Appendix 8
Formal Agency Coordination

Date	From	Organization	To	Organization
11-4-10	Mark Alexander	CTDOT	Susan Lee	U.S. Army Corps of Engineers
12-2-10	Diane M. Ray	U.S. Amy Corp of Engineeers	Mark Alexander	CTDOT
6-22-11	Shawn Callaghan	Fitzgerald & Halliday	Amy Coman-Hoenig	Massachusetts Division of Fisheries & Wildlife
7-8-11	Thomas W. French	Division of Fisheries & Wildlife	Shawn Callaghan	Fitzgerald & Halliday
4-22-11	David Laiuppa	Fitzgerald & Halliday	Thomas R. Chapman	United States Fish & Wildlife Service
6-22-11	Shawn Callaghan	Fitzgerald & Halliday	Thomas R. Chapman	United States Fish & Wildlife Service
7-27-11	Thomas R. Chapman	Fish & Wildlife Service	Shawn Callaghan	Fitzgerald & Halliday
6-22-11	Shawn Callaghan	Fitzgerald & Halliday	Nancy Murray	Connecticut Dept. of Environmental Protection
8-22-11	Elaine Hinsch	Bureau of Natural Resources Wildlife Division	Shawn Callaghan	Fitzgerald & Halliday
8-2-11	Linda Perelli Wright	Fitzgerald & Halliday	David Bahlman	Connecticut Department of Economic and Community Development
10-19-09	David Bahlman	Connecticut Commission of Culture & Tourism	Colleen A. Kissane	CTDOT
10-20-11	Frederick L. Riese	Connecticut Department of Energy & Environmental Protection	Mark Alexander	CTDOT
10-20-11	Eric McPhee	State of Connecticut Department of Public Health	Mark Alexander	CTDOT
10-20-11	Patricia Bisacky	State of Connecticut Department of Public Health Drinking Water Section	Lori Mathieu and Eric McPhee	State of Connecticut Department of Public Health Drinking Water Section
11-17-11	David Carol	PB	Meeting Attendees	Various
Undated	Draft	FRA	Judith McDonough	Massachusetts Historical Commission
1-14-12	Sherry White	Stockbridge-Munsee Tribal Historic Preservation Office		Federal Dept. of Transportation
3-2-12	John D. Ray	MassDOT/Transit and Rail Division	Secretary Richard K. Sullivan	Executive Office of Energy and Environmental Affairs MEPA Office
3-8-12	Maeve Vallely-Bartlett	Commonwealth of Massachusetts – Executive Office of Energy & Environmental Affairs	John Ray	Massachusetts Department of Transportation Transit and Rail Division
4-6-12	Raymond Wallace	Advisory Council on Historic Preservation (ACHP)	David Valenstein	FRA

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

November 04, 2010

Ms. Susan Lee
U.S. Army Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Subject: Request to Review the Categorical Exclusion for Track 1A Work for the New Haven-Hartford-Springfield Rail Line

The Connecticut Department of Transportation (Department) prepared a Draft Categorical Exclusion (CE) for the double tracking of a ten mile section of the New Haven-Hartford-Springfield rail corridor from the Meriden-Berlin town line to just north of Route 175 in Newington. This CE was sent to the Federal Rail Administration for their review in May 2010. As was discussed by telephone, please review this CE and then send a letter to this office, which lists any comments that you may have.

Wilbur Smith Associates posted the Draft CE document on their internal project website because the file is so large (47 megabytes). Please note that at the bottom of the e-mail that was sent to you will be the information you need to access the CE file.

It should be noted that during the design phase, coordination will occur between Army Corps of Engineers, the Department, the consultant, and AMTRAK to ensure that the preparation of the necessary permitting is fully complete.

We look forward to receiving your response.

Very truly yours,

Mark Alexander

Mark W. Alexander
Transportation Assistant Planning Director
Bureau of Policy and Planning

SVP Stephen V. Delpapa/gg

bcc: Thomas J. Maziarz – Robbin L. Cabelus
James P. Redeker
Mark W. Alexander - Stephen V. Delpapa – Desmond P. Dickey
John E. Bernick
S:\Polplan\4802\SteveD\NHHSRail\Request to Review Categorical Exclusion for Track 1A Rail Improvements 11_02_10

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

REPLY TO
ATTENTION OF

December 2, 2010

Regulatory Division
CENAE-R-PEB
NAE-2008-2099

Attn: Mark Alexander
Connecticut Department of Transportation
P.O. Box 317546
2800 Berlin Turnpike
Newington, CT 06131-7546

Dear Mr. Alexander:

This responds to your request for comments on the information provided in your Categorical Exclusion (CE) determination prepared for the Federal Railroad Administration for a proposed 10-mile double tracking rail project extending from the Meriden-Berlin town line to just north of Route 175 in Newington, Connecticut (MP 20.6 to 31.1). The rail improvements involve the construction of a second track alongside the existing single track.

The Corps has reviewed the information provided in the CE determination, and has the following comments at this time:

General comment - The graphic information (Appendix E – Wetlands) provided identifies several water bodies (rivers, streams, brooks etc.) and adjoining associated wetlands areas crossed by the existing 10-mile rail corridor (MP 20.6 to 31.1); the water bodies crossed by the existing 10-mile rail corridor are conveyed under the existing rail bed via existing bridge or culvert structures, which may require rehabilitation, repair, or replacement to support the double tracking project. Typically, we expect that rehabilitation, repairs, and /or the replacement of bridge/culverts may involve the discharge of fill into the waterway and its associated wetlands. A permit under Section 404 of the Clean Water Act will be required for the discharge of dredged and/or fill materials (permanent and temporary fills) into waters/wetlands in association with rail construction and the attendant rehabilitation, repair, and/or replacement of those bridges/culverts to support the rail project.

Federal wetlands boundaries (Appendix E - Wetlands) will need to be supported by appropriate field data information where you will have impacts on wetlands areas. Wetland delineation information will need to be in accordance with the Corps of Engineers Wetland Delineation Manual, and accompanying Regional Supplement, which provide technical guidance and procedures for identifying and delineating wetlands that may be subject to regulatory jurisdiction under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. These guidance documents can be found at the links below:

http://el.erdc.usace.army.mil/elpubs/pdf/wlman87.pdf
http://www.nae.usace.army.mil/reg/Wetlands/InterimRegionalSupplementDelineationManual.pdf

SVP Stephen V. Delpapa/gg

bcc: Thomas J. Maziarz – Robbin L. Cabelus
James P. Redeker
Mark W. Alexander - Stephen V. Delpapa – Desmond P. Dickey
John E. Bernick
S:\Polplan\4802\SteveD\NHHSRail\Request to Review Categorical Exclusion for Track 1A Rail Improvements 11_02_10

FITZGERALD & HALLIDAY, INC.
72 Cedar Street, Hartford, Connecticut 06106
Tel. (860) 247-7200
Fax (860) 247-7206

June 22, 2011

Ms. Amy Coman-Hoenig
Natural Heritage & Endangered Species Program (NHESP)
Massachusetts Division of Fisheries & Wildlife
1 Rabbit Hill Road
Westborough, MA 01581

Subject: New Haven – Hartford – Springfield Line High Speed, Regional, and Commuter Rail Service
NEPA Environmental Assessment (EA)
State Project #170-2296

Dear Ms. Coman-Hoenig,

Fitzgerald & Halliday, Inc. (FHI) is working with Wilbur Smith Associates (WSA) on the above referenced Connecticut Department of Transportation (CTDOT) project. Please see below for a project description and the proposed activities associated with the project.

Project Description

CTDOT in cooperation with Amtrak and the states of Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont, is proactively engaged in re-establishing a vibrant and effective passenger rail service in Connecticut and throughout New England. This New Haven, Hartford, Springfield (NHHS) High Speed, Intercity, and Regional Rail Environmental Assessment (EA) document is being prepared as part of that regional effort, with project-level focus on the impacts to the NHHS rail corridor. The Project Study area includes 62 miles of existing Amtrak owned and operated rail line. It starts at Union Station in New Haven, Connecticut in the south and ends at Union Station in Springfield, Massachusetts to the north. The purpose of this project is to improve the existing rail infrastructure, passenger rail service and intermodal connections between New Haven, Connecticut and Springfield, Massachusetts, accommodating safe, convenient and reliable commuter rail service integrated with a growing freight and future high speed rail operations.

Proposed Activities

The entire 62-mile rail corridor was originally double-tracked but Amtrak removed some sections of the second track in early 1990. The removed track had been in place since the 1850s. The majority of the work will be performed within the previously disturbed and maintained rail right-of-way (ROW). The specific areas where the second track will be replaced and activities

that are anticipated outside of the existing rail ROW have been identified and displayed on the attached maps. There is no double tracking, existing station or new station work proposed in Massachusetts. See the attached mapping for details on the project improvements in the study corridor. Sheets 20, 21 and 22 include all of the proposed work to be performed in Massachusetts.

All of the proposed work associated with this project will fall within the previously disturbed and maintained rail ROW within the Commonwealth of Massachusetts, except for the proposed Springfield layover area. The Proposed Action being evaluated in the EA within Massachusetts involves construction of this layover area for rail vehicles in Springfield, MA. Activities include the installation of track and preparation of the property for train storage and maintenance.

There are numerous bridges and culverts located along the study corridor. Many of these structures are in poor condition and may require repair or replacement. At this planning stage of the project, the bridges and culverts in need of work have not been identified. At later stages of project design and engineering (not part of this EA), when these structures are identified, another round of coordination may be required to assess potential impacts to threatened and endangered species concerns and/or significant wildlife habitats.

A review of the NHESP Priority Habitats of Rare Species GIS database (dated October 2008) for the project study corridor did not identify locations of potential conflict with endangered species and/or significant natural communities. There is no station work, double tracking, Springfield layover area or other construction work proposed within mapped NHESP areas. Please see the attached mapping for details.

To further support FHI's investigation into potential threatened and endangered species concerns and/or significant wildlife habitats, FHI requests that your office kindly forward us any federal threatened and endangered species information related specifically to the locations identified on the maps for the project corridor. This is a high priority project for CTDOT and we would appreciate the quickest turnaround time possible to accommodate the project schedule.

We look forward to receiving any information you can provide us, and to future coordination with your office. Please feel free to contact me at (860) 256-4918 if you have any questions.

Very truly yours,

FITZGERALD & HALLIDAY, INC.

Shawn Callaghan
Senior Planner II

Enclosure

Cc: Mr. Stephen Delpapa (CTDOT), Ralph Trepal (WSA), C. Gould (FHI), S. Callaghan (FHI), File P1038.03

Commonwealth of Massachusetts

Division of Fisheries & Wildlife

MassWildlife

Wayne F. MacCallum, *Director*

July 8, 2011

Shawn Callaghan
Senior Planner II
Fitzgerald & Halliday, Inc.

RE: Project: New Haven-Hartford-Springfield Line High Speed, Regional, Commuter Rail Service
Project Description: Improvement of existing rail infrastructure, passenger rail service, and intermodal connections between New Haven, Connecticut and Springfield, MA
NHESP Tracking No.: 11-29764

Dear Mr. Callaghan:

The Natural Heritage & Endangered Species Program (NHESP) of the Massachusetts Division of Fisheries & Wildlife has reviewed your letter dated 6/22/2011 (and subsequent email dated 7/6/2001) describing the work associated with the above-listed project. It is the understanding of the NHESP that the only work currently proposed within Massachusetts is minor repair work on the Chestnut Street Bridge and a new layover area in the City of Springfield.

Based on a review of the information that was provided and the information that is currently contained in our database, the NHESP has determined that the currently proposed work in Massachusetts **does not occur within Priority Habitat** as indicated in the *Massachusetts Natural Heritage Atlas* (13th Edition). Therefore, these portions of the project are not required to be reviewed for compliance with the MA Endangered Species Act Regulations (321 CMR 10.18). Please note that any additional work, such as repair and replacement of bridges and/or culverts, may require a filing with the NHESP.

Please note that this determination addresses only the matter of **rare** wildlife habitat and does not pertain to other wildlife habitat issues that may be pertinent to the proposed project. If you have any questions regarding this letter please contact Eve Schlüter, Endangered Species Review Biologist, Ph.D., at (508) 389-6346 or eve.schluter@state.ma.us.

Sincerely,

Thomas W. French

Thomas W. French, Ph.D.
Assistant Director

FITZGERALD & HALLIDAY, INC.
72 Cedar Street, Hartford, Connecticut 06106
Tel. (860) 247-7200
Fax (860) 247-7206

April 22, 2011

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

Subject: New Haven – Hartford – Springfield Commuter Rail Service
NEPA Environmental Assessment/CEPA Environmental Impact Evaluation
State Project #170-2296

Dear Mr. Chapman,

Fitzgerald & Halliday, Inc. (FHI) is working with Wilbur Smith Associates (WSA) on the above referenced Connecticut Department of Transportation (CTDOT) project. The Proposed Action being evaluated in the EA/EIE involves:

- Double-tracking the entire 62-mile rail corridor from New Haven, Connecticut to Springfield, Massachusetts **(*See Note Below)**
- Upgrading the existing stations in Connecticut to include either additional parking capacity, new high-level rail platforms, or handicapped accessible amenities such as elevators, pedestrian overpasses and walkways
- Constructing new stations along the rail corridor (site locations still to be determined), and
- Improving gates and signals at numerous at-grade crossings located along the corridor.

Most of the proposed work associated with this project will fall within 250 feet of either side of the existing rail corridor between New Haven, Connecticut and Springfield, Massachusetts.

A review of the Connecticut Department of Environmental Protection (CTDEP) State and Federal Listed Species and Significant Natural Communities GIS database dated December 2010 for the project study corridor identified several locations of potential conflict with endangered species and/or significant natural communities. These areas of potential conflict (referred to as NDDB sites) are depicted on the attached USGS maps.

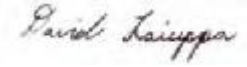
To further support FHI's investigation into potential threatened and endangered species concerns and/or significant wildlife habitats, FHI requests that your office kindly forward us any federal threatened and endangered species information related specifically to the locations identified on the maps for the project corridor. We look forward to receiving any information you can provide

us, and to future coordination with your office. Please feel free to contact me at (860) 243-2456 if you have any questions.

*(**Note:** The entire rail corridor was originally double-tracked but Amtrak removed the second track in early 1990. The removed track had been in place since the 1850s. Conceptual engineering associated with double tracking the entire corridor is still being developed and may require either rehabilitation or replacement of some of the existing structures along the rail line, including the Hartford Viaduct and the Connecticut River Railroad Bridge connecting Windsor Locks and Enfield. Once these potential impact sites are identified, a second coordination letter will be sent to your attention for this project so that we may obtain any pertinent endangered and/or threatened species and critical habitat information for those potential work areas).*

Very truly yours,

FITZGERALD & HALLIDAY, INC.



David Laiuppa
Senior Planner

Enclosure

Cc: Mr. Stephen Delpapa (CTDOT), Ralph Trepal (WSA), C. Gould (FHI), S. Callaghan (FHI), File P1038.03

FITZGERALD & HALLIDAY, INC.
72 Cedar Street, Hartford, Connecticut 06106
Tel. (860) 247-7200
Fax (860) 247-7206

June 22, 2011

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

Subject: New Haven – Hartford – Springfield Commuter Rail Service
NEPA Environmental Assessment/CEPA Environmental Impact Evaluation (EA/EIE)
State Project #170-2296

Dear Mr. Chapman,

Fitzgerald & Halliday, Inc. (FHI) is working with Wilbur Smith Associates (WSA) on the above referenced Connecticut Department of Transportation (CTDOT) project. The entire 62-mile rail corridor between New Haven, Connecticut and Springfield, Massachusetts was originally double-tracked but Amtrak removed some sections of the second track in early 1990. The removed track had been in place since the 1850s.

The Proposed Action being evaluated in the EA/EIE involves:

- Replacing the second track in specific areas to ensure the entire 62-mile rail corridor from New Haven, Connecticut to Springfield, Massachusetts has double-tracking. See the attached maps.
- Upgrading the existing stations in Connecticut to include either additional parking capacity, new high-level rail platforms, and/or handicapped accessible amenities such as elevators, pedestrian overpasses and walkways,
- Constructing new stations along the rail corridor, and
- Construction of a layover area for rail vehicles in Springfield, MA.

Work is not anticipated to be performed more than 25 feet from the track in these double tracking areas. Double tracking work will be performed only to the east of the tracks. There are numerous bridges and culverts located along the study corridor. Many of these structures are in poor condition and may require repair or replacement. At this planning stage of the project, the bridges and culverts in need of work have not been identified. At later stages of project design and engineering (not part of this EA/EIE), when these structures are identified, another round of coordination may be required to assess potential impacts to threatened and endangered species concerns and/or significant wildlife habitats.

A review of the Connecticut Department of Environmental Protection (CTDEP) State and Federal Listed Species and Significant Natural Communities Geographic Information System (GIS) database dated December 2010 for the project study corridor identified several locations of potential conflict with endangered species and/or significant natural communities. These areas of potential conflict are depicted on the attached USGS maps. A review of the NHESP Priority Habitats of Rare Species GIS database (dated October 2008) for the project study corridor did not identify locations of potential conflict with endangered species and/or significant natural communities. There is no station work, double tracking, Springfield layover area or other construction proposed within mapped NHESP areas.

To further support FHI's investigation into potential threatened and endangered species concerns and/or significant wildlife habitats, FHI requests that your office kindly forward us any federal threatened and endangered species information related specifically to the locations identified on the maps for the project corridor. This is a high priority project for CTDOT and we would appreciate the quickest turnaround time possible to accommodate the project schedule.

We look forward to receiving any information you can provide us, and to future coordination with your office. Please feel free to contact me at (860) 256-4918 if you have any questions.

Very truly yours,

FITZGERALD & HALLIDAY, INC.

Shawn Callaghan
Senior Planner II

Enclosure

Cc: Mr. Stephen Delpapa (CTDOT), Ralph Trepal (WSA), C. Gould (FHI), S. Callaghan (FHI), File P1038.03

United States Department of the Interior

FISH AND WILDLIFE SERVICE

New England Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5087
http://www.fws.gov/newengland

July 27, 2011

Mr. Shawn Callaghan
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, Connecticut 06106

Dear Mr. Callaghan:

This responds to your correspondence dated June 22, 2011, requesting information on the presence of federally listed and/or proposed endangered or threatened species in relation to the New Haven-Hartford-Springfield Commuter Rail Service Environmental Assessment. The proposed actions that are being considered include replacement of existing track, station upgrades, construction of new stations and construction of a layover area. Work may include repair and replacement of bridges and culverts along the route.

The dwarf wedgemussel (*Alasmidonta heterodon*) is known to occur in the Farmington River, south of mile marker 44. Construction, maintenance and repair activities in this area may require further coordination with this office because the discharge of materials into these waters may result in adverse effects to the mussel.

Except for the dwarf wedgemussel, no other federally listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area.

Thank you for your coordination. Please contact Anthony Tur of this office at 603-223-2541 with any additional information or for further assistance.

Sincerely yours,

Thomas R. Chapman
Supervisor
New England Field Office

FITZGERALD & HALLIDAY, INC.
72 Cedar Street, Hartford, Connecticut 06106
Tel. (860) 247-7200
Fax (860) 247-7206

June 22, 2011

Ms. Nancy Murray
Central Permit Processing Unit
Connecticut Department of Environmental Protection
79 Elm Street
Hartford, CT 06106-5127

Subject: New Haven – Hartford – Springfield Line High Speed, Regional, and Commuter Rail Service
NEPA Environmental Assessment/CEPA Environmental Impact Evaluation (EA/EIE)
State Project #170-2296

Dear Ms. Murray,

Fitzgerald & Halliday, Inc. (FHI) is working with Wilbur Smith Associates (WSA) on the above referenced Connecticut Department of Transportation (CTDOT) project. The entire 62-mile rail corridor between New Haven, Connecticut and Springfield, Massachusetts was originally double-tracked but Amtrak removed some sections of the second track in early 1990. The removed track had been in place since the 1850s.

The Proposed Action being evaluated in the EA/EIE involves:

- Replacing the second track in specific areas to ensure the entire 62-mile rail corridor from New Haven, Connecticut to Springfield, Massachusetts has double-tracking. See the attached maps.
- Upgrading the existing stations in Connecticut to include either additional parking capacity, new high-level rail platforms, and/or handicapped accessible amenities such as elevators, pedestrian overpasses and walkways, and
- Constructing new stations along the rail corridor.

The majority of the work will be performed within the previously disturbed and maintained rail right-of-way (ROW). The specific areas where the second track will be replaced and activities that are anticipated outside of the existing rail ROW have been identified and displayed on the attached maps. The green line that shows these areas is not to scale, but rather enlarged for illustrative purposes. Work is not anticipated to be performed more than 25 feet from the track in these double tracking areas. Double tracking work will be performed only to the east of the tracks.

There are numerous bridges and culverts located along the study corridor. Many of these structures are in poor condition and may require repair or replacement. At this planning stage of the project, the bridges and culverts in need of work have not been identified. At later stages of project design and engineering (not part of this EA/EIE), when these structures are identified, another round of coordination may be required to assess potential impacts to threatened and endangered species concerns and/or significant wildlife habitats.

A review of the Connecticut Department of Environmental Protection (CTDEP) State and Federal Listed Species and Significant Natural Communities Geographic Information System (GIS) database dated December 2010 for the project study corridor identified several locations of potential conflict with endangered species and/or significant natural communities. These areas of potential conflict are depicted on the attached USGS maps. The three double tracking segments with potential NDDB conflicts are shown on the attached maps and described by mileposts. There are three existing stations and three new stations that have a potential conflict with NDDB mapping. Each of these stations is labeled by town on the attached maps and a description of the planned construction activities is provided on the attached sheet entitled Station Improvement Descriptions. These sites are listed from south to north along the study corridor. See the attached sheet for details. GIS shape files of the mapping have also been provided for review on the enclosed CD. The USGS maps are also included on this CD.

To further support FHI's investigation into potential threatened and endangered species concerns and/or significant wildlife habitats, FHI requests that your office kindly forward us any federal threatened and endangered species information related specifically to the locations identified on the maps for the project corridor. This is a high priority project for CTDOT and we would appreciate the quickest turnaround time possible to accommodate the project schedule.

We look forward to receiving any information you can provide us, and to future coordination with your office. Please feel free to contact me at (860) 256-4918 if you have any questions.

Very truly yours,

FITZGERALD & HALLIDAY, INC.

Shawn Callaghan
Senior Planner II

Enclosure

Cc: Mr. Stephen Delpapa (CTDOT), Ralph Trepal (WSA), C. Gould (FHI), S. Callaghan (FHI), File P1038.03

Request for Natural Diversity Data Base (NDDB) State Listed Species Review

All requesters must completely fill out Parts I - VII of this form and submit Attachments A and B, or the request will be rejected as incomplete.
There are no fees associated with NDDB Reviews.

DEP USE ONLY	
Request No.	_____
Hardcopy _____	**Electronic files** _____

Part I: Preliminary Screening

Before submitting this request, you must review the Natural Diversity Data Base "State and Federal Listed Species and Significant Natural Communities Maps" found on the DEP website. Follow the instructions on the map or in this form's instruction document. These maps are updated twice a year, usually in June and December.

Does your site, including all affected areas, meet the screening criteria according to the instructions:

☒ Yes ☐ No

Enter the date of the map reviewed for pre-screening: **December 2010**

Part II: Requester Information

****If the requester is a corporation, limited liability company, limited partnership, limited liability partnership, or a statutory trust, it must be registered with the Secretary of State. If applicable, the company name shall be stated **exactly** as it is registered with the Secretary of State.*

If the requester is an individual, provide the legal name (include suffix) in the following format: First Name; Middle Initial; Last Name; Suffix (Jr, Sr., II, III, etc.).

1. Requester Company Name*: **Connecticut Department of Transportation**

Name: **Mr. Stephen Delpapa**

Address: **2800 Berlin Turnpike P.O. Box 317546**

City/Town: **Newington** State: **CT** Zip Code: **06131-7546**

Business Phone: **860-594-2941** ext. Fax:

Requester can best be described as:

☐ Business Entity ☐ Federal Agency ☐ Municipal govt. ☒ State agency ☐ Individual

☐ Tribe ☐ Other (specify):

Acting as (Affiliation), pick one:

☐ Property owner ☐ Consultant ☐ Engineer ☐ Facility owner ☒ Applicant

☐ Biologist ☐ Pesticide Applicator ☐ Other representative (specify):

2. List Primary Contact to receive Natural Diversity Data Base correspondence and inquiries, if different from requester.

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

Contact Person: **Mr. Shawn Callaghan** Title: **Senior Planner II**

Mailing Address: **72 Cedar Street**

City/Town: **Hartford** State: **CT** Zip Code: **06106**

Business Phone: **860-256-4918** ext. **n/a** Fax: **860-247-7206**

Email: **scallaghan@fhiplan.com**

Part II: Requester Information (continued)

Affiliation of primary contact, check one: ☐ Property owner ☒ Consultant ☐ Engineer

☐ Facility owner ☐ Applicant ☐ Biologist ☐ Pesticide Applicator

☐ Other representative (specify):

3. Project Type:

Choose Project Type: Other , If other describe: **Facility and infrastructure construction and maintenance along the rail corridor between New Haven, CT and Springfield, MA. CT State project # 170-2296**

Part III: Site Information

This request can only be completed for one site. A separate request must be filed for each additional site.

1. Site Location

Site Name or Project Name: **New Haven-Hartford-Springfield Line High Speed, Regional, and Commuter Rail Service (Proj. # 170-2296)**

Town(s): **New Haven, North Haven, Hamden, Wallingford, Meriden, Berlin, New Britain, Newington, West Hartford, Hartford, Windsor, Windsor Locks, Enfield, Suffield**

Street Address or Location Description:
Approximately 250 ft on either side of the existing rail line between New Haven, CT and Springfield, MA.

Size in acres, or site dimensions: **Approximately 500 ft wide x 62 miles long**

Latitude and longitude of the center of the site in decimal degrees (e.g., 41.23456 -71.68574):

Latitude: Longitude:

Method of coordinate determination (check one):

☐ GPS ☐ Photo interpolation using CTECO map viewer ☐ Other (specify):

2a. Describe the current land use and land cover of the site.

Amtrak rail & rail facilities.

b. Check all that apply and enter the size in acres or % of area in the space after each checked category.

☒ Industrial/Commercial 3% ☒ Residential 3% ☒ Forest 3%

☒ Wetland 3% ☒ Field/grassland 3% ☒ Agricultural 3%

☒ Water 3% ☒ Utility Right-of-way 3%

☒ Transportation Right-of-way 76% ☐ Other (specify): __

Part IV: Project Information

1. Is the subject activity limited to the maintenance, repair, or improvement of an existing structure within the existing footprint? ☐ Yes ☒ No If yes, explain.

   Maintenance, repair, and improvement may expand beyond the existing footprint in multiple locations.

Part VI: Supporting Documents

Please check each attachment submitted as verification that *all* applicable attachments have been supplied with this request form. Label each attachment as indicated in this part (e.g., Attachment A, etc.) and be sure to include the requester's name, site name and the date. **Please note that Attachments A and B are required for all requesters.** Attachment C (DEP-APP-007C) is supplied at the end of this form.

☒ Attachment A:	**Overview Map:** an 8 1/2" X 11" print/copy of the relevant portion of a USGS Topographic Quadrangle Map clearly indicating the exact location of the site.
☒ Attachment B:	**Detailed Site Map:** fine scaled map showing site boundary details on aerial imagery with relevant landmarks labeled. (Site boundaries in GIS [ESRI ArcView shapefile, in NAD83, State Plane, feet] format can be substituted for detailed maps, see instruction document)
☒ Attachment C:	**Supplemental Information, Group 2 requirement (attached, DEP-APP-007C)** ☒ Section I: Supplemental Site Information and supporting documents ☒ Section II: Supplemental Project Information and supporting documents

Part VII: Requester Certification

The requester *and* the individual(s) responsible for actually preparing the request must sign this part. A request will be considered incomplete unless all required signatures are provided.

"I have personally examined and am familiar with the information submitted in this document and all attachments thereto, and I certify that based on reasonable investigation, including my inquiry of the individuals responsible for obtaining the information, the submitted information is true, accurate and complete to the best of my knowledge and belief."

Stephen V. Delpapa	6-22-11
Signature of Requester	Date
Stephen V. Delpapa	**Trans. Supervising Planner**
Name of Requester (print or type)	Title (if applicable)
Shawn E. Callaghan	6-22-11
Signature of Preparer (if different than above)	Date
Shawn Callaghan	
Name of Preparer (print or type)	Title (if applicable)

Note: Please submit the completed Request Form and all Supporting Documents to:

CENTRAL PERMIT PROCESSING UNIT
DEPARTMENT OF ENVIRONMENTAL PROTECTION
79 ELM STREET
HARTFORD, CT 06106-5127

Or email request to: **dep.nddbrequest@ct.gov**

Part VI: Supporting Documents

Please check each attachment submitted as verification that *all* applicable attachments have been supplied with this request form. Label each attachment as indicated in this part (e.g., Attachment A, etc.) and be sure to include the requester's name, site name and the date. **Please note that Attachments A and B are required for all requesters.** Attachment C (DEP-APP-007C) is supplied at the end of this form.

☒ Attachment A:	**Overview Map:** an 8 1/2" X 11" print/copy of the relevant portion of a USGS Topographic Quadrangle Map clearly indicating the exact location of the site.
☒ Attachment B:	**Detailed Site Map:** fine scaled map showing site boundary details on aerial imagery with relevant landmarks labeled. (Site boundaries in GIS [ESRI ArcView shapefile, in NAD83, State Plane, feet] format can be substituted for detailed maps, see instruction document)
☒ Attachment C:	**Supplemental Information, Group 2 requirement (attached, DEP-APP-007C)** ☒ Section i: Supplemental Site Information and supporting documents ☒ Section ii: Supplemental Project Information and supporting documents

Part VII: Requester Certification

The requester *and* the individual(s) responsible for actually preparing the request must sign this part. A request will be considered incomplete unless all required signatures are provided.

"I have personally examined and am familiar with the information submitted in this document and all attachments thereto, and I certify that based on reasonable investigation, including my inquiry of the individuals responsible for obtaining the information, the submitted information is true, accurate and complete to the best of my knowledge and belief."

Signature of Requester	Date
Stephen Delpapa Name of Requester (print or type)	Title (if applicable)
Signature of Preparer (if different than above)	Date
Shawn Callaghan Name of Preparer (print or type)	Title (if applicable)

Note: Please submit the completed Request Form and all Supporting Documents to:

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Attachment C: Supplemental Information, Group 2 requirement

Section i: Supplemental Site Information

1. Existing Conditions

Describe all natural and man-made features including wetlands, watercourses, fish and wildlife habitat, floodplains and any existing structures potentially affected by the subject activity. Such features should be depicted and labeled on the site plan that must be submitted. Photographs of current site conditions may be helpful to reviewers.

Because of the extensive size of the study area (approximately 62 miles long) there are many natural and man-made features that are potentially affected by the subject activity. Specific descriptions can be provided for any locations identified by CTDEP as a result of this review.

☐ **Site Photographs (optional) attached**

☒ **Site Plan/sketch of existing conditions attached**

2. Biological Surveys

Has a biologist visited the site and conducted a biological survey to determine the presence of any endangered, threatened or special concern species ☐ Yes ☒ No

If yes, complete the following questions and submit any reports of biological surveys, documentation of the biologist's qualifications, and any NDDB survey forms.

Biologist(s) name:

Habitat and/or species targeted by survey:

Dates when surveys were conducted:

☐ **Reports of biological surveys attached**

☐ **Documentation of biologist's qualifications attached**

☐ **NDDB Survey forms for any listed species observations attached**

Section ii: Supplemental Project Information

1. Provide a schedule for all phases of the project including the year, the month and/or season that the proposed activity will be initiated and the duration of the activity.

   This project is still in the existing conditions phase of the Environmental Assessment. Construction plans and scheduling has not yet been determined.

2. Describe and quantify the proposed changes to existing conditions and describe any on-site or off-site impacts. In addition, provide an annotated site plan detailing the areas of impact and proposed changes to existing conditions.

   Per coordination with Nancy Murray at the Connecticut Department of Environmental Protection, the attached maps depict areas that construction of project elements will impact mapped NDDB areas. Although Preliminary Engineering has not been completed with final design details (and will not be as part of this Environmenetal Assessment), the attached maps show areas where proposed project work is located within mapped NDDB areas. The maps and accompanying materials explain the proposed work and show a conservative extent of project impact areas.

   ☒ **Annotated Site Plan attached**

Connecticut Department of
ENERGY &
ENVIRONMENTAL
PROTECTION

Bureau of Natural Resources
Wildlife Division
Natural History Survey – Natural Diversity Data Base

August 22, 2011

Mr. Shawn Callaghan
Senior Planner II
Fitzgerald & Halliday, Inc.
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Regarding: New Haven-Hartford-Springfield Line High Speed, Regional, and Commuter Rail Service (Project #170-2296) – Natural Diversity Data Base 201105705

Dear Mr. Callaghan:

In response to your request for a Natural Diversity Data Base (NDDB) Review of State Listed Species for the New Haven-Hartford-Springfield Line High Speed, Regional, and Commuter Rail Service, our records indicate extent populations of endangered species, threatened species, and species of special concern have been documented on or within the vicinity of the site.

Best management practices should always be implemented and maintained during the entire course of the project. Many areas which this project encompasses are of unique biological significance as natural communities which provide important habitat for many animals. Unnecessary incursions into these natural communities will affect not only wildlife species, but also the ecological value of this area. Populations of low frostweed (*Helianthemum propinquum*; State Threatened) and sickle-leaved golden aster (*Pityopsis falcata*; State Endangered) have been documented in close proximity to a stretch of railroad in North Haven where double-tracking has been proposed (Sheet 4, between mile post markers 10 and 11). Both species occur on sandy soils and should remain identifiable through the end of September. I recommend that a site-visit be scheduled to discuss the extent to which construction activities might impact these species and to determine which actions, if any, might be taken to minimize or avoid impacts. Please contact Nancy Murray, DEEP Inland Fisheries Division, to schedule a site-visit (nancy.murray@ct.gov; 860-424-3589) at your earliest convenience.

Appendix A provides a detailed list of all animal species on or within the vicinity of the project corridor. The list identifies, based on your maps, the sheet in which the animal has been documented to exist; and the habitats, ecology, and general mitigation guidelines. These summaries do not represent final mitigation requirements but rather provide a framework to facilitate project planning efforts. To summarize, the Wildlife Division recommends the following to encourage the protection of listed species.

Red bat: Retain trees, wherever possible, to minimize the potential for negative impacts to this state-listed species.

For grassland and wetland birds: Bird species are increasingly faced with habitat loss and degradation; two of the primary factors influencing their decline in Connecticut and resulting in their designation as listed species. Birds are most susceptible to human disturbance during the breeding season, therefore, the Wildlife Division recommends the following guidelines:

- If state-listed birds are documented as nesting on this site, then work should be conducted between August through January, outside of the nesting seasons.
- A sufficient buffer zone should be delineated around the nesting and winter roosting sites to minimize disturbance.
- Degradation of the water quality, as well as the outright loss of freshwater and brackish marshes, should be prevented or minimized.

Turtles, salamanders, and frogs: Eastern box turtles, wood turtles, Jefferson salamanders, and Northern leopard frogs could be impacted if work is planned for summer or fall in areas where they are known to occur. In this case, the Wildlife Division recommends the following guidelines:

- Install silt fencing around the work area prior to construction;
- conduct a sweep of the work area after silt fencing is installed and prior to construction;
- apprise workers of the possible presence of turtles, salamanders, or frogs, and provide a description of each species;
- any turtles, salamanders, or frogs that are discovered should be moved, unharmed, to an area immediately outside of the fenced area in the same direction that it was walking;
- no vehicles or heavy machinery should be parked in any turtle, salamander, or frog habitat;
- work conducted during early morning and evening hours should occur with special care not to harm basking or foraging individuals; and
- all silt fencing must be removed after work is completed and soils are stable so that reptile and amphibian movement between uplands and wetlands is not restricted.

Freshwater mussels: Freshwater mussels would be seriously impacted if any project activities are conduct on or near a river where they are known to occur. Therefore, the Wildlife Division recommends:

- That no vegetation be removed from the stream banks adjacent to the mussel habitat since land clearing activities will affect the mussels;
- there can be no erosion or siltation discharged into the river/brook that can bury and kill these mussels; and

- there can be no polluted runoff such as chemicals or fertilizer discharged into the brook, resulting from this project that can contaminate the water.

Beetles, dragonflies, and moths: The Wildlife Division recommends field surveys of the sites having records of beetles, moths, and dragonflies be conducted by a qualified entomologist prior to the initiation of such work. A report summarizing the results of such surveys should include (1) the survey date(s); (2) descriptions of the habitat; (3) notes on the presence/absence of State-listed invertebrate species; (4) detailed maps of the area surveyed including the location and extent of State-listed invertebrate species; and (5) a statement/résumé indicating the entomologist's qualifications. The report should be sent to Jenny Dickson, DEEP Wildlife Division (jenny.dickson@ct.gov) for further review.

The Natural Diversity Data Base includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey and cooperating units of DEEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substituted for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available. If the project is not implemented within 12 months, then another Natural Diversity Data Base review should be requested for up-to-date information.

Please be advised that this is a preliminary review and not a final determination. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEEP for the proposed site.

Thank you for consulting the Natural Diversity Data Base. If you have any additional questions, I can be contacted by email at Elaine.Hinsch@po.state.ct.us.

Sincerely,

/s/
Elaine Hinsch
Program Specialist II
Wildlife Division

Enclosure

APPENDIX A

MAMMALS

Red Bat (*Lasiurus borealis*) - (Sheet 14)

Status: Species of Special Concern

Habitat and Ecology: Red bats are considered to be "tree-roosting" bats. They roost out in the foliage of deciduous and coniferous trees, camouflaged as dead leaves or cones. Red bats are primarily solitary roosters. They can be found roosting and feeding around forest edges and clearings.

Recommendation: Retain trees, wherever possible, may minimize the potential for negative impacts to this state-listed species. Typically, larger diameter trees (12-inch DBH and larger) are more valuable to these bats. Additionally, trees with loose, rough bark such as maples, hickories, and oaks are more desirable than other tree species due to the increased cover that the loose bark provides. Large trees with cavities are also utilized by this species.

BIRDS

American Kestrel (*Falco sparverius*) - (Sheets 1, 2, 20)

Status: Threatened

Habitat and Ecology: American kestrels prefer open grassy or shrubby areas with short vegetation in which to hunt for their prey. In Connecticut, kestrels are usually seen around agricultural areas (hay fields, orchards, and pastures), airports, large parks, and power line right-of-ways. Meadows, grassy fields, and old fields also may be inhabited. It is not unusual to find kestrels using urban and suburban areas and even buildings (barns, silos, cornices) for nest sites. Kestrels require natural tree cavities or nest boxes for nesting, along with perches in the form of trees, shrubs, or telephone poles.

Recommendation: If American kestrels are nesting on site then work should be conducted between August through January, outside of the nesting season; and that a sufficient buffer zone should be left around the nest to minimize disturbance. Also, silvicultural practices that maintain high densities of nesting and roosting cavities in trees with a minimum diameter of 30.5 cm will benefit this species.

Kestrels do not excavate their own nesting cavities, they seek out ready-made homes, such as abandoned woodpecker holes or nest boxes provided by people. Specially-made nest boxes have helped kestrels throughout the country in areas where there are few natural cavities. Nest box programs for kestrels enable populations to increase in locations where nest sites are limiting. Box plans are available by sending an E-mail to the Wildlife Division at dep.wildlife@ct.gov. To be successful, nest boxes should be

placed in open field habitat. Preferred habitats are grasslands, pastures, orchards, and hay fields with cover at about 10 inches high. A program to promote natural nest sites (cavities in snags) should occur along with a nest box program.

Bald Eagle (*Haliaeetus leucocephalus*) - (Sheets 2, 14, 15, 18, 19, 20)

Status: Threatened

Habitat and Ecology: Natural year-round habitat of bald eagles includes lakes, marshes, rivers, or seacoasts, where there are tall trees nearby for nesting and roosting and plenty of fish for eating. Although bald eagles feed primarily on fish, they also are opportunistic predators and scavengers that will eat anything that can be caught easily or scavenged.

The breeding season in Connecticut begins in January, and most pairs lay their eggs in February and March. Bald eagles return to the same nesting areas year after year. The nest, which sometimes measures 7 to 8 feet across, is a flat-topped mass of sticks, with a lining of fine vegetation such as rushes, mosses, or grasses. It is built in trees, 10 to 150 feet above ground. Disturbance at nest sites may cause the birds to abandon their nest, even if there are eggs or young in the nest.

Winter is a difficult time for any wildlife species, including bald eagles. Food is harder to find and cold temperatures cause energy stress. If the birds are frequently disturbed from feeding and forced to travel to a different area for food, their lives may be threatened. Adult eagles are more easily disturbed than juveniles.

At night, wintering eagles often congregate at communal roost trees; in some cases, they travel 12 or more miles from a feeding area to a roost site. Roosts are often used for several years. Many roosts are protected from the wind by vegetation or terrain, providing a favorable thermal environment. Use of these protected sites helps minimize energy stress. In addition, communal roosting may aid the birds in their search for food.

Recommendation: Despite their large size, bald eagles are easily disturbed by unpredictable human activity. It is important to delineate protection zones around areas of high eagle use, particularly nest sites and winter roosts. Disturbing bald eagles is an illegal activity pursuant to Section 26-93 of the Connecticut General Statutes.

Blue-winged teal (*Anas discors*) - (Sheet 15)

Status: Threatened

Habitat and Ecology: The blue-winged teal breeds in both freshwater and brackish marshes along the coast. They nest primarily in large open marshes, especially in tidal regions.

Recommendation: Human disturbance should be minimized during the breeding season which is approximately from mid-March through May.

Bobolink (*Dolichonyx oryzivorus*) - (Sheet 20)

Status: Species of Special Concern

Habitat and Ecology: Bobolinks require open grassy areas to forage, breed and nest. Unlike other grassland birds that require large tracts of grassland habitat, the bobolink can successfully breed in grasslands as small as five acres. Its breeding season is approximately May through August and it is during this period that this species is most susceptible to disturbances in its habitat.

Recommendation: Minimize impacts to open fields, meadows and other grassy areas during the breeding season.

Brown thrasher (*Toxostoma rufum*) - (Sheet 15)

Status: Species of Special Concern

Habitat and Ecology: Brown thrashers are birds that nest in brushy second-growth tangles, briers and dense thickets. Their breeding season is from April through August. During this time they are most susceptible to disturbances in their feeding and nesting habitat.

Recommendation: Minimize disturbance to shrubby habitats during breeding season.

Common Moorhen (*Gallinula chloropus*) - (Sheets 2, 15)

Status: Endangered

Habitat and Ecology: The common moorhen is a small, solitary, duck-like bird that is usually found in fresh water marshes with emergent vegetation and in pools or ditches of open water. These birds are most susceptible to disturbance during the nesting season (late April or early May through July.) Water-quality changes and increased disturbance can greatly impact common moorhen populations.

Recommendation: Minimize water-quality changes; and minimize disturbance during breeding season.

Eastern Meadowlark (*Sturnella magna*) - (Sheet 20)

Status: Species of Special Concern

Habitat and Ecology: The eastern meadowlark is considered to be a grassland-obligate bird. It requires open fields of varying sizes to breed, nest and forage in. The breeding season for this species is approximately from 1 May through 15 August. It is during this period that the eastern meadowlark is most susceptible to disturbances in its feeding and nesting habitat.

Recommendation: Generally, minimizing impacts to open fields, meadows and other grassy areas during this time period will likewise minimize impacts to these species.

King Rail (*Rallus elegans*) - (Sheet 2)

Status: Endangered

Habitat and Ecology: King rails inhabit both freshwater and brackish marshes. Ground nests are often concealed by green grasses arched over the nest.

Recommendation: Minimize the degradation of the water quality as well as the outright loss of freshwater and brackish marshes.

Least Bittern (*Ixobrychus exilis*) - (Sheets 2, 15)

Status: Threatened

Habitat and Ecology: The least bittern is a secretive wetland bird species that nests in marsh complexes and is most susceptible to human disturbance during the breeding season (approximately April through July).

Recommendation: Minimize the degradation of the water quality as well as the outright loss of wetlands.

Least Tern (*Sternula antillarum*) - (Sheet 2)

Status: Threatened

Habitat and Ecology: Least Terns return to Connecticut to breed from May to August. Development of the shoreline for recreation has limited the number of available nest sites. In addition, beach stabilization projects have reduced the quality of the remaining sites, forcing the birds to nest in areas with greater vegetation and increased human disturbances. Human disturbances affect productivity by keeping birds off nests, thus preventing them from properly incubating eggs or attending to young.

Recommendation: To avoid affecting nesting least terns, work should not be conducted in sandy beach habitat from May 1 to August 30.

Northern Harrier (*Circus cyaneus*) - (Sheets 2, 20)

Status: Endangered

Habitat and Ecology: The northern harrier habitat requirements are a limiting factor in the Northeast because of the loss of open habitat through the destruction of wetlands and the reforestation of agricultural lands. They nest on the ground in well-concealed locations, usually abandoned fields, wet meadows and coastal and inland marshes.

Recommendation: Minimize the loss of wetlands and open fields.

Peregrine Falcon (*Falco peregrines*) - (Sheet 19)

Status: Threatened

Habitat and Ecology: Though somewhat tolerable of human disturbance, peregrine falcons will be negatively affected if work is too close to the nest and occurs during their nesting season.

Recommendation: If this species is present on the project site, work should be conducted during the non-nesting season (June – March). Territories are usually established by March.

Pied-billed grebe (*Podilymbus podiceps*) - (Sheet 15)

Status: Endangered

Habitat and Ecology: Pied-billed grebes are small, secretive wetland birds that require quiet wetlands and ponds with abundant emergent vegetation such as cattails for nesting. Breeding and nesting occurs primarily from late April through June. It is during this time that these birds are most sensitive to disturbance.

Recommendation: Minimize the loss of wetlands and open fields. Since the nesting activities of the pied-billed grebe are often difficult to survey and monitor, any confirmed nests should be reported to the Wildlife Division to help increase our knowledge of the activities of these birds in Connecticut.

Saltmarsh Sharp-tailed sparrow (*Ammodramus caudacutus*) - (Sheets 1, 2)

Status: Species of Special Concern

Habitat and Ecology: The saltmarsh sharp-tailed sparrow breeds in marsh habitat from mid-May through early August. Connecticut possesses a globally significant proportion of the breeding population of this species.

Recommendation: Work on site should be conducted outside of the breeding season to limit the potential for possible impacts to this state-listed sparrow.

Savannah Sparrow (*Passerculus sandwichensis*) - (Sheets 5, 15, 20)

Status: Species of Special Concern

Habitat and Ecology: The savannah sparrow nests in open, grassy areas. Its breeding season is approximately from April through August and it is during this period that the species is most susceptible to disturbances in its habitat.

Recommendation: Minimize impact to open fields, meadows, marshes, and other grassy areas during the breeding season.

Seaside Sparrow (*Ammodramus maritimus*) - (Sheet 2)

Status: Threatened

Habitat and Ecology: The seaside sparrow breeds in salt marsh habitat from mid-May through early August.

Recommendation: Minimize impact to salt marsh areas during the breeding season.

Vesper sparrow (*Pooecetes gramineus*) - (Sheet 15)

Status: Endangered

Habitat and Ecology: The vesper sparrow is a grassland bird species that prefers old fields, upland meadows, sandplain grasslands and the weedy edges of crop fields that are usually 30 acres or more in size. Its breeding season is from mid-April through August.

Recommendation: Minimize impact to fields, upland meadows, sandplain grasslands areas during the breeding season.

Short-eared owl (*Asio flammeus*) - (Sheet 3)

Status: Threatened

Habitat and Ecology: The short-eared owl is a bird only has wintering populations in this state. Habitats preferred by this species include marshes, dunes, and open country. It prefers to roost in evergreen groves near marshes in winter.

Recommendation: Minimize impact to mixed coniferous woodland areas.

TURTLES, SALAMANDERS, AND FROGS

Frog, Northern Leopard (*Rana pipiens*) - (Sheets 15, 16, 17)

Status: Species of Special Concern

Habitat and Ecology: The Northern Leopard is known to be an indicator of high quality wetlands. The Northern leopard is vulnerable to habitat degradation and needs to be better protected to avoid localized extinctions.

Recommendation: Minimize impact to open, grassy wet meadows along floodplains or around margins of large lakes or tidal wetlands.

Salamander, Jefferson (*Ambystoma jeffersonianum*) - (Sheet 8)

Status: Species of Special Concern

Habitat and Ecology: Jefferson salamander "complex" prefers steep, rocky areas with rotten logs and a heavy duff layer. They are found in or near undisturbed second growth deciduous forests and their breeding pools may be in hemlock groves or grassy pasture ponds. They actively breed from February – April.

Recommendation: Best management practices around the breeding pools should be implemented and any canopy cover around the pools should try to be saved to keep the area forested. It is

recommended that all equipment be kept away from their habitat which is undisturbed second growth deciduous forests, hemlock groves and grassy pasture ponds.

Turtle, Eastern Box (*Terrapene carolina Carolina*) - (Sheets 8, 18)

Status: Species of Special Concern

Habitat and Ecology: Eastern Box Turtles require old field and deciduous forest habitats, which can include power lines and logged woodlands. They are often found near small streams and ponds, the adults are completely terrestrial but the young may be semiaquatic, and hibernate on land by digging down in the soil from October to April. They have an extremely small home range and can usually be found in the same area year after year. Eastern Box Turtles have been negatively impacted by the loss of suitable habitat. Loss of habitat is probably the greatest threat to turtles. Some turtles may be killed directly by construction activities, but many more are lost when important habitat areas for shelter, feeding, hibernation, or nesting are destroyed. As remaining habitat is fragmented into smaller pieces, turtle populations can become small and isolated.

Recommendation: Minimize destruction of eastern box turtle habitat.

Turtle, Wood (*Glyptemys insculpta*) - (Sheet 18)

Status: Species of Special Concern

Habitat and Ecology: Wood turtles require riparian habitats bordered by floodplain, woodland or meadows. They hibernate in the banks of the river in submerged tree roots. Their summer habitat includes pastures, old fields, woodlands, powerline cuts and railroad beds bordering or adjacent to streams and rivers. This species has been negatively impacted by the loss of suitable habitat.

Recommendation: Conserve riparian habitat. Maintaining a buffer strip of natural vegetation (minimum of 100 feet) along the banks of streams and rivers will protect wood turtle habitat and also help improve the water quality of the stream system. Stream banks that are manicured (cleared of natural shrubby and herbaceous vegetation) or armored by rip rap or stone walls will not be used by wood turtles or most other wildlife species.

INVERTRABRATES

Beetle, Dark Bellied Tiger (*Cicindela tranquebarica*) - (Sheets 3, 4)

Status: Species of Special Concern

Habitat and Ecology: The Division is concerned about activities that may disturb sandy beaches. The tiger beetle use sandy beaches in both the larval and the adult life stage. Any activities that can affect the larvae, like sand deposition which will cover the burrowed larvae would affect this species.

Beetle, Pine Barrens Tiger (*Cicindela formosa generosa*) - (Sheet 4)

Status: Species of Special Concern

Habitat and Ecology: The pine barrens tiger beetle, also known as big sand, occupies blowouts and sand plains of dry –xeric, loose shifting sands, without water that are sparsely vegetated, such as pine barrens.

Beetle, Bombardier (*Brachinus cyanipennis*) - (Sheet 18) Status: Species of Special Concern

Beetle, Ground (*Amara chalcea*) - (Sheet 4) Status: Species of Special Concern

Beetle, Ground (*Bembidion carinula*) - (Sheets 16, 17) Status: Species of Special Concern

Beetle, Ground (*Bembidion lacunarium*) - (Sheet 5) Status: Species of Special Concern

Beetle, Ground (*Helluomorphoides praeustus bicolor*) - (Sheet 4) Status: Species of Special Concern

Cicada (*Tibicen auletes*) - (Sheet 4)

Status: Species of Special Concern

Habitat and Ecology: The Cicada inhabits dry oak forest on sandy soil.

Clubtail, Cobra (*Gomphus vastus*) - (Sheets 15, 17, 18, 20)

Status: Species of Special Concern

Habitat and Ecology: The Cobra Clubtail dragonfly requires trees along the river, especially tree stumps above the water line to provide important emergence sites for the larvae to crawl on to and turn into adults. The adults spend the majority of their lives in the tree canopy. Activities that affect the trees or tree canopy from April to October will affect these species. The aquatic nymph stage of these species require fine sand deposits. Activities that alter the physical or chemical nature of the aquatic habitat, cause siltation or any source of pollution will be detrimental.

Clubtail, Midland (*Gomphus fraternus*) - (Sheet 15)

Status: Threatened

Habitat and Ecology: The Midland Clubtail (Gomphus fraternus) dragonfly requires trees along the river, especially tree stumps above the water line to provide important emergence sites for the larvae to crawl on to and turn into adults. The adults spend the majority of their lives in the tree canopy. Activities that affect the trees or tree canopy from April to October will affect these species. The aquatic nymph stage of these species require fine sand deposits. Activities that alter the physical or chemical nature of the aquatic habitat, cause siltation or any source of pollution will be detrimental.

Clubtail, Riverine (*Stylurus amnicola*) - (Sheets 14, 15, 16, 17, 18, 20)

Status: Threatened

Habitat and Ecology: The Riverine Clubtail inhabits large rivers such as the Connecticut River.

Clubtail, Skillet (*Gomphus ventricosus*) - (Sheet 20)

Status: Species of Special Concern

Habitat and Ecology: This dragonfly larvae inhabit large rivers where they burrow in the soft mud of deep pools. Away from the water, the adults perch on low vegetation in fields and meadows.

Grassland Thaumatopsis (*Thaumatopsis edonis*) - (Sheet 4) Status: Threatened

Moth, Apamea (*Apamea burgessi*) - (Sheet 4) Status: Species of Special Concern

Moth, Noctuid (*Eucoptocnemis fimbriaris*) - (Sheet 4) Status: Species of Special Concern

Moth, Noctuid (*Schinia spinosae*) - (Sheets 4, 6) Status: Species of Special Concern

Moth, Noctuid (*Zale curema*) - (Sheet 4) Status: Threatened

Moth, Noctuid (*Zale oblique*) - (Sheet 4) Status: Species of Special Concern

Moth, Violet Dart (*Euxoa violaris*) - (Sheet 4) Status: Threatened

Yellow-horned Beaded Lacewing (*Lomamyia flavicornis*)

Status: Species of Special Concern

Habitat and Ecology: Presently known to be found in dry forested basalt ridge and grassland in pitch pine scrub oak setting. Activities that impact these preferred habitats will impact this species.

Recommendation for Beetles, Cicadas, Dragonflies, Lacewings, and Moths: The habitat and ecology of invertebrates such as beetles, cicadas, dragonflies, lacewings, and moths are varied and highly specific to the species. Surveys conducted should be conducted by a qualified entomologist to identify the location of invertebrates, and provide measures for their protection.

FRESHWATER MUSSELS:

Mussel, Eastern Pond (*Ligumia nasuta*) - (Sheet 15)

Status: Species of Special Concern

Habitat and Ecology: Freshwater mussels would be seriously impacted if any project activities are conduct on or near a river.

Mussel, Yellow Lamp (*Lampsilis cariosa*) - (Sheets 15, 16, 17, 20)

Status: Endangered

Habitat and Ecology: If any waterbodies and adjacent vegetation will actually be manipulated, this project could also have a serious impact on the freshwater mussels.

Tidewater Mucket (*Leptodea ochracea*) - (Sheets 15, 16, 17, 20)

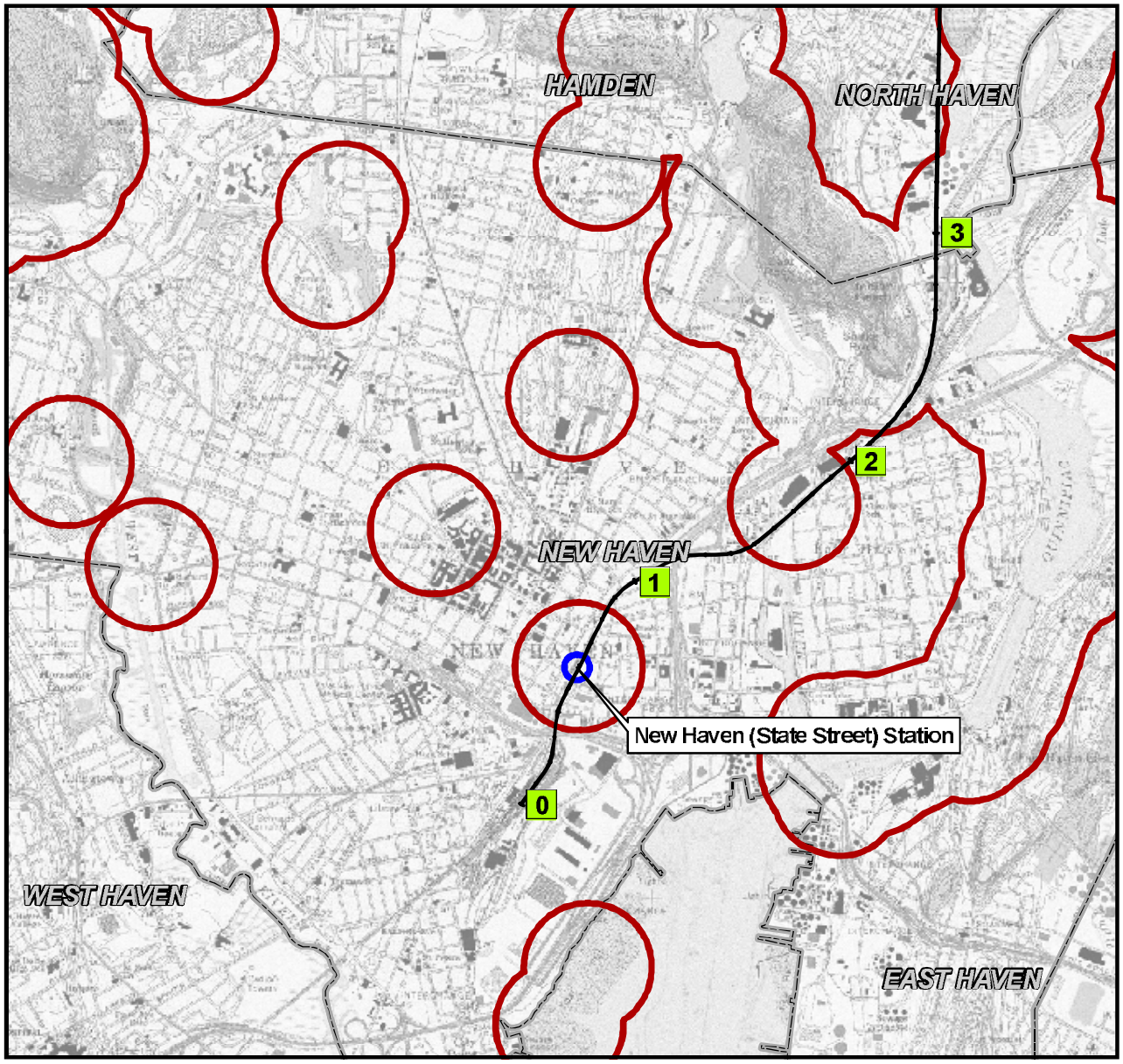
Status: Species of Special Concern

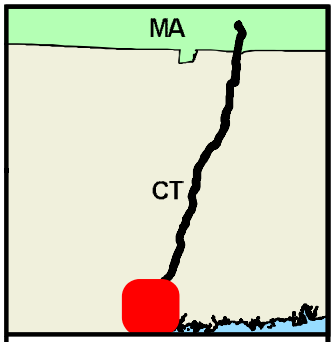
Habitat and Ecology: Freshwater mussels, such as Tidewater Mucket would be seriously impacted if any project activities are conduct on or near the Connecticut River.

Snail, Aquatic (*Gyraulus circumstriatus*) - (Sheet 19) historic

Status: Species of Special Concern

Habitat and Ecology: These snails have a localized population in the Connecticut River near this project. These are gill breathing snails which are very susceptible to siltation from dredging and other soil disrupting activities. Also, these individuals occur in shallow water less than three meters deep. Activities that cause a rapid fluctuation in water depth may affect this species. Runoff in the form of siltation or pollution or fluctuations in water depth will be detrimental.





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

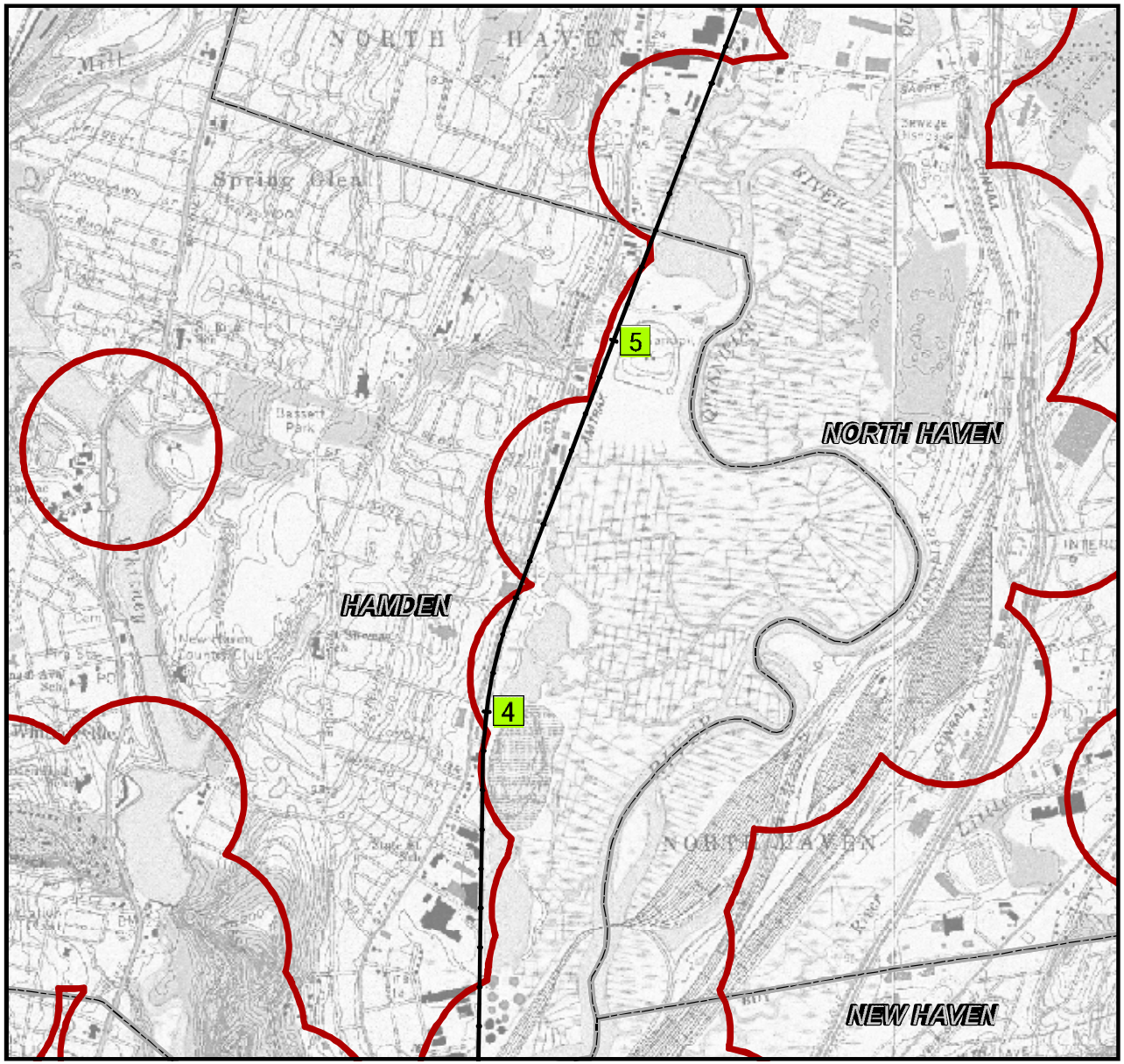
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 1 - New Haven

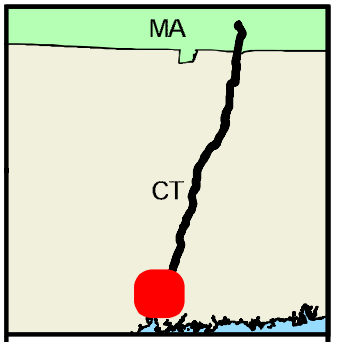
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangle:
New Haven, CT

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker
Railroad Track Center Line
Double Tracking
Station Improvements
CT NDDB - December 2010
MA Rare Species Habitats

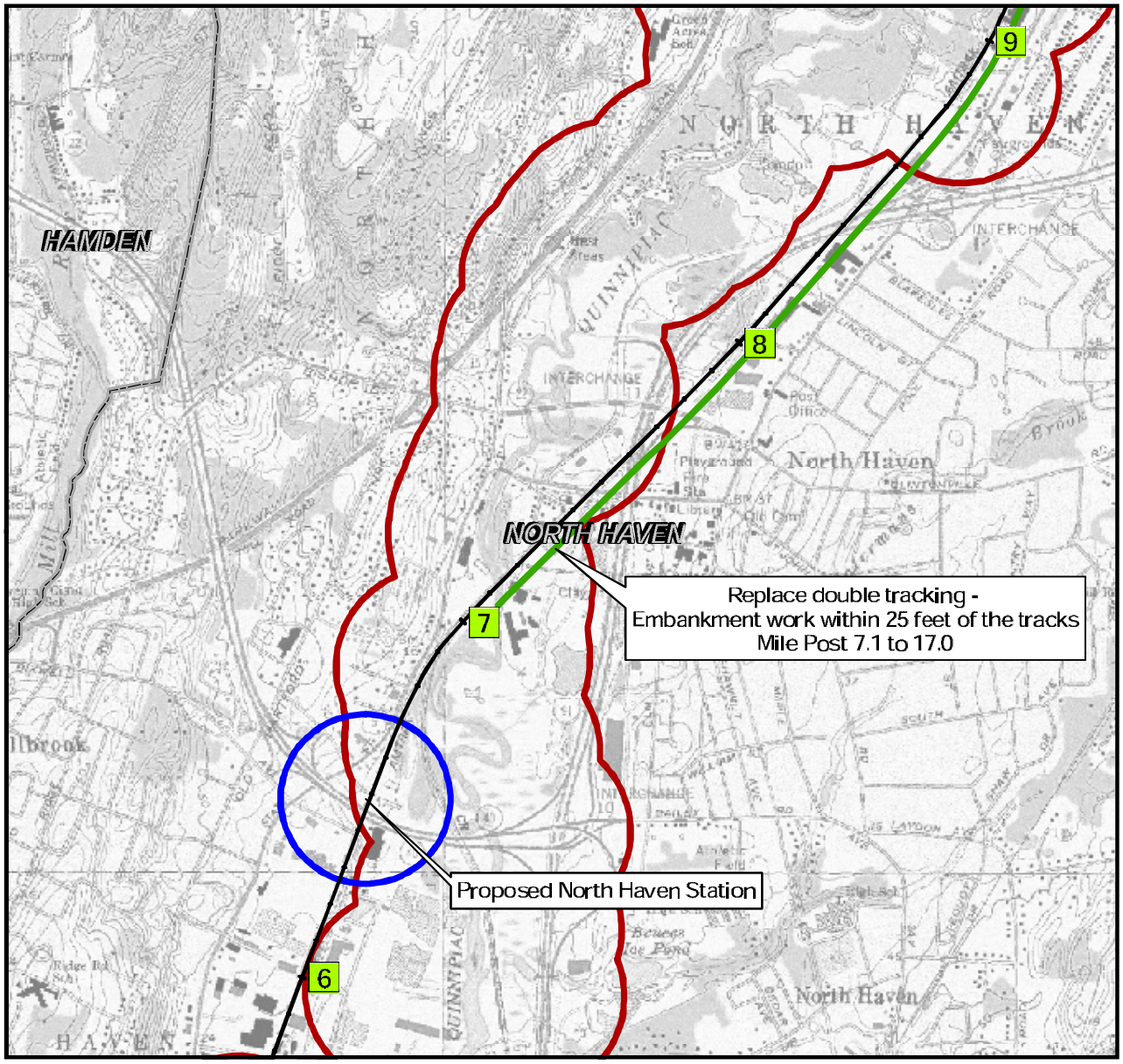
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 2 - Hamden, North Haven

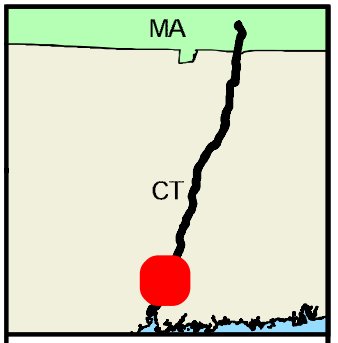
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangles:
New Haven, Branford, CT

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker
Railroad Track Center Line
Double Tracking
Station Improvements
CT NDDB - December 2010
MA Rare Species Habitats

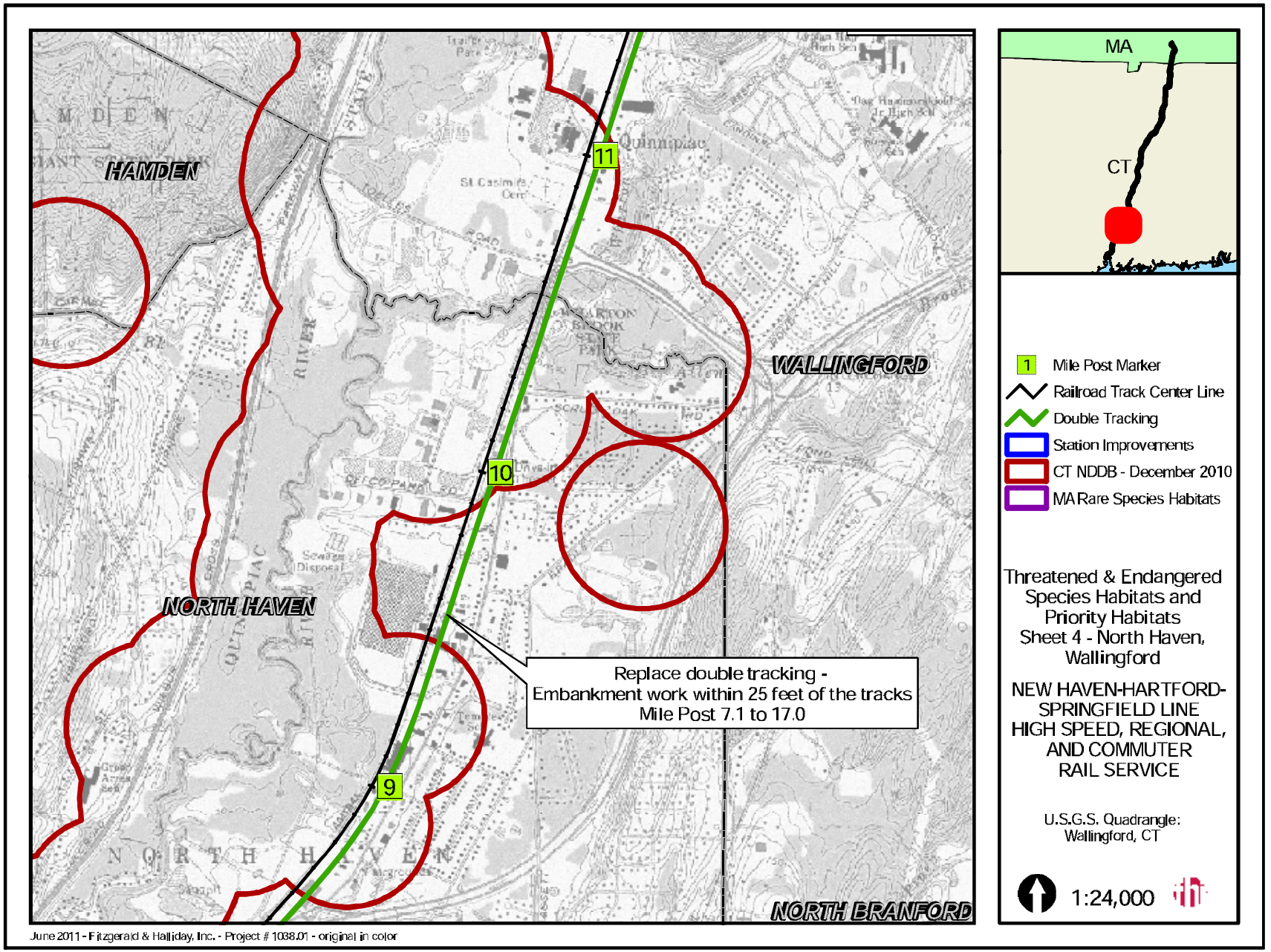
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 3 - Hamden, North Haven

NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

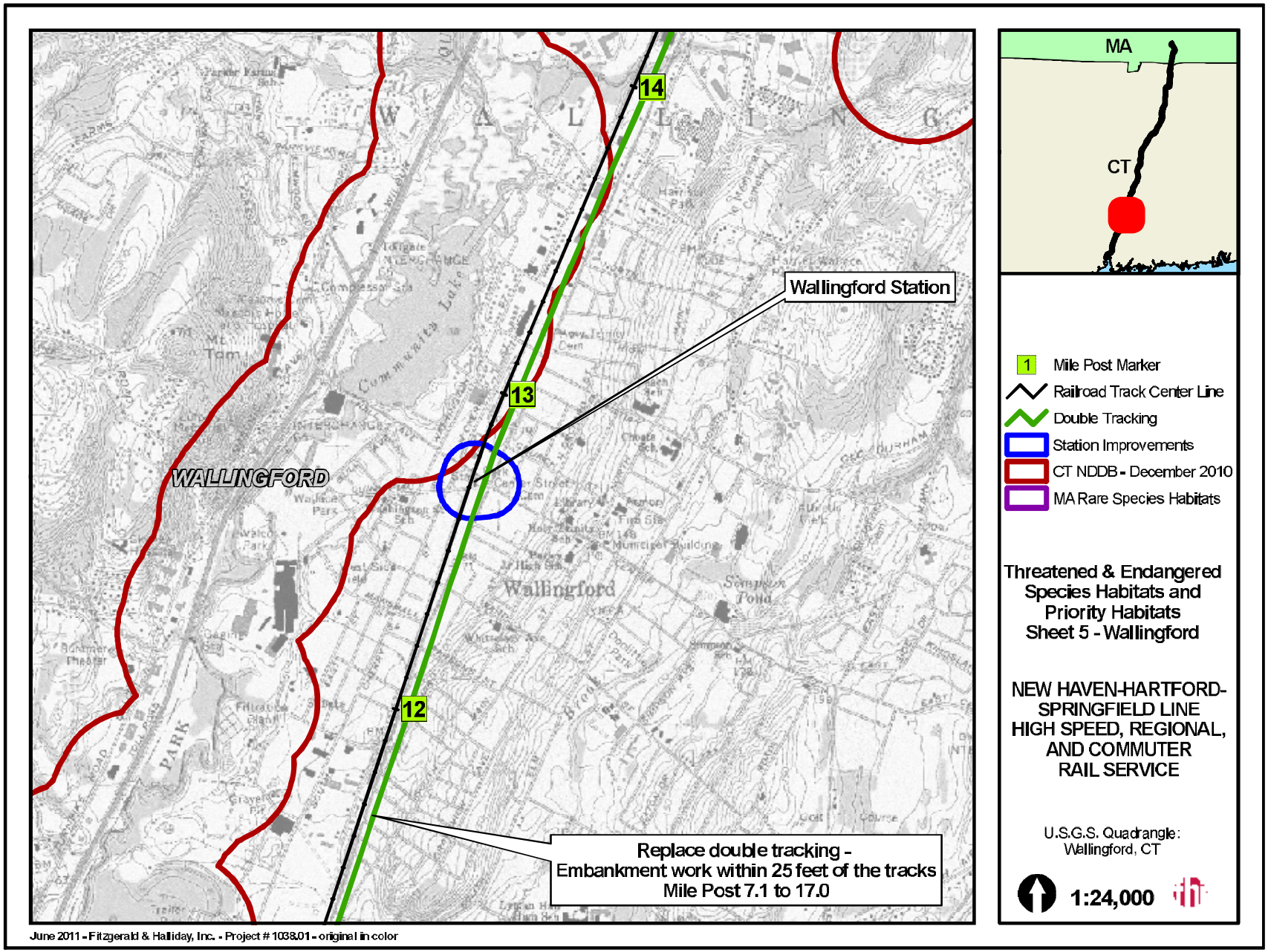
U.S.G.S. Quadrangles:
New Haven, Branford, Mount Carmel, Wallingford, CT

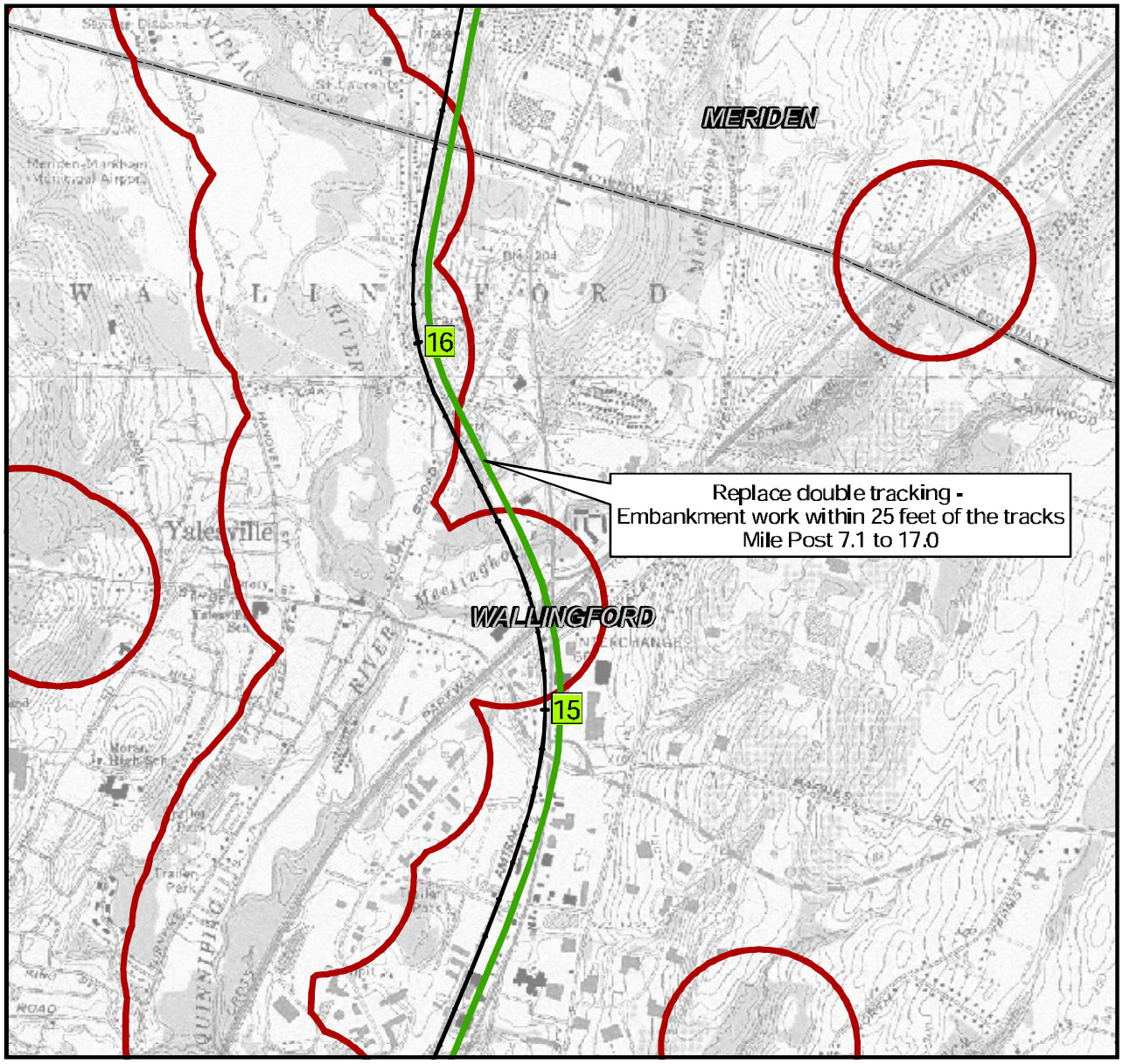
1:24,000

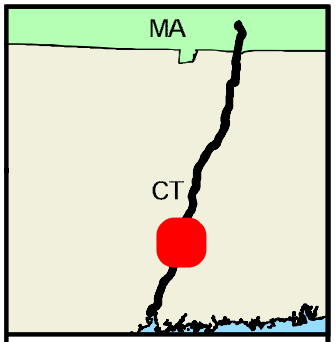
June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color



June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color


14
13
12
WALLINGFORD
Wallingford Station
Replace double tracking -
Embankment work within 25 feet of the tracks
Mile Post 7.1 to 17.0
MA
CT
1 Mile Post Marker
Railroad Track Center Line
Double Tracking
Station Improvements
CT NDDB - December 2010
MA Rare Species Habitats
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 5 - Wallingford
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE
U.S.G.S. Quadrangle: Wallingford, CT
1:24,000
June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker
Railroad Track Center Line
Double Tracking
Station Improvements
CT NDDB - December 2010
MA Rare Species Habitats

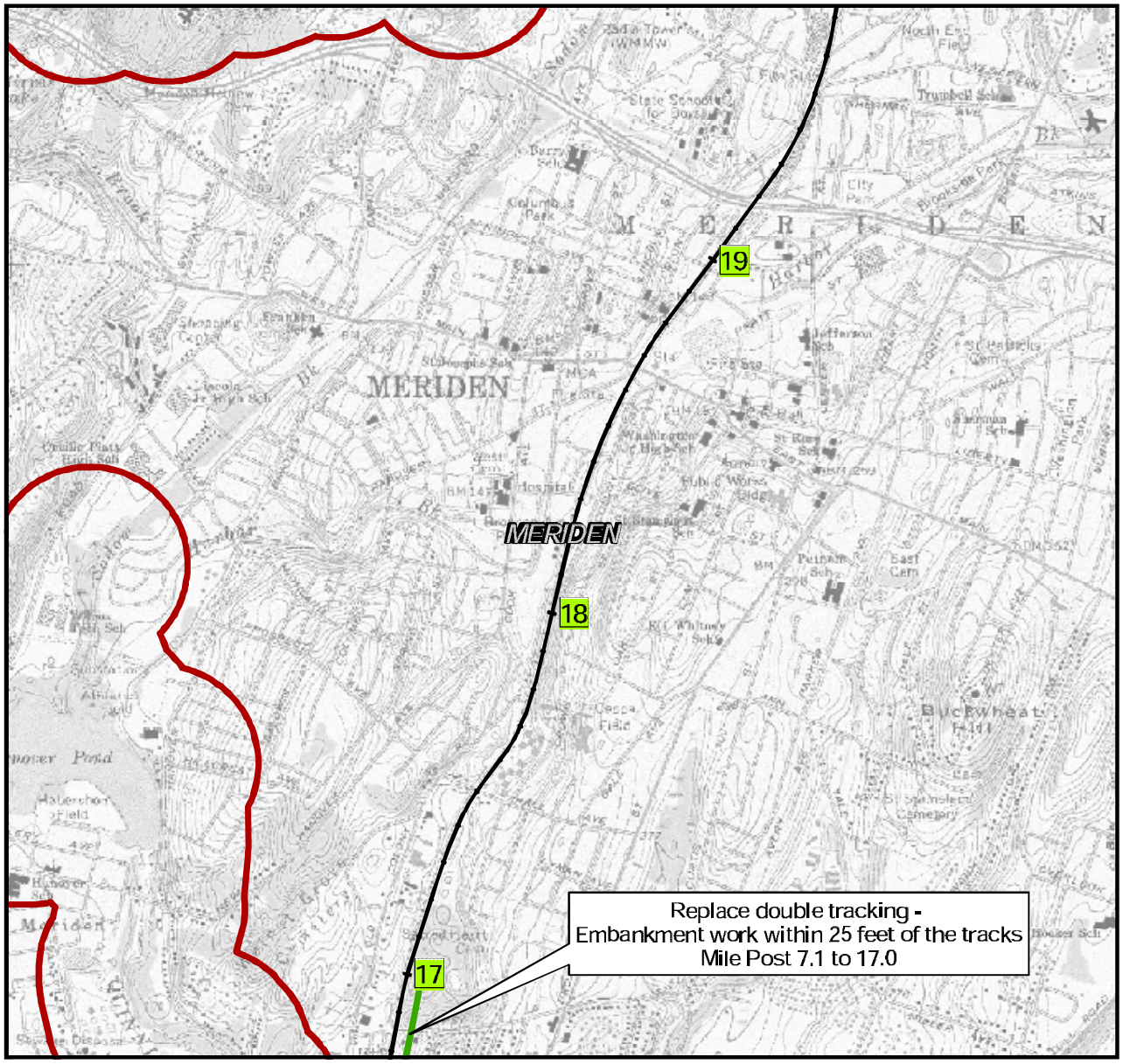
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 6 - Wallingford, Meriden

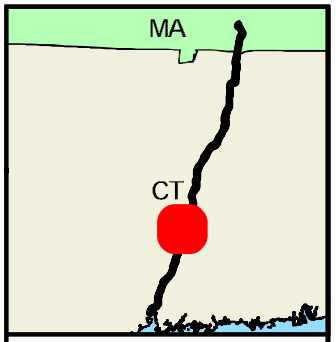
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangle:
Wallingford, Meriden, CT

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker
Railroad Track Center Line
Double Tracking
Station Improvements
CT NDDB - December 2010
MA Rare Species Habitats

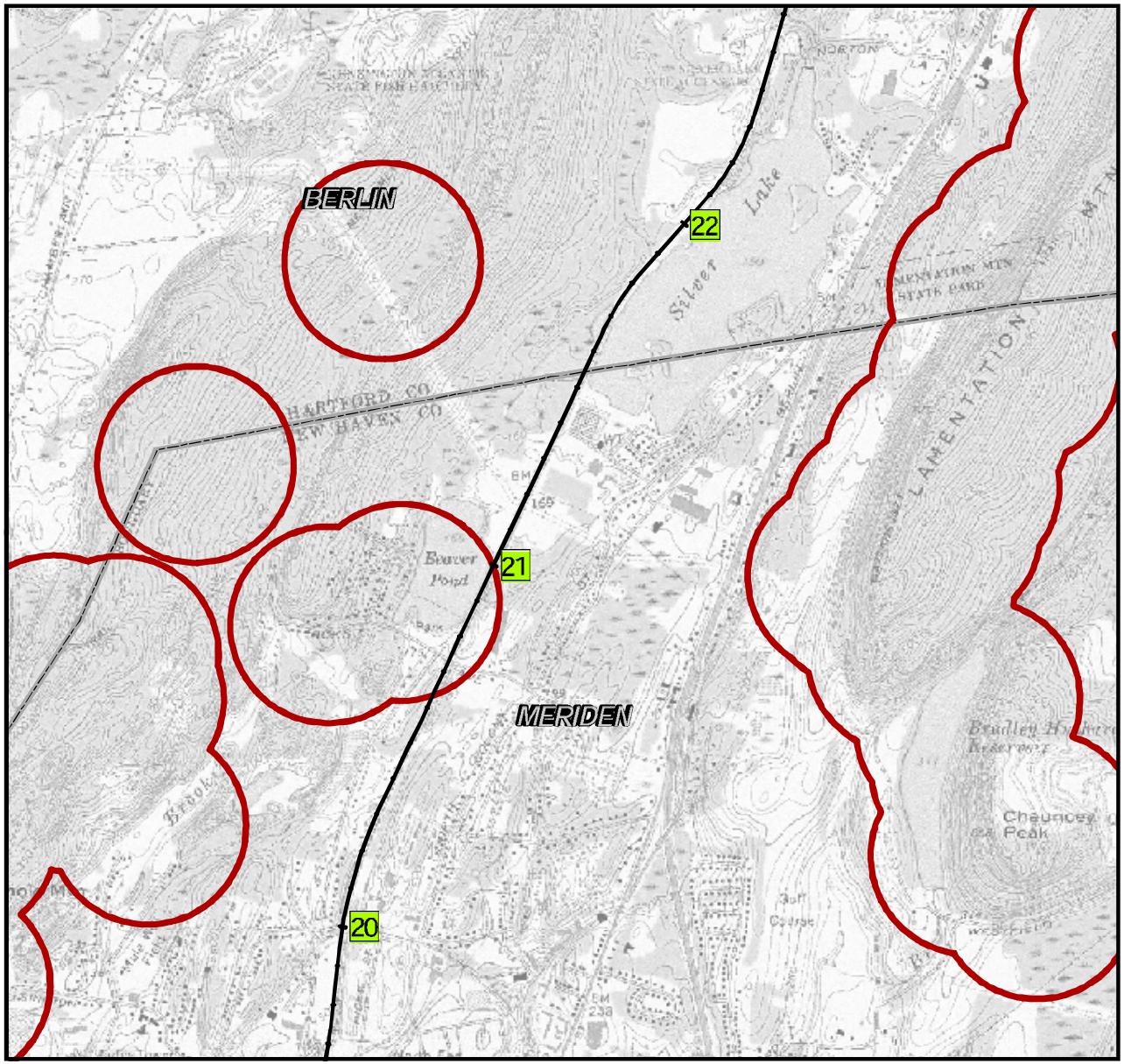
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 7 - Meriden

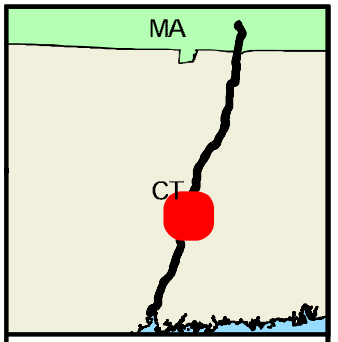
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

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

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

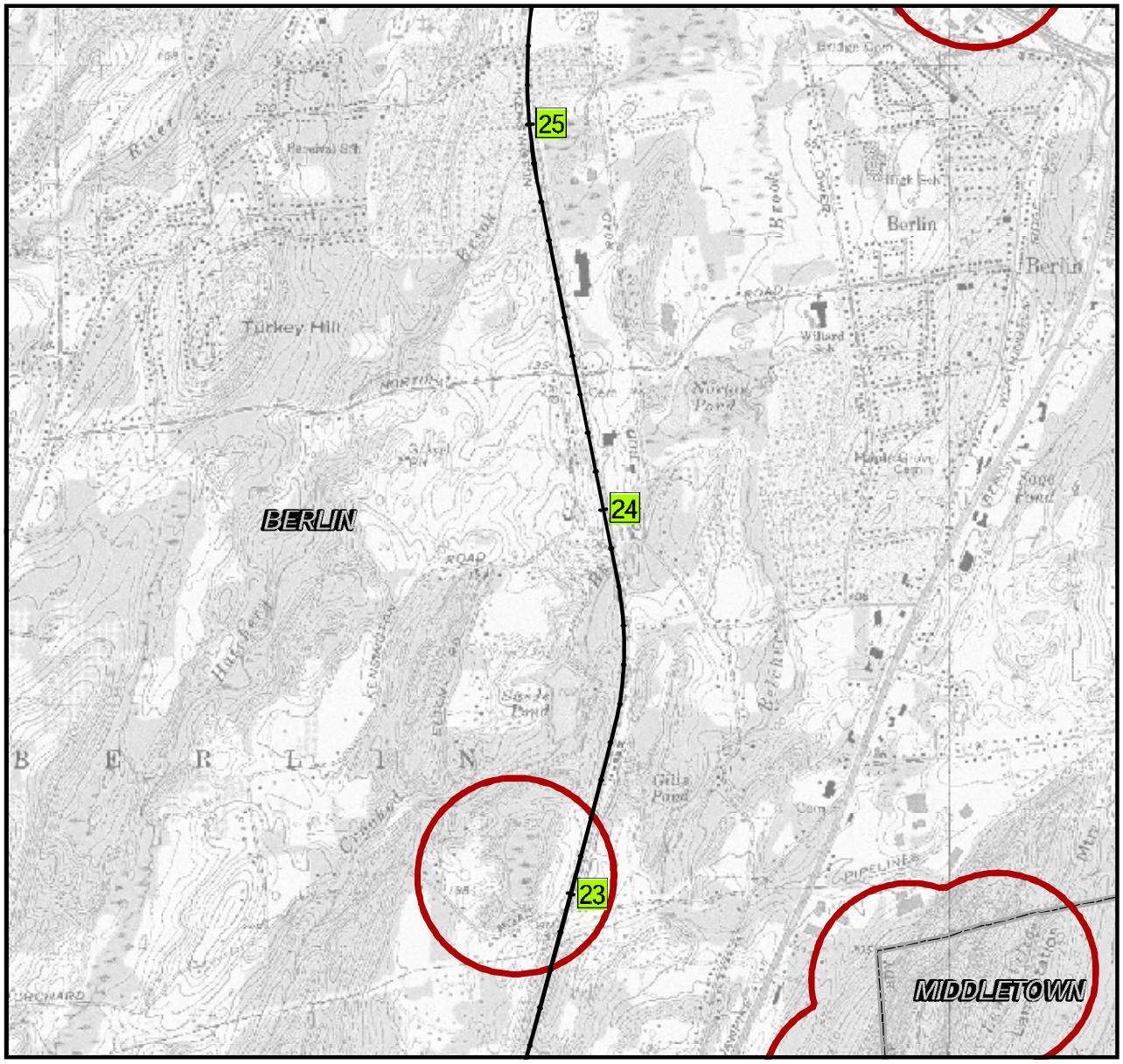
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 8 - Meriden, Berlin

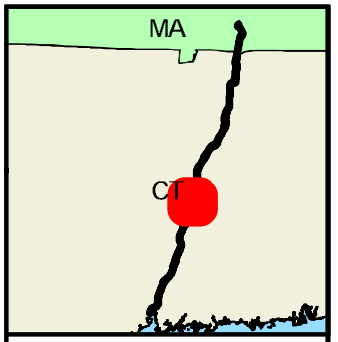
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

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

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

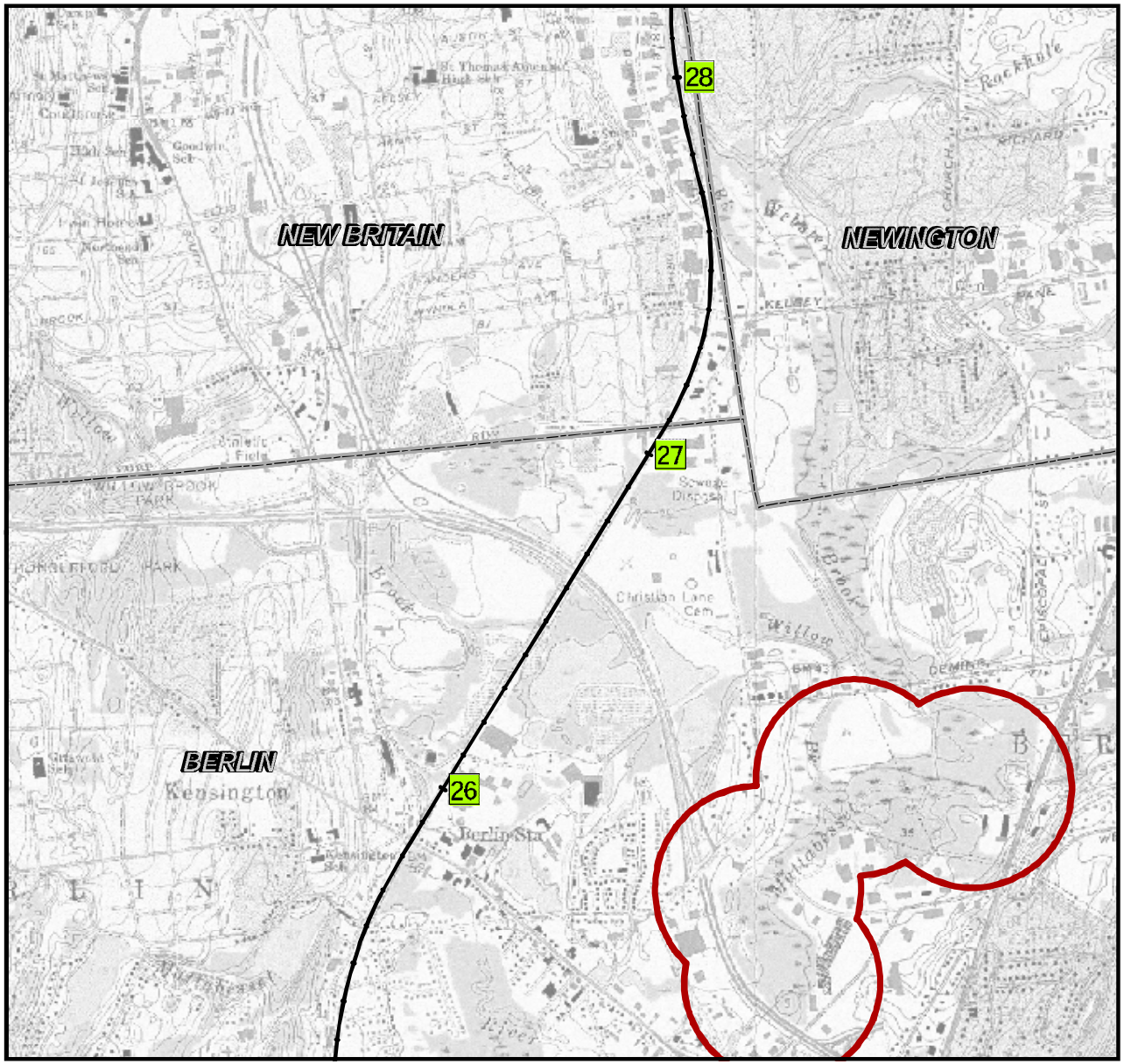
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 9 - Berlin, Middletown

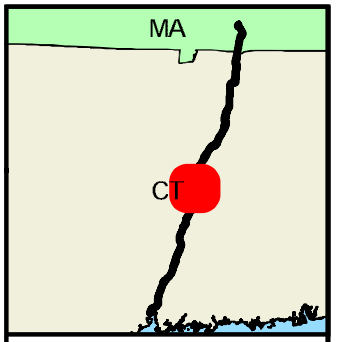
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangles:
Meriden, Middletown,
New Britain,
Hartford South, CT

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

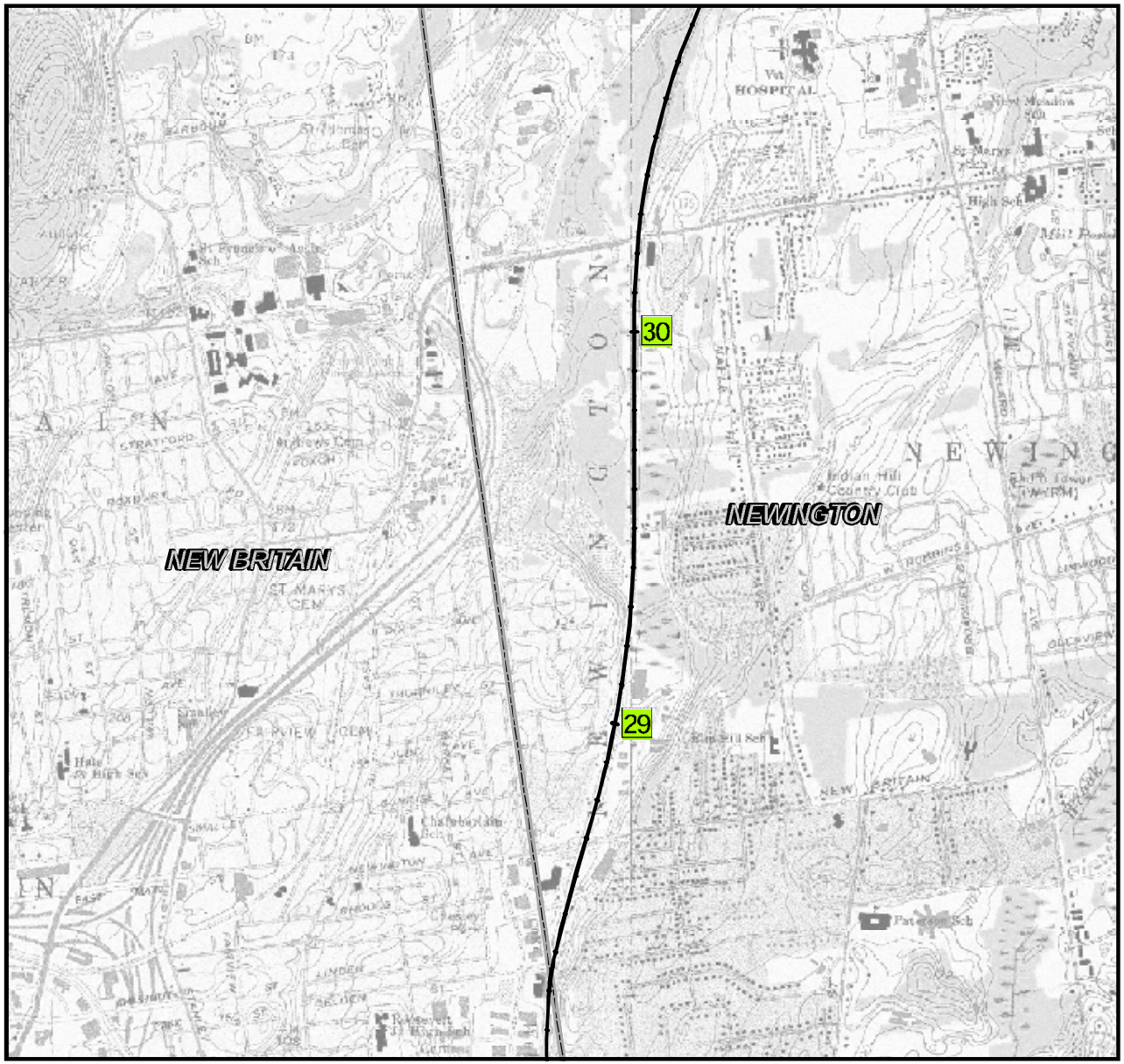
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 10 - Berlin, New Britain, Newington

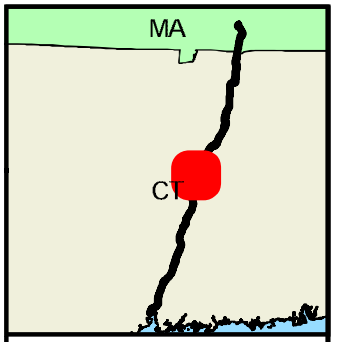
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangles:
New Britain,
Hartford South, CT

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

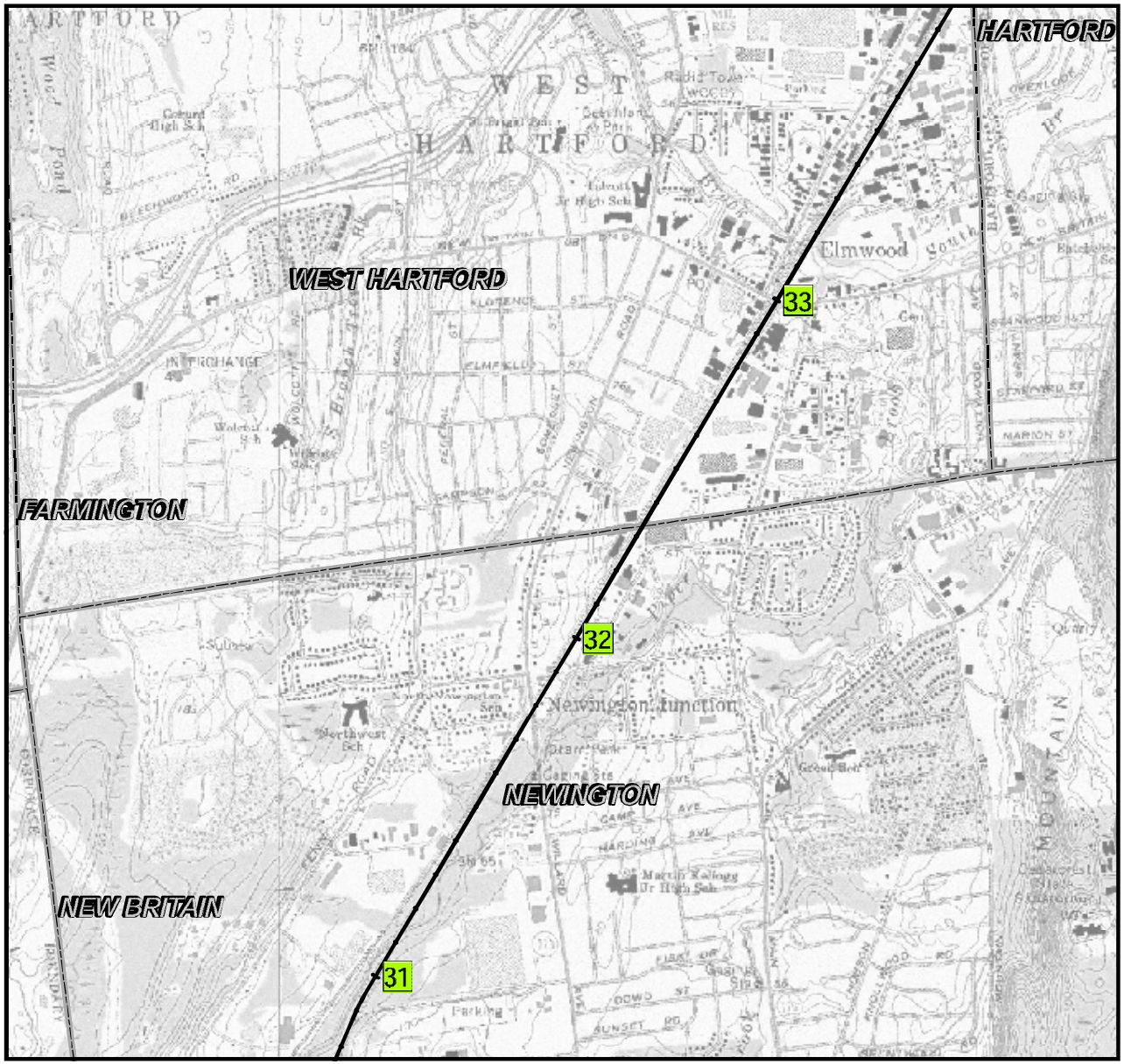
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 11 - New Britain, Newington

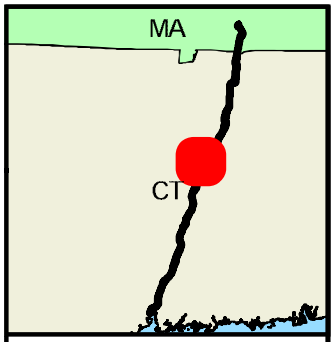
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangles:
New Britain,
Hartford South, CT

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

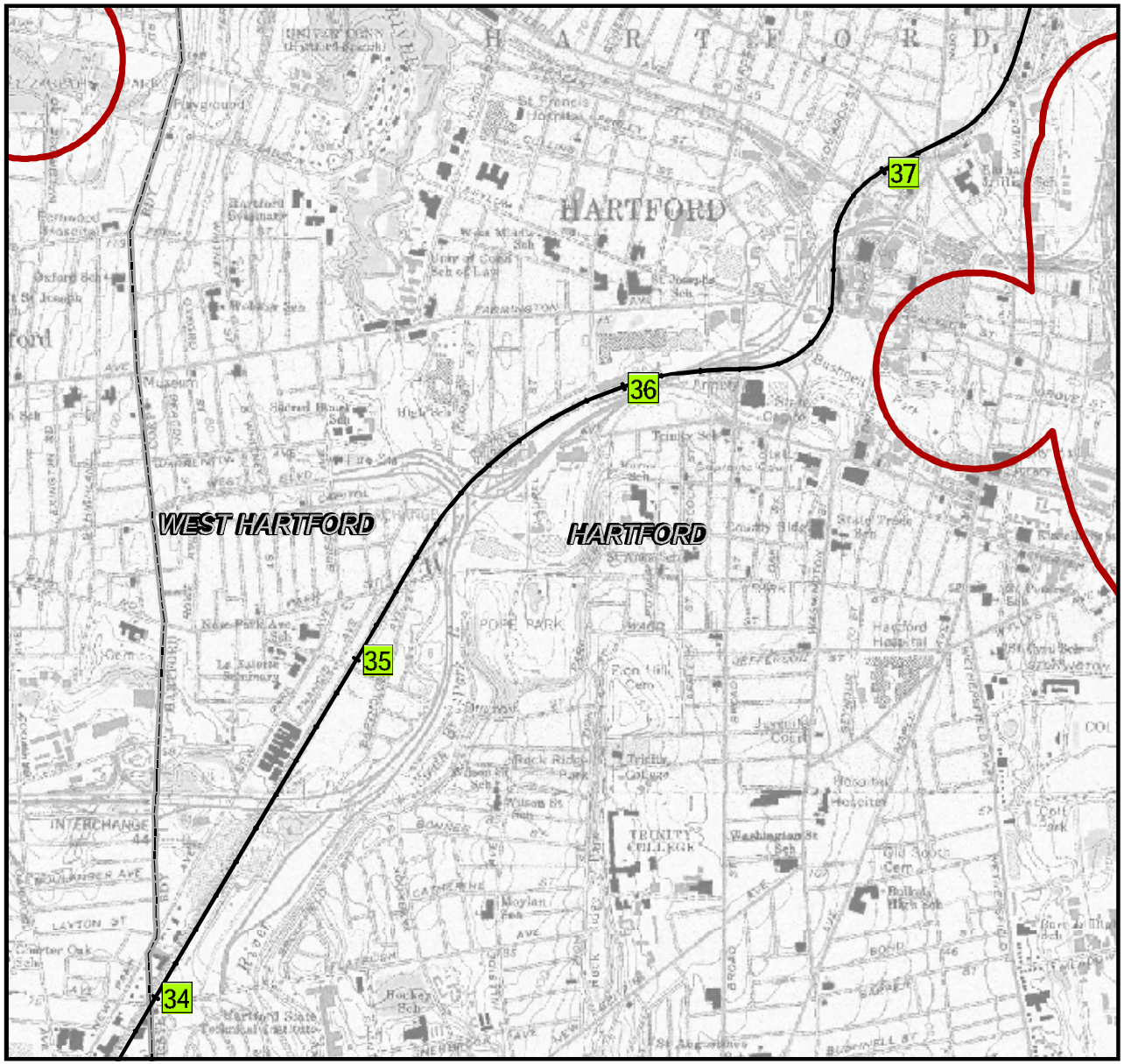
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 12 - New Britain, Newington, West Hartford, Hartford

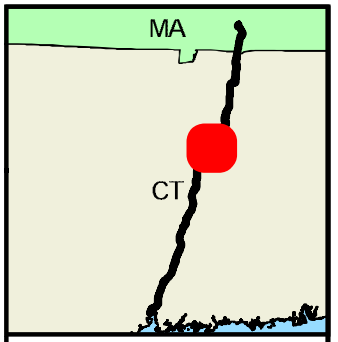
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangles:
New Britain,
Hartford South, CT

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker
Railroad Track Center Line
Double Tracking
Station Improvements
CT NDDB - December 2010
MA Rare Species Habitats

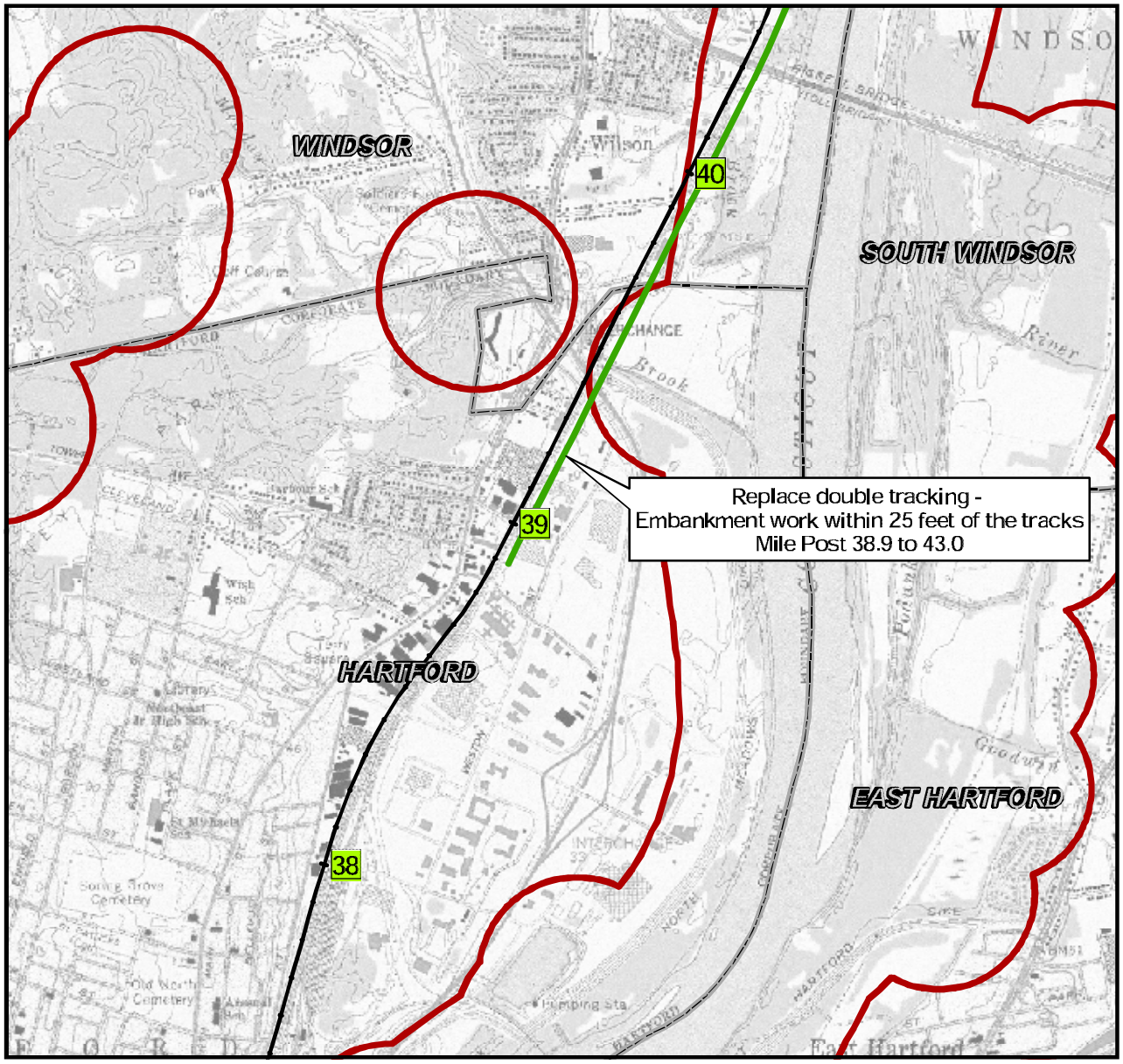
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 13 - West Hartford, Hartford

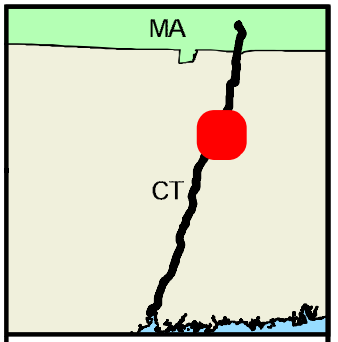
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangles:
Hartford South,
Hartford North, CT

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

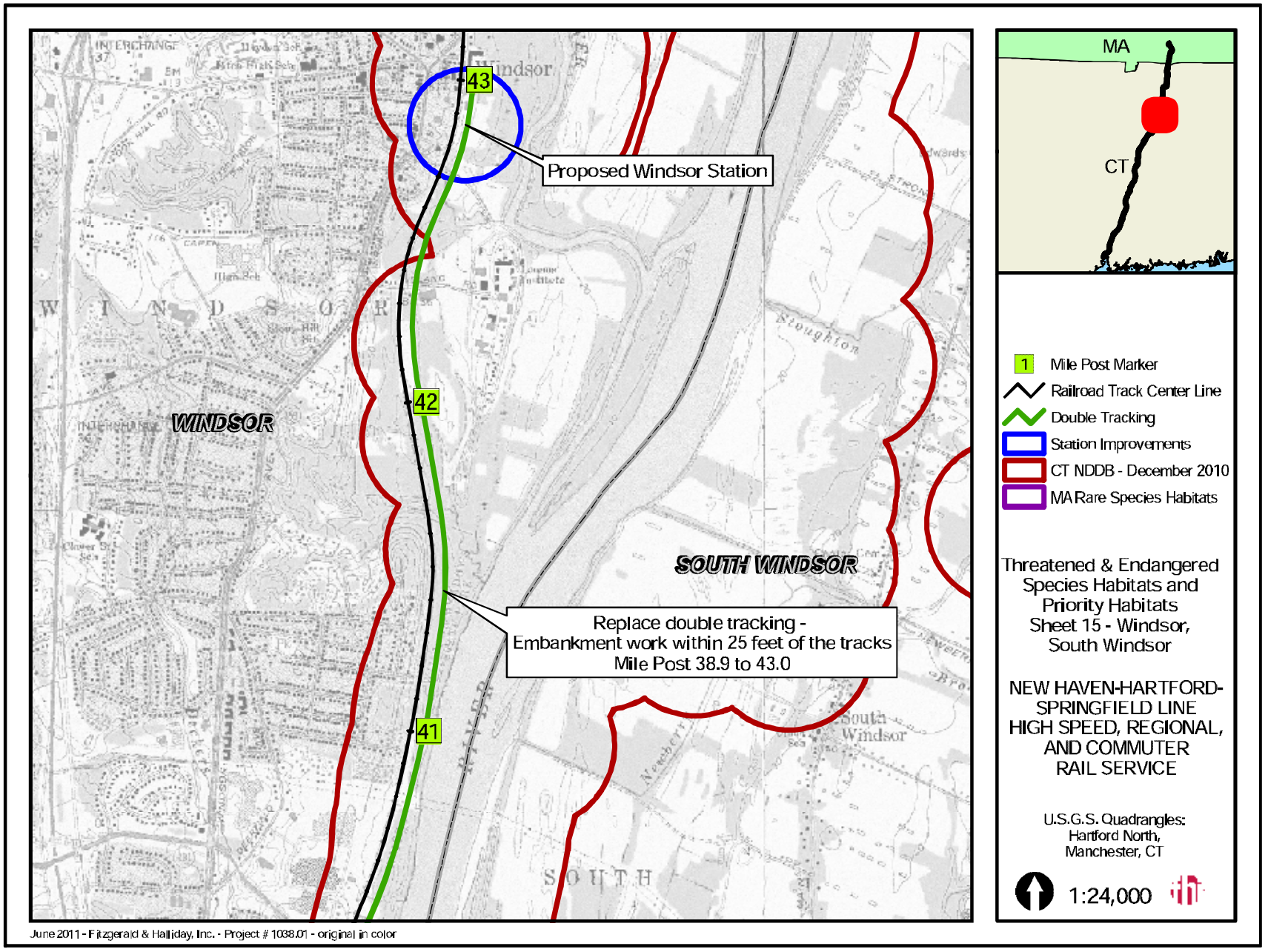
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 14 - Hartford, East Hartford, Windsor, South Windsor

NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

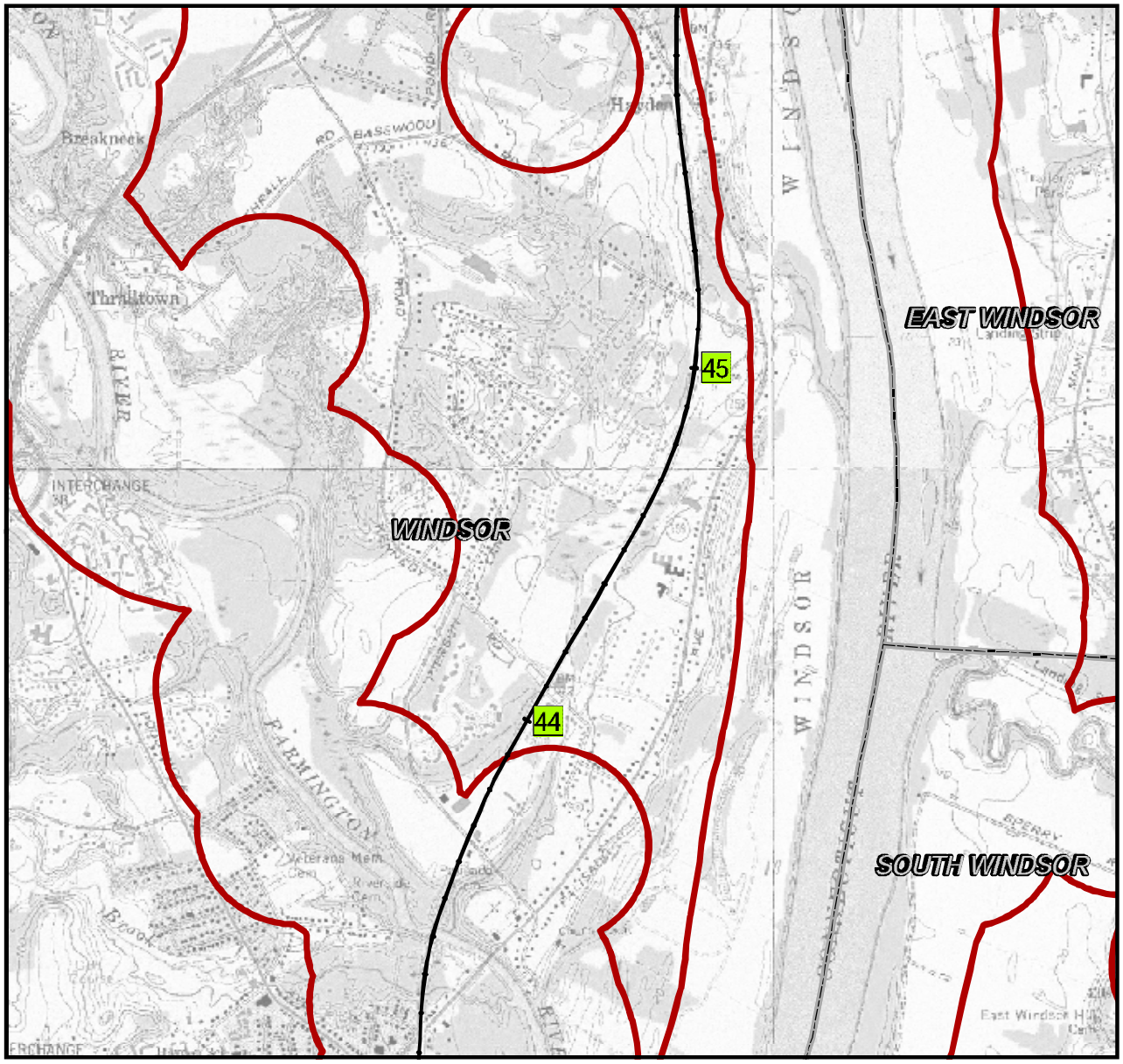
U.S.G.S. Quadrangle:
Hartford North, CT

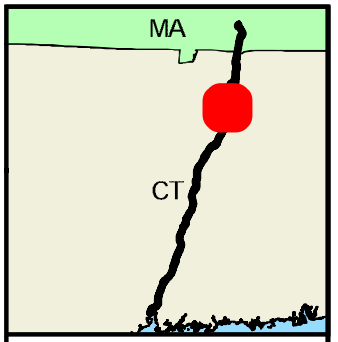
1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color



June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

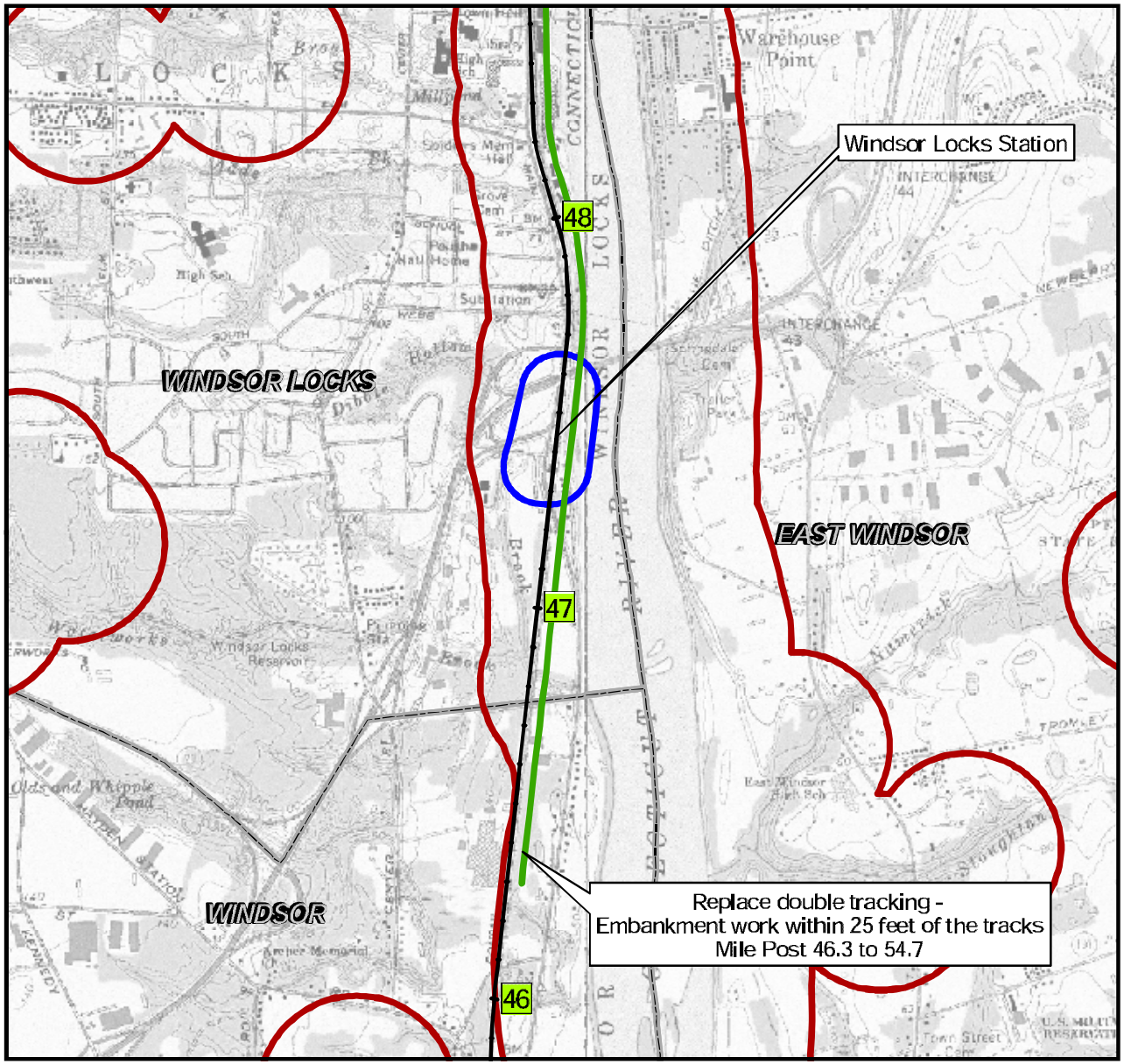
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 16 - Windsor, South Windsor, East Windsor

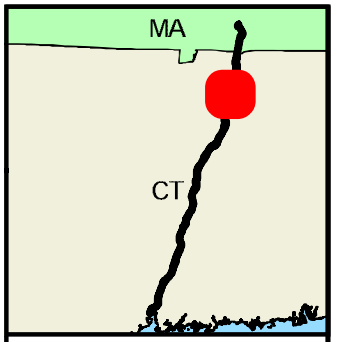
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangles:
Hartford North,
Manchester,
Windsor Locks,
Broad Brook, CT

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

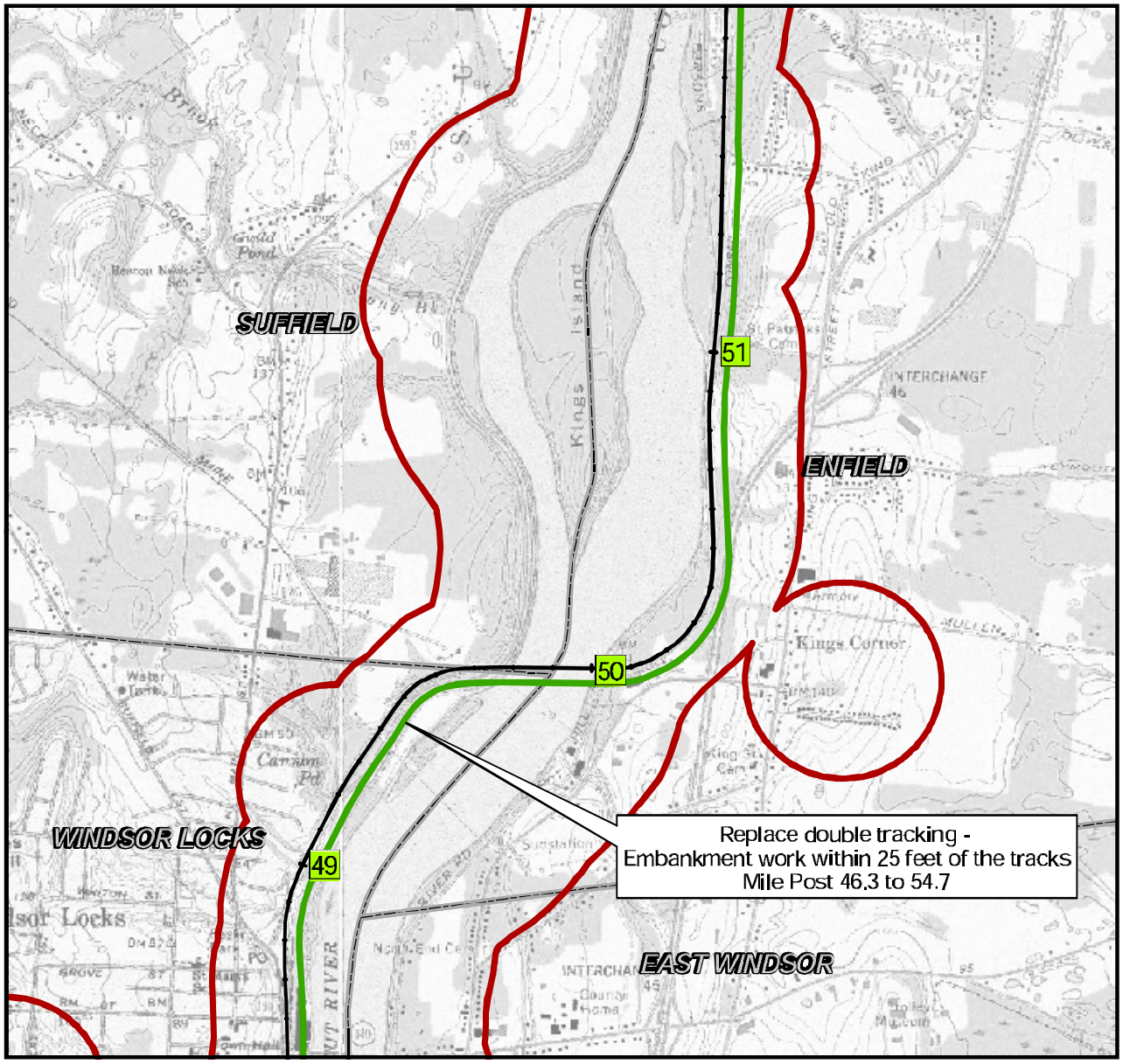
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 17 - Windsor, East Windsor, Windsor Locks

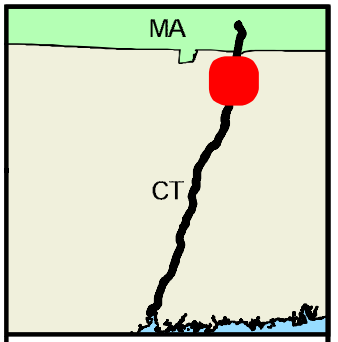
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangles:
Windsor Locks,
Broad Brook, CT

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

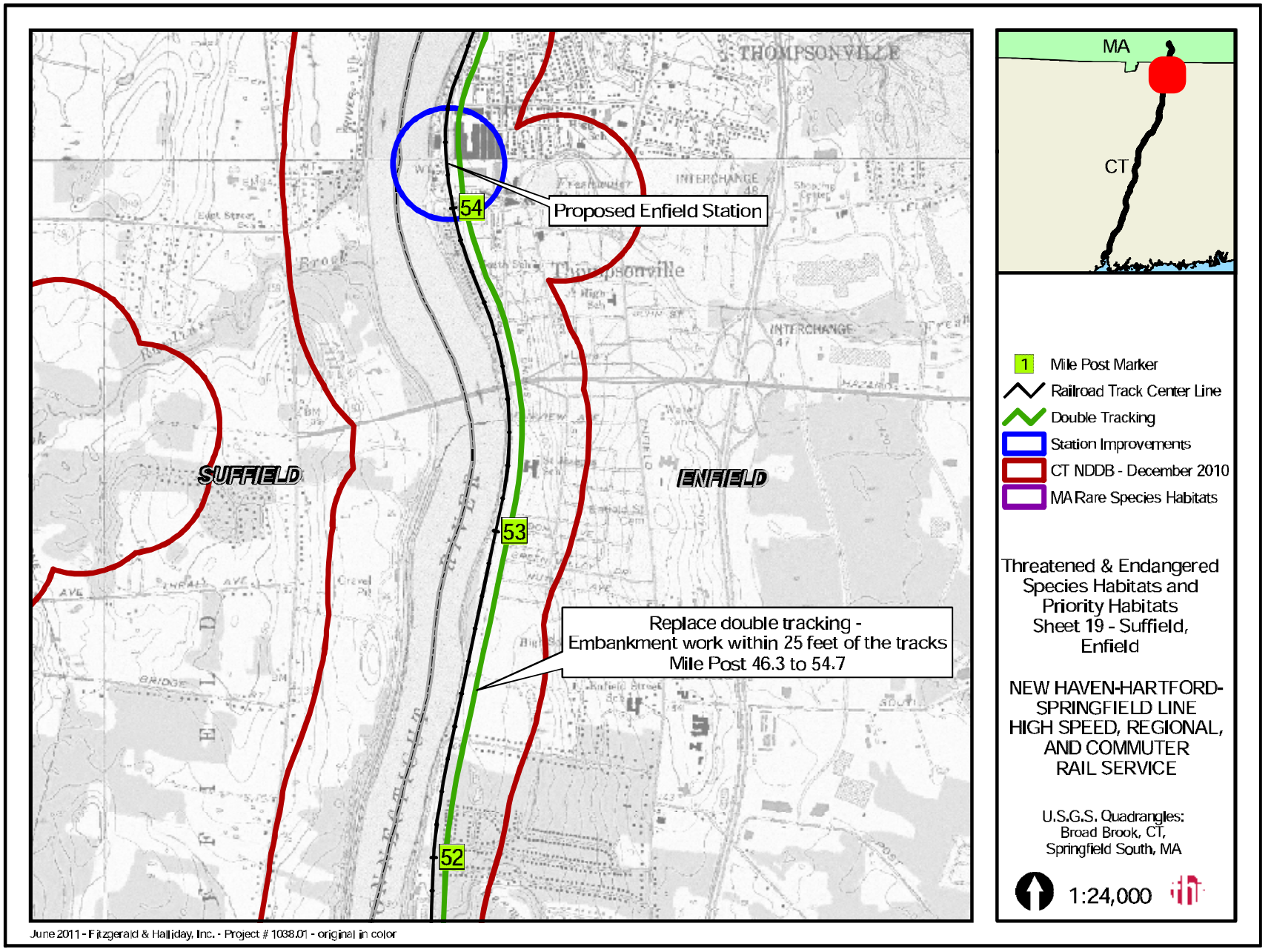
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 18 - East Windsor, Windsor Locks, Suffield, Enfield

NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

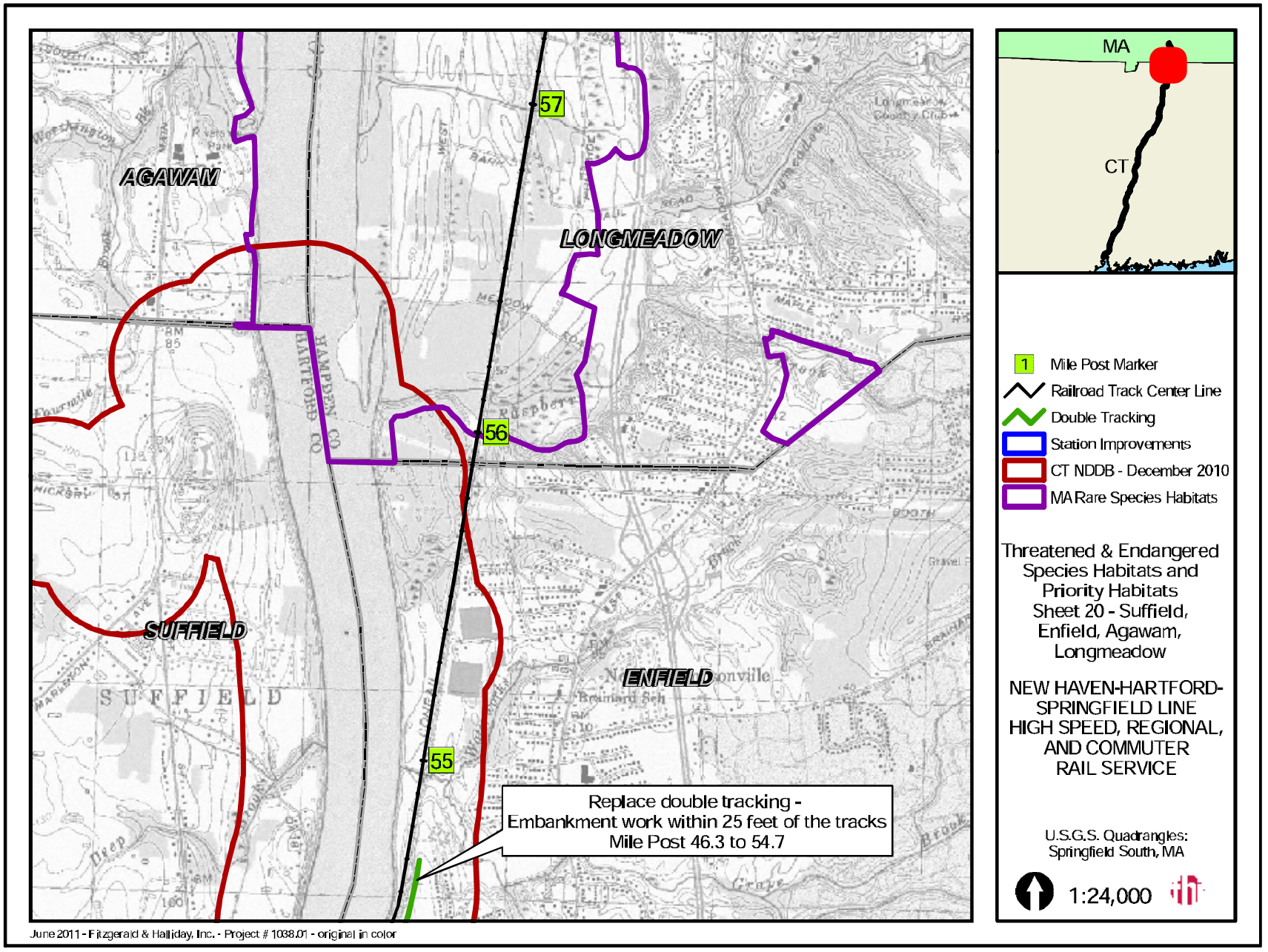
U.S.G.S. Quadrangles:
Windsor Locks,
Broad Brook, CT

1:24,000

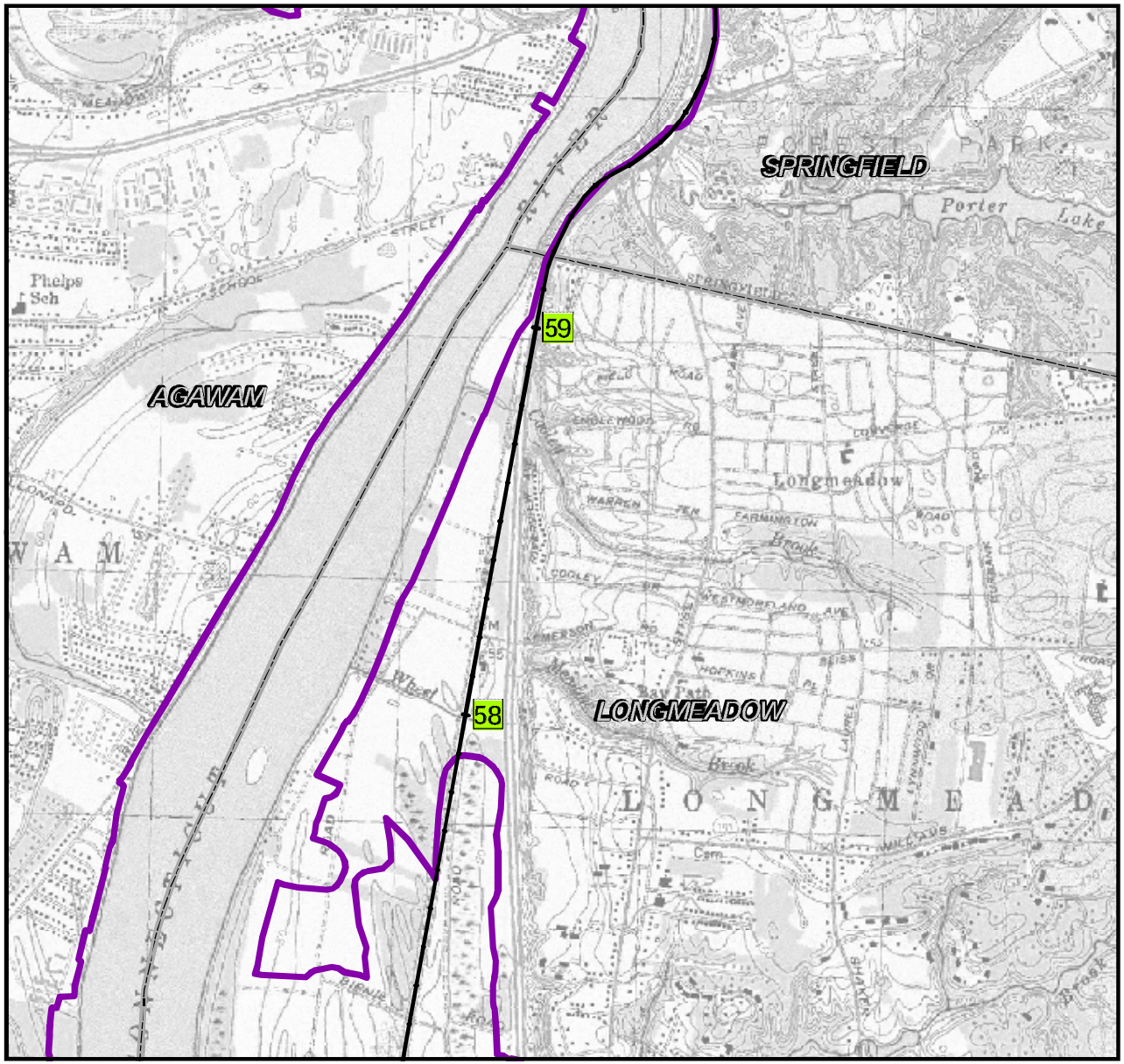
June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color

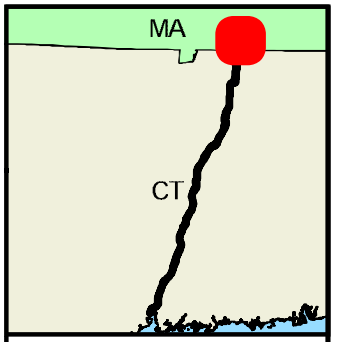


June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color



June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

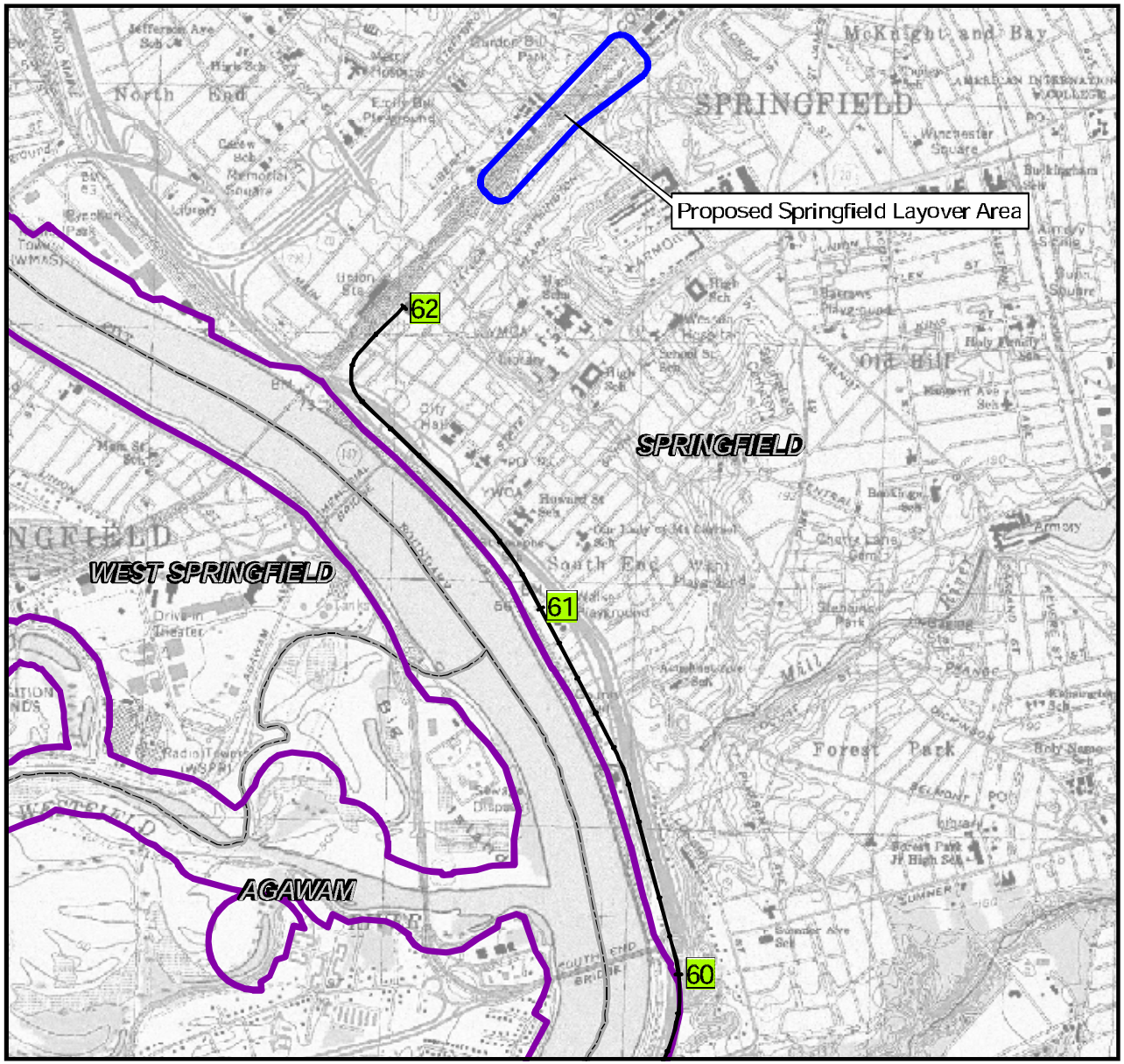
Threatened & Endangered Species Habitats and Priority Habitats
Sheet 21 - Agawam, Longmeadow, Springfield

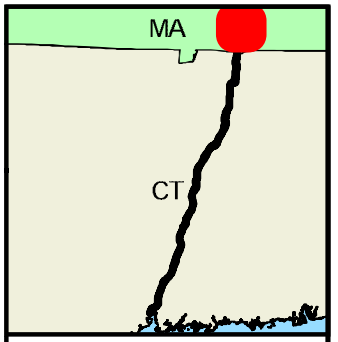
NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangles:
Springfield South, MA

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color





1 Mile Post Marker

Railroad Track Center Line

Double Tracking

Station Improvements

CT NDDB - December 2010

MA Rare Species Habitats

Threatened & Endangered Species Habitats and Priority Habitats
Sheet 22 - Agawam, Springfield, West Springfield

NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED, REGIONAL, AND COMMUTER RAIL SERVICE

U.S.G.S. Quadrangles:
Springfield South, MA

1:24,000

June 2011 - Fitzgerald & Halliday, Inc. - Project # 1038.01 - original in color

FITZGERALD & HALLIDAY, INC.
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August 2, 2011

Mr. David Bahlman
State Historic Preservation Officer
Connecticut Department of Economic and Community Development
One Constitution Plaza, Second Floor
Hartford, CT 06103

RE: New Haven – Hartford – Springfield Line High Speed, Regional, and Commuter Rail Service NEPA Environmental Assessment/CEPA Environmental Impact Evaluation; State Project #170-2296

Dear Mr. Bahlman,

The Federal Railroad Administration (FRA) and the Connecticut Department of Transportation (CTDOT), in cooperation with the Federal Transit Administration (FTA) and the states of Massachusetts and Vermont, is seeking to significantly improve passenger rail service throughout the Northeast Region. With funding from the FRA's High Speed Intercity Passenger Rail (HSIPR) Program, the State of Connecticut is moving forward with the New Haven to Hartford to Springfield portion of this overall rail program. This action in Connecticut (the Proposed Action) will increase capacity, reduce trip times, and reduce conflicts with freight operators who share the line. These improvements will allow for the expansion of passenger rail service from New Haven CT to Springfield MA from the current 12 one-way trips to as many as 50 one-way trips per day. The new service will support broader regional plans to expand the number of Vermonter trains to St. Albans (and eventually Montreal), add new "Knowledge Corridor" trains to Greenfield MA and White River Junction VT, and re-establish and expand service along the Springfield-Boston Inland Route.

A federal environmental assessment pursuant to the National Environmental Policy Act (NEPA)/environmental impact evaluation pursuant to the Connecticut Environmental Policy Act (CEPA) is currently in progress relative to the improvements (the Proposed Action). Given the presence of historic resources in the study corridor, this coordination letter provides a description of the proposed work and a determination of effect pursuant to Section 106 of the National Historic Preservation Act. The FRA and CTDOT request the cooperation of your office in reviewing the project. Fitzgerald & Halliday, Inc. (FHI), under contract to Wilbur Smith Associates (WSA) and the CTDOT, is assisting with environmental documentation and has compiled the cultural resources assessment enclosed herein.

Project Description and Determination of Effect

The Proposed Action includes the following construction in Connecticut:

- Upgrades to existing passenger stations and construction of new passenger stations
- Approximately 30 miles of reinstallation of double track; track work in these areas includes repair, rehabilitate or replacement of bridges and culverts to standards that support high speed rail
- A new rail siding on the east side of the existing tracks from approximately MP 26.6 to MP 28.7 (approximately from Route 9 in Berlin to New Britain Avenue in Newington)

The effects of these Proposed Action elements have been evaluated based on conceptual plans (dated to June 2011). The assessment of effects follows, for your review and consideration. The station projects are listed first, followed by the double track reinstallation and siding elements.

New Haven Union Station

New Haven's Union Station, located at 50 Union Avenue, is on the National Register of Historic Places. It has been rehabilitated in adherence with the Secretary of the Interior's Standards for Rehabilitation.

No physical changes to the New Haven Union Station are proposed, so there would be no adverse impacts to this historic resource. This alternative would likely result in increased passenger rail traffic to New Haven Union Station, an outcome that is consistent with its historic context and character, and thus would have no adverse effect on its historical integrity.

Because no changes have been proposed to New Haven's Union Station, no adverse impacts to prehistoric or historic archaeological resources at this site would result from the project.

New Haven State Street Station

No historic resources lie within the footprint of the proposed changes to the existing New Haven State Street Station, located at 370 State Street. The station is adjacent to the western boundary of the Wooster Square Historic District. The western edge of the Wooster Square Historic District lies one block to the east of the station, extending down Olive Street from Saint John Street in the north to Wooster Street in the south. A five-story brick factory building stands between the station and the Historic District, and there is a considerable drop in grade between the street level and the station, blocking the view of the station from the Historic District. The density and scale of visual barriers on this site, and the minimal amount of proposed elements at this station, create an APE of an approximately 200-foot radius around the site. The visual barriers place the station outside of the visual range of the Historic District. As a result, no historic properties would be affected by the proposed alterations to New Haven's State Street Station.

Changes proposed for this station include the construction of a new stair/elevator tower, and a new platform. Construction of the stair/elevator tower would likely require some excavation. These newly constructed elements would be confined within the footprint of the existing station, and would not require the disturbance of any previously unexcavated areas. This previously disturbed, non-wetland, non-alluvial urban soil is assessed to have a low level of potential prehistoric archaeological sensitivity. Given these facts, no impacts are anticipated to historic or prehistoric archaeological resources at this site.

North Haven Station (new proposed station)

No historic resources lie within the footprint of the proposed North Haven Station, to be located east-southeast of the intersection of State Street and Divine Street, on both sides of the tracks. Neither do any historic resources lie within a quarter-mile radius of the site. The presence of intermittent visual barriers around this site and the scale of the proposed station elements create an APE of an approximately 400 foot radius around the site. However, the proposed station is beyond visual range of any known historic resources. As such, no historic properties would be affected by the proposed construction of the North Haven Station.

Changes proposed for this station include the construction of a new stair/elevator and overpass structure, new platforms, and the creation of an additional parking lot. Construction of the stair/elevator and overpass structure would likely require some excavation. These newly constructed elements are located within areas cleared for rail and adjacent uses and would not require the disturbance of any previously unexcavated areas. The proposed parking lots are similarly located on previously cleared lands; the west lot is on an existing Park & Ride Lot and the east lot is within the bounds of an abandoned one-story brick office building, a long low industrial building of corrugated metal fabrication, and broad areas of associated pavement. The urban soil in this area is comprised of non-wetland, non-alluvial, non-hydric udorthents with a low level of potential prehistoric archaeological sensitivity. The lack of historic structures close to the APE indicates low historic archaeological sensitivity as well. Given these conditions, no impacts are anticipated to historic or prehistoric archaeological resources at this site.

Wallingford Station

Station Location Option 1: The downtown site on North Cherry Street, northwest of the existing Wallingford Station, is a level area totally developed with paving and four (two attached) single-story non-historic buildings. The National Register listed Wallingford Railroad Station at 37 Hall Street is approximately 300 feet south of the proposed ramp/stairs to the new east-side station platforms, and would be connected to the new station by a constructed sidewalk on the east side of the tracks. Currently this historic station building is not actively used by passengers or railroad employees, but is used by the Wallingford School District for adult education. However, the covered platform attached to the building is the site of passenger rail service in Wallingford. The presence of intermittent visual barriers on this site and the scale of the proposed station elements create an APE of an approximately 400-foot radius around the new station site.

The new station would include a three story parking structure, a new stair/elevator and overpass structure, and new station platforms on both sides of the tracks. The passenger station sidewalk and platform facilities adjoining the historic Railroad Station would be consistent with its historic purpose and use. The new parking structure would be partially visible from the old Station through a narrow corridor along the tracks but far enough distant that it would not interfere with the setting of the historic Station. Furthermore, it would not result in the removal of any historic features. There would thus be no adverse effect on the old Station from the new station construction.

The bulk of newly constructed elements would be immediately to the rear of the Most Holy Trinity Roman Catholic Church and rectory, located at 84 North Colony Street. The church and rectory, which church records show were constructed between 1876 and 1887, are not included on the State or National Registers, but the architectural integrity and local significance of the buildings make them

potentially eligible for the National Register. Further coordination with the Connecticut State Historic Preservation Officer (SHPO) would be required to formally confirm the buildings' eligibility. If either or both are considered eligible for the National Register, the relocation of an active rail station with a multi-level parking structure to their rear could have an adverse effect on those resources.

Construction of the parking structure and the stair/elevator structure on this site would likely require some excavation. The proposed site of the relocated Wallingford Station is a paved area with several non-historic buildings. The new station concept calls for demolition of the buildings and excavation or paving of the entire area. This previously disturbed, non-wetland, non-alluvial urban soil has a low level of potential prehistoric archaeological sensitivity, so no impacts are anticipated for prehistoric resources. Given the proximity of National Register listed and potentially eligible historic resources, this site has moderate sensitivity for historic archeological resources, with disturbance. Depending on the location and depth of excavations, construction of the station at this site may disturb historic archeological resources.

Station Location Option 2: This optional station site lies at the intersection of the rail line and Ward Street; it is west of the tracks and north of Ward Street. The parcels required for the station contain a vacant lot with shrubs and trees, old pavement, a multi-story warehouse/industrial structure, a house, and a paved parking lot. There are no National Register properties close to the site, which is approximately 1,600 feet south of the National Register listed Wallingford Railroad Station at 37 Hall Street. Given the possibility of long views over open pavement from some portions of the site, the APE is an approximately 500 foot radius around the site.

There are no historic properties within the APE; therefore no historic properties would be affected by the construction of a station at this site.

This site is a previously developed and partially paved area with several non-historic buildings. The new station concept calls for demolition of the buildings and excavation or paving of the entire area. This previously disturbed site with urban soils is estimated to have a low level of potential prehistoric archaeological sensitivity. The lack of historic structures close to the APE indicates a low historic archaeological sensitivity as well. No impacts on prehistoric or historic archaeological resources are anticipated at this site.

Meriden Station

No historic resources lie within the footprint of the proposed changes to the existing Meriden Station, located at 60 State Street. The station is adjacent to the eastern boundary of the Colony Street-West Main Street Historic District. The eastern edge of the Colony Street-West Main Street Historic District extends down the length of the tracks from the commercial buildings fronting on Colony Street that lie immediately opposite the tracks from the current rail station building in the north, to East Main Street in the south. The density and scale of visual barriers on this site and the scale of constructed elements proposed for this station create an APE of an approximately 200-foot radius around the site.

Construction activities proposed for this station would include the creation of a two story parking structure, a new stair/elevator and overpass structure, and new station platforms. Construction of the stair/elevator tower and the parking structure would require some excavation. This area of the historic district is largely intact, and includes few buildings built after the district's period of significance. The historic buildings that front on Colony Street are two and three stories, and would largely block views of the proposed parking structure from the historic district. Given the historic rail use in this area, the

limited views of the proposed station from the historic district, the similarity in scale and massing between the proposed parking structure and the historic buildings on Colony Street, and its location outside of the historic district, no adverse effects on historic resources would occur from the construction of the proposed station.

All changes proposed for Meriden Station lie within areas that have been previously paved. While the site is a previously disturbed area with urban (fill) soils, indicating a low level of potential prehistoric archaeological sensitivity, its proximity to a historic district and the unknown depth of prior excavation at this site suggest that it could contain historic archaeological resources. These might be disturbed by the deeper excavations required for constructing the parking structure. Therefore, there are potential impacts to historic archaeological resources at this site.

Berlin Station

The proposed improvements at the Berlin Station would retain and utilize the existing station building at 51 Depot Road, and replace several low scale non-historic industrial buildings to the east of the station with rail station parking lots. The existing station was constructed around 1899 and is currently undergoing rehabilitation. It is not included on the State or National Registers; however, the architectural integrity and local significance of the building makes it potentially eligible for the National Register. Further coordination with the SHPO is required to formally confirm the building's eligibility. The presence of visual barriers around this site and the low profile of constructed elements proposed for this station create an APE of an approximately 200-foot radius around the site.

Construction activities proposed for this station would include the creation of new station platforms, a stair/elevator and overpass structure, and the development of a landscaped parking lot and possibly a small campus of public-use buildings. If the existing station is considered eligible for the National Register, the proposed continued use of the existing historic rail station, which includes no alterations to the historic structure, and construction of the proposed station elements would result in no adverse effects on historic resources.

While the site is in close proximity to historic properties, the intensive industrial development around the site and prior construction of the buildings on site would likely have disrupted deeper-lying prehistoric and historic archaeological resources, if they were present on this site. Thus, no impacts to prehistoric or historic archaeological resources are anticipated at this site.

Newington Junction Station (new proposed station)

The proposed new Newington Junction Station is located on Francis Street just north of its junction with Willard Avenue. An individually listed National Register property at 200 Francis Street occurs within the site and it is located within the Newington Junction West Historic District. The individually listed National Register property is the Newington Junction Railroad Depot, which was constructed in 1870 and is currently used as part of the Newington Nursery. The intermittent nature of visual barriers on this site creates an APE of an approximately 200-foot radius around the site.

Construction activities proposed for this station would include the creation of a new parking lot with a bus drop-off, passenger platforms on both sides of the tracks, access ramps, and a stair/elevator tower and overpass structure. Reinstating passenger rail service at this location would be consistent with the historic context and character of the historic Railroad Depot, as well as the Historic District in which it is located. However, the station concept includes demolition or removal of the Depot building to make

way for parking. This would undermine the area's historic character, resulting in an adverse effect on both the historic Depot itself and the surrounding Historic District. It is worth noting that the vicinity of this station site is undergoing continual modernization and change. Directly across the tracks to the west, a construction site is being prepared for construction of the Newington station along the New Britain-Hartford Busway. The modern paved Busway facility and its new station with platforms, overpass, and parking lot, is scheduled for construction and completion in the next several years.

The construction of the stair/elevator tower would likely require some excavation. All changes proposed for this station lie within areas that have been previously paved or excavated. The site is a previously disturbed area with urban (fill) soils, indicating a low level of potential prehistoric archaeological sensitivity. However, the location within a historic district and the unknown depth of prior excavation at this site indicate that it could contain historic archaeological resources which might be disturbed by excavations. Therefore, there are potential impacts to historic archaeological resources at this site.

West Hartford Station (new proposed station)

The proposed Flatbush Avenue Station site in West Hartford is located close to the town line, off of Newfield Avenue in Hartford. The site currently contains a vacant parcel where a former structure was removed and two modern-era commercial structures with extensive parking. The parcel(s) is similar to the surrounding area, which is dominated by pavement, modern commercial and industrial buildings, and small patches of grass or shrubs/trees. Transportation infrastructure dominates the setting of the site, with the rail line to the west, Flatbush Avenue to the north, and Newfield Avenue to the east. No National Register properties or districts are close to the site. Given the scale of the proposed station elements and the surrounding level terrain with broad views over paved areas, the APE is an approximately 400-foot radius around the new station site.

Construction activities proposed for this station include a large parking lot, platforms on both sides of the track, and a pedestrian overpass structure. The overpass will provide access to the new rail platforms and the New Britain-Hartford Busway Station, programmed to be constructed directly across the tracks from the Flatbush Avenue Station site. As part of the Busway project, Flatbush Avenue will be reconstructed and elevated over the tracks to eliminate the present at-grade crossing. There are no historic properties within the APE; therefore no historic properties would be affected by construction of this station.

All changes proposed for this site lie within areas that have been previously paved and/or excavated. The site's previous disturbance and urban (fill) soils indicate a low level of potential prehistoric archaeological sensitivity. Given the lack of nearby historic resources, the potential for historic archaeological resources is also considered low. Thus, no impacts on archaeological resources are anticipated at this site.

Hartford Union Station

Hartford's Union Station, located at 1 Union Place, is on the National Register of Historic Places. It has been rehabilitated in adherence with the Secretary of the Interior's Standards for Rehabilitation. Additional historic resources are located in close proximity to the station, including Bushnell Park to the south, and two resources to the east: the High Street Historic District and the Judd and Root Building at 175 Allyn Street. The density of visual barriers on this site and the minimal scale of constructed elements proposed for this station create an APE of an approximately 100-foot radius around the site.

The proposed changes to Hartford's Union Station consist of the creation of platforms to the west side of the building, on both sides of the tracks, with stairs and an elevator on the western platform. The eastern platform would be accessed from the existing building. Depending on the design of the access, alterations to this historic structure could diminish the Station's historic character, which would have an adverse impact on this historic resource. The location of the proposed alterations on the west side of the existing building would be beyond the visual range of Bushnell Park, the High Street Historic District, and the Judd and Root Building. As a result, the proposed alterations would have no adverse effects on the historic context or integrity of these other resources.

All changes proposed for Hartford's Union Station lie within areas that have been previously paved and excavated. This previously disturbed, non-wetland, non-alluvial urban soil has a low level of potential prehistoric archaeological sensitivity. Given these facts, no impacts are anticipated to historic or prehistoric archaeological resources at this site.

Windsor Station

The proposed new Windsor Station is approximately 400 feet to the south of the current Amtrak station at 41 Central Street. The existing Windsor Station is a contributing resource within the Broad Street Green Historic District, which lies across the tracks from the proposed station site. This Historic District is largely intact, including few buildings built after the district's period of significance. The intermittent nature of visual barriers on this site and the scale of the proposed constructed elements create an APE of an approximately 400-foot radius around the site.

Construction activities proposed for this station would include the creation of a three story parking structure, a bus drop off area, and a new stair/elevator and overpass structure. Construction of the stair/elevator tower and the parking structure would require some excavation. The structures proposed for construction within the footprint of the proposed station site, including the three-story parking structure, would be visible from the Historic District on Broad Street. Depending on the architecture and design of the proposed parking structure, the construction of this structure within the visual range of the intact Historic District could have an adverse effect on those resources.

This station site includes areas that have been previously paved and areas of vegetation. While the site has urban (fill) soils, indicating a low level of potential prehistoric archaeological sensitivity, its proximity to a historic district and the unknown depth of prior excavation indicates that it could contain historic archaeological resources. These might be disturbed by the deeper excavations required for constructing the parking structure. Therefore, there are potential impacts to historic archaeological resources at this site.

Windsor Locks Station

Station Location Option 1: This station site option is an expansion of the current Windsor Locks Station on South Main Street (at Stanton Road). There are no historic resources on or surrounding the site. This site is largely dominated by transportation features such as the rail line, a park and ride lot, and the I-91 overpass. The sparse nature of visual barriers on this site, and the scale of constructed elements proposed for this station create an Area of Potential Effect (APE) of an approximately 400-foot radius around the site.

Construction activities proposed for this station would include the creation of a new stair/elevator and overpass structure, and new platforms. There are no historic properties within the APE; therefore no historic properties would be affected by the changes at this station.

Construction of the stair/elevator tower would likely require some excavation. All changes proposed for Windsor Locks Station lie within areas that have been previously paved and excavated. However, the site's location directly adjacent to the Connecticut River suggests moderate to high potential for prehistoric archaeological sensitivity. Archaeological resources, if they are present, could be encountered by the deeper excavations required for the elevator/overpass structures. Given these conditions, there are potential impacts on prehistoric archaeological resources at this site; no impacts on historic archaeological resources are anticipated.

Station Location Option 2: This optional station site is centered on the historic Windsor Locks Train Station building on Main Street (in vicinity of 180-200 Main Street). The National Register listed building, which is unused and decaying, is adjoined by level ground with compacted fill and pavement where a former freight depot building stood. The site is wholly located within the Enfield Canal National Register Historic District, which runs north along the Connecticut River from approximately the I-91 bridge in Windsor Locks to Thompsonville. The sparse nature of visual barriers on this site, and the scale of the proposed constructed elements create an APE of an approximately 400-foot radius around the site.

Construction activities proposed for this station would include the creation of new platforms, a stair/elevator and overpass structure, and a parking lot. Whether or not the old train station was rehabilitated and incorporated into the design of the new station, the re-use of the site for passenger rail would be consistent with the historic context and character of this resource and would have no adverse effect on historic resources. A surface parking lot as proposed would be in keeping with the existing scale and form of transportation infrastructure around the site and would similarly have no adverse effect. If the station building were rehabilitated in adherence with the Secretary of the Interior's Standards for Rehabilitation, the changes would have a positive impact on this decaying resource.

All proposed station elements lie within areas that have been previously paved or historically used by buildings. However, its proximity to the Connecticut River indicates a possibility for prehistoric archaeological sensitivity and its location within the historic core of Windsor Locks and along the Enfield Canal indicates moderate to high potential for historic archaeological resources. Archaeological resources of both types, if they are present, could be encountered by the deeper excavations required for the elevator/overpass structures. As such, there are potential impacts on prehistoric and historic archaeological resources at this site.

Enfield Station (new proposed station)

The proposed Enfield Station, located on North River Street south of Main Street and west of the tracks, is adjacent to the western edge of the Bigelow-Hartford Carpet Mills Historic District, a National Register Historic District. The nature of visual barriers around the site and the scale of constructed elements proposed for this station create an APE of an approximately 400-foot radius around the site.

The new station design incorporates an early 20th century industrial building within its footprint. This four story brick building, owned by the Dow Mechanical Corporation and noted on plans as the "Casket Building", is not on the National Register of Historic Places but is potentially eligible. Its age and historic character, as well as its proximity to the Bigelow–Hartford Carpet Mills and the rail line help to further

define the historic industrial context of this area. Further coordination with the SHPO is required to formally confirm the building's eligibility.

Construction activities proposed for this station would include the creation of a bus drop-off area, the construction of platforms and retaining walls, a stair/elevator and passenger overpass structure, the reconstruction of a railroad overpass structure, and the creation of a parking lot. The addition of passenger rail service and the creation of low scale rail structures on the site, such as platforms, would reinforce this industrial area's historic interdependence with the rail line, creating no adverse effect on the Historic District. The proposed interface of rail platform with the former Casket Building would need to be further evaluated to determine its effect on the building's historic integrity if the building is deemed eligible for the National Register. Construction of the parking lot would substantially alter the terrain between the railroad tracks and the Connecticut River. A large volume of fill is required to raise the west side of the site up to the elevations of the east side. North River Road would be incorporated into the access drives to and from the station. The potential for adverse effects of these changes on the historic context of the Casket Building will need to be further assessed if the property is deemed National Register eligible.

The proposed site of the new Enfield Station is a combination of cleared pavement, gravel yards, various industrial-type buildings, and previously disturbed but currently undeveloped forested area along the Connecticut River. The site's location next to the river, its proximity to a historic district, its association with a potentially eligible property, and the unknown depth of prior excavation all suggest a high potential for containing prehistoric and historic archaeological resources. There are thus potential impacts on prehistoric and historic archaeological resources at this site.

Double Tracking

The Proposed Action includes reinstallation of double track and an increase in the peak frequency of train traffic along the line to every 30 minutes. The CTSHPO confirmed in coordination to CTDOT dated October 19, 2009 that the New Haven-Hartford-Springfield Line is eligible in its entirety for listing on the National Register. A copy of this correspondence is included as Attachment A to this letter. The potential effects of this undertaking on historic resources are discussed below.

Historically, portions of this rail line were first double tracked in the 1850s. Double tracking of the entire length of the line from New Haven to Springfield was completed in 1872. The double tracks remained until 1990, when the second track was removed by Amtrak. This long history of dual tracks on the line make the proposed reinstallation of double track consistent with the historic context and character of the rail line. The increased frequency of rail traffic would not represent an adverse effect since freight and passenger service in the corridor was historically robust. On that basis, the Proposed Action would not result in adverse contextual or visual effects on historic resources within the study corridor. Finally, no National Register listed properties adjacent to the rail ROW would be physically impacted as a result of the double track reinstallation.

The rail alignment itself has undergone few changes since the 1870s and the line has a number of intact historic structures, such as culverts, bridges, and embankments. Some of these features will need to be repaired, removed, and/or altered to maintain their structural integrity and function as part of an operating railroad. Structures in need of repair, rehabilitation, or replacement were identified based on existing bridge condition data and limited structure assessments by WSA in 2009. Bridges (spans of 5 feet or greater) in Connecticut built at least 50 years ago (prior to 1961) include the following, numbered by milepost (MP): 7.46; 8.40; 10.46; 12.91; 13.96; 15.00; 15.25; 15.66; 16.78; 34.51; 35.15;

35.41; 35.51; 36.52; 37.35; 39.40; 42.65; 46.78; 49.15; 51.66; 53.94; 53.96; 53.98. In addition, bridges 35.44 and 36.17 may need some type of improvement; they were unable to be inspected.

In Massachusetts, Bridge MP 62.08, built in 1911, has been identified as needing repairs. Based on preliminary engineering evaluations, the anticipated improvements involve repair of bottom flange of main girder due to truck impacts, reinforcement of several floor beams due to rust, minor pointing/repair of masonry/concrete abutments, repairs to spalled concrete bridge deck, general maintenance of bridge seats, repair of handrails and footwalks, general cleaning, and painting. No excavations or changes to bridge structural elements are required to execute the maintenance work. This work would provide needed repairs to keep the existing bridge in good operating condition. As such, this activity is evaluated to be beneficial to the preservation of this historic bridge and is assessed to have no adverse effect on historic resources. FRA has initiated coordination with the Massachusetts SHPO relative to this activity.

There are numerous culverts less than 5 feet in span which are also in need of improvement. Many of these, like the bridges, date back to the late 1800s and early 1900s and are a part of the engineering and historic significance of the New Haven-Hartford-Springfield Line.

Structures to be modified within the separate double tracking project for freight operational improvements between MP 20.6 and 31.1 in the towns of Meriden, Berlin, and Newington were identified in previous coordination with the CTSHPO for that project. Given that the bridge and culvert improvement are necessary to maintain and improve rail service along the historic rail line, the CTSHPO determined that those improvements would have no adverse effect, conditional upon the professional implementation of mitigation measures (see enclosed correspondence dated October 19, 2009).

In a similar fashion for the Proposed Action, many bridge/culvert repairs, rehabilitations, or replacements will be necessary to maintain the structural integrity and function of these crossings, allowing the rail line to operate into the future. As such, the bridge and culvert improvements associated with the track work are assessed to have a conditional no adverse effect, with mitigation measures to be developed in consultation with the CTSHPO. At bridge sites over waterways where major repairs or replacement are necessary, there may be impacts to prehistoric archaeological resources, depending on the extent of previous and proposed earth disturbance required for construction.

Siding

The proposed rail siding from approximately MP 26.6 to MP 28.7 in Berlin and New Britain (approximately from Route 9 in Berlin to New Britain Avenue in Newington) will require the toe of slope to extend up to 18 feet beyond the existing toe of slope, on the east side of the tracks. This section passes through industrial lands with big box industrial buildings surrounded by storage yards, and through undeveloped but previously modified wetlands. No historic properties are mapped through this section and the siding would be consistent with the use of rail in this vicinity; there would therefore be no historic properties affected by its construction. While most of the proposed siding passes through heavily urbanized and industrialized lands, a short stretch in New Britain will pass through large wetlands associated with Webster Brook. Despite likely wetland alteration during construction of the railroad, there may be some potential for prehistoric archaeological sensitivity. Thus, depending on the nature of construction activities for the siding, there could be impacts to prehistoric archaeological resources in the Webster Brook vicinity.

The FRA and the CTDOT appreciate your involvement in this project and look forward to your review and further consultation.

Very truly yours,

FITZGERALD & HALLIDAY, INC.

Linda Perelli Wright
Environmental Team Leader

Attachment A: CTSHPO correspondence of October 19, 2009

cc: Stephen DelPapa (CTDOT), Bob Cless (CTDOT), Ralph Trepal (WSA), Carol Gould (FHI), FHI File P1038.03

Connecticut Commission on Culture & Tourism

Historic Preservation and Museum Division

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October 19, 2009

Ms. Colleen A. Kissane
Bureau of Policy & Planning
ConnDOT
2800 Berlin Turnpike
Newington, CT 06111

Subject: American Recovery and Reinvestment Act
New Haven-Hartford-Springfield Rail Line
Meriden, Berlin and Newington, CT
ConnDOT #170-2296

Dear Ms. Kissne:

The State Historic Preservation Office has reviewed pertinent information provided by ConnDOT's Office of Environmental Planning concerning the above-named project. This office concurs with ConnDOT's assessment that the New Haven-Hartford-Springfield Rail Line possesses historic and engineering significance and is eligible for the National Register of Historic Places. This professional evaluation is limited to the historic rail line located within the State of Connecticut and as such, provides no assessment vis-a-vis the rail corridor within Massachusetts.

In the opinion of the State Historic Preservation Office, the proposed transportation improvements will effect the historic integrity of the New Haven-Hartford-Springfield Rail Line. However, this office believes that proposed undertaking will constitute no adverse effect upon the state's cultural heritage. This comment is conditional upon the professional implementation of the following mitigative measures:

- Prior to proposed transportation-related activities, ConnDOT and/or the Federal Railroad Administration shall document the New Haven-Hartford-Springfield Rail Line to the professional standards of the State Historic Preservation Office. Documentation shall include all railroad-related components, located within the project boundaries, including passenger stations, freight houses, culverts, bridges, elevated alignments and embankments, interlocking and switching devices, and, whistle posts and signalization. Final documentation shall consist of narrative text, photographs and/or digital images, an index to photographs, and a photographic site plan. Final documentation shall be provided to the State Historic Preservation Office for permanent archiving and public accessibility.

- ConnDOT and/or the Federal Railroad Administration shall submit a brief history and description of the New Haven-Hartford-Springfield Rail Line, including project-related information, photographs, site plans and maps, to the *Society for Industrial Archeology New England Chapters Newsletter*.

- ConnDOT and/or the Federal Railroad Administration shall coordinate with Connecticut's trolley and railroad museums regarding the potential salvage and adaptive use of small-scale railroad components scheduled to be upgraded and/or replaced within the proposed project boundaries.

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

We look forward to further coordination with ConnDOT, the Federal Railroad Administration, and all interested parties regarding the expeditious furtherance of the proposed undertaking as well as the professional management of Connecticut's cultural heritage.

Sincerely,

David Bahlman
Deputy State Historic Preservation Officer

Connecticut Department of
ENERGY &
ENVIRONMENTAL
PROTECTION

October 20, 2011

Mark Alexander
Transportation Assistant Planning Director
Connecticut Department of Transportation
2800 Berlin Turnpike
Post Office Box 317546
Newington, Connecticut 06131-7546

RE: Administrative Draft Review
New Haven-Hartford-Springfield Line
High Speed Intercity Passenger and Regional Rail Service
Draft Federal Environmental Assessment/ Draft Connecticut Environmental Impact Evaluation

Dear Mr. Alexander:

Thank you for providing the Department of Energy and Environmental Protection with the opportunity to review the above-referenced administrative draft document. It is a detailed and thorough document which provides a comprehensive description of the proposed action, the affected study corridor, and the range of potential impacts of the proposed action.

By way of an editorial comment, the Environmental Assessment/ Environmental Impact Evaluation (EA/EIE) would benefit from an introductory summary of the proposed action which would provide readers with a framework to better understand the later discussions. Such a summary might include:

- a concise narrative of the overall project elements
- a list of existing stations, with brief descriptions of proposed improvements,
- a list of proposed new stations,
- a description of the locations for reinstalled double tracking and sidings, with both mileposts and towns,
- a description of project phasing, with a list of proposed elements and projected a construction timetable for each phase, and
- a figure that depicts the rail line with each existing and new station, as well as the stretches where reinstalled double tracking and sidings are proposed.

It would also greatly simplify review of the digital document if the PDF included bookmarks for each section and subsection and/or if the Table of Contents contained these links.

Much of the impact evaluation related to the project will need to be dealt with at the permit stage since many of the details of the proposal, such as specific bridge and culvert repairs and replacements, are yet to be nailed down. DEEP recognizes that the EA/EIE is in this respect a conceptual document. That said, the document does very adequately lay out and discuss the nature of the proposed action and the types of impacts which may be encountered, and the regulatory framework within which these impacts will be evaluated.

Project Level Conformity Determination

As stated on page 22 of the EA/EIE, the enhanced Springfield Line rail service is included in the current Regional Transportation Plans of the affected Metropolitan Planning Organizations (MPOs) but is not included in the TIPs of these MPOs. Based on a review of pages 17-28, ConnDOT has shown that the project meets the criteria outlined in Table 1 of 40 CFR Sec. 93.109(b) for transportation projects not from a conforming plan or TIP, to demonstrate conformity. However, the EIE/EA would benefit from additional explanation as to why PM_{10} was not addressed in the discussion of hot spot analysis. The document should also briefly address the effect that the expansion and/or construction of parking lots along the line will have on air quality.

With regard to the list of mitigation measures on page 28, DEEP typically recommends the use of off-road construction equipment that has the best available controls on diesel emissions. If older construction equipment is employed, diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel, compressed natural gas or emulsified fuels noted on page 28 can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

DEEP also recommends the use of diesel oxidation catalysts or diesel particulate filters for pre 2007-model year on-road vehicles typically used in construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted

signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of DEEP.

Runoff and Drainage Issues

At this early stage in the design process, the station concept plans included in the EA/EIE are necessarily very preliminary in nature. Several layouts include detention basins and most incorporate a note that detention systems will be constructed to treat parking lot runoff prior to discharge to existing stormwater systems. Page 5 of Volume 2 of the EA/EIE notes potential treatment measures that include hydrodynamic particle separators and several low impact development (LID) practices typically recommended by DEEP. The following standard recommendations concerning stormwater management are offered for your consideration as planning and design for the stations proceeds.

Traditional stormwater systems collect stormwater as rapidly as possible and quickly shunt it from upland areas to receiving waterbodies. This has resulted in widespread and significant pollution problems from the materials picked up by the stormwater as it flows over developed land surfaces (non-point source pollution). The latest emphasis in stormwater management is to try to minimize changes between pre- and post-development runoff rates and volumes by utilizing on-site retention and to pretreat discharges to remove total suspended solids, oils, greases, nutrients, pathogens and floatable debris. DEEP's standard recommendation concerning stormwater management which follows should be observed, as appropriate.

> Appropriate controls, designed to remove sediment and oil or grease typically found in runoff from parking and driving areas, should be included in any stormwater collection system to be installed or upgraded at the site. Non-structural measures to dissipate and treat runoff are strongly encouraged, including infiltration using pervious paving or sheetflow from uncurbed pavement to vegetated swales, water gardens or depression storage areas. The Department recommends a stormwater management treatment train approach. Such a system includes a series of stormwater best management practices (BMPs) that target the anticipated pollutants of concern. For example, parking lot runoff would be expected to contain petroleum hydrocarbons, heavy metals, sediment, organic material (leaves/ grass clippings) and seasonally elevated temperatures. Potential structural stormwater BMPs include, but are not limited to, catch basin inserts, gross particle separators, deep sump catch basins fitted with passive skimmers, and/or detention/retention basins having adequate pre-treatment. For larger sites, a combination of

structural and non-structural BMPs are typically most effective and practical. If more than one acre of pavement drains to a common discharge point, a hydrodynamic separator, incorporating swirl technology, circular screening technology or engineered cylindrical sedimentation technology, is recommended to remove medium to coarse grained sediments and oil or grease, The treatment system should be sized such that it can treat stormwater runoff adequately. The Department recommends that the treatment system be designed to treat the first inch of stormwater runoff. Upon installation, a maintenance plan should also be implemented to insure continued effectiveness of these control measures.

For additional guidance, consult the *Connecticut Stormwater Quality Manual.* The manual is available on-line at: Stormwater Manual.

The Department strongly supports the use of low impact development (LID) practices such as water quality swales and rain gardens for infiltration of stormwater on site. Key strategies for effective LID include: managing stormwater close to where precipitation falls; infiltrating, filtering, and storing as much stormwater as feasible; managing stormwater at multiple locations throughout the landscape; conserving and restoring natural vegetation and soils; preserving open space and minimizing land disturbance; designing the site to minimize impervious surfaces; and providing for maintenance and education. Water quality and quantity benefits are maximized when multiple techniques are grouped together. Consequently, we typically recommend the utilization of one, or a combination of, the following measures:

- the use of pervious pavement or grid pavers (which are very compatible for parking lot and fire lane applications), or impervious pavement without curbs or with notched curbs to direct runoff to properly designed and installed infiltration areas,
- the use of vegetated swales, tree box filters, and/or infiltration islands to infiltrate and treat stormwater runoff (from building roofs and parking lots),
- the minimization of access road widths and parking lot areas to the maximum extent possible to reduce the area of impervious surface,
- if soil conditions permit, the use of dry wells to manage runoff from the building roofs,
- the use of vegetated roofs (green roofs) to reduce the runoff from buildings,
- proper treatment of special activity areas (e.g. loading docks, covered maintenance and service areas),
- the installation of rainwater harvesting systems to capture stormwater from building roofs for the purpose of reuse for irrigation, and
- providing for pollution prevention measures to reduce the introduction of pollutants to the environment.

The effectiveness of various LID techniques that rely on infiltration depends on the soil types present at the site. According to the Natural Resources Conservation Service's Soil Web Survey (available on-line at: Web Soil Survey), the soils at the property consist of urban land. These soils are unrated in their suitability for various stormwater management practices. However, infiltration practices may be suitable at this site. Soil mapping consists of a minimum 3 acres map unit and soils may vary substantially within each mapping unit. Test pits should be dug in areas planned for infiltration practices to verify soil suitability and/or limitations. Planning should insure that areas to be used for infiltration are not compacted during the construction process by vehicles or machinery. The siting of areas for infiltration must also consider any existing soil or groundwater contamination.

The Department has compiled a listing of web resources with information about watershed management, green infrastructure and LID best management practices. It may be found on-line at: LID Resources

Stormwater discharges from construction sites where one or more acres are to be disturbed require a permit pursuant to 40 CFR 122.26. The Permitting & Enforcement Division has issued a *General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* (DEP-PERD-GP-015) that will cover these discharges. For projects disturbing five or more acres, registration describing the site and the construction activity must be submitted to the Department prior to the initiation of construction. A stormwater pollution control plan, including measures such as erosion and sediment controls and post construction stormwater management, must be prepared. For sites where more than 10 acres will be disturbed, the plan must be submitted to the Department. A goal of 80 percent removal of total suspended solids from the stormwater discharge shall be used in designing and installing post-construction stormwater management measures. Another requirement of this permit is that stormwater discharges located less than 500 feet from a tidal wetland must be discharged through a system designed to retain the volume of stormwater runoff generated by 1 inch of rainfall on the site. For construction projects with a total disturbed area between one and five acres, no registration is required as long as the project is reviewed by the town and receives written approval of its erosion and sediment control measures and it adheres to the *Connecticut Guidelines for Soil Erosion and Sediment Control*. If no review is conducted by the town or written approval is not provided, the permittee must register with the Department. For further information, contact the division at 860-424-3018. A copy of the general permit as well as as registration forms may be downloaded at: Construction Stormwater GP.

Natural Diversity Data Base

Pages 62-67 of the EA/EIE document substantial consultation with the DEEP Natural Diversity Data Base both as to listed species potentially present along the corridor and specific project-related impacts, and potential mitigation measures that may be appropriate. As stated on page 67, further guidance can be provided by the NDDB staff as project specifics are developed. Necessary mitigation measures will be incorporated as conditions in any permits issued by DEEP.

State Rail Plan

Section 4.3.5, *Consistency with State, Regional and Local Plans* does not contain any mention of the *Connecticut State Rail Plan* being developed by ConnDOT. To the best of my knowledge, that plan has not been finalized but the August 2010 draft of the plan did contain extensive discussion of both commuter and intercity passenger rail services. The EA/EIE should contain some discussion in this section (4.3.5) of the project's consistency with the *Connecticut State Rail Plan*. Also, since the Springfield Line is also used for freight service, the EA/EIE should contain some discussion of whether, or to what extent, the proposed Springfield Line infrastructure improvements, particularly bridge and culvert upgrades, will help achieve the State Rail Plan goal (Section 6.3) of achieving the 286,000 pounds per four axle car that has become the national industry standard. Are there restrictions on this line, other than at the Connecticut River Bridge, that prevent the handling of 286,000 pound cars and, if so, will the bridge and culvert improvements and replacements envisioned in this project be designed to remove these constraints?

Related to another design standard mentioned repeatedly in the EA/EIE, the double tracking will provide for 15' centers between the tracks, an increase from the 13' centers of the historic double tracking on the Springfield Line, and will also provided for a 3' shoulder. These design improvements will necessitate a 5' widening of the rail embankment which historically accommodated double track operations. Both to provide justification of the wetland and other impacts in upcoming permit applications, and for the benefit of the readers of the document, the EA/EIE should explain the rationale behind the enhanced 15' track centers for the new infrastructure. Page 6 of Volume 2 mentions that the Springfield Line has been designated as part of the Strategic Rail Corridor Network (STRACNET) but does not say if this designation drives the horizontal clearance improvements of if it is related to the clearances necessary to accommodate a particular plate class of equipment, or for other safety or operational reasons. Justification for this addition of the 3' shoulders should also be spelled out in the EA/EIE.

East Main Street Crossing, Meriden

As the project team is well aware, there has been a great deal of local concern in Meriden about the potential for more frequent trains to cause obstruction of

traffic at the East Main Street crossing just south of Meriden Station. Such concerns have also been expressed at the May 19 public hearing of the Connecticut Public Transportation Commission and at the August 8 scoping meeting on the Harbor Brook flood control project, both of which were held at Meriden City Hall. Given the level of local concern on this issue, some additional explanation to back up the statement on page 186 that "intersections adjacent to Meriden station will not deteriorate in LOS compared to no build condition" is warranted in the EA/EIE. This conclusion may indeed be correct, but by itself, without any supporting documentation or explanation, it is unlikely to be persuasive to those in Meriden who are concerned about this issue.

Connecticut Environmental Policy Act (CEPA)

This is a minor point but the citation for CEPA on page 240 is stated in a confusing fashion and is also incorrect. The C.G.S. citation for CEPA is Sections 22a-1a through 22a-1h. The CEPA regulations are found in the Regulations of Connecticut State Agencies (RCSA) sections 22a-1a-1 through 22a-1a-12. The current language in the EA/EIE attempts to combine these two CEPA references without distinguishing between them.

Thank you again for the opportunity to review this administrative draft of the EA/EIE and to offer these comments. Forthcoming shortly, under separate cover, will be a list of minor corrections and typographical errors which may be of use as you prepare the final version of this document.

Sincerely,

Frederick L. Riese
Senior Environmental Analyst

STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH

October 20, 2011

Mr. Mark Alexander
Transportation Assistant Planning Director
State of Connecticut
Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

RE: Notice of Scoping for New Haven - Hartford - Springfield Rail Improvements

Dear Mr. Alexander:

The Department of Public Health Drinking Water Section's Source Water Protection Unit has reviewed the above scoping notice. Please refer to the attached report for our comments.

If you have any questions regarding these comments, please call Pat Bisacky of this office at (860) 509-7333.

Sincerely,

Eric McPhee
Supervising Environmental Analyst
Drinking Water Section

Cc: Roger Dann, Wallingford Water Department
Lawrence Deantonio, Berlin Water Pollution Control Commission

Phone: (860) 509-7333
Telephone Device for the Deaf (860) 509-7191
410 Capitol Avenue - MS # 51WAT
P.O. Box 340308 Hartford, CT 06134
Affirmative Action / An Equal Opportunity Employer

MEMORANDUM

To: Lori Mathieu, Section Chief
Eric McPhee, Supervising Environmental Analyst

From: Patricia Bisacky, Environmental Analyst 2
Source Water Protection Unit
Drinking Water Section

Subject: Notice of Scoping for the New Haven Hartford Springfield Rail Improvements

DPH Project: 2011-0164

Date: October 20, 2011

The Department of Public Health – Drinking Water Section (DWS) has reviewed the scoping notice regarding the New Haven-Hartford-Springfield Rail Improvements.

The route of the railway crosses the following public drinking water supply aquifer protection areas:

- Wallingford Water Department (PWSID CT1480011) Oak Street Wellfield Level A Aquifer Protection Area
- Berlin Water Control Commission (PWSID CT0070021) Elton Road Wellfield Level A Aquifer Protection Area

Information on the system contacts in the Public Water System Classification spreadsheets available on the Drinking Water Section's webpage http://www.ct.gov/dph/cwp/view.asp?a=3139&q=387346 under "Public Water Systems Classification and Inventory".

Any construction proposed for the above mentioned areas must adhere to best management practices for construction within a public drinking water supply watershed or aquifer protection area. These practices include, but are not limited to:

- **Emergency Response Plan:** Develop an Emergency Spill Response Plan before construction begins. Spill response equipment should be available on-site at all times along with personnel trained in the proper use of such equipment.

- **Hazardous Materials Storage:** Hazardous materials should be removed from the site during non-work hours or otherwise stored in a secure area to prevent vandalism. Place covered trashcans and recycling receptacles around the site. Cover and maintain dumpsters. Check frequently for leaks. Place dumpsters under a roof or cover with tarps or plastic sheeting. Never clean a dumpster by hosing it down on site.

- **Vehicles and Machinery:** A specific area of the project site should be designated for auto parking, vehicle refueling and routine equipment maintenance. Methods and locations of refueling, servicing, and storage of vehicles and machinery should be addressed and included as notes on the final site plans. All equipment fueling or minor repairs should occur on a fueling pad. Onsite fuel storage for heavy equipment should have containment and be located in a secure area where it will not be vandalized or struck by equipment or vehicles on the job site.

- **Notification:** Notification of the project start date should be sent to all affected public water systems as soon as it has been determined. A representative of the affected public water system should be granted site access to review compliance with construction site best management practices. The Drinking Water Section must be notified immediately of any chemical/fuel spill at the construction site, along with the Department of Environmental Protection's Oil and Chemical Spill Response Unit and the affected public water system. Emergency telephone numbers and a statement identifying the construction site as a sensitive public water supply area should be posted where they are readily visible to contractors and other on-site personnel. A note should be added to the site plans stating the sensitivity of the area.

Report of Meeting

Project: New Haven-Hartford-Springfield Rail Project

Date and Time: Thursday, November 17, 2011 @ 12:30 pm

Location: DOT Headquarters, Newington

Subject: Project Managers Meeting

Attendees:

John Bernick	CTDOT
Steve DelPapa	CTDOT
Kimberly Lesay	CTDOT
Mark Alexander	CTDOT
Bob Talbot	PB
Jeffrey Paul	PB
Tim Casey	STV
Susan Lee	USACE
Jeff Caiola	CT DEEP IWRD
Bob Gilmore	CT DEEP IWRD
Mike Gryzwinski	CT DEEP OLISP

Meeting Summary:

Since this topic was first raised at the October 20, 2011 PMM, Bob Talbot, Tim Casey and John Bernick provided a brief overview of the New Haven Hartford Springfield (NHHS) Program to the interagency group (CT DEEP and USACE). The work is funded through three grants awarded by the Federal Railroad Administration (FRA). Since the work is funded in three separate grants CTDOT has separated the scope of work into three phases, 1, 2 and 3A. Amtrak will be responsible for construction of all the work related to track, signal and bridges. CTDOT will be responsible for the construction of the stations. The majority of the track, signal, and bridge work for all three phases will be constructed concurrently with Amtrak as the permittee. Although the overall approach is to seek one set of permits for the entire project, Amtrak and CTDOT would like to remain flexible to allow for some work to be broken out for advance construction. This meeting focused on one of those advanced projects, early installation of signal and fiber optic cable via a cable plow train. A full presentation with boards showing typical cable plow trenching, Amtrak's standard cable supports on bridges, a plan view showing the proposed Amtrak and Level 3 Telecom LLC cable on the west side of rail alignment , and site and construction was provided at the prior PMM in October. Amtrak hopes to schedule this work for the summer of 2012. Currently the cable is installed mainly along the east side of the existing tracks and in many cases along the alignment of the second track that was removed in the 1980's. Since the NHHS project will reinstall the second track, this cable must be relocated. To avoid conflicts during the re-installation of the second track, Amtrak is proposing to install new cable to the west of the existing tracks. The existing cable will be abandoned in place. At bridge locations, the existing cable is attached to the bridge steel in a variety of manners. This operation will install the cable in conduit at the bridge locations and attach the conduit to the bridge steel using standard details. The conduit will be installed so that it is completely above the bottom cord of the bridge steel and above the High Tide Line or Ordinary High Water Line.

A full set of aerial photographs highlighting the location of culverts was presented along with separate spreadsheets listing all culvert and bridge crossings along the entire NHHS Corridor. The culvert spreadsheet contained town location, description, presence of floodplain and floodway, condition summary, recommended action and relevant comments. The bridge spreadsheet displayed town location, description, type of active track, date of last Amtrak report, presence of floodplain and floodway, condition summary, recommended action and relevant comments.

Project Limits and Length

The project will relocate existing Amtrak cables and Level 3 telecom cables for 58 miles along the NHHS corridor. The corridor extends from the main tracks opposite the Cedar Hill Yard (MP 3.0) to Springfield Station (MP 62.0) in Massachusetts. Presently 38.7 miles of the corridor is single track and the remaining corridor is double track. In general the existing cables run along the east side of the tracks in two cable trenches and they will be consolidated to one cable trench located along the west side of Track No. 1. Track No. 1 is the western most track. This is being done to allow for the construction of a second track in a future project.

Cable Installation

There is approximately one mile of cable installation within the proposed Busway project in Hartford which will be installed by the Busway Contractor. The Busway Contractor will install this section by conventional trench excavation methods. The 58 miles of cable installation under this Amtrak project will be installed by cable plowing from rail mounted equipment. There will be 6 inner duct conduits and 2 direct burial cables installed. The cables will be plowed into the track bed approximately 6 to 12 feet off the centerline of the track at a minimum distance of 18" west of the existing end of tie within the track ballast. The cable plowing will reach a depth of 4 to 6 feet, with a trench width of approximately 6 inches. Hand holes will be spaced every 1,000 feet or less. Augur boring with casing pipe will be the method of installation when cables must cross under the tracks to connect to handholes or signal/communication houses on the opposite side of the tracks. A minimum cover of 30 inches shall be maintained over the top cables and if the cover is less they shall be installed in steel casing pipes and be encased in concrete.

The trenching operation will occur completely within the ballasted area of the track structure. Since no regulated areas have been identified within the ballasted track structure, impacts will be avoided. The signal huts will be installed outside of the ballasted track structure. However, the flexible nature of the cable allows these signal huts to be located so they remain outside of any regulated areas. The wetland boundaries for the entire corridor have been identified.

Method of Installation

Cable plowing will be done immediately adjacent to the railroad corridor. At highway grade crossings the cable installation will be bored and cased or done via open trench through the crossing. There will be no trenching through streams or wetlands. Cross bores will be done under the track with casing pipe at approximately 25 locations. Bridges will have steel or fiberglass conduits mounted on the bridge fascia and in all cases will be no lower than the bottom cord of the bridges. The attachment to bridges shall be according to Amtrak's standard details. The cables will be installed over approximately 170culverts and attached to or installed over 70 bridges/culverts 5 ft. or greater in span along the 58 mile corridor. Shallow culverts will have the cables installed in steel casing pipe with concrete encasement.

Mr. Casey then showed a 3 minute video loop of an actual cable plowing operation.

Schedule

Plans and specifications will be available for Agency review at the end of January 2012. Construction will start in June 2012 and be completed in the fall of 2012.

Permit Determinations

Although the Connecticut River in Windsor Locks, The Farmington River and Quinnipiac River in North Haven are considered navigable under the USACE's definition, Susan Lee was inclined not to exert jurisdiction and require permits for the proposed cable plowing, but would confirm after receipt and review of the aerial mapping to be distributed by PB following the meeting. It was noted that the very northern portion of the corridor did not have culverts and bridges circled on the plan set reviewed at the PMM meeting but that the entire corridor would be mapped with such highlighting in the hard copies to be provided to the agencies.

Individual Certificates of Permission (COPs) for each bridge over navigable waters under CT DEEP's definition are likely to be required. Coastal Area Management (CAM) approval would be required for the remaining structures. A Stream Channel Encroachment Line (SCEL) General permit would be required for all structures that have SCEL's. It was noted that a second legislative attempt to remove SCEL's as a requirement would be pursued in the spring of 2012, but that permits should be prepared in case the SCEL permit requirements remain in force. Lastly, a General Floodplain permit would be required and it was noted that FHI possessed a GIS layer with relevant floodplain information that could readily be added to the WSA mapping provided previously for the NHHS Program EA/EIE.

Action Items:

a. PB to send hard copies of aerial mapping to Kim Lesay and agency staff from USACE, USEPA, USFWS and CTDEEP (OLISP and IWRD) week of November 28.
b. Determination of which permits will be required to be made at next PMM meeting on December 15, 2011.

Project No: 170-2296
New Haven-Hartford-Springfield (NHHS) Rail Project

Submitted By: _____ Date: 12-8-11

David Carol, Program Manager

Reviewed By: _____ Date: 12-8-11

John E. Bernick, Project Manager

Approved By: _____ Date: 12/8/11

Theodore H. Nezames, Principal Engineer

[FRA Letterhead]

DATE

Ms. Judith McDonough
Massachusetts State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125-3314

RE: New Haven-Hartford-Springfield Line
High Speed, Intercity Passenger, and Regional Rail Service Environmental Assessment

Dear Ms. McDonough,

Connecticut, in cooperation with Vermont and Massachusetts, is seeking to significantly improve passenger rail service throughout the Northeast Region.. With funding from the Federal Railroad Administration (FRA) High Speed Intercity Passenger Rail (HSIPR) Program, this project (the Proposed Action) will increase capacity, reduce trip times, and reduce conflicts with freight operators who share the line. Pursuant to the National Environmental Policy Act (42 U.S.C. 4321 *et seq*,NEPA), and 40 C.F.R. Parts 1500-1508, an environmental assessment is currently underway. FRA is the lead federal agency overseeing the development of the EA pursuant to NEPA and FRA Procedures for Considering Environmental impacts (64 FR 28545).

The infrastructure necessary to support the Proposed Action starts at Union Station in New Haven, Connecticut in the south and ends at Union Station in Springfield, Massachusetts to the north. These improvements will allow for the expansion of passenger rail service from New Haven CT to Springfield MA from the current 12 one-way trips to as many as 50 one-way trips per day. The new service will support regional plans to expand the number of Vermonter trains to St. Albans (and eventually Montreal), add new "Knowledge Corridor" trains to Greenfield and White River Junction, and re-establish and expand service along the Springfield-Boston Inland Route.

The Proposed Action includes limited elements in Massachusetts. Data collection for the EA identified seven (7) National Register of Historic Places (NR) properties listed in Springfield within the study corridor, including the Springfield Union Railroad Station. Almost all of these sites are located within the Downtown Springfield Railroad District (Historic District), which is bounded by Lyman, Main, Murray and Spring Streets. Almost all of these resources are associated with the railroad station and the industries that sprang up to take advantage of the rail line. Given the presence of historic resources in the vicinity of the Proposed Actions in Massachusetts, this coordination letter provides a description of the proposed work in Massachusetts and a determination of effect pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.4). FRA requests the cooperation of your office in reviewing the project, confirming the APE, and concurring with the determination of effect.

Project Description and Determination of Effect

The Proposed Action includes the following construction:

- approximately 40 miles of double track in Connecticut
- upgrades to existing passenger stations and construction of new passenger stations in Connecticut
- maintenance, repair, rehabilitate or replacement of bridges and culverts to standards that support high speed rail in Connecticut, and as discussed below, a single bridge in Massachusetts.

Section 106 consultation relative to the Connecticut portion of the project is being conducted concurrently with this coordination. The activities in Massachusetts are the subject of this coordination.

The Massachusetts portion of the line currently has double track; therefore, none of the double track installations will occur in Massachusetts. The proposed work in Massachusetts consists of three activities:

- Replacement of the existing signal and communication cables.
- Maintenance of the Chestnut Street Bridge in Springfield
- Construction of a new Layover Area and Maintenance Yard in Springfield.

1) Replacement of the existing signal and communication cables. The signal, communications and electrical systems that control rail operations and power at-grade crossing and signal equipment depend on a backbone of fiber optic and copper cables. The existing cables will be replaced with new cables, which will be buried within 2-3 feet of the edge of the track wholly within the existing railroad right-of-way, and attached to the sides of bridges. The work will be undertaken using rail-mounted cable plow equipment.

2) Maintenance of the existing Chestnut Street Bridge in Springfield. This is the rail bridge over Chestnut Street at MP 62.08 on the Springfield Line, constructed circa 1911. This potentially eligible historic bridge has not been modified since initial construction other than minor repairs. Based on preliminary engineering evaluations, the anticipated improvements involve repair of bottom flange of main girder due to truck impacts, reinforcement of several floor beams due to rust, minor pointing/repair of masonry/concrete abutments, repairs to spalled concrete bridge deck, general maintenance of bridge seats, repair of handrails and footwalks, and general cleaning, and painting. No excavations or changes to bridge structural elements are required to execute the maintenance work.

   The proposed work would provide needed repairs to keep the existing bridge in good operating condition. The Area of Potential Effects (APE) would essentially be the footprint of the bridge as the work proposed is maintenance. As such, this activity is evaluated to be beneficial to the preservation of this historic bridge and would have No Adverse Effect on historic resources.

3) Springfield Layover Area and Maintenance Yard.

   The proposed Layover Area and Maintenance Yard is located on approximately six (6) acres on the east side of the tracks, northeast of the existing Springfield Union Station and south

of Armory Street. This site is outside of the Downtown Springfield Railroad Historic District and consists of a vacant lot where track was once located. In order for trains to access the Layover Area, a third track would be constructed on the south side of the existing tracks between Chestnut Street and the Layover Area. The third track would begin just east of the rail bridge over Chestnut Street and extend to a point approximately mid-way between Chestnut Street and Armory Street, where it would curve southerly into the Layover Area (see enclosed figure). Within the Layover Area, three – five storage tracks would be installed to accommodate temporary layover of trains.

In addition to the new track a new light maintenance building is proposed. The purpose of the building is to store tools and materials to clean the trains and provide very light maintenance during the overnight lay-over. There would be no fuel storage on the site. Liquids being stored would be limited to normal janitorial cleaning materials. The maintenance building would have an access drive and parking area.

There is one existing vacant structure on the site – the remains of an office trailer or other structure. Its age and use are under investigation.

The presence of intermittent visual barriers around the site and the scale of the proposed construction create a rectangular APE around the elongate project area, with the APE extending approximately 200 feet on either side of the proposed track elements, for a total APE width of approximately 400 feet. No historic resources would be physically impacted by construction of the third track or the Layover Area and Maintenance Yard. Their construction would not alter the historic context of the Downtown Springfield Railroad Historic District, which is centered on the growth of the railroad in Springfield and associated railway related uses. The third track and the Layover Area and Maintenance Yard, which may be visible from the northeast end of the Historic District, are consistent with the historic uses, context, and visual conditions of the District, so visual and contextual effects would be minimal. No archaeological surveys have been conducted at the site for the purposes of this project. Reference to a 1915 track map prepared by the NY, NH & H Railroad shows that a turntable was once located on the site However, the previous uses of the site indicate low potential for other historic or prehistoric archaeological sensitivity. As such, this activity is evaluated to have No Adverse Effect on historic resources.

The entire portion of the line in Massachusetts may be considered historic. As the project improvements include only the two locations discussed, each with no adverse effects, the Proposed Action is considered to have No Adverse Effect on the historic rail line.

The FRA appreciates your involvement in this project and looks forward to your review and continuing coordination relative to Massachusetts' cultural heritage.

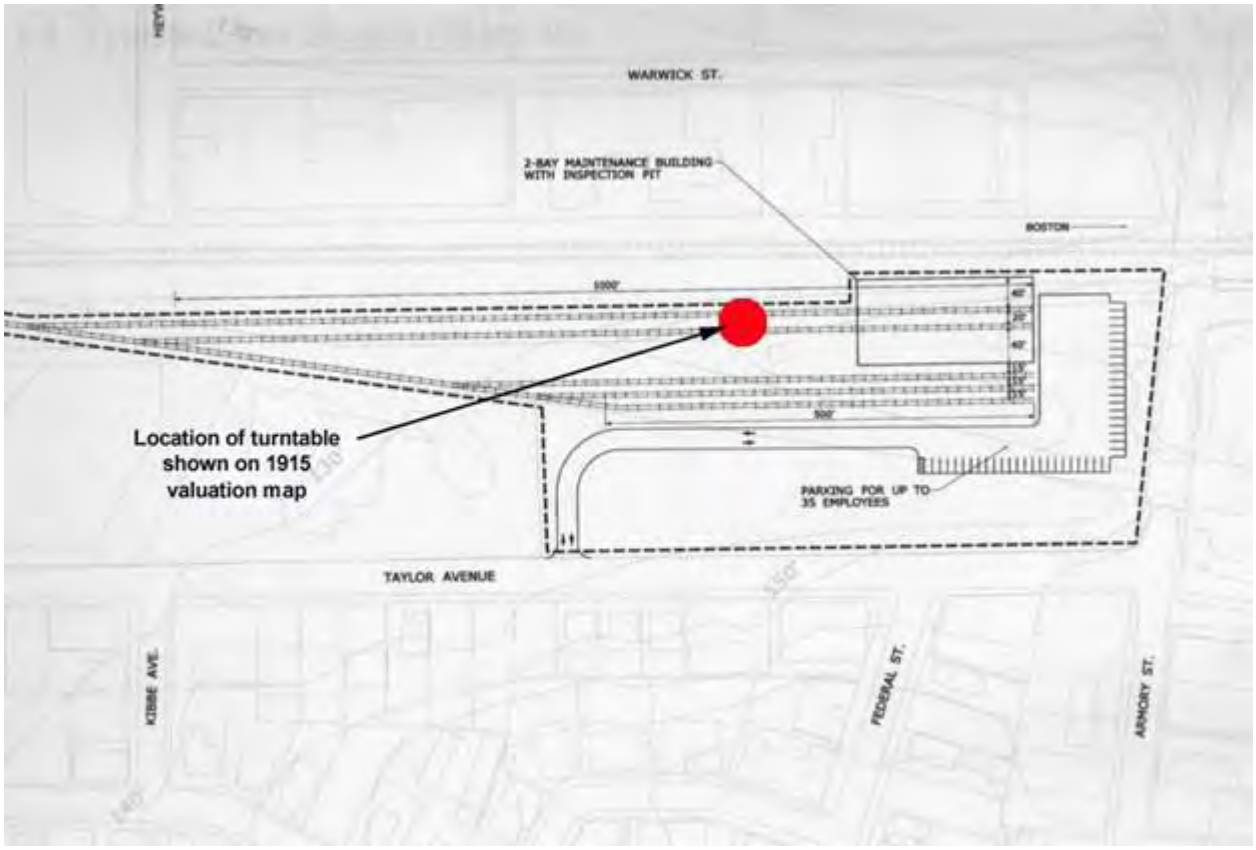
Sincerely,

NAME

TITLE

Enclosure

cc:



Stockbridge-Munsee Tribal Historic Preservation Office

Sherry White - Tribal Historic Preservation Officer
W13447 Camp 14 Road
P.O. Box 70
Bowler, WI 54416

Date Nov 14 12
Project Number Springfield High Speed Rail
TCNS Number
Company Name Federal Department of Trans

We have received you letter for the above listed project. Before we can process the request we need more information. The additional items needed are checked below.

Additional Information Required:

______Site visit by Tribal Historic Preservation Officer
______Archeological survey, Phase 1
______Literature/record search including colored maps
______Pictures of the site
______Any reports the State Historic Preservation Office may have
______Has the site been previously disturbed
______ Review fee must be included with letter

If site has been previously disturbed please explain what the use was and when it was disturbed.

Other comments or information needed____________________________________

After reviewing your letter we find that:

_X_ "No Properties" the Tribe concurs with a Federal agency's finding that there are no National Register eligible or listed properties within the Federal undertaking's area of potential effect or APE 36CFR 800.4 (d) (1)

______"No Effect" historic or prehistoric properties are present but the Federal undertaking will have no effect on the National Register eligible or listed properties as defined in Sec. 800.16(i)

______"No Adverse Effect" refers to written opinions provided to a Federal agency as to whether or not the Tribe agrees with (or believes that there should be) a Federal agency finding that its Federal undertaking would have "No Adverse Effect" 36 CFR 800.5(b)

_____ "Adverse Effect" refers to written opinions provided to a Federal Agency that undertaking would cause Adverse Effects to the area of potential effect on National Register or eligible properties according to the criteria set forth in 36 CFR 800. 5(a) (1). (2) (i)- (vii)

_____ Project not within a county the Mohican Tribe has interest in

Should this project inadvertently uncover a Native Amercian site, we ask that you halt all construction and notify the Stockbridge-Munsee-Tribe immediately.

Please do not resubmit project for changes that are not ground disturbance.

Sincerely,

Sherry White

Sherry White
Tribal Historic Preservation Officer

Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO

massDOT
Massachusetts Department of Transportation

March 2, 2012

Secretary Richard K. Sullivan
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114
Attn: Maeve Valley-Bartlett, MEPA Director

Subject: **New Haven-Hartford-Springfield (NHHS)**
High Speed, Intercity Passenger, and Regional Rail Project

Dear Ms. Valley-Bartlett:

The Connecticut Department of Transportation (CTDOT) and MassDOT are working cooperatively with Amtrak and the Federal Railroad Administration to undertake a project to improve the 62-mile Amtrak-owned NHHS rail corridor extending from New Haven, CT to Springfield, MA. The project includes infrastructure improvements along the corridor that will facilitate an increase in rail service along the line. The project area is principally within the State of Connecticut with only 7 miles of the corridor in Massachusetts, located within the Town of Longmeadow and the City of Springfield.

The Federal Railroad Administration (FRA) has awarded three grants totaling $190.9 million to Connecticut under the High-Speed Intercity Passenger Rail (HSIPR) Program toward the cost of designing and constructing the NHHS Rail Program improvements. In 2010, Connecticut authorized matching state funds up to a total of $280 million, using state bond proceeds.

Since this is project funded in part with federal funds through the FRA, the Connecticut Department of Transportation (CTDOT) is currently in the process of developing an Environmental Assessment under the National Environmental Policy Act (NEPA) for the subject improvements. As part of that process, a Project Notification Form has been filed with the Massachusetts Historic Commission in compliance with 950 CMR 71.00.

Although the project corridor extends into Massachusetts the work to be conducted in Massachusetts is limited. The project activities along the 6-miles of the corridor stretching from the Connecticut/Massachusetts border to the Springfield Union Station only includes minor maintenance and rehabilitation work associated with the existing tracks and is located fully within the existing railroad right of way. The project plan also

requires the construction of a layover facility on 6-acres within the Springfield Union Station area. The proposed layover location is situated approximately 1 mile east of the station on a site adjacent to the existing railroad.

Considering the limited project work located in Massachusetts, a review of the MEPA thresholds has been conducted to compare the expected project impacts to the MEPA regulatory thresholds and it appears that the project does not exceed any of the relevant thresholds that would require an Environmental Notification Form to be filed. The gneral description of the project and the assessment of the regulatory thresholds is attached for your review and concurrence.

The benefits of implementing the NHHS rail project will extend well beyond the 62 mile corridor, as it will benefit travelers through out the Connecticut River Valley, extending from Vermont to New York City by improving the rail road services through the corridor. The project is an integral part of the New England Vision for High Speed Intercity Passenger Rail and has wide ranging support. Coordination with the Department of Environmental Protection, the City of Springfield, and the Town of Longmeadow and with the Section 106 consulting parties (MHC CT SHPO) and will continue as the project advances. CTDOT will also be soliciting public comment on the project at the Environmental Assessment Public Hearing. The proposed action would not meet or exceed applicable MEPA threshold criteria and will not result in any negative environmental impacts. MassDOT in conjunction with CTDOT requests that the Secretary find that the project is not significant in terms of its environmental consequences and does not require MEPA review.

If you have any questions or require additional information, please do not hesitate to call me at (617) 973-7470. Thank you very much.

Very truly yours,

John D. Ray
Deputy Administrator for Rail
MassDOT/Transit and Rail Division

Enclosure

cc: Mr. John Bernick, CTDOT
Mr. Tim Doherty, MassDOT

The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Richard K. Sullivan, Jr.
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
http://www.mass.gov/envir

March 8, 2012

John Ray
Massachusetts Department of Transportation
Transit and Rail Division
10 Park Plaza, Suite 4160
Boston, MA 02116

Re: Request for Advisory Opinion
New Haven- Hartford-Springfield High-Speed Intercity Passenger and Regional Rail Project – Longmeadow and Springfield

Dear Mr. Ray:

I am writing in response to your email message of March 2, 2012, in which you requested an advisory opinion as to whether review under the Massachusetts Environmental Policy Act (MEPA) would be required for the project referenced above.

In your letter, you describe the Massachusetts portion of the project (which will be constructed largely in the State of Connecticut) as infrastructure improvements along a seven-mile corridor in the Town of Longmeadow and the City of Springfield. The proposed work in Massachusetts entails minor maintenance and rehabilitation of existing track and is located entirely within the railroad right-of-way. Additionally, the project requires the construction of a layover facility on six acres located approximately one mile east of Springfield's Union Station adjacent to the existing railroad. According to your letter and attached supplemental information, the project does not meet or exceed any MEPA review thresholds.

Based on the information you provided, I concur with your assessment that the Massachusetts portion of this project does not appear to meet or exceed any MEPA review thresholds. Therefore, I hereby determine that the project is not subject to review under MEPA and that the submission of an Environmental Notification Form (ENF) is not required.

Please contact Rick Bourré, Assistant Director of the MEPA Office, at (617) 626-1130 if you have any questions concerning this matter.

Sincerely,

Maeve Vallely-Bartlett
Assistant Secretary

Preserving America's Heritage

April 6, 2012

Mr. David Valenstein
Chief, Environment and Planning Division
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Ref: ***Proposed New Haven-Hartford-Springfield High Speed, Intercity Passenger, and Regional Rail Service Project***
Connecticut and Massachusetts

Dear Mr. Valenstein:

On March 21, 2012, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Connecticut and Massachusetts SHPOs and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the opportunity to review this undertaking. If you have any questions, please contact Louise Brodnitz at 202-606-8527, or via email at lbrodnitz@achp.gov.

Sincerely,

Raymond V. Wallace

Raymond Wallace
Historic Preservation Technician
Office of Federal Agency Programs