

**To:** Mr. Eric McPhee, Department of Public Health Drinking Water Section  
410 Capitol Avenue, MS #12DWS, Hartford CT 06134-0308

**From:** Linda Brunza- Environmental Analyst

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**Date:** 7/12/2018

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**Subject:** Scoping Notice for Marlborough Town Center Water System, Phase 3

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The Department of Energy and Environmental Protection (DEEP) has received the Notice of Scoping by the Department of Public Health for the Town of Marlborough to construct 900 feet of 8” water main on Jones Hollow Road and 200 feet of 12” water main on North Main Street. This is the third phase of a multi-phase water main extension project that was funded by the 2016 STEAP Grant. The proposed water main is intended to provide safe drinking water to the Marlborough Medical Center and fire department as well as the Town Hall and other existing businesses in the area.

#### **Water Diversion**

The wells supplying the Marlborough system are well below the 50,000 gallons per day (gpd) threshold for a diversion permit. Any increase in the gpd from the proposed project is not likely to exceed the threshold. Please contact Doug Hoskins at 860-424-4192 if there are any questions or if the project should change in scope. Information on DEEP’s water diversion permits can be found on the website at: [Water Diversion](#).

#### **Watershed Analysis**

After research of the surrounding watershed by DEEP staff, as proposed there are no foreseeable impacts on ground or surface water resources in the local contributing sub-watershed (Lyman Brook) or the adjacent receiving sub-watershed (Dickinson Creek), both within the Salmon River regional drainage basin. For additional information please contact Eric Thomas at 860-424-3548 in the [Watershed Nonpoint Source Management Program](#).

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

Hydrostatic pressure testing wastewater discharges resulting from this project are authorized as “potable water system maintenance wastewaters” under the *Comprehensive General Permit for Discharges to Surface Water and Groundwater* (Comprehensive General Permit). No formal registration is required under the Comprehensive General Permit for this discharge but operating conditions and effluent limits of the Comprehensive General Permit must be complied with. The Miscellaneous and Comprehensive General Permits are administered by the Water Permitting and Enforcement Division of DEEP’s Bureau of Materials Management and Compliance Assurance. A general permit sets terms and conditions for conducting an activity which are

protective of the environment. Questions can be directed to Don Gonyea, 860-424-3827, [donald.gonyea@ct.gov](mailto:donald.gonyea@ct.gov); or Jim Creighton, 860-424-3681, [james.creighton@ct.gov](mailto:james.creighton@ct.gov).

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

It is unknown whether the main will be installed under the roadway or shoulders, with no direct wetland impacts. If there are any undeveloped areas within the area to be impacted, it is recommended that a certified soil scientist perform a reconnaissance of the site in order to determine whether there are any areas which would be regulated as wetlands or watercourses as defined by section 22a-38 (15) and (16) of the Connecticut General Statutes (CGS), respectively. If the reconnaissance identifies regulated areas, they should be clearly delineated. Any activity within federal regulated wetland areas or watercourses at the site may require a permit from the U.S. Army Corps of Engineers pursuant to section 404 of the Clean Water Act. Further information is available on-line at [Army Corps of Engineers, New England District](#) or by calling the Corps Regulatory Branch in Concord, Massachusetts at 978-318-8338. If a permit is required from the U.S. Army Corps of Engineers, a Water Quality Certificate will also be required from DEEP pursuant to section 401 of the Clean Water Act. For further information, contact the Land and Water Resources Division at 860-424-3019. A fact sheet regarding 401 Water Quality Certification is available on-line at [401 Certification](#).

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

DEEP currently recommends the following procedure if contaminated soils are encountered during a utility construction project, and the property is not owned by the utility and the contamination was not created by the utility. The utility may reuse the contaminated soil in the same excavation within the same area of concern without prior approval by DEEP provided: 1) Any condition that would be a significant environmental hazard as defined in CGS Section 22a-6(u) is reported by the utility and that the location is identified on a map submitted to the DEEP Remediation Division; 2) Any excess contaminated material is disposed of in accordance with the solid and hazardous waste regulation as appropriate; and 3) The upper 1 foot of the excavation is filled with the clean fill material or paved. Any sampling required to make a determination as to whether a significant environmental hazard exists or how excess spoils will be disposed of is the responsibility of the entity (public or private) performing the excavation. For further information, contact the Remediation Division at 860-424-3366. The Connecticut Remediation Standard Regulations are available on-line at [Guidance for Utility Company Excavation](#).

#### **Idling**

Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of DEEP.

#### **Clean Vehicles**

DEEP typically recommends the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If that newer equipment cannot be

used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

DEEP also recommends the use of newer on-road vehicles that meet either the latest EPA or CARB standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. The use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

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

cc: Robert Hannon, DEEP/ OPPD