a general population.

The impacts, the adverse impacts of this project are quite minimal. There is gonna be some minor visual impacts to adjacent land uses, and when I say “adjacent land uses” I’m talking primarily about the one residence on Fedus Road to the east. That residence is separated from the project site by an open field and it’s slightly elevated from the project site, so that person actually does have a view of the building that’s gonna be constructed. People also driving along Route 11 and Route 12, specifically Route 11 northbound or is it westbound, I don’t know what they call it, and Route 2 eastbound will be able to see a slight change in the environment with a new building there. It’s called a view-shed when they’re looking out into the distance.

Obviously, there’s gonna be a loss of some acreage, highway right of way acreage, for the actual construction of the building, and then whenever you have a construction project you’re always gonna run into some short term temporary impacts related to noise, air quality, and stormwater runoff, which could potentially affect water quality.

So what are we gonna do to mitigate these impacts? Well, the visual impact, as Dean alluded to earlier, there’s gonna be landscaping around the new building which is gonna help soften the views from the Fedus Road residence as well as from the existing Route 2 and Route 11 freeways.

In terms of water quality impacts Dean summed it up pretty good, there’s gonna be a stormwater pond in the northwest corner of the project site and all the impervious surface that’s introduced into the area, all the water from that is gonna be directed into that stormwater pond after it goes through, it’s gonna go through GPS, right, Gross Particle Separators first, or hydrodynamic separators, and then it’s gonna get into the stormwater pond and the water is gonna slowly drain out of that pond so that the downstream

receiving waters aren't gonna be, you know, impacted by a slug of water coming down during a major rainstorm, it's gonna be so that it's a slow release of water.

Also, the detention of the water in that pond will cause sediments to drop out of the water column and any absorbed pollutants on those sediments, so it's kind of a cleansing effect as well.

Again, Dean did mention that the facility is gonna have internal days where maintenance is gonna take place. The interior floor drains are going to have oil water separators. And any time we design anything, we have to comply with the DEP's Water Quality Manual from 2004 as well as the 2002 Sediment and Erosion Control Manual.

With respect to the construction period impacts, these are pretty typical. The inspectors out on the site will make sure that all equipment has functioning mufflers and will make sure that the construction occurs during the normal workday week schedule, so say from 7 or 8 o'clock until 5 o'clock so that there won't be any work at nighttime to disturb people, or during the weekend.

There will be, as part of the contract bid specifications, there'll be measures in there to reduce diesel emissions and fugitive dust controls. Whenever you have a construction site there's a potential for dry exposed soils to be entrained by the wind and also from the trucks going in and out of the construction site. That can be suppressed with water or non-toxic chemicals that are sprayed down on the site. Haul trucks can also have the, you've seen it, the flaps that come over to protect the soils inside there so it doesn't spew out onto the street.

And the last thing is erosion and sedimentation controls. We'll have silt fencing and hay bales placed before construction starts and they'll be

maintained throughout construction, basically placed around the periphery of the construction site as well as around any drop inlets so that there's no sedimentation of downstream waters, or I should say "limited sedimentation".

This document, like I said, has been circulated for public review as of January 21st. It can be seen at the local library here in Colchester, at the Town Clerk's Office, it's at the DOT in Newington and also at the Southeastern Connecticut Council of Governments over in Norwich.

And again, just to reiterate, we'll accept comments tonight but we also accept, in writing, comments through March 7th that can be sent to Mr. Edgar Hurlle at the address shown on the screen here. Thank you.

MR. OBEY: Thank you, gentlemen. That concludes the Department's presentations. Do we have any questions or comments from the general public? Seeing none, I will close tonight's hearing. Please be reminded that the deadline for received comments is March 7, 2007, and on behalf of Commissioner Ralph J. Carpenter, I would like to thank you for coming tonight.

Have a good evening.

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WAS PREPARED BY:

WALLY MARKHAM
DATATYPE
P.O. BOX 196
HEBRON, CT 06248

(860) 228-3542


CERTIFIED BY

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