

SPECIAL MEETING
COLCHESTER CONSERVATION COMMISSION
Regular Meeting Wednesday, May 29, 2013 6pm
Town Hall, 127 Norwich Avenue, Room 1
Minutes of Meeting

MEMBERS PRESENT: Falk von Plachecki, Chairman; Kurt Frantzen, Vice Chairman; Moe Epstein, Darrell York and Sue Bruening; Alternate: Erika Fuery and Andrew George; Staff: Wetlands Enforcement Officer: Jay Gigliotti and Clerk: Gal Therian;

MEMBERS ABSENT: Jim Ford, Board of Selectmen Liaison

A. CALL REGULAR MEETING TO ORDER

Chairman von Plachecki called the Special Meeting to order at 6:08 p.m.

A. W2013-2955 Nunzio Galatro – Old Amston Road, Assessor's Map #6-6, Lot 17, Application for removal of Junk vehicles stored within Wetlands/Watercourse and Upland Review Area

J. Gigliotti told the Commission that a revised project narrative and revised plans have been submitted and received for this application. The changes made to both the narrative and plan set are in response to comments made by the Conservation Commission at their regular meeting held on May 8th, 2013. He explained that he had met with the applicant's representatives on May 20th, 2013 and he summarized the discussions of the meeting. He then detailed the proposed Memorandum of Decision that he had developed in response to the Commission's Request at the May 8th, 2013 Meeting. J. Gigliotti emailed the Memorandum of Decision to the Conservation Commission Members on Friday, May 24th, 2013, for their review. Additionally he included Mr. Alexander Clarke's Resume, a revised Site Monitor standards form and Inspection logs in his Friday, May 24th, 2013 email to the commission members.

Kim Clarke, on behalf of the Applicant, spoke about the revisions and additions that had been made and added since the last Conservation Commission meeting. She discussed the duties and the process the site monitor shall follow during the junked vehicles and debris removal project, highlighting the subject areas of reporting, inspections and inventory of Environmental Areas of Concerns. She explained that the proposed environmental site monitor for this project, Mr. Alexander Clarke, of Eolas Environmental, LLC, shall utilize GPS services to mark the location of environmental Areas of Concern and shall document these areas with pictures and in the weekly reports. Commissioner E. Fuery pointed out that the inspection logs stated that the site monitor would perform weekly inspections and the site monitor form stated daily visits. Mrs. Clarke stated that she would correct the inspections logs to ensure that "daily" inspections were stated consistently on all logs. Vice Chairman K. Frantzen identified that on Sheet 7 of 7 of the revised plans, that the E&S Notes also stated "Weekly" inspections where the notes should state "Daily". He additionally pointed out a typo in the same area. Mrs. Clarke stated that she would have the plans revised to address his comments. Additionally, K. Frantzen asked the commission to consider a requirement to have the environmental site monitor complete a final report, which would summarize the vehicle removal process at the completion of the site activities. The commission determined that a final site monitor report would be beneficial and Mrs. Clarke stated that Eolas Environmental had plans to complete such a report for the owner of the property. She stated that the completion of such a report is standard practice of Eolas Environmental, LLC and she ensured that a copy of the summary report would be provided to the commission. K. Frantzen asked that the requirement of a summary report be added to the memorandum of decision as a fifth condition.

Commissioner M. Epstein stated that he had concerns that the site monitor, employed by Eolas Environmental, could potentially be considered a conflict of interest. Discussion followed concerning whether or not the proposed site monitor could potentially cause a conflict of interest.

Motion by K. Frantzen, seconded by S. Bruening to approve application W2013-2955, Nunzio Galatro, Old Amston Road, citing the following documents:

1. **"MEMORANDUM OF DECISION
COLCHESTER CONSERVATION COMMISSION
W2013-2955, Nunzio Galatro applicant, "Tony's Junkyard", Old Amston Rd, (Assessors Map 6-6 Lot 17)
Application for Removal of Vehicles / Debris stored within on-site Wetlands and/or Watercourse and
associated Upland Review Area, and any potential impacts associated with removal activities. Date: May
29th, 2013"** with the addition of the summary report as a fifth condition,
2. The revised plan set titled "Property Boundary Survey Tony's Junk Yard" prepared by Dutton Associates, LLC dated 4/23/13 revised through 5/29/13 containing Sheets 1 through 7 with the revisions as stated at the May 29th, 2013 Special Meeting of the Colchester Conservation Commission,
3. the revised and submitted narrative titled "Revised Project Description Summary-Wetland Application, for Car removal and restoration Plan-Tony's Junkyard, Old Amston Road- dated 5/29/2013",
4. the Erosion Control Inspection Log with the revision of "weekly" to "daily" inspections,

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TOWN CLERK

5. the Equipment Inspection Log
6. the Daily sign in Sheet
7. the revised and submitted "Environmental Site Monitor Standard Form of Condition"
8. Mr. Alexander Clarke's Resume as the proposed Site Monitor

K. Frantzen amended his original motion to include the approval of revisions to the plan set on sheet 7 of 7, narrative, inspection logs and the fifth condition to the Memorandum of Decision as discussed at the meeting, seconded by S. Bruening
Motion carried unanimously.

ADJOURNMENT

Motion by K. Frantzen, seconded by K. Frantzen to adjourn the meeting at 6:47 p.m.

Respectfully Submitted,

Jay Gigliotti, Environmental Planner

Attachments:

1. Memorandum of Decision, dated May 29th, 2013
2. "Revised Project Description Summary-Wetland Application, for Car removal and restoration Plan-Tony's Junkyard, Old Amston Road- dated 5/29/2013"
3. Erosion Control Inspection Log
4. Equipment Inspection Log
5. Daily Sign in Sheet
6. "Environmental Site Monitor Standard Form of Condition"
7. Mr. Alexander Clarke's Resume as the proposed Site Monitor

**MEMORANDUM OF DECISION
COLCHESTER CONSERVATION COMMISSION**

**W2013-2955, Nunzio Galatro applicant, "Tony's Junkyard", Old Amston Rd,
(Assessors Map 6-6 Lot 17)**

**Application for Removal of Vehicles / Debris stored within on-site Wetlands and/or
Watercourse and associated Upland Review Area, and any potential impacts associated with
removal activities.**

Date: May 29th, 2013

Introduction

The referenced application addresses potential impacts associated with the removal of junked vehicles and debris located within the Wetlands and the associated Upland Review Area, of Tony's

Junkyard, an Automotive Salvage Storage Facility. The application only addresses the Property, which is bordered by Old Amston Road to the north, the Colchester Spur of the Airline Trail to the east, undeveloped land currently owned by The Town of Colchester to the south, and five single-family residence parcels along Amston Rd (Rte. 85) as well as Old Amston Road to the west. The Judd Brook watercourse and its associated

wetlands occupy the western portion of the subject site and the rear (west) portions of the five

single family residence parcels fronting on Amston Rd (Rte. 85) and Old Amston Road.

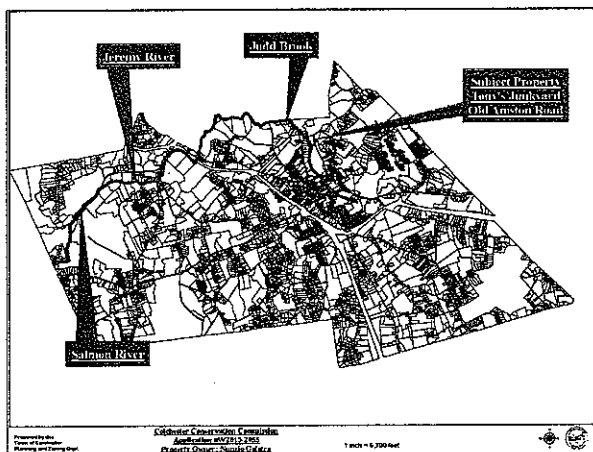
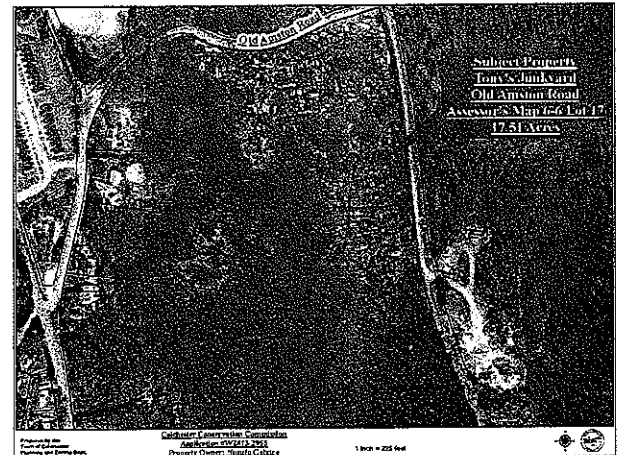
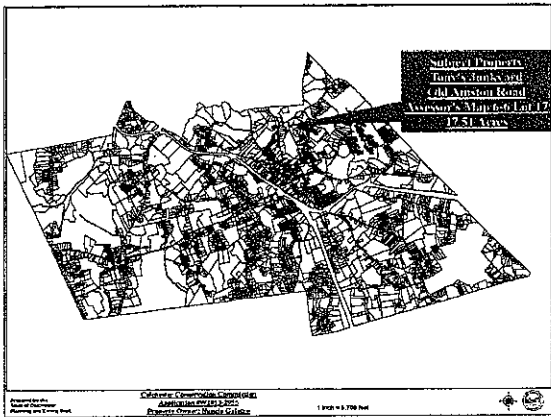
Wetlands and Regulated Area

Judd Brook and its wetland complex enter the

property's southern boundary and exits the property to the north through one 33 x 48-inch Asphalt Coated Corrugated Metal pipe running under Old Amston Rd.

Judd Brook and its associated wetland-complex is significant with exceptional value for hydrological control, nutrient and sediment capture, and biota. Located within the Salmon River Watershed, this wetland system begins to the south of Halls Hill Road near the intersection of Norwich Avenue and flows in a northwesterly direction before turning approximately 90-degrees westward,

joining Meadow Brook. The combination of these watercourses continues westward merging with



Pine Brook just before the Norton Mill and Dam, which creates the Jeremy River. The Jeremy flows a short distance before turning to the south and joining into the Salmon River.

The subject property totals 17.51 Acres, of which approximately 7.23 acres (315,000 sq. ft.) are wetlands. The edge of the wetlands on the site (facing east towards the Airline Trail Spur) generates approximately 3 acres (129,750 sq. ft.) of regulated Upland Review Area.

The Application

The applicant attended the Colchester Conservation Commission's (the Commission's) regular meeting of December 12, 2012 and discussed a preliminary application to seek guidance regarding the preparation of an official application to the Commission. The applicant submitted a complete application and fees on April 3, 2013. The application package included a narrative summary of the project, description of work processes, operational guidelines and construction requirements, as well as a site plan showing existing conditions, removal processes, Erosion and Sedimentation Controls, and notes.

The wetlands application is for the removal of vehicles and debris from both the Wetlands and the Upland Review Area; however, additional vehicles and debris exist within the unregulated upland areas of the property. The Commission understands that the applicant will removal all vehicles and debris from areas within the regulated and unregulated areas upon issuance of a permit. The issuance of such a permit, however, shall not be contingent upon removal of vehicles and debris in unregulated areas.

The submitted materials have been reviewed by the Conservation Commission and revised in order to address compliance with the Town of Colchester's Inland Wetlands Regulations and concerns identified by the commission during the application meetings.

Professional Preparers & Consultants

The applicant retained several Professional Preparers and Consultants who prepared the application and all associated documents:

- Clint Webb of C.W. & Associates, LLC
- Kim Clarke, LEP owner of Eolas Environmental
- Alexander Clarke, Senior Environmental Specialist, of Eolas Environmental
- Dutton Associates, LLC, Land Surveyors and Civil Engineers
- Ian Cole, Professional Soil Scientist of C.W. & Associates, LLC

Wetlands Impacts & Upland Review Area Activities

The wetlands impacts and upland review area activities are temporary and shall be only for the removal of the various junk vehicles and debris. No construction or placement of structures is associated with this application. The applicant proposes to utilize existing roadways on the property for transport of vehicles/debris to a staging area that shall have the ability to capture contaminants if necessary. Additionally, due to the older conditions of many vehicles, a CT DEEP compliant spill control and prevention plan has been prepared for the applicant by Eoloas Environmental. The spill plan has been located on the plans and in the narrative. The vehicles/debris shall then be loaded

into trucks and transported to a Licensed Automotive/Debris Disposal Facility. In wetland areas that are not accessible by the existing roadways, the applicant is proposing to use hay-matting as an entrance into these areas and shall repair any ground disturbance that may occur by hand. The Conservation Commission has also requested that an Environmental Site Monitor be present on-site each day of activity. Mr. Alexander Clarke, of Eolas Environmental, has been retained to fulfill this request.

Findings

After review of the application record and consideration of relevant factors, the Commission finds that the proposed removal of vehicles/ debris and associated activities are not reasonably likely to have the effect of unreasonably polluting, impairing, or destroying the public trust in the water resources of the state located on this property. Additionally, we find that these activities have the potential to decrease the likelihood of the potential future release of hazardous substances and other contaminating debris on the subject site.

The Connecticut Department of Motor Vehicles (CT DMV) originally issued an "Automotive Salvage Yard" license to the Applicant (Mr. Galatro) for operation beginning in 1951, and which has remained valid since. The salvage business on the property is named "Colchester Auto Parts" and began operations in 1957.

Currently the parcel contains, at the Applicant's best estimate between 1,000-1,200 vehicles. These vehicles range from compact and full size passenger cars, motorcycles, light & heavy duty trucks, service vans, school buses, oil transport vehicles, construction equipment, dump trucks, fire apparatus, campers, recreations vehicles, trailers & machinery. Besides the vehicles, there are several large piles of used tires, thousands of automotive parts (both new and used), vehicle batteries (many of which have completely disintegrated), 50-gallon drums with unknown substances (some intact, many which have disintegrated and released their contents), a large number of containers, and various other debris. Some vehicles, such as school buses or service vans, contain parts, equipment, and debris. Many such vehicles have lost their roofs, thus exposing their contents to the elements. Numerous gas tanks are on site lying on the ground. Additionally, large miscellaneous scrap piles are in several locations across the property. While not all of the above mentioned vehicles and debris are in the regulated areas, the removal of the items is anticipated to decrease the potential for future pollution.

Approximately 5.9 acres (255,700 sq. ft.) of the property is located within the FEMA Flood Zone, according to the most recent FEMA flood zone mapping, effective July 10, 2011.

The entire parcel lies within the Aquifer Protection Zone (APZ), a State designated public water supply recharge area. It is unlikely that current Flood Zone or APZ Regulations would allow the storage of vehicles and debris. Therefore, removal of the vehicles and debris should offer a positive impact to both the Flood Zone and the APZ.

The Commission finds, based on the record before us, that the submitted application, proposing the removal of vehicles and debris within the wetlands and regulated upland review areas is the feasible and prudent option for the removal of these items. The Commission finds that a feasible and prudent alternative does not exist that would cause less environmental impact to the wetlands,

watercourses, or upland review areas that may be impacted because of the proposed removal process.

The Commission considered the factors set forth in Connecticut General Statutes Section 22a-41, as revised by Public Act 04-209, and in Section 10 of its Regulations, and makes the following additional findings with respect to maintaining or enhancing the existing environmental quality:

1. Potential future significant and extensive wetlands impacts shall be avoided through the implementation of the proposed application.
2. The applicant has retained environmental professionals familiar with similar properties and environmental situations. These professionals provided processes for the removal of the vehicles and debris, and they are confident of their potential to prevent additional environmental impacts during the removal operations.
3. Future impacts will be prevented by the Town of Colchester Inland Wetland and Watercourse Regulations upon completion of the proposed removal of the above mentioned and described vehicles and debris currently located within the Wetlands and the regulated Upland Review Area.

The Commission finds support for its findings and conclusions in the fact that the proposed short-term impacts during removal operations will be mitigated by:

- Phasing and implementation of the sediment and erosion control plan provided in the submitted documents and in accordance with the 2002 Connecticut Guidelines for Soil and Erosion Control, DEP Bulletin 34, and
- By the imposition of the conditions listed below.

For the reasons stated herein, this application is approved, with the following conditions:

Conditions

1. Throughout the operation of the removal action, the applicant shall retain and have a knowledgeable and competent environmental site on site (at all times) to monitor removal operations within the automotive salvage yard, assure application of wetland protection techniques, and to inspect the proposed sediment and erosion control measures on a regular basis, as described in the attached Standard Form. The environmental site monitor shall maintain daily records and shall submit to the Wetlands Enforcement Officer, on a weekly basis, a written report of inspections and status of work in the regulated areas. The assignment of the site monitor shall be subject to the approval of the Commission.
2. The applicant shall file the Notice of Decision of this application in the Lands Records at the Colchester town hall in the Town Clerk's Vault.
3. The satisfactory resolution of all outstanding staff and commission review comments.
4. Any changes to plans which affect wetlands or the URA must be reviewed and approved by the agent pursuant to Section 12 of the Colchester Inland Wetlands and Watercourse Regulations and CGS 22a-42a (c) (2) or by the Commission.
5. Site Monitor Final Summary Report of activities, signed by Eolas Environmental, LLC

*Added to Decision at Special Meeting of Conservation Commission, May 29th, 2013

REVISED PROJECT DESCRIPTION SUMMARY - WETLAND APPLICATION
For Car Removal and Restoration Plan – Tony’s Junk Yard, Old Amston Road - 5/29/2013

INTRODUCTION

C. Webb & Associates, LLC (C. Webb) and Eolas Environmental, LLC (Eolas) have prepared this summary on behalf of Nunzio A. Galatro to support an application to conduct activities within regulated and upland areas at the property known as Colchester Auto Parts located along the southern side of Old Amston Road in Colchester, Connecticut (hereinafter, the “Site”). This document includes a brief summary of historical information and the approach and associated controls and contingencies that will be implemented to safely and effectively remove numerous vehicles located within wetland, buffer, and upland areas at the Site. Prior to the preparation and submission of this application, C. Webb, Eolas, the site owner, and the applicant have met with Town of Colchester officials and the Town Conservation Commission to review the project and conceptual removal strategies.

BACKGROUND

The Site consists of a 17.15-acre unimproved parcel located on the southern side of Old Amston Road in the Town of Colchester, is listed in the Town of Colchester Tax Records as Map 06-06 Lot 017-000, and the owner of record is Nunzio A. Galatro. The Site is zoned by the Town of Colchester as R-60, rural residential use, and is located approximately one mile north of the town center in an area of rural residential development, town use, and utility company use. Prior to October 1994, the zoning designation at the Site was industrial. Because auto salvage operations at the Site had been initiated prior to the zoning change from industrial to residential, site use was considered pre-existing and permitted to continue.

A salvage yard permit was issued to Mr. Galatro in 1951 for the Site and has remained in effect since that time. The Site has been operated as a salvage yard since approximately 1954 and an estimated 1,000+ vehicles including compact and full size automobiles, light and heavy duty trucks, service vans, trailers, school buses, construction equipment, dump trucks, fire apparatus, lawn service equipment, and recreational vehicles are present throughout the Site. In addition to the vehicles, several different stockpiles of used tires, gas cylinders, batteries, containers with varying capacities, drums, automotive gasoline tanks, bulk fuel storage tanks, automotive parts, construction debris, and appliances are present on the Site. Most recently, in early 2013, scrap metal and other debris were removed from upland areas at the Site to support the overall goal of removing all accessible debris from the Site.

Judd Brook forms the western site boundary and wetlands associated with Judd Brook are present along the entire western portion of the Site. According to a *Wetland Delineation Report* prepared by C. Webb in December 2012, the main body of wetlands on the Site is found along and associated with Judd Brook though other naturally- and anthropogenically-formed wetland areas were also identified at the Site. Based on the assessment of soil and vegetation conditions, it appears vehicles were originally placed in upland areas, up to the original Judd Brook wetland boundary and, due to the formation of wetlands at the Site over time, the vehicles are now located in jurisdictional wetland areas.

MITIGATION AND ENVIRONMENTAL CONTROLS & PROCEDURES

Although it appears vehicles and equipment at the Site were, in general, originally placed in upland areas and not directly in the main wetland complex, many of the vehicular/equipment storage areas have become inundated with water over time resulting in the formation of wetland areas. Despite the formation of these wetland areas as a result of anthropogenic or other factors, removal of the vehicles from regulated areas has been requested by the Town of Colchester in order to achieve compliance with local and state inland wetland and watercourses regulations.

Because of the sensitive nature of the wetland complex at the Site and to satisfy control requirements outlined in the *Inland Wetlands and Watercourses Regulations of the Town of Colchester*, approved January 14, 2009, it will be necessary to establish and maintain controls and contingencies to minimize the potential for damage to the site wetlands. As part of this application, we have prepared a companion site plan which includes soil and erosion control measures and details that will be employed at the Site as part of this project. In general, the following measures will be employed for the purpose of preventing impacts to the wetland areas during the project:

- The northern portion of the Site, along Old Amston Road and within the upland area, will be used for site access and staging throughout the project. This area will yield the most usable space and will serve as the starting point for debris removal. It is envisioned that vehicle and debris removal will occur from north to south (Phase 1) using two main north-south trending dirt roads to gain access to the southern portion of the Site. Access to interior areas and areas within the wetland complex (Phase 2) will be achieved via existing east-west trending paths and dirt roads.
- Prior to initiating removals at the Site, control measures including construction of site entry tracking pads and a containment pad (in the proposed staging area), will occur. The purpose of the site entry tracking pads is to prevent the transport of soil and sediment from the Site onto the adjacent Old Amston Road. The tracking pad will be cleaned off periodically by first raking off the larger pieces of mud and debris, and then washing down the stone pad with clean water. As necessary, roadways will be swept and any soil or debris collected will be returned to the Site. In the event of excessive dry periods during site work, dust control measures which will include watering of site roadways will be instituted at the Site.

The containment pad will be constructed for the purpose of temporary staging of vehicles prior to loading onto trucks for off-site removal. The containment pad will be constructed to contain and collect any oils or other hazardous materials that may be released from the vehicles. The collection sump in the containment pad will be ~~periodically~~ inspected and cleaned (See Detail Plan Sheet). Inspections will occur daily, prior to forecasted precipitation events, during precipitation events, and subsequent to precipitation events. Liquids will be removed from the collection sump, containerized, characterized for chemical composition, and disposed of at a facility licensed to accept the waste. -These control measures will be constructed along the northern entrance and upland area of the Site, which will be used as the overall staging area for the project.

Pallet-mounted battery bins will be located in two areas in the uplands portion of the site to collect the old batteries located throughout the site. One will be placed at the northern end of the site and the other mid-site. The specific locations will be determined in the field at project start-up.

Additional site preparation will include filling any deep ruts that appear to hold rain water for any length of time within the existing upland roadways with gravel to avoid creating "mud holes" that equipment would be running through frequently.

Wetland boundaries and buffers will be clearly marked with high-visibility flagging and signs until construction-related ground disturbing activities are completed. The purpose of the flagging will be to clearly define sensitive work zones and limit disturbance and traffic in those areas.

- Erosion and sedimentation control barriers will be installed in the wetland/work boundary prior to initiating removals to prevent sediment flow into the wetland areas while removal and restoration work while Phase I of the work is being completed. It is envisioned that silt fencing and hay bales will be utilized as control barriers. Hay bales will be utilized instead of silt fencing at locations where access to the wetlands will be needed to remove cars from the wetlands. The hay bales will be removed at points of access to work areas and while work is on-going in the wetland and replaced at the end of each work day. Once the cleanup work is completed in that particular area the hay bales will then be broken up to serve as mulch cover over any disturbed areas. While the approximate locations of the hay bale sections are shown on the "Proposed Activity Plan", the specific locations of the hay bale access points will be determined in the field during E&S control installation.
- Daily construction briefings will be conducted to review the planned daily activities, evaluate potential hazards, and plan for corrective actions, if necessary. Sign-in sheets will be used to document personnel present on the Site. In addition, site and erosion control inspections, which will include corrective action summaries, will be documented on inspection logs and maintained at the Site.
- Daily equipment inspections will be completed and will include a visual inspection of each piece of equipment for cracks, excessive corrosion, or other flaws that may compromise the integrity of its fuel, hydraulic, or cooling systems. The selected contractor will repair or replace leaking equipment immediately after a leak is detected and will be responsible for prompt reporting and mitigation of any fuel or lubricant spills from their equipment. An equipment inspection checklist will be used to document equipment inspections and corrective actions.
- During removal of vehicles and debris from the Site, a qualified environmental professional (QEP), approved by the town, will be present to document conditions and coordinate site activities. Further, the QEP will be present to identify potential releases of oil/hazardous materials and properly coordinate and appropriate response(s). In the event areas of concern (AOCs) (e.g. areas of concentrated battery storage, sheens or other visual indications of potential contamination, etc.) are identified during vehicle and debris removal, the QEP will document the location of the AOC(s) using staking and flagging, photographic documentation, field sketch, and recording of GPS coordinates. A copy of the QEP résumé has been provided to the Town of Colchester.
- Construction materials, including fuels, will not be stored within 100 feet of Judd Brook or the other wetland resources, except under limited, highly controlled circumstances. Equipment refueling will not occur within 100 feet Judd Brook or the wetland system. All personnel handling fuels and other hazardous materials will be properly trained and all equipment will be in good operating order and inspected daily.

- Spill response equipment will be maintained adjacent to excavating equipment during vehicle removals and will include a sufficient quantity of absorbent and barrier materials to adequately contain and recover spills of fuel and lubricants from the equipment. Spill response equipment will include but may not be limited to drip pans, buckets, absorbent pads, containment booms, straw bales, spill containment barriers, plastic sheeting, skimmer pumps, and fire extinguishers.
- In addition to spill response materials for excavation and construction equipment, adequate spill response materials including collapsible containment berms will be maintained adjacent to excavating equipment during vehicle removals in the event of a breach (and potential release of motor oil or other oil/hazardous material sources) from vehicles.
- To minimize disturbance and compaction in wetlands with saturated soils or standing water, low ground weight construction equipment will be used and equipment kept to a minimum. To the extent feasible, long-arm boom excavator(s) will be used and staged on riprap, prefabricated equipment mats, or mulch (which will include hay and wood chips from site clearing) at maximum functioning distances from the wetland and watercourse areas. Following removals, all materials used to support the excavating equipment and stabilize the work area will be removed and disposed of properly, with the exception of mulch which will remain on the Site. Restoration of temporarily disturbed wetland areas will be undertaken first by hand raking the any high spots flat (such as tire ruts) and then seeding & mulching that area.
- ~~It is envisioned that~~ Once vehicles are extracted with the excavator, they will be placed directly into awaiting dump trailers, staged on existing access roads, for disposition as scrap at a licensed facility. If temporary staging of vehicles is necessary, those vehicles will be placed on the containment pad as described above.
- To reduce disturbance to wetland soils, construction in and around wetlands will be expedited and ground clearing/vegetation removal (such as wood chipping) will be minimized.
- To expedite re-vegetation of any disturbed wetlands, the top one foot of topsoil from disturbed areas will be segregated and stockpiled separately for restoration purposes. Immediately after vehicle removal is completed, the segregated topsoil will be restored to its original location. Exceptions to this procedure include areas with standing water, where saturated or frozen soils are present, where environmental contamination is observed, or where no topsoil layer is evident.
- Following the final placement of soils, native vegetation will be restored through the placement of seed or live plants within previously disturbed areas to establish stabilization of disturbed areas.
- All Erosion and Sedimentation controls will be removed immediately following the completion of the proposed activity and stabilization of adjacent disturbed upland areas.
- The QEP will submit a project activity report to the town on a regular-weekly basis, within 24 hours of a precipitation event of 0.5 inches or greater, or in the event of a release of oil or hazardous materials. ~~(to be determined by the town) describing recent work activities.~~ The report will include a summary of those activities as well as any other specific issues that have

occurred. In addition, the report will have attached manifests identify the location/facility receiving the cars and scrap and/or any contaminated material.

While scrap metal and other debris are extracted and removed from the Site, it is possible that containers/tanks/reservoirs with oil, hazardous materials, or other fluids are discovered. In the event such a condition(s) is encountered, containers/tanks/reservoirs shall be placed in adequate secondary containment or fluids shall be placed directly into drums or other approved Department of Transportation (DOT) shipping containers. Containers and drums shall not be placed or stored within 100 feet of the upland review boundary nor shall any fluids transfer occur within 100 feet of the upland review boundary. The contractor shall be responsible for the proper storage, containerization and arrangement with a Connecticut-licensed transportation and disposal facility for final disposition at a permitted disposal facility.

Assuming a permit issue date in early June 2013, site work will be scheduled for mid-June through mid-September of 2013.

In the event of a release/spill at the Site during vehicle/debris extraction, the contractor shall employ the following procedures:

1. **IDENTIFY** the source of the spill and type of material involved.
2. If possible, **STOP** the source of the spill. Use necessary personal protective equipment.
3. **CONTAIN** the spill using absorbent materials.
4. **VERIFY** that the entire spill has been contained.
5. In de minimus quantities (for the purposes of this project, "de minimis" is considered <2 gallons), **CLEAN UP** the spill. If spill is significant, **CONTAIN AND CONTACT** emergency personnel, as appropriate:

DEEP, Hartford	860-424-3338 (24 hrs)
Ambulance (local)	911
Fire Department (local)	911
Town of Colchester, Jay Gigliotti	860-537-7283
Regional Administrator, EPA Region 1	617-223-7265
National Response Center	800-424-8802

^a - According to Section 22a-454 of the CGS, clean-up actions must be performed by a Connecticut-permitted spill cleanup contractor.

6. **REPORT** spill to DEEP 860-424-3338 or toll free 1-866-DEP-SPIL (1-866-337-7745)
7. **REPLACE** any spill equipment that was used in the clean up.
8. **WRITE** report of the spill using attached Spill Report Form.

In the event of a spill or release as described above, the selected contractor and/or site designee shall report the incident in accordance with Chapter 446k, Section 22a-450 of the CGS to the DEEP Emergency Response Unit, 860-424-3338 or toll free 1-866-DEP-SPIL (1-866-337-7745), and complete/document the spill on the attached Spill Report Form. Any person who fails to make a report required by Section 22a-450 of the CGS may be fined not more than one thousand dollars and the employer of such person may be fined not more than five thousand dollars, except that any person who fails to make a report relating to the discharge, spillage, uncontrolled loss, seepage or filtration of gasoline shall be fined not more than five thousand dollars and the employer of such person may be fined not more than ten thousand dollars.

6. When was the incident verbally reported to the Department of Environmental Protection?

Date _____ / _____ / _____ time ____:_____
Month / day / year

7. Who reported the incident and who were they representing?

Name: _____

Mailing address and Street: _____

Town: _____ State: _____ Zip _____ Telephone _____

8. What were the chemicals or petroleum products released, spilled or discharged? Give an exact description of each of the materials involved in the incident, including chemical names, percent concentrations, trade names, etc. If the chemicals are Extremely Hazardous substances or CERCLA hazardous substances they must be identified as such and include the reportable quantity (RQ). Please attach a Material Safety Data Sheet (MSDS) for each chemical involved.

9. What were the quantities of chemicals that were released, spilled or discharged to each environmental medium (air, surface water, soil, groundwater)? [NOTE: Connecticut General Statutes requires the reporting of any amount of any substance or material released to the environment].

10. Did any of the chemical travel beyond the property line? (NOTE: materials that enter the ground water are considered to have gone beyond the property line.)

11. What actions were taken to respond to and contain the release, spill or discharge?

12. What actions are being taken to prevent reoccurrence of an incident of this type:

Attach additional sheets if necessary.

13. Were there any injuries as a result of the incident? If so, list the names of exposed individuals, their addresses, phone numbers and describe their injuries.

Name: _____

Mailing address and Street: _____

Town: _____ State: _____ Zip _____ Telephone _____

Attach additional sheets if necessary.

14. What is the appropriate advice regarding medical attention necessary for exposed individuals?

15. Are there any known or anticipated health risks, acute or chronic, associated with the release of this chemical or medical advice that should be communicated?

16. Was the incident completely cleaned up by the time this report was submitted? If not, what are the anticipated remedial actions and their duration?

17. CERTIFICATION. I hereby affirm that the foregoing statement is true to the best of my knowledge.

Signature	Title	Date
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Print Name	Telephone
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Street Address/P.O. Box	City/Town	State	Zip
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This form may be reproduced or computerized as long as it contains all of the information requested and is on an 8-1/2" x 11" white paper, black type format. For serious incidents the questions may be answered in a narrative format which must include the preparer's affidavit.

MAIL TO: State of Connecticut
Department of Environmental Protection
Bureau of Waste Management
Oil and Chemical Spill Response Division
79 Elm Street
Hartford, CT 06106-5127
860-424-3338 (Emergency)

Erosion Control Inspection Log

Dad

Project Site:					
Date of Inspection:					
Type of Inspection (weekly/precipitation event, other):					
Weather Conditions:					
Inspections must be performed weekly, within 24 hours after a precipitation event 0.5 inches or greater, and immediately after control of a release of oil or hazardous materials.					
Maintenance Item	YES	NO	NOT APPLICABLE	Comments and Corrective Actions	Date of Corrective Action
General					
Have daily site briefings been conducted with all site personnel?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Is the approved Plan on-site and available to site personnel?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Have daily equipment inspections been completed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Has a weekly project activity report been submitted or, if >1/2" rain or release of oil/hazardous materials has occurred, has a report been submitted to Wetlands Enforcement Officer?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Site Entry					
Are construction site entrances and exits properly protected (i.e. through the use of the tracking pad, street sweeping, etc.) to control off-site tracking of soil and/or mud?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are soil and mud kept off public roadways at intersections with site access points?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Is the containment pad free of liquids and/or debris?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Materials Management					
Are construction materials, including fuels, stored 100 feet or more from adjacent waterways and regulated areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are construction materials and equipment properly stored, covered, and with secondary containment, as appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are spill containment and spill response materials and equipment adequately stocked and readily available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are all equipment, material handling, and storage areas clean and free of spill, leaks, or other deleterious materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are oils, hazardous materials, and wastes properly stored, including being covered and stored in secondary containment, as needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are stockpiles and other waste areas of the site stabilized and covered, as necessary?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are dust control measures being appropriately implemented?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Regulated and Sensitive Areas					
Are wetland flagging and demarcation materials in place to clearly define regulated boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are all silt fence and hay bales installed and maintained according to the Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Is there evidence of a release of oil or other hazardous materials in any regulated or sensitive areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are all discharge points into waterways, wetlands and regulated areas free of any apparent pollutant discharges? (observe and document visual observations of turbidity, color, sheen, and floating materials in discharges and if possible in receiving water upstream and downstream within 25 feet of discharge.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are all perimeter sediment controls in place where required by the Plan, properly installed and well maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Have all disturbed soil areas not being actively worked been temporarily or permanently stabilized to protect against erosion?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Inspector Name:					
Inspector Signature:					

Equipment Inspection Log

Project Site:					
Date of Inspection:					
Maintenance Item	YES	NO	NOT APPLICABLE	Comments and Corrective Actions	Date of Corrective Action
Is data plate/load chart plate fitted and readable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are warning labels present and legible?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are lift arms lubricated and without damage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are any hydraulic line leaks or damage present?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are quick hitch and pins in good condition and not seized?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are seat and seatbelt in good, working condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Is the safety bar present and operational such that engine will not start with it in up position?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Is the tension correct on the track chain?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are track grouser plates damaged?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are fluid leaks present on or beneath the machine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are engine fluid levels correct (i.e. engine oil, gearbox oil, hydraulic oil, coolant, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Is the battery bracketed correctly and are terminals secure and clean?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are levels of electrolytes in batteries correct and caps in place?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Is the warning horn present and functional?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Does the back-up alarm function properly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Does the parking brake function properly (test on incline)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Does the steering function properly with no undue noise or stress?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Does the machine creep with controls in neutral?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are spill containment materials and equipment readily available with the machine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Are adequate Class B fire extinguishers installed on the equipment charged and ready for use, suitably placed, and distinctly marked, and is accessibility to them no obstructed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Inspector Name:					
Inspector Signature:					

ENVIRONMENTAL SITE MONITOR

Standard Form of Condition

The applicant shall, at his/her expense, retain an environmental site monitor who is well versed in wetland protection techniques and sediment and erosion control measures to monitor construction activities at Tony's Junkyard located along Old Amston Road in Colchester, CT.

- a. The fees for the environmental site monitor shall be borne by the applicant.
- b. The environmental site monitor shall be one who holds a professional license or certification in the State of Connecticut as Professional Engineer, Erosion and Sediment Control Specialist, Soil Scientist, or an individual who has distinguished him/herself as a professional environmental consultant; in either case, the proposed environmental site monitor shall be subject to the approval of the Colchester Conservation Commission.
- c. During all phases of site work involving the removal of vehicles and other debris at the site, the environmental site monitor shall inspect the site on a daily basis to insure that all work, wetlands crossings, drainage, and other site activities, are executed according to the approved plan on file with the Colchester Planning & Zoning Department, and that all erosion and sediment controls are properly installed and maintained throughout the project. Erosion and sediment controls shall also be inspected after significant rain events.
- d. The environmental site monitor shall ensure that at the end of each work day all removals and site work, particularly in the regulated wetlands areas, are stabilized according to best management practices.
- e. Upon completion of the removal of vehicles and debris from the regulated areas, the environmental site monitor's schedule may be reduced to a frequency deemed appropriate by the Wetlands Enforcement Officer.
- f. The environmental site monitor, during the removal of vehicles and debris from the regulated areas, shall submit to the Wetlands Enforcement Officer, on a weekly basis, a written report of inspections and status of work in the regulated area. Upon completion of the vehicle and debris removal from the regulated areas, reports may be submitted on a schedule deemed appropriate by the Wetlands Enforcement Officer.
- g. If the environmental site monitor is terminated by the applicant, or leaves the employment at Eolas Environmental, LLC for any reason, the Wetlands Enforcement Officer shall be notified immediately, and a new site monitor satisfactory to the Colchester Conservation Commission be retained.
- h. The environmental site monitor shall be a "third party", not affiliated with the applicant involved in the vehicle and debris removal plans.

ALEXANDER K. CLARKE SENIOR ENVIRONMENTAL SPECIALIST

Alexander Clarke is a Senior Environmental Specialist with Eolas Environmental who has over ten years of experience in the environmental engineering and consulting field. Prior to joining Eolas Environmental in 2013, he was employed at an environmental engineering and consulting firm where he was the lead operator of the firm's Geoprobe™ drilling rigs. His primary project experience has been environmental site investigation and remediation activities. He has performed and led various site investigation, remediation and construction activities on environmentally-impacted properties. Tasks on these projects have included the collection and screening of air, soil and groundwater samples; performance of soil vapor surveys; logging of geologic borings; and monitoring and implementation of remediation activities on industrial and commercial properties with varying soil and groundwater contamination characteristics. He has extensive experience and is proficient with Geoprobe™ direct-push and auger drill rigs. He was also directly involved with the operation of an Aries closed circuit television (CCTV) pipe and structure inspection system, is certified in its operation, and has inspected thousands of feet of storm and sanitary pipelines.

Representative Project Experience

Site Investigation – Alex has conducted numerous site investigation fieldwork tasks, many associated with Connecticut Transfer Act Phase II and Phase III environmental site assessments. Tasks have included:

- Advancement of soil borings;
- Completion of Screen Point groundwater transects;
- In-situ injection techniques for remedial purposes;
- Installation and development of groundwater monitoring wells;
- Collection of soil, groundwater, surface water, sediment, soil vapor, and hazardous waste samples for chemical analysis and waste characterization;
- Oversight and direction of the advancement of soil borings, and installation of bedrock and overburden groundwater monitoring wells and stream gauges.

Remediation and Compliance Assistance – Alex has completed various project tasks that have been required for ongoing remedial efforts or to support regulatory compliance activities. Among those tasks are:

- Quarterly monitoring and reporting for several municipal landfills in Connecticut;
- Performance of building materials investigations associated with building demolition to ensure compliance with applicable state and federal remediation regulations;
- Performance of waste characterization for hazardous and non-hazardous process wastes, including development of initial waste characterization requirements and sampling matrices;
- Performance of extensive process knowledge and data gathering for RCRA compliance and waste stream characterization aiding in the streamlining of waste management systems;
- Served as point of contact and lead site monitor for on-site remediation projects involving multiple subcontractors and requiring daily site briefings, daily project monitoring, and corrective action implementation.

Education

B.A., University of Connecticut

Professional Certifications

National Association of Sewer Service Companies (NASSCO)
PACP, LACP, MACP coding systems

OSHA 40-Hour HAZWOPER
Training-OSHA 29 CFR 1910.120

OSHA 8-Hour Refresher Training-
OSHA 29 CFR 1910.120

DOT Hazardous Materials Shipment
Training 49 CFR Part 172 Subpart H

RCRA Hazardous Waste Training-
40 CFR Parts 262.34(a)(4),
262.34(d)(5), and 265.16

Confined Space Training – OSHA
29 CFR 1910 and 1926

Closed Circuit Television Camera Inspection – CCTV Pipe and Structure Inspection can provide a client with immediate, detailed, high definition, digital recordings of utility pipe and structure interiors and their real-time conditions. Alex has been professionally trained and is certified by the National Association of Sewer Service Companies (NASSCO) on the camera system operations and pipeline inspections. His certifications by NASSCO cover Pipe Assessment Certification Program (PACP), Lateral Assessment Certification Program (LACP) and Manhole Assessment Certification Program (MACP). The certifications are supported by the United States Environmental Protection Agency (EPA). Alex has been involved in numerous inspections including large-scale storm and sewer pipe inspections at prominent aerospace manufacturers. Tasks included:

- Inspection of thousands of feet of storm and sanitary pipelines utilizing the NASSCO PACP coding system for drainage system defects and for facility process discharges wrongly flowing into stormwater line systems;
- Working closely with clients and subcontractors to correct severe pipeline structural issues and to track down and identify the sources of wrongfully discharging process flows;
- Working with vacuum and jetting crews to clean lines prior to CCTV inspection;
- Assist with CCTV operations in preparation for sewer pipe lining activities;
- Work with camera snake systems to inspect lateral services for defects and discharge destinations.

Health and Safety Activities – Due to his extensive fieldwork activities, Alex has frequently been the designated site Health and Safety Officer responsible for oversight and daily documentation of site activities and working with the project team to maintain a safe and smoothly operating work site. Project tasks have included:

- Development of and involvement with numerous site investigation project Health and Safety Plans (HASPs);
- Development of numerous Job Hazard Analyses (JHAs) for site-specific investigation activities;
- As Health and Safety Officer responsible for ensuring that all site activities are carried out safely and efficiently as well as managing all investigation-specific and emergency communication between field and office personnel;
- Performed numerous health and safety audits on job sites involving co-workers as well as subcontractors.