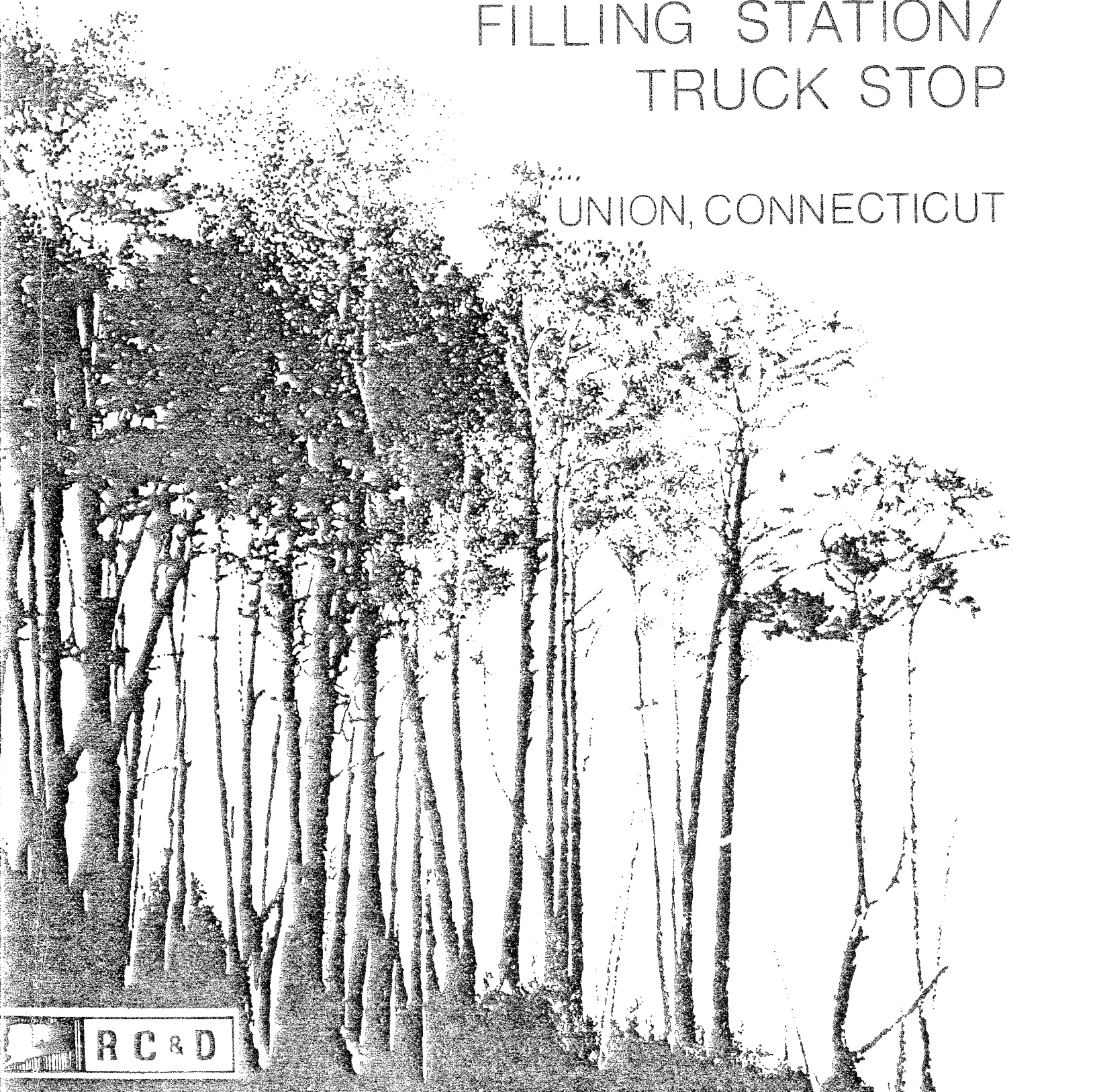


Environmental Review Team Report

PROPOSED
FILLING STATION/
TRUCK STOP

UNION, CONNECTICUT

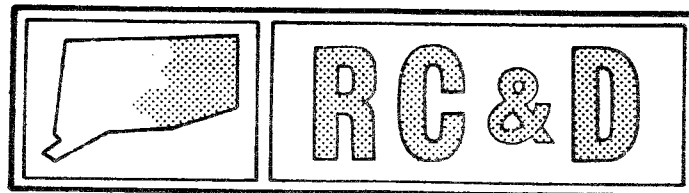


Environmental Review Team
Report

PROPOSED
FILLING STATION/TRUCK STOP

UNION, CONNECTICUT

JULY 1985



Eastern Connecticut Resource Conservation & Development Area

Environmental Review Team

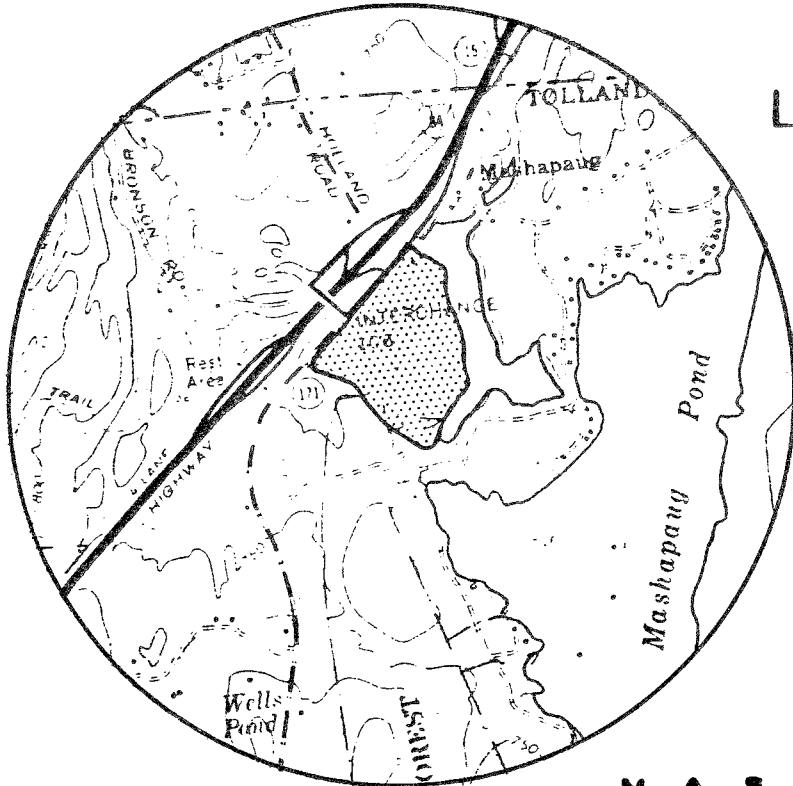
PO Box 198

Brooklyn, Connecticut 06234

Location of Study Site

FILLING STATION/TRUCK STOP

UNION, CONNECTICUT



EASTERN CONNECTICUT
RESOURCE CONSERVATION AND DEVELOPMENT PROJECT

ENVIRONMENTAL REVIEW TEAM REPORT
ON
THE PROPOSED FILLING STATION/TRUCK STOP
UNION, CONNECTICUT

This report is an outgrowth of a request from the Union Planning and Zoning Commission to the Tolland County Soil and Water Conservation District (S&WCD). The S&WCD referred this request to the Eastern Connecticut Resource Conservation and Development (RC&D) Area Executive Committee for their consideration and approval. The request was approved and the measure reviewed by the Eastern Connecticut Environmental Review Team (ERT).

The ERT met and field checked the site on Thursday, May 16, 1985. Team members participating on this review included:

Donald Capellaro	- Sanitarian--CT Department of Health
Joseph Hickey	- Recreation Planner--DEP, Parks and Recreation
Larry Johnson	- Planner--Office of Policy Management
Charles Phillips	- Fisheries Biologist--Department of Environmental Protection
Joyce Purcell	- Soil Conservationist--U.S.D.A., Soil Conservation Service
Joseph Pulaski	- Environmental Analyst--DEP, Noise Control
Alfred Roberts	- Soil Scientist--U.S.D.A., Soil Conservation Service
Harry Siebert	- Transportation Planner--DOT, Planning & Research
Bill Warzecha	- Geologist--DEP, Natural Resources Center
Judy Wilson	- Wildlife Biologist--Department of Environmental Protection
Scott Wing	- Environmental Analyst--DEP, Water Compliance Unit

Prior to the review day, each team member received a summary of the proposed project, a list of the Town's concerns, a soils map and location map of the site. During the field review, the team members were given site plans, a topographic map and studies on traffic and noise provided by the applicant. The Team met with and were accompanied by members of the Planning and Zoning Commission and by the engineer and lawyer for the applicant. Following the review, reports from each team member were submitted to the ERT Coordinator for compilation and editing into this final report.

The report represents the Team's findings. It is not meant to compete with private consultants by supplying site designs or detailed solutions to development problems. The Team does not recommend what final action should be taken on a proposed project--all final decisions and conclusions rest with the Town and landowner. This report identifies the existing resource base and evaluates its significance to the proposed development, and also suggests considerations that should be of concern to the developer and the Town. The results of this Team action are oriented toward the development of better environmental quality and the long-term economics of land use.

The Eastern Connecticut RC&D Project Committee hopes you will find this report of value and assistance in making your decisions on this particular site.

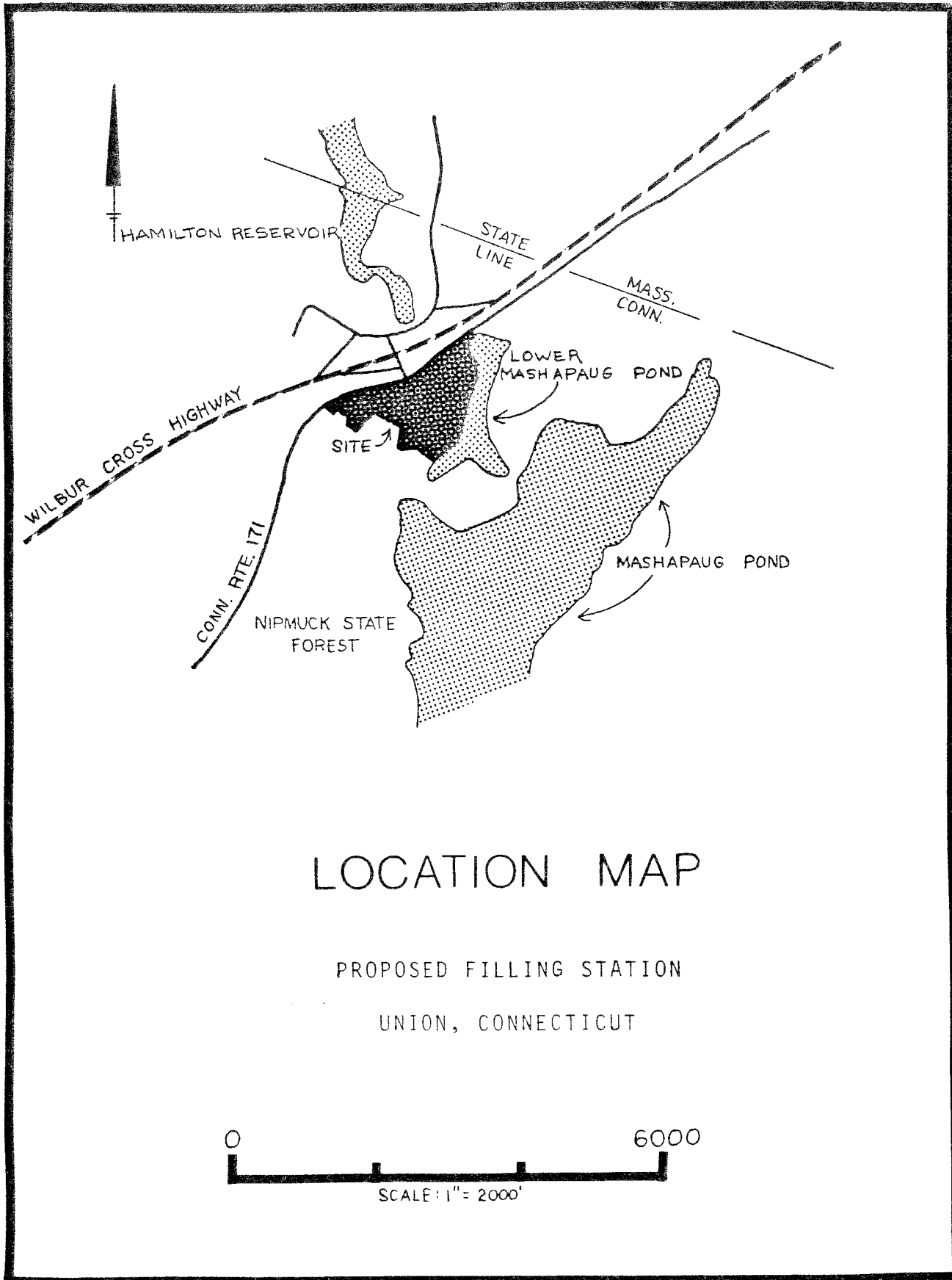
If you require any additional information, please contact: Ms. Elaine A. Sych, Environmental Review Team Coordinator, Eastern Connecticut RC&D Area, P.O. Box 198, Route 205, Brooklyn, Connecticut 06234, 774-1253.

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I. INTRODUCTION

The Eastern Connecticut Environmental Review Team was asked to prepare an environmental assessment for a proposed filling station/truck stop in the Town of Union. The project site is located in the northeast corner of Union. It occupies an area of approximately 32 acres southeast of Interstate 84 and Route 171 at Exit 106. The eastern boundary of the site borders Lower Mashapaug Pond. Private property forms a small border to the north and Nipmuck State Forest lies on the southern border.

Most of the site is characterized by relatively flat slopes. Wetlands are located in the west central portion of the site and along Lower Mashapaug Pond. The area is covered primarily by mature hardwoods with small mature stands of evergreens mixed in. Several small seeps (wet areas that may or may not have standing water all year long) are also found on the site.

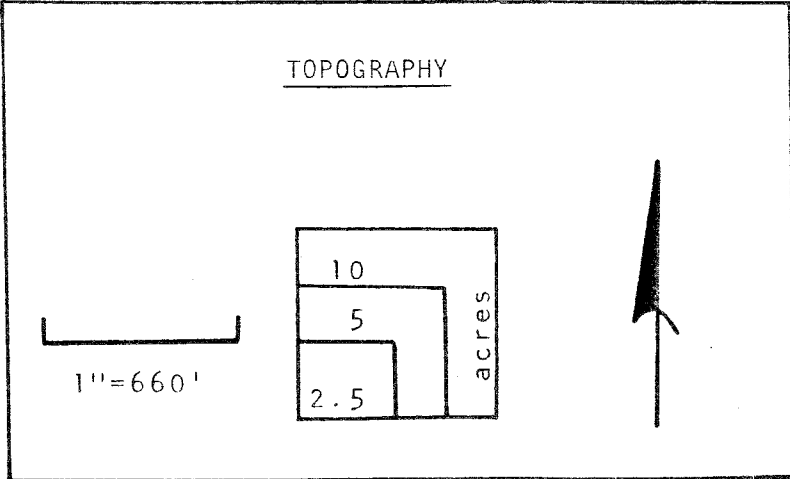
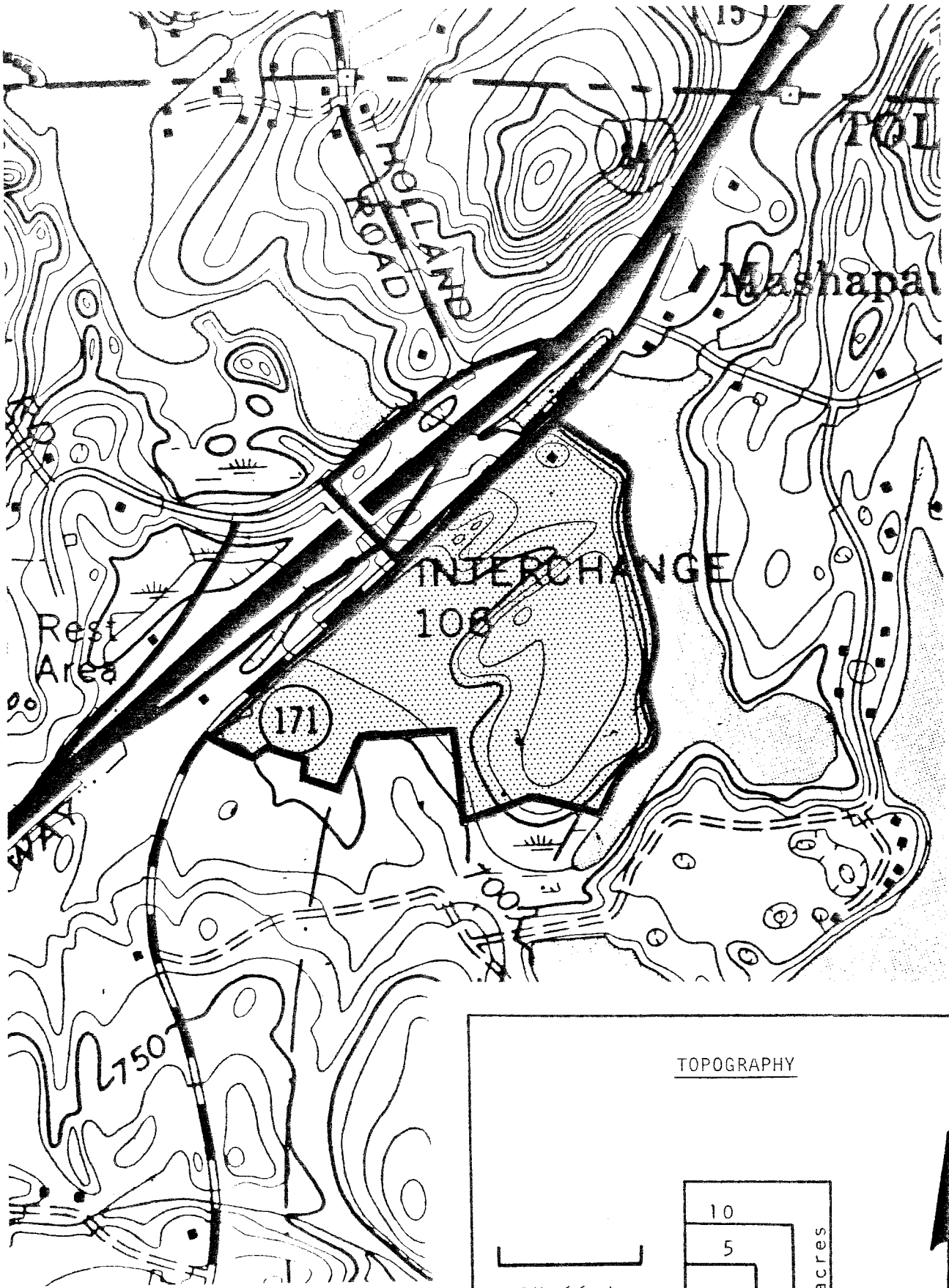
Water flow is across I-84 into Hamilton Reservoir located mainly in Massachusetts.

The property is being developed by Daniel Hunter. Preliminary plans have been prepared by Datum Engineering.

The proposed project would occupy approximately 5 acres of the 32 acre site. The site plans show that the 5 acre area would contain a filling station/truck stop with 12 pumps for diesel and 4 pumps for gasoline fuel. A building having restrooms, a canteen type food/beverage operation and offices would be provided. It is understood there are to be no restaurant, showers or overnight quarters for truckers. Also, no repair/maintenance facilities are included.

The site plan indicates the refueling area and underground fuel storage tanks towards the front/middle area with the parking area and service building (restrooms, canteen, etc.) towards the back portion. Also, a proposed well, for water supply purposes, is indicated in the rear near the northeast corner about 60 feet from the pond. A berm with a stockade type of fence along the top would be placed across the property between the well site and the parking/traffic area in order to modify noises which would tend to travel across the pond water. The on-site subsurface sewage disposal system would be located under a portion of the rear parking area. Several other facilities for the collection and storage of spilled fuel or for other hazardous materials being transported in tankers along the highways in this area and which may be leaking are indicated.

The Town is concerned with the effect of the proposed development on the natural resource base of the site and the surrounding area. They asked the ERT to deal specifically with the following areas: (1) water supply and the impact of the development on wetlands and surrounding water bodies; (2) soils as related to site suitability, sewage disposal and hazardous waste; (3) noise and air pollution resulting from the development; (4) traffic related problems; and (5) effects related to wildlife, their habitat and vegetation. Some of the questions raised by the Planning and Zoning Commission go beyond the scope of this report and may need to be answered through more comprehensive and detailed studies of specific concerns.



II. TOPOGRAPHY AND SETTING

The proposed filling station/truck stop is located in the northeast corner of Union and is about 32 acres in size. It occupies an area southeast of Interstate 84 and Route 171 at exit 106. The eastern boundary of the site borders Lower Mashapaug Pond.

Most of the site is characterized by relatively flat slopes. Moderately sloping areas meander through the central portion towards the wetlands in the westcentral part of the site and also along Lower Mashapaug Pond.

The topography of the site is controlled mainly by those unconsolidated materials (sand and gravel) overlying bedrock. Based on test pit data supplied by the project engineer and information from Water Resources Bulletin No. 11, the bedrock surface throughout the site appears to be moderately deep (13 to 19 feet). As a result, the topography of the site is not greatly influenced by the underlying bedrock.

Maximum and minimum elevations on the site are about 730 feet and 700 feet above mean sea level, respectively.

An unnamed, perennial stream traverses the western half of the site enroute to Lower Mashapaug Pond.

III. GEOLOGY

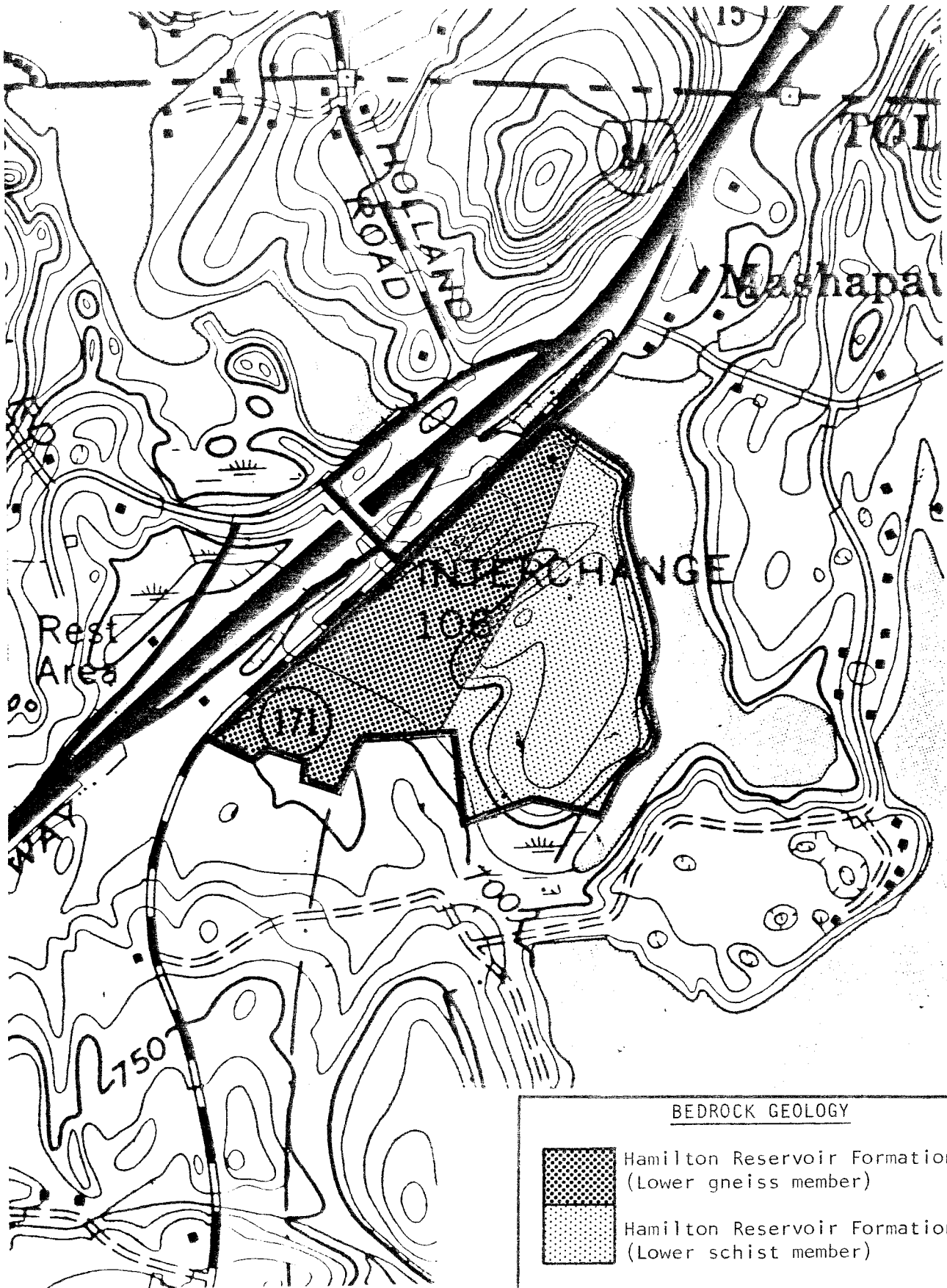
The site proposed for the filling station/truck stop is located in an area encompassed by the Wales topographic quadrangle. A bedrock geologic map of the quadrangle, prepared by Victor M. Seiders in 1976, has been published by the U.S. Geological Survey (Map GQ-1320). A surficial geologic map for the quadrangle has not been published to date. Deep test hole information supplied by the project engineer and the Soil Survey for Tolland County was referenced for this section of the report.

Map GQ-1320 by Seider identifies the two bedrock types underlying the site as member's of the Hamilton Reservoir Formation.



The western half of the site is underlain by the Lower gneiss member. These rocks are weakly to strongly layered, medium to coarse grained, granular gneisses composed mainly of the minerals plagioclase, quartz, and biotite.

The eastern half of the site is underlain by the Lower schist member. These rocks consist of a rusty-weathering, medium to coarse grained gneisses and schists composed chiefly of the minerals quartz, plagioclase, potassium feldspar, biotite and garnet. The rocks comprising the schist layers are also rich in the minerals sillimanite, graphite and iron sulfides.


The terms schist and gneiss mentioned above consist of intensely metamorphosed crystalline rocks, geologically altered by heat and pressure within the earth's crust. The "schist" rocks are characterized by the alignment of platy or flaky



BEDROCK GEOLOGY

	Hamilton Reservoir Formation (Lower gneiss member)
	Hamilton Reservoir Formation (Lower schist member)

1"=660'



minerals such as biotite and graphite. As a result of its texture and mineralogy, schist rocks tend to split relatively easily into thin slabs. On the other hand, the "gneiss" rocks are rocks in which platy or flaky minerals alternate in thin layers with the more rounded minerals. This mineral arrangement gives the rocks a banded appearance. Schists and gneisses may grade into one another and, therefore, both rock types may be seen together in a single outcrop.

Because of its depth, the underlying bedrock should not pose any major problems in terms of developing the site as filling station/truck stop. However, it should be pointed out that the underlying bedrock types may affect water quality and quantity of water withdrawn from any bedrock well(s) drilled on the site. This will be discussed in more detail in the Water Supply Section of this report.

Bedrock was not encountered in any of the deep test holes excavated on the site, which ranged from 158 inches (about 13 feet) to 228 inches (19 feet).

Overlying bedrock throughout the site is a glacial sediment called stratified drift. These sediments consist mainly of a mixture of sands and gravels, which are well to poorly sorted. The stratified drift deposits on the site were sorted and generally layered by meltwater streams issuing from wasting glacier ice. Based on the logs of test holes excavated on the site, the texture of the deposits (sands and gravels) suggests they were generally deposited near the ice. Some fine-grained sands and silts were encountered in some of the test pits excavated on the site, particularly at greater depths.

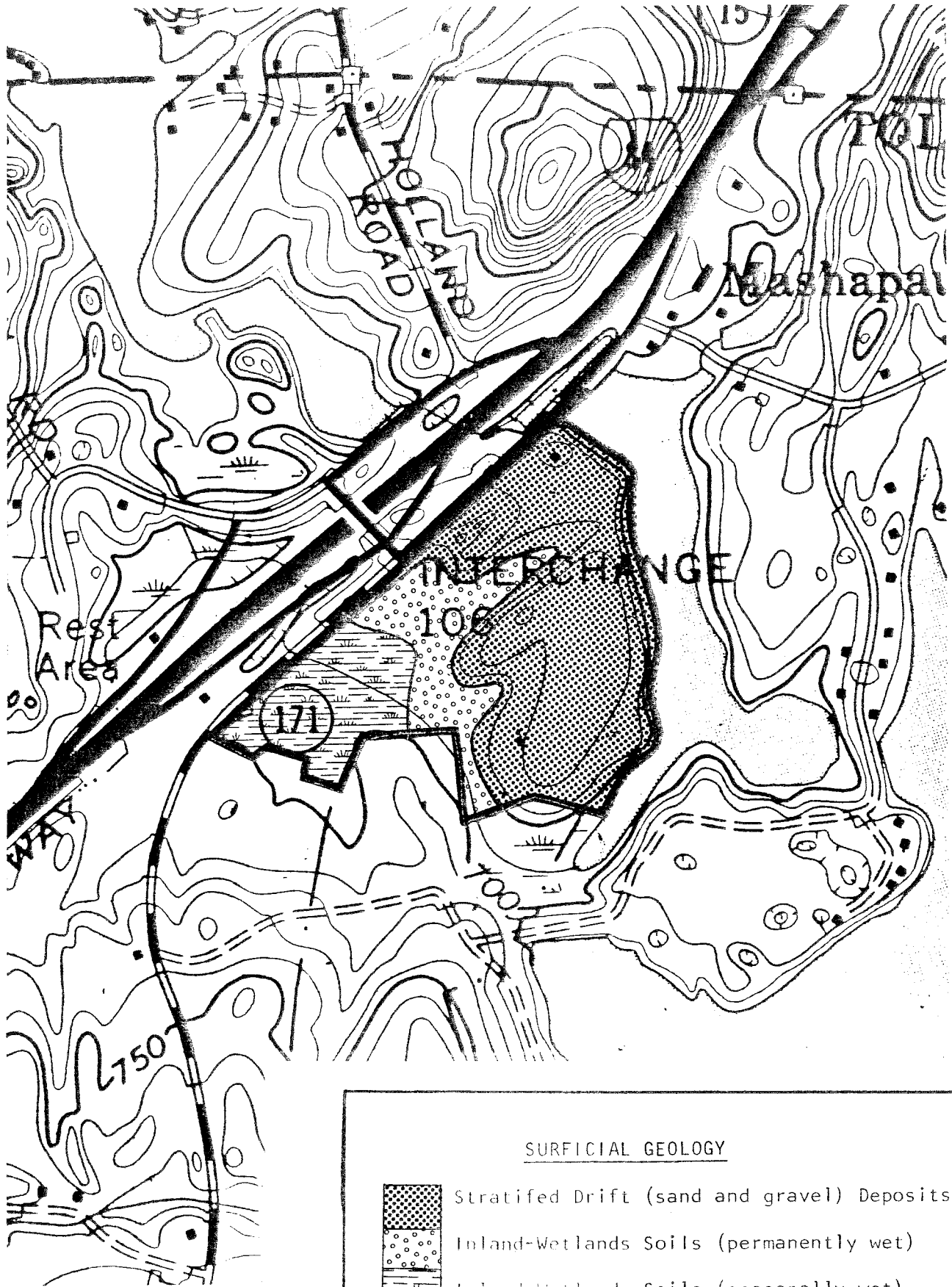
The exact thicknesses of stratified drift on the site is unknown, however, deep test hole information indicates that it is at least 19 feet at one location on the site (test hole 3 on the site plan dated January 16, 1985; revised April 10, 1985).

Another type of surficial deposit found on the site, which formed after glacial retreat are swamp sediments and/or inland-wetland soils. These sediments overlie stratified drift deposits in the westcentral parts of the site. "Swamp sediments" consist of silt, sand, and clay mixed with organic matter in poorly drained areas, where the water table is at or near ground surface throughout most of the year.




Seasonally wet areas on the site are comprised of regulated inland-wetland soils and are delineated by the symbol Aa on the accompanying soils map. They overlie stratified drift deposits in the western part of the site. These soils contain little or no organic material.

IV. GEOLOGIC DEVELOPMENT CONCERNS


From a geologic perspective, it appears that the major limitations for developing the site includes: (1) the presence of highly porous sands and gravels; (2) the presence of regulated inland-wetland soils in the western parts of the parcel, and (3) the presence of stratified drift deposits (sand and gravel) which may have potential for yielding moderate to very large amounts of water (see Water Supply Section for further discussion).



SURFICIAL GEOLOGY

	Stratified Drift (sand and gravel) Deposits
	Inland-Wetlands Soils (permanently wet)
	Inland-Wetlands Soils (seasonally wet)

1" = 660'



The applicant's engineer indicated on the field review day that the proposed filling station/truck stop would be served by an on-site sewage disposal system and on-site well. Soil data from deep test holes excavated on the site, which was made available to team members on the review day, indicates the presence of well-drained sand and gravelly soils with a fairly deep water table. These soil conditions should be favorable for the construction of an on-site sewage disposal system providing it is within limits of acceptable density as to the capacity of the soils on the site. Present plans indicate that the sewage disposal system serving the facility will be 5,000 gallons per day or less and, as a result, engineered plans for it will need to be reviewed and approved by both the local health department/health district and State Health Department. It should be noted that if sewage flows exceed 5,000 gallons per day, the sewage disposal system will need to meet the various requirements of the Department of Environmental Protection's Water Compliance Unit. Based on the site plan made available to team members, it appears that additional soil testing may be needed in the proposed leaching field area in order to determine detailed sub-surface conditions throughout this area.

Because of the highly porous nature of the sand and gravel deposits, any pollutants (i.e., sewage effluent, hydrocarbons, etc.) that are disposed of directly or otherwise make their way into the ground will have little opportunity to be renovated by the soil components. On the other hand, natural dilution by infiltrating precipitation will be increased. It should be pointed out that certain pollutants such as hydrocarbons (i.e., diesel fuel, gasoline, etc.), which would be stored on the site if it is developed as a filling station/truck stop may not be renovated by the soil component but would percolate downwards to the water table. Even a very small leak and/or spill containing certain hydrocarbons can render the groundwater unsafe for drinking.

The project engineer indicated that approximately 5 to 7 feet of sand and gravel deposits on the site would be removed. As a precautionary measure, every effort should be made to leave a conservative amount of natural material above the normal high groundwater elevation in the areas proposed for sewage disposal. This should hopefully allow more travel time of sewage effluent in unsaturated soils, thereby providing some additional protection of the groundwater.

A concern was expressed by the Town on the review day about the possible effects of the proposed development on the wetland areas in the western parts of the parcel. Present plans indicate that wetland areas on the site will not be disturbed. However, filling in or modifying wetlands can have severe environmental impacts because of their important roles in (1) maintaining water quality through biochemical processes; (2) providing sediment control; (3) reducing runoff through flood storage; (4) providing habitat for wildlife as well as other functions. Because of the important hydrologic and ecologic functions wetlands provide, any activities such as filling, modifications and/or excavations are regulated under Public Act No. 155. Therefore, prior to approving any potential activity which involves the filling, modification or excavation of wetlands, the Town should first require that the applicant assess all of the risks involved in permitting a particular wetland area to be filled.

If the site is approved for development, silt fencing or staked hay bales or both should be placed at proposed toes of slope to protect adjacent wetland by erosion from disturbed areas, particularly in view of the erosive nature of the soils on the site. In addition, it is recommended that all wetland boundaries on the site be staked by a certified soil scientist. Once this is completed, the boundaries should be superimposed on the finally approved subdivision plan. This should help the contractor(s) working on the site.

V. HYDROLOGY

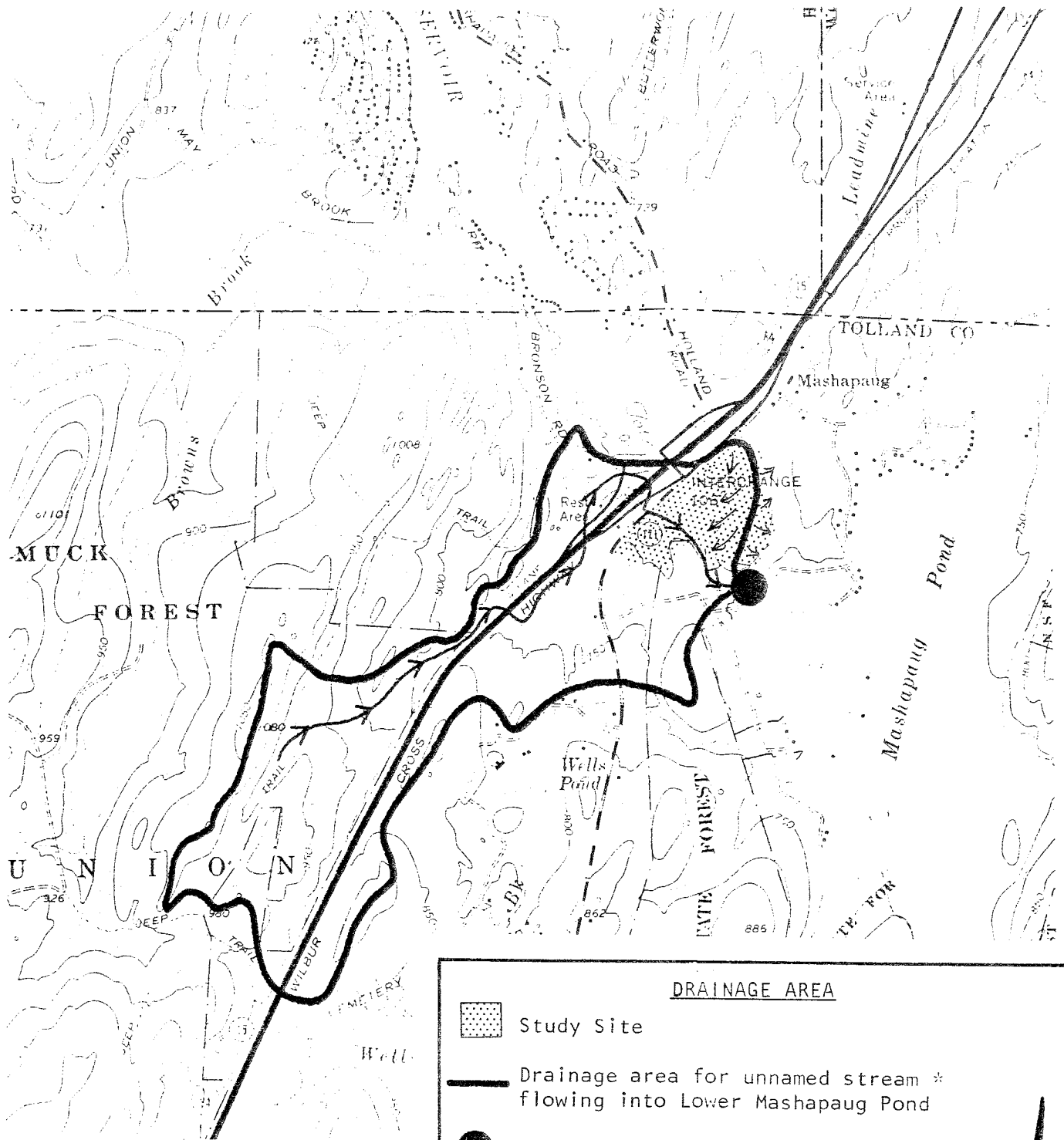
The site lies entirely within the watershed of Quinebaug River. Because of the porous nature of the stratified drift deposits covering the site, most of the rainfall falling on the site is quickly absorbed into the ground rather than passing overland via watercourses. According to the applicant's engineer and soil scientist, once the groundwater reaches the water table, it moves in a northward direction towards I-84 and Route 171 on a relatively flat gradient (permeability rate estimated to range from 50 to 200 feet per day). This information (groundwater movement) is based on series of monitoring wells placed on the site.

Development of the site as a filling station/truck stop would be expected to substantially increase the amount runoff during periods of rainfall. These increases would result mainly from removal of vegetation, placement of impervious surfaces (rooftops, paved areas, etc.) over otherwise very permeable soils and compaction of soils in the gravel parking area. According to the project engineer, runoff from paved and gravel parking areas constructed on the site will be directed to wetland areas. Rainfall that is no longer able to be absorbed by the permeable soils will run off to the wetland areas. Since a large amount of impervious surfaces is expected to be placed over permeable soils under present plans, increases in surface runoff would be expected to be quite high.






As an example of the expected increases, it may be estimated that the site would generate approximately 4.36 inches of runoff during a 5.5 inch rainfall (25-year storm event for Tolland County) after development, whereas it presently generates about .008 inches of runoff for the same storm event.* A 25-year storm event will occur on a statistical average of once every 25 years (4 percent chance it will happen during a given year) but the storm has a chance of occurring in any given year.

Because of the anticipated substantial increases in runoff volumes, there is a recognized need for runoff control measures. Therefore, it is recommended that the applicant be required to submit detailed hydrological information on pre- and post development runoff volumes from the site and the drainage system for review by appropriate town officials (i.e., town engineer, public works director, etc.). This plan should also incorporate a comprehensive erosion and sediment control plan. In this regard, if the Town does not have an official


* Based on a simplified version of Technical Release 55, Soil Conservation Service, U.S. Department of Agriculture.



DRAINAGE AREA

-  Study Site
-  Drainage area for unnamed stream * flowing into Lower Mashapaug Pond
-  Design Point
-  Watercourse showing direction of flow
-  Direction of surface flow

*
This drainage boundary shown may not account for possible drainage rerouting through man-made structures along I-84.


 1" = 2000'

capable of reviewing these plans, perhaps consideration should be given to acquiring the services of a competent consulting engineer to review the plans for the Town.

Another concern expressed by the Town was with regard to the possible effects of runoff from paved areas on the wetlands in the westcentral parts of the site. It seems likely that of greatest concern will be dissolved salts from de-icing compounds (road salt) during winter months, road sand, automobile and truck residue (oil, gas, diesel fuel, and/or ethylene glycol) or other possible liquid pollutants associated with vehicles utilizing a filling station/truck stop. As mentioned earlier in this report, one hydrologic function of a wetland is its ability to cleanse surface waters. The wetlands on the site may remove some of the above-mentioned contaminants from runoff, although it is unlikely that they could completely remove them all. These contaminants do, therefore, represent a potential threat to water quality and the wetlands and can reduce the effectiveness of the wetlands as a natural buffer.

It is recommended that the applicant be required to assess the expected concentration and impact of potential pollutants generated by the proposed filling on the wetlands. Although this is a difficult issue to address, it seems likely that much will depend upon the nature and success of the potential state of the art mitigative measures that can be employed such as oil separators, etc.

If the proposed filling station is approved, every effort should be made to protect Lower Mashapaug Pond and wetlands on the site from sand and other parking lot debris during and after construction.

VI. WATER SUPPLY

A. GENERAL

The property overlies sand and gravel deposits which should have a high water supply potential. However, because of the highly permeable soils and the potential for ground water degradation due to runoff or seepage from petroleum products, road salt, etc., a drilled, rock well tapping a deeper source of water should afford greater protection against contamination. In addition, the yield of such a well should be relatively low (under 10 gallons/minute) and by withdrawing water from the well at a slow rate should reduce the movement of water towards it. It is likely, of course, that considerably larger water storage facilities would be needed in order to meet periods when water demands are heavy.

In general, a well site should be located at a relatively high point of the property and in a direction away from ground water flow from any sewage disposal system(s) or other potential sources of contamination. A well should, particularly in this case, be located as far as possible from the various potential sources of pollution. Certainly a separating distance of at least 150 feet would not appear to be unreasonable. In this particular layout, it would seem necessary that the proposed well site be relocated to an area which would provide greater separation and that could lend more assurance for water protection. Probably

the most important aspect would be the subsurface hydrology and a detailed study may be needed for evaluation purposes.

As the supply would constitute a non-community type of public water supply, the Water Supply Section of the State Department of Health Services should be contacted regarding well site review and approval and other aspects of yield, water quality and plans for pumpage, storage, possible treatment, and distribution.

B. SPECIFIC

Presently, there are no public water facilities available to the site. Therefore, on-site well(s) will need to be relied on to service the proposed filling station/truck stop. It appears that both the underlying bedrock and stratified drift deposits on the site could be a potential water supply aquifer for the proposed facility. The term "aquifer" does not refer to any specific geologic deposit but merely is applied to any earth material that is capable of supplying useful quantities of groundwater.

Bedrock is commonly capable of supplying small but reliable yields of groundwater to individual wells. Groundwater moves through bedrock by way of an interconnected fracture system. Most wells that penetrate 150 to 200 feet of bedrock will intersect enough fractures to supply at least 2 or 3 gallons per minute (gpm). Some wells, however, fail to intersect any water-bearing fractures, however this is rare. A survey of 134 bedrock wells in the Quinebaug River Basin, which the site lies within (see Connecticut Resources Bulletin No. 11), indicates that ninety percent of these wells yielded at least 3 gpm. A yield of 3 gpm is equivalent to 3,240 gallons per day (based on an 18-hour pumping period). The project engineer indicated that a well capable of yielding about 5,000 gallons per day would be required. As a result, a well capable of yielding about 5 gpm (based on an 18-hour pumping period) would be needed to service the proposed facility. The well shaft will provide some water storage, but a tank or tanks may be needed for the proposed facility depending upon the yield of the well drilled on the site.

According to a map entitled Groundwater Availability in Connecticut by Daniel B. Meade (1978), the type of stratified drift (sand and gravel) deposits overlying bedrock under and in the vicinity of the site are known or inferred to be capable of yielding moderate to very large amounts of water (50-2,000 gpm).

The potential for large volumes of groundwater yields to a well or wells will depend upon many hydrogeologic characteristics such as thickness and texture of deposits, the saturated thickness of the deposit, proximity to and size of watercourses and/or surface water bodies, etc. It is not known if the stratified drift covering the site possess those hydrogeologic conditions for producing large volumes of water. In order to determine the aquifer potential of the sand and gravel deposits on the site, an exploratory well or wells would need to be drilled. If the sand and gravel deposits underlying the site have a high potential for yielding large amounts of groundwater, it seems likely that the construction of a filling station/truck stop on the site would probably be inconsistent with the protection of groundwater quality. Certain types of contaminants (i.e.,

gasoline, diesel fuel or other types of hydrocarbons) associated with a filling station/truck stop would probably render the groundwater unusable for drinking purposes if they found their way into a potential aquifer due to an accidental spill, leaking fuel storage tank, etc.

According to Connecticut Water Quality Standards & Criteria for the Thames, Mystic, Niantic, Pawcatuck River Basins published by the Connecticut Department of Environmental Protection, Water Compliance Unit, the site lies within an area classified as GA. Groundwaters within a GA area may be suitable for public or private water use without treatment. It should be pointed out that areas just northeast and southwest of the site are classified as GB/GA areas. Groundwater in a GB may not be suitable for public or private use as drinking water without treatment. The GA after GB indicates that efforts have been or will be made to clean up the contaminant which has degraded the groundwater in that particular area.

According to a publication entitled Leachate and Wastewater Discharge Sources for the Thames River Basin, June 1964 by Connecticut Department of Environmental Protection's Water Compliance Unit, the contaminants mentioned above include a ConnDOT petroleum spill northeast of the site and a phenol spill (Pioneer Plastic) on Interstate 84, southwest of the site. It is not known if these contaminants have affected the groundwaters beneath the site. In order to determine if it has affected the groundwater, a detailed hydrogeologic study of the area which includes sampling and analyzing the ground and surface waters would need to be conducted. Persons with questions regarding the status of the spills should contact the Department of Environmental Protection's Water Compliance Unit at 566-3654.

The quality of the groundwater under natural conditions would be expected to be generally good except if the contaminants mentioned earlier have migrated into the groundwaters beneath the site. The bedrock underlying the site, especially the Lower schist member, may contain high percentages of iron-bearing minerals. Some undesirably high concentrations of iron and/or manganese may occur in well water withdrawn from the site, but there are several types of filters available to combat this problem. Even though the Lower schist member underlies only the eastern half of the site, it dips westward under the western parts of the site. Therefore, even if a well is drilled in the western parts of the site, which is underlain by the Lower gneiss member and which may not be as high in iron minerals as the Lower schist member, it may, depending upon the depth of the well, encounter the rock layers high in iron minerals. In addition, elevated iron and/or manganese levels will also probably be encountered in the stratified drift deposits particularly at lower parts of the deposit. This is mainly because the stratified drift on the site is largely derived from the local bedrock.

Judicious care will need to be taken when locating a well on the site if the proposed facility is constructed. The well should be located as far from any potential source pollution, i.e., septic system, fuel storage tanks, emergency transient collection facilities, surface runoff, etc. In addition, consideration should be given to locating the well in the southwestern part of the property and preferably in an area where groundwater movement is opposite the expected direction of the abovementioned contaminants. The project engineer indicated on the field review day that the applicant will probably utilize the underlying

bedrock aquifer for the facility. A properly installed, sealed, and grouted bedrock well would probably provide greater protection from contaminants than a sand and gravel (stratified drift) well.

Since the water supply serving the potential development would be classified as a public water supply (a water supply well used or made available by a water company to two or more consumers), approval for the well location(s) is to be obtained from the Public Water Supply Section of the State Department of Health Services. Water quality, yield data along with plans for pumpage, storage and distribution would also be reviewed and approved by that section. Therefore, it is recommended that the applicant contact the section as soon as possible to discuss the water supply matter.

VII. WASTE DISPOSAL

As public sewerage facilities are not available, the proposed project would depend upon on-site subsurface sewage disposal.

Based on soil types, visual observations, and deep test hole information previously obtained by the engineer, a soil scientist and a representative of the Department of Environmental Protection, soils would appear to be permeable to very permeable. No percolation test results are included. No doubt soil conditions would be favorable for leaching and drainage purposes. However, due to the types of soil present, too rapid percolation may lead to poor renovation of sewage effluent or allow other chemicals to pollute or degrade groundwater. Organic chemical contamination such as from petroleum products, can often cause obnoxious and persistent problems.

For this particular project, a daily flow of some 4,000-5,000 gallons of sewage is being projected. The leaching system would consist of a number of deep leaching pits. Although groundwater appears to be rather deep, elevating leaching systems as much as possible above groundwater would help reduce the potential for pollution where soils are quite permeable. For this reason, consideration of a shallower type leaching system, galleries instead of deep pits, should be given. Pollution or eutrophication problems in the surface water of the pond from nutrients in sewage effluent such as nitrates and phosphate is unlikely to occur with adequate separation from the surface water body and in the case of nitrates sufficient mixing with groundwater and/or rainfall to assure adequate dilution. It is noted the rear portion of the property would have a gravel surface which would seem to promote infiltration of rainfall. Surface grading would apparently be directed towards the wetlands to handle any runoff. While wetlands protect water quality, they probably are limited in what they can remove of hydrocarbons or certain other types of chemicals. Information on surface drainage/storm water runoff and control measures to protect the area should be more fully developed.

It is indicated that previous on-site testing for sewage disposal consisted of digging a number of deep test pits, testing for permeability and the installation of a number of monitoring wells to determine the direction of groundwater flow. In addition, percolation tests should also be made to determine the

minimum seepage rate. In highly permeable soils, the Public Health Code has certain requirements regarding wells and the physical separating distance from sewage disposal leaching systems and the distance a system is to be above ledge rock. All pertinent information should be made available for the appropriate reviewing and approval agency(ies).

VIII. SOILS

A. SOILS DESCRIPTIONS

This 32 acre site is located on a terrace of water sorted soil materials. The soils are classified as Hinckley gravelly sandy loams and Merrimac sandy loam. The soils along the western edge of the site are not organic soils and are classified as Adrian and Palms mucks.

The following symbols and names are used to represent the soils on the soil map attached. Please note these are different from the soils survey report (Tolland County Soil Survey, Sheet No. 6).

- Aa - Adrian and Palms Mucks
- HkC - Hinckley gravelly sandy loam, 3 to 15% slopes
- HkE - Hinckley gravelly sandy loam, 15 to 45% slopes
- MyA - Merrimac sandy loam, 0 to 3% slopes

Aa - Adrian and Palms Mucks

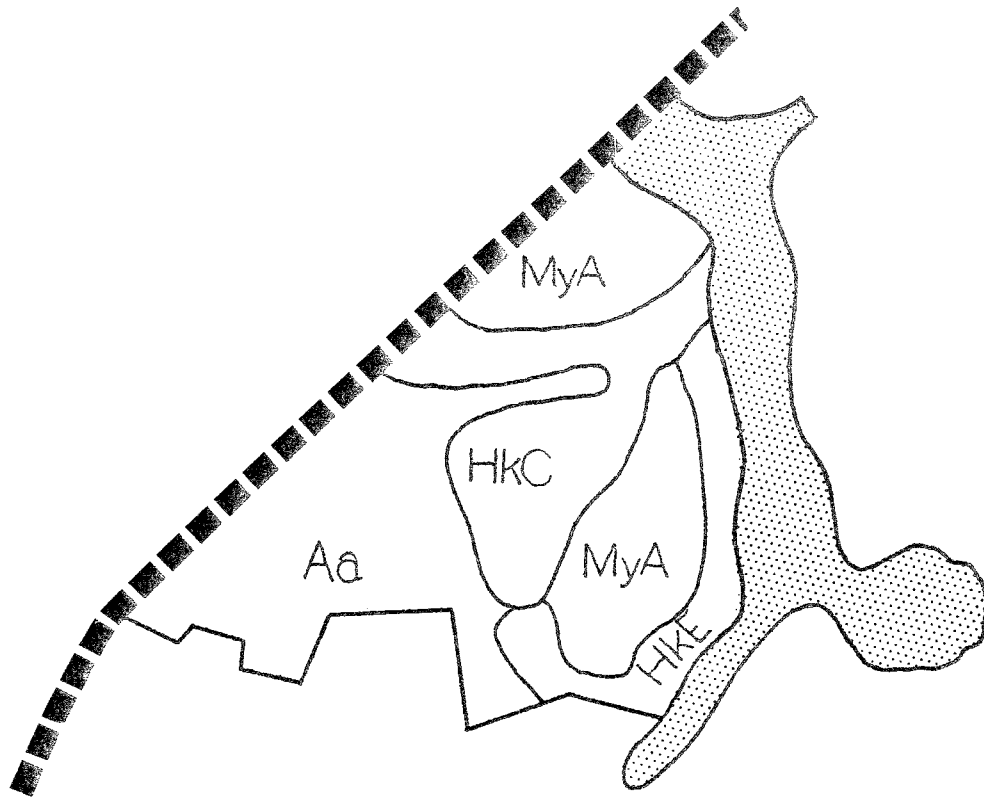
These soils are nearly level, very poorly drained organic soils in pockets and low depressions. Muck ranges in depth from 16 to 51 inches thick over sands and loamy sands. Included with these soils are areas where the muck is greater than 51 inches thick. Corrosivity of steel is high in these soils and moderate for concrete. These soils are also classified as Inland-Wetland soils by Connecticut State Statues and are approximately 30 feet lower in elevation than the remainder of the site.

HkC - Hinckley gravelly sandy loam, 3 to 15% slopes

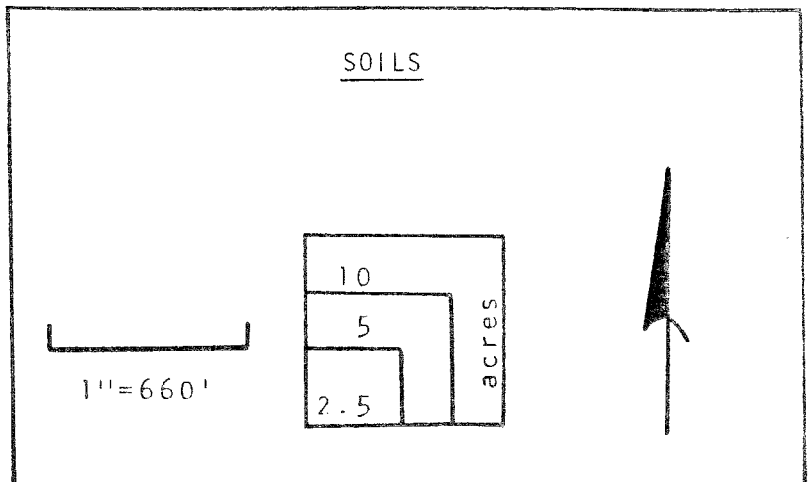
This area consists of gently sloping to steep, sandy and gravelly soils. They formed in water sorted materials and are very deep. Permeability of these soils are rapid in the upper 20 to 30 inches and very rapid below these depths. There is no permanent water table in these soils within six feet of the surface. Corrosivity of steel is low in these soils and high for concrete. The pH can range from 3.6 to 6.0 but is rarely below 5.0. The slopes of this map unit measured 12% at its steepest point.

HkE - Hinckley gravelly sandy loam, 15 to 45% slopes

This soil is described the same as the area mapped HkC. Slopes in this delineation measured 40% at its steepest point. This area is along the east and southern border of the property. Interpretations for corrosivity of steel and concrete are the same as for the HkC map unit.



* Soil boundary lines were derived from a smaller scale map and should not be viewed as precise boundaries but rather as guide to the distribution of soils on the property.



INTERPRETATIONS FOR BUILDING SITE DEVELOPMENT
UNION, CONNECTICUT

SOIL MAP SYMBOL & SOIL NAME	DWELLINGS WITHOUT BASEMENTS	DWELLINGS WITH BASEMENTS	LAWNS AND LANDSCAPING	SEPTIC TANK ABSORPTION FIELDS	LOCAL ROADS & STREETS
Aa - Adrian and Palms	Severe - ponding, Low strength	Severe - ponding	Severe - excess humus, ponding	Severe - ponding, poor filter	Severe - ponding, Low strength, frost action
HkC - 3 to 15% Hinckley	Moderate - slope	Moderate - slope	Severe - small stones, droughty	Severe - poor filter	Moderate - slope
HkE - 15 to 45% Hinckley	Severe - slope	Severe - slope	Severe - small stones, droughty, slope	Severe - slope poor filter	Severe - slope
MyA - 0 to 3% Merrimac	Slight	Slight	Slight	Severe - poor filter	Slight

MyA - Merrimac sandy loam, 0 to 3% slopes

This soil unit consists of very deep sandy and gravelly soils on nearly level slopes. Permeability is moderately rapid in the upper 18 to 30 inches and rapid to very rapid in the soil below these depths. The soil pH may range from 3.6 to 6.0 but is commonly at 5.0 or 5.5. Corrosivity of steel is low and high for concrete. There is no water within a depth of six feet on these soils.

Perhaps a soil chemistry lab may need to be consulted to obtain answers to other questions regarding soil analysis. Steel underground storage tanks should not be a problem. However, it was indicated that the spill collection tanks will be made of concrete with cast iron frames. This still may not be a problem but it is worth mentioning.

B. EROSION AND SEDIMENT CONTROL

A detailed erosion and sediment control plan should be developed and implemented for the site. The Connecticut Guidelines for Soil Erosion and Sediment Control is an excellent guide for plan development. A narrative should also be developed to describe the project, the schedule of major activities on the land, and a maintenance program during construction. It should be included on the construction drawings.

The staging and sequence of the area to be cleared and graded should be defined and the site for the disposal of cleared material should be noted. Temporary erosion protection of disturbed areas and erosion protection when the time of year or weather prohibit establishment of permanent vegetative cover should be included on the plan.

Maintenance during and after completion of any necessary erosion control measures should be noted with the person or organization responsible for the maintenance assigned.

The narrative should also make provisions for the sediment removed from the erosion control measures to be disposed of at a location that will not cause additional problems to the surrounding area. Some potential problems identified are sheet and rill erosion on exposed areas during construction and protection of off-site areas, such as the adjacent waterbody and wetlands.

C. STORMWATER MANAGEMENT

A detailed stormwater management and runoff control plan should be developed for the project. The amount of runoff and changes in the amount of runoff from the project area should be described in the narrative. Care should also be taken to ensure that increased runoff from the site will not erode or exceed the capacity of the existing natural drainage system.

Natural wetlands on the site are presently functioning as a stormwater detention site and should be utilized. A detailed hydrologic study would indicate whether the wetlands are sufficient to treat anticipated stormwater from the site.

Runoff from the paved and gravel areas is proposed to flow evenly over the existing slope and flow down into the wetlands. Rip-rap lined waterways should be installed to safely dispose of runoff without erosion to the steep slopes. Runoff could be diverted toward the rip-rap lined waterways by constructing an asphalt berm along the edge of the parking areas.

On request, the Tolland County Soil and Water Conservation District can provide technical assistance on the development and/or review of erosion and sediment control and stormwater management plans.

IX. HAZARDOUS WASTE CONCERNS

In evaluating the area adjacent to exit 106 I-84 for a proposed filling station/truck stop, it would seem appropriate to evaluate the existing businesses and what, if any, impact they are having on the environment. It would be advantageous to all parties concerned if there was a limited amount of background water quality data collected from both the surface waters and the groundwater at and around the proposed filling station/truck stop site. All drinking water wells within a 1000 foot radius of the proposed site should be inventoried and evaluated. This would be very helpful in the future if there happened to be a spill incident.

The engineers are suggesting that the water supply needed for this facility would be 5,000 gallons per day. A well yielding between 4 and 6 gallons per minute should be capable of supplying those needs. The Water Supplies Section of the Department of Health Services regulates non-community public water supplies and should be contacted for approvals. In evaluating the information as presently submitted, there should not be a depletion of the water supply in this area of Union if this well is established.

At this time, the site plans call for the installation of eight underground fuel storage tanks for the dispensing of diesel or gasoline. Any and all underground tanks are to be approved by the Commissioner of Environmental Protection in consultation with the Bureau of the State Fire Marshal prior to the installation of said storage tanks. Detailed plans of the entire proposed system are to be in accordance with the National Fire Protection Association publication number 30, N.F.P.A.-30, entitled "Flammable and Combustible Liquids Code." The code is enforced by the state fire marshal pursuant to Section 29-320 of the Connecticut General Statutes.

A minimum of two additional test pits should be dug in the area where the storage tanks are planned. Depending on the fluctuation of the groundwater table, there is a possibility that the tanks would need tie downs, deadmen or overhead slabs to keep the tanks from rising with the watertable.

A minimum of ten sniffer wells or observation wells should be installed along with the tanks. State of the art methods should be fully utilized for the installation of this proposed tank storage area. The new non-residential Underground Storage of Oil and Petroleum Liquids Regulations under Section 22a-449(d)-1 should be fully adhered to.

The function of the three inch pipe to daylight for the emergency transient collection facility is unclear at this time. Additional plans in much more detail would be required for approval prior to construction. It would be wise to conduct further research on this portion of the proposal.

A detailed engineering plan for the proposed pump islands would be needed to properly control and address any spill incident.

Stormwater runoff from a truck stop facility will contain certain pollutants that may impact surface and groundwater quality if not handled properly. Stormwater runoff is also a concern in terms of its erosion potential during and after construction activities. The Department of Environmental Protection will require the developer to apply for a federal National Pollutant Discharge Elimination System (NPDES) Permit and a State Discharge Permit, pursuant to 40 CFR 122.26 and Section 22a-430 of the Connecticut General Statutes as amended, for storm water discharges from the proposed facility. In the application process it will be the responsibility of the developer to demonstrate that any discharges from the facility will not cause pollution of the waters of the State. Applications for such permits are subject to public notice in the local newspaper and possible public hearing.

From an overview of the materials provided, the engineering plans are quite rough and a great more detail is needed to further evaluate this proposed project.

X. NOISE IMPACT

Based on the material available, it appears that no significant noise impact should occur as a result of the proposed project. The nearest residence is approximately 1000' from the site and trucks utilizing the facility would not travel past any homes. The noise level generated by truck activity on the site should be masked somewhat by the noise from the truck traffic traveling on I-84. In addition, the earth berm/fence barrier that is to be constructed along the eastern edge of the site should further minimize noise from truck activity at the facility. However, it is recommended that a material which is denser and more solid than stockage fencing (for example 3/4" plywood) be used for the barrier. The noise problem could become acute if a berm and barrier are not constructed.

Also, the questions raised by the Union Planning and Zoning Commission go beyond the scope of this review and may need to be answered through a more comprehensive and detailed noise study than has been done to date.

XI. PLANNING CONSIDERATIONS

A. TRAFFIC IMPACT

A review of the proposal does not present any substantive concerns relative to traffic operations. The parking requirements for approximately six vehicles will not require a State Traffic Commission review. However, if the site is expanded to greater than 200 spaces, an STC review will be required.

Prior to construction, the applicant must apply to the Connecticut Department for a permit to work within the right-of-way of Route 171 and State Road 620. The location of driveway curb cuts and other necessary improvements will be reviewed. Consultants retained by the owners should coordinate with this Department early in the design phase to insure that reviews will be consistent with the project schedule.

The traffic report developed for the proposal contains traffic data that is in agreement with data developed by this Department for I-84 (DOT 28,000 - consultant 28,000). The latest interchange layout should be utilized as appears in the consultant's report.

Ramp and intersection geometry were designed for truck traffic. Traffic on local roads has been stable for the past five years. Traffic increases are not anticipated unless major land use changes take place such as rapid increase in residential housing or a large industrial employer locating in the town.

The comment made at the pre-site review meeting by the applicant's site consultant, "the proposed facility is an extension of the interstate" is not appropriate. Changes in land use near an interstate highway is a function of economic conditions, and accessibility is only one factor in the location analysis.

Existing capacity of the ramp system is adequate to handle minor increases in traffic without congestion or safety problems, based on the assumption the facility operates as a diesel and gasoline fueling facility without food service.

In summary, traffic generated by the proposed truck fueling facility will not create a major impact on the interchange operations or on the intersection of Route 171 with SR 620.

B. CONSISTENCY WITH EXISTING PLANS

The 1982 revision of the State Conservation and Development Policies Plan designates the pond and the wetlands portion of the property for Preservation, and designates the portion proposed for the truck stop for Rural Development. This would mean that state funds could only be used for development consistent with on-site water supply and sewage disposal, with a rural character and which would not affect adjacent conservation values. A truck stop is probably consistent with rural intensity, but in this location could pose threats to the environment.

The Town's Plan of Development, adopted in 1970, proposed the land adjoining I-84 from exit 106 to the state line for "heavy" commercial use. Heavy, in this case, relative to several neighborhood commercial centers at key points in town. According to the plan, Goodall's garage and the restaurant adjacent to the truck stop/filling station site were both there in 1970. The site has good access on and off both lanes of the highway, and would appear suitable for some highway-related use.

This intended commercial use is reinforced by the zoning regulations which classify this area as C-2, the more intense of the two commercial categories. This category allows restaurants, offices, automotive establishments (excluding repair) and any use allowed in a C-1 zone. The C-1 zone permits filling stations, auto sales and repair, hotels and motels. The use of the site for a truck stop is consistent with the Plan of Development and allowed by the present zoning.

C. PROPOSED SITE PLAN

The site plan appears to satisfy zoning requirements for area, frontage, setback and side and rear yards. There do, however, appear to be some problems with the layout. There is an extensive earthen berm at the rear of the site to serve as a barrier for noise and light. No protection is provided to the existing residence adjoining the site. This home is located at the turning point of all traffic exiting the site, and will be severely affected by noise and headlights. The developers may not consider this to be a "purely" residential use because of the restaurant on the same parcel, but the two could probably be subdivided apart and still comply with town regulations. This home should clearly be buffered from light and noise.

Another problem results from the extensive earth removal and filling required to provide a level site at close to the grade of Route 171. The portion of the site bordering the wetland area contains several steep slopes in excess of 40%. These are seen in the area of wells #2, 4 and 6. These present problems of stability of the final grade and the possibility of surface runoff into the wetland. The proposal appears to pack a maximum of use into a constrained location, and should probably be reduced in its intensity if approved. This would allow more buffering of adjacent areas and a reduction of the slopes adjoining the wetland.

D. SUITABILITY FOR THE LOCATION

The major factors here appear to be the impact of the extensive earth removal and re-grading on the site, the noise impact of idling and starting trucks and compressors on refrigerated vehicles and the potential for surface and groundwater pollution from stored fuel and surface spills. The excavation and grading raises questions of erosion during and after construction, steep slopes bordering the wetland and of how the northern boundary will be graded if the off-site easement cannot be obtained.

There is also a serious potential for pollution from the 80,000 gallons of diesel fuel and 40,000 gallons of gasoline to be stored in underground tanks and from surface spills and leaks. The closeness to surface water, nearness

of wetland areas and permeability of the soil increase the risk. Perimeter wells may indicate that subsurface leakage has occurred, but they provide no help in preventing that leakage from moving off the site.

Site location in respect to highway access and relatively low number of residential houses adjacent to or within the immediate area would seem to be compatible for such an operation. However, the area will change from its present natural state and there would be trade offs such as more noise, air pollution from vehicles and dust and potential detrimental water problems for the commercial and economic gains. To offset or minimize such risks and concerns, the development of the site must be carefully planned and proper controls implemented. Supervision and regular maintenance should be part of the management program. (Also, if the filling station/truck stop is accepted by the town and built in its present concept, what will be proposed in the future for development on the remaining acreage in the parcel?)

E. RECREATION CONCERNS

The proposed filling station/truck stop would be likely to have little or no direct impact on recreational, open space, or conservation values in Connecticut. The primary concern in this area would be potential impact on Mashapaug Pond, which is one of the least eutrophic waterbodies in the state and which, therefore, offers a very high quality recreational experience to visitors to Bigelow Hollow State Park. The proposed development would be downstream from Mashapaug Pond and, therefore, should have no impact on it. However, especially in view of the permeable sand and gravel soils found on the site, leakage from storage tanks or careless disposal of oil and other wastes could seep into the adjacent pond to the east and thence into Hamilton Reservoir, a heavily-used recreational waterbody in Massachusetts. Similarly, the wetland to the west of the proposed site also could become degraded from such contamination.

XII. WILDLIFE HABITAT

This area offers some fair to good wildlife habitat despite the fact that it is small in size. It is contiguous to Nipmuck State Forest and could be considered as part of a larger "neighborhood" or larger area of habitat available for wildlife.

The seeps offer not only a water source but also produce food in the form of insects and aquatic invertebrates. Birds such as turkeys and grouse can utilize the insects produced and other animals such as foxes, racoons, coyotes and skunks use aquatic invertebrates as food.

The edge of the lake offers good brushy shrubby cover and makes it an attractive site for wildlife. A variety of shrubs found there produce berries that also serve as food for wildlife.

This area also provides some buffer to the lake and its associated wildlife from the human disturbance and the noise of I-84. Animals need cover to

travel through when going from place to place, and this corridor of vegetation provides a kind of travel way around the pond.

It is very likely that the runoff from the paved areas will contain some type of hydrocarbon contaminants because of the filling station operation. As has been previously determined, the surface water on the site drains mainly into Mashapaug Pond. In turn, the water of the pond (groundwater) crosses I-84 and drains into Lake Hamilton in Holland, Massachusetts. The effect of this pollution into the pond/wetland system in the area could be detrimental to the growth of vegetation and have an effect on the wildlife in the immediate area.

The area presently offers fair to good wildlife habitat. Development will naturally decrease the amount of habitat available for animals to live on, simply because the land will be occupied by physical dwellings and a food portion of it will be paved over. The area will probably no longer serve as a buffer or corridor to wildlife because of the reduction in vegetation and opening up of the site. The added human activity and noise may even effect wildlife in neighboring areas such as the state forest.

XIII. FISHERIES HABITAT

Mashapaug Pond, a 10 to 15 acre impoundment, borders the property on the east and south. The pond is warmwater in nature and heavily weeded. Resident fish species should include largemouth bass, chain pickerel, yellow perch, sunfish and bullheads.

In order to adequately protect the fish population of Mashapaug Pond and that of Hamilton Reservoir, which is downstream and largely in Massachusetts, sophisticated collection and separation facilities for hydrocarbons are a necessity. Both surface and subsurface water movements and resultant contamination by hydrocarbons are of great concern on this site given existing slopes and soils permeabilities.

XIV. SUMMARY

GEOLOGIC DEVELOPMENT CONCERNS: Underlying bedrock should not be a major problem in terms of developing the site for a filling station/truck stop. Major limitations for developing the site include (1) the presence of highly porous sands and gravels, (2) the presence of regulated inland-wetland soils in the western parts of the parcel, and (3) the presence of stratified drift deposits (sand and gravel) which may have potential for yielding moderate to large amounts of water (SECTION IV).

HYDROLOGY: Surface runoff is expected to be quite high because of the large amount of impervious surface which will be placed over permeable soils. Because of the anticipated substantial increases in runoff, there is a need for runoff control measures. It is recommended that the applicant be required to submit detailed hydrological information on pre- and post development runoff volumes from the site and the drainage system for review by the appropriate town officials.

within a 1000 foot radius should be inventoried and evaluated.

Any and all underground storage tanks are to be approved by the Commissioner of Environmental Protection in consultation with the Bureau of the State Fire Marshal prior to the installation of said storage tanks.

A minimum of two additional test pits should be dug in the area where the storage tanks are planned. Depending on the fluctuation of the groundwater table, there is the possibility that the tanks would need tie downs, deadmen or overhead slabs to keep the tanks from rising with the watertable.

A minimum of 10 sniffer wells or observation wells should be installed along with the tanks. State of the art methods should be fully utilized for the installation of this proposed tank storage area.

The function of the three inch pipe to daylight for the emergency transient collection facility is unclear at this time. Additional plans in much more detail would be required for approval prior to construction. It would be wise to conduct further research on this portion of the proposal.

A detailed engineering plan for the proposed pump islands would be needed to properly control and address any spill incident.

The engineering plans are quite rough and a great more detail is needed to further evaluate the project (SECTION IX).

NOISE IMPACT: Based on the material available, it appears that no significant noise impact should occur as a result of the proposed project. It is recommended that a material denser and more solid than stockade fencing be used for the barrier. Other questions raised go beyond the scope of this report and may need to be answered through a more detailed and comprehensive noise study (SECTION X).

PLANNING CONSIDERATIONS: Traffic generated by the proposed filling station/truck stop will not create a major impact on the interchange operations or on the intersection of Route 171 with SR620 (SECTION XI, A).

The 1982 revision of the State Conservation and Development Policies Plan designates the pond and wetlands portion of the property for Preservation, and designates the portion proposed for the filling station/truck stop for Rural Development. The project is probably consistent with rural intensity, but may in this location pose as a threat to the environment. The use of the site is also consistent with the Town's Plan of Development and is allowed by present zoning (SECTION XI, B).

The existing residence adjacent to the site should also be buffered from light and noise.

The proposal appears to pack a maximum of use into a constrained location, and should probably be reduced in its intensity if approved. This would allow more buffering of adjacent areas and a reduction of the slopes adjoining the wetlands (SECTION XI, C).

Contaminants do represent a potential threat to the wetlands and water quality. It is recommended that the applicant be required to assess the expected concentration and impact of potential pollutants generated by the filling station/truck stop. Every effort should be made to protect Lower Mashapaug Pond and the wetlands from sand and other parking lot debris during and after construction (SECTION V).

WATER SUPPLY: Because of the highly permeable soils and the potential for groundwater degradation due to runoff or seepage from petroleum products, road salt, etc., a drilled rock well should afford greater protection against contamination. A well should be located as far away as possible from potential sources of pollution (SECTION VI, A).

In evaluating the information as presently submitted, there should not be a depletion of the water supply in this area of Union if a well is established (SECTION IX).

If the sand and gravel deposits underlying the site have a high potential for yielding large amounts of groundwater, it seems likely that the construction of a filling station/truck stop on the site would probably be inconsistent with protection of groundwater quality (SECTION VI, B).

WASTE DISPOSAL: Soils appear to be permeable to very permeable, and appear to be favorable for leaching and drainage purposes. However, due to the types of soil present, too rapid percolation may lead to poor renovation of sewage effluent or allow other chemicals to pollute or degrade groundwater. Percolation tests should be made to determine the minimum seepage rate. In highly permeable soils, the Public Health Code has certain requirements regarding wells and the physical separating distance from sewage disposal leaching systems and the distance a system is to be above ledge rock. All pertinent information should be made available for the appropriate reviewing and approval agencies (SECTION VII).

SOILS: The soils are classified as Hinckley gravelly sandy loams and Merrimac sandy loam. The soils along the western edge of the site are not organic soils and are classified as Adrian and Palms mucks, inland-wetland soils. A soil chemistry lab may need to be consulted to obtain answers to other questions regarding soil analysis (SECTION VIII, A).

A detailed erosion and sediment control plan should be developed and implemented for the site. A narrative should also be developed to describe the project, the schedule of major activities on the land and a maintenance program during and after construction (SECTION VIII, B).

A detailed stormwater management and runoff control plan should be developed. A detailed hydrologic study would indicate whether the wetlands are sufficient to treat anticipated stormwater from the site (SECTION VIII, C).

HAZARDOUS WASTE CONCERNS: In order to evaluate the site for the proposed filling station/truck stop, it would seem appropriate to evaluate the existing businesses and to see what impact they are having on the environment. It would also be advantageous to all parties concerned if there was a limited amount of background water quality data collected from both the surface waters and the groundwater at and around the proposed filling station/truck stop. All drinking water wells

WILDLIFE HABITAT: The area offers good wildlife habitat and may be thought of as part of the larger "neighborhood" of Nipmuck State Forest. The area provides a buffer to the lake and its associated wildlife from the noise and disturbance of I-84. Contamination of surface and groundwater will be detrimental to vegetation and have an effect on wildlife in the immediate area (SECTION XII).

FISHERIES HABITAT: Mashapaug Pond is warmwater in nature and heavily weeded. Resident fish should include largemouth bass, chain pickerel, yellow perch, sunfish and bullheads. In order to protect the fish population of Mashapaug Pond and Hamilton Reservoir, sophisticated collection and separation facilities for hydrocarbons are necessary (SECTION XIII).

About The Team

The Eastern Connecticut Environmental Review Team (ERT) is a group of professionals in environmental fields drawn together from a variety of federal, state, and regional agencies. Specialists on the Team include geologists, biologists, foresters, climatologists, soil scientists, landscape architects, archeologists, recreation specialists, engineers and planners. The ERT operates with state funding under the supervision of the Eastern Connecticut Resource Conservation and Development (RC&D) Area--an 86 town area.

The Team is available as a public service at no cost to Connecticut towns.

PURPOSE OF THE TEAM

The Environmental Review Team is available to help towns and developers in the review of sites proposed for major land use activities. To date, the ERT has been involved in reviewing a wide range of projects including subdivisions, sanitary landfills, commercial and industrial developments, sand and gravel operations, elderly housing, recreation/open space projects, watershed studies and resource inventories.

Reviews are conducted in the interest of providing information and analysis that will assist towns and developers in environmentally sound decision-making. This is done through identifying the natural resource base of the project site and highlighting opportunities and limitations for the proposed land use.

REQUESTING A REVIEW

Environmental reviews may be requested by the chief elected officials of a municipality or the chairman of town commissions such as planning and zoning, conservation, inland wetlands, parks and recreation or economic development. Requests should be directed to the Chairman of your local Soil and Water Conservation District. This request letter should include a summary of the proposed project, a location map of the project site, written permission from the landowner allowing the Team to enter the property for purposes of review, a statement identifying the specific areas of concern the Team should address, and the time available for completion of the ERT study. When this request is approved by the local Soil and Water Conservation District and the Eastern Connecticut RC&D Executive Council, the Team will undertake the review on a priority basis.

For additional information regarding the Environmental Review Team, please contact Elaine A. Sych (774-1253), Environmental Review Team Coordinator, Eastern Connecticut RC&D Area, P.O. Box 198, Brooklyn, Connecticut 06234.

