

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION**

RECORD OF DECISION

Prepared in accordance with the Connecticut Environmental Policy Act

Madison Shore Line East Railroad Station

Madison, Connecticut
State Project No. 310-0048



MARCH 2009

Record of Decision

Madison Shore Line East Railroad Station Madison, Connecticut

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I. DECISION

The State of Connecticut Department of Transportation (CTDOT) intends to implement the Proposed Action, which includes infrastructure improvements at the new Madison Shore Line East Railroad Station located at 77 Bradley Road in Madison, Connecticut.

The improvements will include:

- A new north-side high level rail platform located opposite the existing south-side high level rail platform that was constructed and opened for service on July 28, 2008.
- A new pedestrian bridge over the active rail line that will connect to the north side and south side platforms as well as to the upper level of a new parking garage (described below). The new pedestrian bridge will include elevators to satisfy the requirements of the Americans with Disabilities Act (ADA).
- A new three-level parking garage with a foundation capable of supporting a fourth level. The new parking garage will accommodate a total of 585 parking spaces and will be constructed on the location of the existing surface parking lot located south of the rail line and adjacent to the south side high-level rail platform. The new parking garage will include direct pedestrian connections to the south side high-level rail platform and shelter as well as to the proposed pedestrian overpass. The garage will be fully illuminated and will be accessible from the existing station entrance located off of Bradley Road. A loop-road will be constructed around the parking garage structure that will include access and egress points to the garage and that will also allow for passenger drop-off directly in front of the station and rail platforms.
- A construction access road from Old Route 79 to the location of the new north-side high level rail platform. The access road will be constructed on fill with a gravel surface and will parallel the north side of the railroad corridor. In addition to providing vehicle and equipment access during construction, the gravel road will allow for future emergency and maintenance access to the north-side project elements.

This decision is based on the *Environmental Impact Evaluation* (EIE) (Fitzgerald & Halliday, Inc., March, 2009) that was prepared for the Proposed Action and the mitigation commitments it contains including those clarified or further detailed in the responses made to public or agency comments. Those comments were received during the December 18, 2008 public hearing and the public review and comment period held between November 18, 2008 and January 2, 2009. A copy of the EIE *Executive Summary* is included as Appendix A of this Record of Decision. The responses to comments received are contained in Appendix F.

CTDOT is in the process of making strategic infrastructure and service improvements to the Shore Line East (SLE) commuter rail service so that it will be fully capable of meeting future commuter rail passenger needs. The purpose of the Proposed Action relates directly to CTDOT's ongoing commitment to expand commuter rail services in keeping with Governor M. Jodi Rell's Transportation Initiative, which was passed by the Connecticut Legislature in 2005. The Proposed Action will provide additional infrastructure improvements to the new Madison SLE Railroad Station which opened on July 28, 2008.

The need for the Proposed Action is two-fold:

- 1) There is an increasing customer service need as demonstrated by steadily increasing SLE ridership numbers. Connecticut's residents are utilizing the state rail service for in-state travel as well as for travel to and from New York City. This has been precipitated by:
 - Increased development pressures in coastal and southeastern Connecticut;
 - Increased congestion on coastal roadway corridors including I-95 and U.S. Route 1;
 - Rapidly fluctuating gas prices;
 - An increasingly mobile workforce; and
 - Improved commuter rail infrastructure.

The result is that existing parking facilities at SLE railroad stations can no longer meet the demand. CTDOT's goal is to provide between 400 and 500 parking spaces at each SLE commuter rail station in order to accommodate future patrons. A parking study conducted at the old Madison Railroad Station on May 31, 2007 to determine the peak parking demand during an average weekday morning revealed that 134 of the available 169 spaces (or 79 percent) were occupied, indicating a strong need to provide additional parking to accommodate future SLE customers in Madison. The parking study was conducted for the old station site since the new station's 199-space surface parking lot was not yet completed. Since that parking lot and the south-side high level rail platform have been completed (July 2008), SLE service has officially moved from the old station to the new station site at 77 Bradley Road. However, even with the 199-space surface parking lot at the new station site, there is still the need to provide additional and convenient parking for SLE commuters in Madison in order to meet current demand as well as reach CTDOT's long term goal of providing 400 to 500 spaces at each SLE station.

- 2) For commuters taking SLE, Governor Rell has announced improved service to and from New Haven and for reverse commuting to Old Saybrook in the near future. Improved service east of New Haven is an important component in reducing traffic congestion and improving mobility in southeastern Connecticut. To efficiently and

effectively provide this enhanced service, there is the need to construct north-side high level rail platforms at each of the existing SLE stations, thereby making each station a full service dual-platform station. The need is driven by existing lease agreements between CTDOT and Amtrak. Under current lease agreements, CTDOT is obligated to construct high-level rail platforms on both sides of the rail corridor at each SLE station if it wants to provide commuter service outside the current rush hour periods. Thus, in order to meet Amtrak lease requirements and to provide bi-directional service, a new north-side high level rail platform at the Madison SLE Station and at other SLE stations is necessary if future expansion of SLE service is to succeed.

Two alternatives are assessed in this EIE; a Build Alternative and the No-Build Alternative. Because existing lease agreements between Amtrak and CTDOT stipulate that future expansion of SLE service beyond the current peak periods cannot occur without constructing dual high-level rail platforms at each SLE station, and because parking at the new Madison SLE Station is fast approaching capacity, the Build Alternative is the only alternative that will successfully meet the stated purpose and need for the Proposed Action.

In addition, given the existing rail station configuration, rail line constraints, and lease agreements between Amtrak and CTDOT, the use of an alternative site is not prudent or feasible to meet the project purpose and need. Because rail is a fixed system, land available for the Proposed Action must be located immediately adjacent to the rail corridor and existing station in order to gain maximum benefit from the project and its intended use. As described above, the north side high-level rail platform must be located opposite the existing south-side platform in order for optimal functionality, and parking expansion options are limited for various reasons. Lastly, the Proposed Action site is highly suitable because it has already been developed as the site of the new Madison SLE Railroad Station (Phase 1 of the new station was completed and opened for service on July 28, 2008), is easily accessible from local roadways, and is in close proximity to downtown Madison.

Project construction cost is anticipated to range from \$30 to \$35 million, with start of construction in April, 2010. This cost represents a midpoint of construction (2011) dollars. The facility is scheduled to be open and operational by mid-2012.

II. STATEMENT OF ENVIRONMENTAL IMPACT

The Proposed Action is essential for increasing the efficiency of operations at the SLE Railroad Station in Madison and is an important part of meeting future transportation demands in southeastern Connecticut. Potential adverse effects from the Proposed Action include:

- Partial acquisition (approximately 0.2 acres) of land from one privately-owned parcel located north of the railroad corridor and west of Old Route 79.
- Approximately 0.3 acres of a red maple swamp will be filled to allow for construction vehicle access as well as emergency/maintenance access to the north side high-level rail platform. However, this is a worse case scenario as CTDOT is presently considering design options to reduce wetland impacts.
- The loss of trees and shrubs along the southernmost boundary of the red maple swamp would cause the disturbance edge that is presently defined by the toe of the rail corridor's ballast slope, to now be located further into the wetland. Potentially affected species are expected to be common species tolerant of urban/suburban conditions with relatively small home ranges. As such, the Proposed Action could slightly decrease the overall carrying capacity of the wetland but would not substantially change the species composition of the wetland or put any wildlife populations at risk. Impacts to flora and fauna overall are thus considered to be minor.
- Change in visual setting for at least three residences located north of the railroad tracks along the western side of Old Route 79
- Temporary construction-related inconveniences

These impacts will be mitigated through landscaping, proper management of materials and resources during and after construction, and by adhering to all applicable state, and federal regulations related to inland wetlands protection, erosion and sedimentation control, and stormwater runoff/water quality treatment/management. A Health and Safety Plan will be developed and implemented in accordance with Occupational Safety and Health Administration (OSHA) guidelines to ensure that construction workers are protected from potential contamination and other hazards.

Coordination with resource agencies, including the Connecticut Department of Environmental Protection (CTDEP) and U.S. Army Corps of Engineers (ACOE), among others, will continue throughout the duration of the project to ensure that all regulatory requirements are met. Through its impact avoidance and mitigation measures, the Proposed Action will not incur any significant environmental, cultural, or social impacts.

III. SUMMARY OF CONSULTATION WITH AGENCIES AND OTHER PERSONS

Per Connecticut Environmental Policy Act (CEPA) requirements, a scoping notice for the Proposed Action was placed in Connecticut's *Environmental Monitor* on June 5, 2007. A Public Scoping Meeting was not conducted for this project as such a meeting was not requested by 25 or more individuals or by an association that represents 25 or more members during the 30 day scoping comment period. Only two resource agencies, the Connecticut Department of Environmental Protection (CTDEP), and Connecticut

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Department of Public Health (CTDPH) provided scoping comments during the 30-day comment period.

During data collection efforts involved in the documentation of existing environmental conditions, several federal and state resource agencies were contacted for information as were local officials in the Town of Madison. A copy of the CEPA public scoping notice as well as responses received during the formal public scoping period (June 5, 2007 through July 19, 2007) are included in Appendix B. Important agency and local correspondence is also included in Appendix B.

The Draft EIE was made available for public review and comment from November 18, 2008 to January 2, 2009. Notice of Draft EIE availability and public hearing was placed in Connecticut's *Environmental Monitor* on November 18, 2008. Additionally, notice of Draft EIE availability and public hearing was advertised in the New Haven Register on November 18, December 11, and December 18, 2008. Notices and Affidavits are included in Appendix C. The Draft EIE was made available for public review at the following locations:

- Connecticut Department of Transportation Offices in Newington, Connecticut
- Madison Town Clerk's Office
- E.C. Scranton Memorial Library in Madison, Connecticut
- South Central Regional Council of Governments Office in North Haven, Connecticut

A public hearing was advertised and held at 7:00 PM at the Town Campus, located at 8 Campus Drive in Madison, on December 18, 2008. A transcript of the public hearing is included in Appendix D. Written comments received during the public comment period (November 18, 2008 through January 2, 2009) are included in Appendix E. Responses to these comments, as well as comments made during the public hearing are provided in Appendix F.

APPENDIX A

Environmental Impact Evaluation (EIE), Executive Summary
(Fitzgerald & Halliday, Inc., March, 2009)

EXECUTIVE SUMMARY

Project Name: Madison Shore Line East Railroad Station, Madison, Connecticut (State Project No. 310-0048)

Date: March 2009

Sponsoring Agency: Connecticut Department of Transportation (CTDOT)

Participating Agency: None

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

Project Description – The Proposed Action

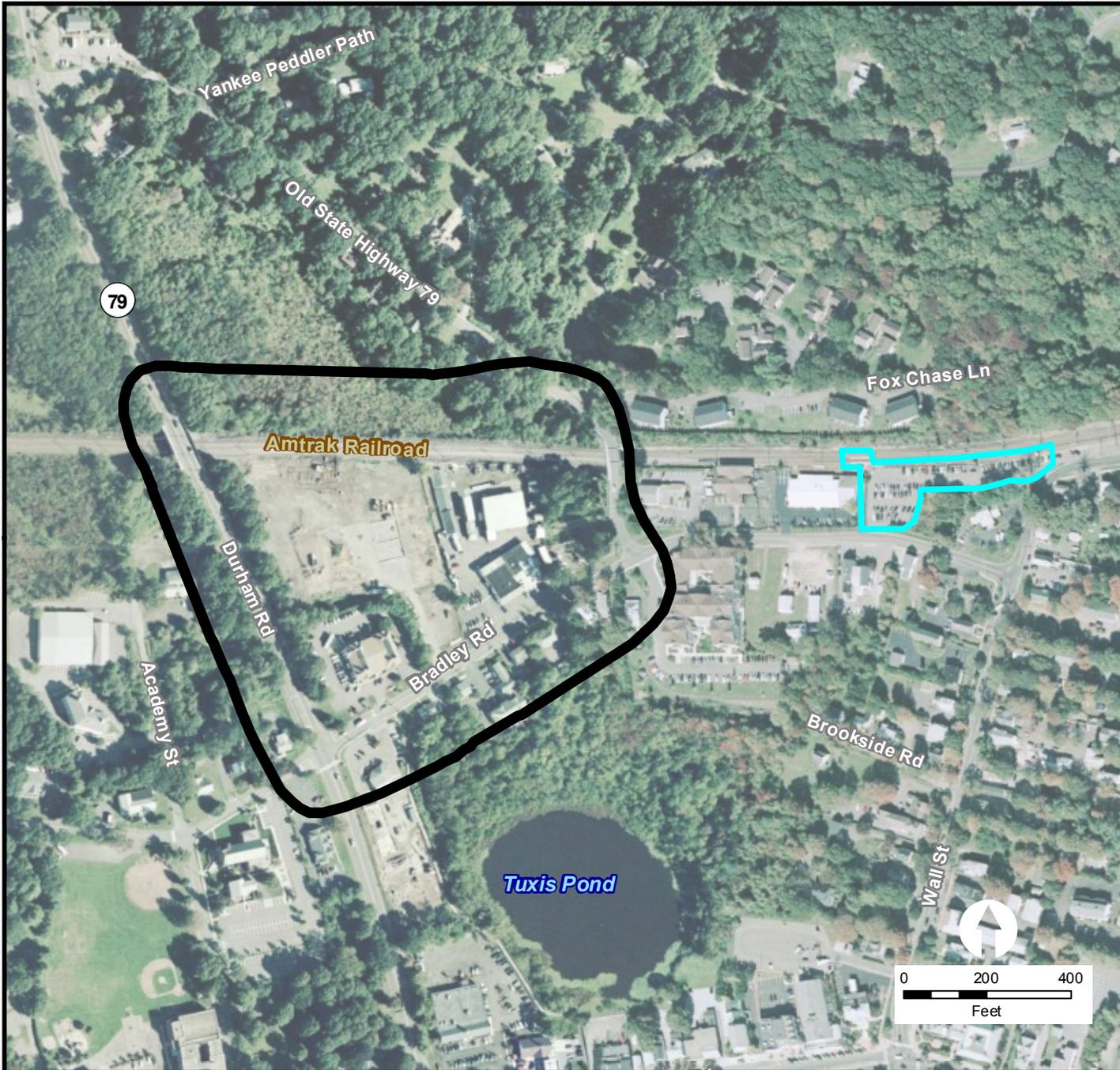
CTDOT is in the process of making strategic infrastructure and service improvements to the Shore Line East (SLE) commuter rail service so that it will be fully capable of meeting future commuter rail passenger needs. The Proposed Action being evaluated in this Environmental Impact Evaluation (EIE) includes infrastructure improvements at the new Madison SLE Railroad Station located at 77 Bradley Road. The study area is depicted in Figure ES-1. The Proposed Action improvements are above and beyond those improvements that were constructed and brought online by CTDOT under State Project 310-0020 on July 28, 2008. State Project 310-0020 included construction of a 199-space surface parking lot south of the railroad corridor, a south side high-level rail platform with commuter passenger shelter, and pedestrian connections between the surface parking lot and the platform/shelter. Photo 1 depicts some of these project elements shortly after their completion on July 28, 2008. Under State Project 310-0020, the old Madison Railroad Station, located just northwest of the Wall Street / Bradley Road intersection, was relocated to the new station site at 77 Bradley Road. The new site is CTDOT-owned, whereas the old station site was leased by CTDOT from the Northeast Railroad Passenger Corporation (Amtrak). As depicted in Photo 1, the new site provides for better station layout/configuration as well as improved parking with expansion possibilities.

The improvements that comprise the Proposed Action being assessed in this EIE are depicted conceptually on Figure ES-2 and are described below:

- A new north side high-level rail platform to be located opposite the existing south side high-level rail platform that was constructed in July 2008. This project element is highlighted in orange on Figure ES-2.

- A new pedestrian bridge over the active rail line that will connect to the north side and south side platforms as well as to the upper level of the new parking garage. The new pedestrian bridge will include elevators to satisfy the requirements of the Americans with Disabilities Act (ADA). This project element is also highlighted in orange on Figure ES-2.
- A new three-level parking garage with a foundation capable of supporting a fourth level. The new parking garage will accommodate a total of 585 parking spaces and will be constructed on the location of the existing surface parking lot located south of the rail line and adjacent to the south side high-level rail platform. The new parking garage will include direct pedestrian connections to the south side high-level rail platform and shelter as well as to the proposed pedestrian overpass. The garage will be fully illuminated and will be accessible from the existing station entrance located off of Bradley Road. A loop-road will be constructed around the parking garage structure that will include access and egress points to the garage and that will also allow for passenger drop-off directly in front of the station and rail platforms. The new parking garage is highlighted in gray and the loop road in brown on Figure ES-2.
- In order to build the north side high-level rail platform and elevator shaft and to allow for future emergency and maintenance access to these north side project elements, a construction access road will be constructed from Old Route 79 to the platform. The access road will be constructed on fill with a gravel surface and will parallel the railroad corridor. The access roadway is highlighted in yellow on Figure ES-2.

Project construction cost is anticipated to range from \$30 to \$35 million, with start of construction in April, 2010. This cost represents a midpoint of construction (2011) dollars. The facility is scheduled to be open and operational by mid-2012.



-  Proposed Action Study Area
-  Existing Platform & Parking

Figure ES-1
Site Location
Shoreline East Expansion
Madison, CT



Photo 1: Newly Constructed Madison Shore Line East Railroad Station (July 2008)



SHORE LINE EAST RAILROAD-MADISON STATION   Baker



-  Study Area
- Proposed Action**
-  Ped. Bridge/North Platform
-  South Platform (Existing)
-  Loop Road
-  Garage
-  Const. Access/Maint. Road
-  Sidewalk

**Figure ES-2
Proposed Action
Shoreline East Expansion
Madison, CT**



Project Background

SLE trains are owned and operated by CTDOT under contract with Amtrak to provide daily rail operations. SLE commuter rail operations began in May of 1990 serving seven stations along a 33-mile segment of Amtrak's Northeast Corridor between New Haven and Old Saybrook. The service was extended by CTDOT eastward to New London in 1996. SLE service operates in the peak direction only and in the morning connects at New Haven, Bridgeport, and Stamford stations for Metro-North service to New York City's Grand Central Terminal.

Since its inception there has been a steady increase in SLE ridership, but starting in 2005 a marked increase in ridership occurred. According to a January 1, 2007 CTDOT report to the Governor entitled, "Expanding Rail Service on Shore Line East," the average monthly ridership on SLE in 2004 was 33,786, and was 35,289 in 2005. The average monthly ridership through September 2006 was 38,207, which is more than eight percent higher than 2005 levels. CTDOT's Statewide Travel Model estimates ridership will increase approximately four percent annually without factoring in any further SLE improvements or service expansion. Thus, the upward trend in ridership is expected to continue into 2009 and beyond, especially as improvements are made to the SLE service, congestion on Interstate 95 worsens, and gas prices continue to fluctuate. Overall, Governor M. Jodi Rell and CTDOT are committed to meeting the future needs of commuters as evidenced by the many infrastructure and service improvements that have been and continue to be implemented along the SLE corridor.

SLE infrastructure improvements that have already occurred include the construction of new train stations at Branford, Clinton, and Guilford, which opened in 2005. The new Branford SLE Station that opened in 2005 is a partial station that includes a new south side high-level rail platform and surface parking lot. The north side high-level rail platform, expanded parking, and a kiss-and-ride drop off area will be completed at the Branford SLE Station by 2011. These three stations were constructed to replace older lower platform decks. The lower platform decks required train conductors to exit trains at each station stop to lower stairs that allowed passengers to board. Special portable handicap access ramps also had to be deployed as needed. This inefficient procedure significantly prolonged each station stop, causing service delays. The new SLE stations have increased access and service to the commuters, improving functions such as handicapped accessibility, high-level platforms to allow for level and efficient boarding of trains, a commuter shelter area, a convenient commuter drop off area, increased parking and enhanced lighting.

In addition to these three stations, the new station at Madison is partially constructed. A south side high-level rail platform, passenger shelter, and 199-space surface parking lot were completed on July 28, 2008 as part of State Project 310-0020 (refer to Section 1.1 of this EIE for details on that approved project). The Proposed Action being evaluated in this EIE includes the remaining infrastructure improvements at the new Madison SLE Station to make it a full service facility. In Westbrook, a project to build north-side and south-side high-level rail platforms, a pedestrian bridge, and parking improvements at the existing station site will begin in mid-2010 and be completed by the end of 2012.

Along with station improvements, CTDOT has also initiated a SLE rail car refurbishing program that involved the purchase and subsequent refurbishing of Virginia Railway Express cars to provide an additional 2,000 seats to meet increased ridership demands. Also, in November 2007, CTDOT initiated an inaugural weekend and holiday service schedule which culminated in December 2007 and then started up again in December 2008. All of these actions demonstrate CTDOT's commitment to improving SLE commuter rail service well into the future.

In order to expand SLE service to facilitate future bi-directional service as called for in the January 1, 2007 CTDOT report to the Governor, CTDOT is obligated under current lease agreements with Amtrak to construct high-level rail platforms on both sides of the rail corridor at each SLE station. This is required if CTDOT wants to provide commuter service outside the current rush hour periods. Thus, a new north side high-level rail platform at the Madison SLE Station and at other SLE stations is necessary. The double platform configuration will benefit commuters in that: 1) a two-sided station will increase ridership and therefore reduce traffic congestion on coastal roadway corridors by allowing for two-way commuting on the SLE corridor, and 2) having two platforms allows more flexibility in how trains are scheduled and will allow additional trains to operate on the line in the future.

The Proposed Action at the Madison SLE Station has a two-fold objective: 1) to construct a new north side high-level rail platform in order to provide a full-service dual-platform commuter station and 2) to construct expanded parking in the form of a three-level garage. The garage will have a foundation capable of supporting a fourth level of parking as necessary, to accommodate future commuters as ridership continues to grow. The new platform and parking garage will be financed with state funds, and as such, is subject to the regulations and guidance established by the Connecticut Environmental Policy Act (CEPA) (Connecticut General Statutes [CGS] Sections 22a-1 through 22a-1h, inclusive, and where applicable, CEPA regulations Section 22a-1a-1 through 22a-1a-12, inclusive, of the Regulations of Connecticut State Agencies [RCSA]). Under CEPA, the document to be prepared is an Environmental Impact Evaluation (EIE). The lead state agency for CEPA documentation is CTDOT.

Purpose and Need

The purpose of the Proposed Action relates directly to CTDOT's ongoing commitment to expand commuter rail services in keeping with Governor Rell's Transportation Initiative, which was passed by the Connecticut Legislature in 2005. CTDOT's commitment involves implementing various projects, such as the Proposed Action, which will make commuter rail services modern, reliable, and convenient so that the future transportation needs of Connecticut's residents are met. The provision of premium commuter rail service is considered a key aspect in promoting the economy as well as a high quality of life in Connecticut. With more people commuting by rail to and from their workplace, fewer commuters will be traveling in their cars making for less congestion and a safer environment. The goal of enhancing commuter rail service is a common theme found in state, regional and local plans of development. Transportation improvements that are consistent with various plans of conservation and development lead to increased travel options, better transportation systems, increased economic vitality and containment of sprawl.

The need for the Proposed Action is two-fold:

There is an increasing customer service need as demonstrated by steadily increasing SLE ridership numbers (refer to Project Background section for specifics). Connecticut's residents are utilizing the state rail service for in-state travel as well as for travel to and from New York City. This has been precipitated by:

- Increased development pressures in coastal and southeastern Connecticut;
- Increased congestion on coastal roadway corridors including I-95 and U.S. Route 1;
- Rapidly fluctuating gas prices;
- An increasingly mobile workforce; and
- Improved commuter rail infrastructure.

The result is that existing parking facilities at SLE railroad stations can no longer meet the demand. CTDOT's goal is to provide between 400 and 500 parking spaces at each SLE commuter rail station in order to accommodate future patrons. A parking study conducted at the old Madison Railroad Station on May 31, 2007 to determine the peak parking demand during an average weekday morning revealed that 134 of the available 169 spaces (or 79 percent) were occupied, indicating a strong need to provide additional parking to accommodate future SLE customers in Madison. The parking study was conducted for the old station since the new station's 199-space parking lot was not yet completed. Since that parking lot and the south side platform have been completed, SLE service has been moved from the old station to the new station at 77 Bradley Road. Commuters should no longer have to park at the old station site as it is approximately one-quarter mile from the new station location. Thus, even with the new 199-space surface parking lot at the new station, there is still the need to provide additional and convenient parking for SLE commuters in order to reach CTDOT's goal of 400 to 500 spaces at each SLE station.

For commuters taking SLE, Governor Rell has announced improved service to and from New Haven and for reverse commuting to Old Saybrook in the near future. Improved service east of New Haven is an important component in reducing traffic congestion and improving mobility in southeastern Connecticut. To efficiently and effectively provide this enhanced service, there is the need to construct north side high-level rail platforms at each of the existing SLE stations, thereby making each station a full service dual-platform station. The need is driven by existing lease agreements between CTDOT and Amtrak. Under current lease agreements, CTDOT is obligated to construct high-level rail platforms on both sides of the rail corridor at each SLE station if CTDOT wants to provide commuter service outside the current rush hour periods. Thus, in order to meet Amtrak lease requirements and to provide bi-directional service, a new north side high-level rail platform at the Madison SLE Station and at other SLE stations is necessary if future expansion of SLE service is to succeed.

Alternative Actions

Two alternatives are assessed in this EIE; a Build Alternative and the No-Build Alternative. Because existing lease agreements between Amtrak and CTDOT stipulate that future expansion of SLE service beyond the current peak periods cannot occur without constructing dual high-level rail platforms at each SLE station, and because parking at the Madison SLE Station is quickly approaching capacity, the Build Alternative is the only alternative that will successfully meet the stated purpose and need as defined. The Build and No-Build Alternatives are discussed below.

Build Alternative

In order to successfully meet the purpose and need, infrastructure improvements must occur at the Madison SLE Railroad Station. For instance, a new north side high-level rail platform must be located opposite the south side platform in order for optimum rail station functionality to be achieved.

In terms of parking, H.W. Lochner, Inc. conducted a study entitled, *A Supplemental Parking Feasibility Study for Shore Line East Stations in Madison and Westbrook* (June 13, 2003). The study found that there are few parking options available to CTDOT at the new Madison SLE station location. The study allowed for direct comparison in determining which options may be more desirable than others due to a property's availability, proximity, costs, permitting, and special constraints associated with parking lot development. A total of three (3) concepts for additional parking were presented in the report:

- *Madison Square Office Building (1.44 acres)*: This parcel, which could provide approximately 144 parking spaces, is located just southwest of the station site and contains a two-story professional office condominium. The total cost to acquire the parcel (June 2003) was \$2,072,000, resulting in a cost per space ratio of \$14,395 per space. Positive aspects of this site include: 1) proximity to the station, 2) number of parking spaces gained, 3) parking contained in one area, 4) site opens up the entrance to the new railroad station, and improves visibility. Negative aspects include: 1) purchase cost, 2) relocation of eleven professional offices, 3) demolition costs, 4) removal of an aesthetically pleasing office building, 5) inland wetlands (drainage swale) along the northern and eastern property lines would require either a bridge or culvert crossing with corresponding wetland impacts and 6) topography does not allow for the integration of the two parking areas.
- *Tuxis Lumber Property (2.7 acres)*: This parcel, which could provide approximately 233 parking spaces, is located immediately east of the new Madison SLE Station site. There are several structures on the property. It was determined that the total acquisition cost (June 2003) was \$1,567,000 with a cost per space ratio of \$6,734 per space. Positive aspects include: 1) Proximity to the new station, 2) parking would be contained in one area, 3) number of parking spaces gained, 4) the size of the lot would solve long term parking needs, 5) the site opens up the entrance to the railroad station, improving visibility, and 6) the topography is conducive to the development of parking. Negative

aspects include: 1) demolition costs, 2) business relocation costs, 3) moderate environmental cleanup risk, and 4) high cost of the parcel. There are no natural or manmade barriers between this parcel and the new station parcel and the topography is conducive to parking expansion.

- *National Railroad Passenger Corporation (3.76 acres)*: The parcel, which provides 169 spaces, is used for commuter parking at the old Madison SLE Station located in the northwest quadrant of the Wall Street / Bradley Road intersection. There are no structures on the property and the parcel is leased by CTDOT from Amtrak. The costs associated with the parcel to allow for future commuter parking and improved pedestrian connections to the new station were \$200,000 (June 2003) for a cost per space ratio of \$1,316 per space. Positive aspects include: 1) site is currently set up and used for parking, 2) there are no property acquisition costs as CTDOT currently leases the parcel from Amtrak, and 3) low development costs. Negative aspects include: 1) walking distance to the new station platforms is slightly greater than one-quarter mile 2) interviews with Town of Madison officials suggest that there may be community resistance to a permanent lot in this location due to previous community issues brought forth related to the location of the proposed station, and 3) pedestrians must cross Old Route 79 to access the new station platforms. There is also no current pedestrian path from the existing parking area to the proposed new SLE station along the north side of Bradley Road. Since lease agreements are already in place, the entire cost of this concept would involve designing and constructing a pedestrian sidewalk and related traffic control devices to allow for safe egress between the parking lot and the new station facilities. The derived cost assumes a new sidewalk along the north side of Bradley Road to include a crosswalk and signal at Old Route 79, illumination, signing, and aesthetic landscape treatments. This cost could be significantly lower if the existing sidewalk on the south side of Bradley Road were to be used; however, pedestrians would then need to cross Bradley Road two times.

Based on the information provided to CTDOT in the H.W. Lochner report, it was determined by CTDOT that none of the three options would successfully and efficiently meet future SLE parking demand. Either the cost of purchasing parcels, relocating businesses, and developing parking was considered prohibitive or the parking options were deemed inconvenient to SLE commuters, thereby reducing the attractiveness of the SLE service, which would be counter-productive. It was subsequently decided that a three-level parking garage, with a foundation capable of expansion to a fourth level, was the best parking option for the new Madison SLE Railroad station. The parking garage would be erected on the site of the 199-space surface parking lot that was constructed in July 2008 under State Project 310-0020. During parking garage construction, SLE service would be relocated back to the old Madison SLE Station location until the garage is completed and open for service. By constructing the parking garage, a total of 585 parking spaces would be available to SLE commuters.

No-Build Alternative

Under the No-Build Alternative, current operations at the SLE Railroad Station in Madison would continue unchanged. Trains would operate on one track (the south side) in order to pick-

up and drop-off passengers. Although this is in keeping with current lease agreements between CTDOT and Amtrak regarding the existing SLE service, this type of operation will not be allowed once the lease agreement expires or when SLE service is expanded. The lease specifically requires that north side high-level rail platforms be constructed if CTDOT expects to expand SLE service beyond the current rush hour period in the future.

The No-Build Alternative also means that the parking capacity at the station will be 199-spaces (State Project 310-0020) and that no new parking will be constructed. It is possible that surface parking could continue to be provided at the old station platform site located approximately one-quarter mile to the east at least until such a time as either a new parking garage is constructed at the new railroad station or the lease agreement between CTDOT and Amtrak that governs the use of the old surface lot expires. However, long-term and/or permanent use of the old surface lot as additional parking for the new SLE station is not a feasible option due to the inconvenient distance that commuters would have to travel between their parked car and the active rail platform. Additionally, a weekday peak hour parking survey conducted by Fitzgerald & Halliday, Inc. (FHI) in May 2007 for the old station parking lot (169 spaces) determined that parking at Madison's SLE Railroad station is already at 79% capacity. Thus, under the No-Build Alternative, the existing parking shortage at the station will not be alleviated. Although the No-Build Alternative would involve no new construction and as a result, no significant environmental impacts, the alternative falls short of meeting the purpose and need of the project.

Alternative Sites Controlled or Reasonably Available

Because rail is a fixed system, land available for the Proposed Action must be located immediately adjacent to the rail corridor and existing station in order to gain maximum benefit from the project and its intended use. As described above under the Build Alternative, the north side high-level rail platform must be located opposite the existing south side platform in order for optimal functionality, and parking options are limited for various reasons. Lastly, the Proposed Action site is highly suitable because it has been developed as the site of the new Madison SLE Railroad Station, is easily accessible from local roadways, and is in close proximity to downtown Madison.

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

Impact Analysis Summary

The implementation of the Proposed Action will have minor adverse environmental impacts that can be mitigated. Environmental impacts and proposed mitigation measures are summarized in Table ES-1.

Table ES-1: Summary of Impacts and Proposed Mitigation

Resource	Impact Analysis	Mitigation
Land Use and Zoning	Partial acquisition (approximately 0.2 acres) of land from one privately-owned parcel located north of the railroad corridor and west of Old Route 79. No impacts to land use or zoning	CTDOT will coordinate directly with the property owner to negotiate the property transfer and provide appropriate compensation.
Consistency with Local and Regional Plans	The Proposed Action is consistent with local and regional development plans	No mitigation is required
Consistency with C&D Plan	The Proposed Action is consistent with the C&D Plan	No mitigation is required
Traffic and Parking	The surrounding roadway network will adequately support the additional traffic volume generated by the Proposed Action. No adverse impacts anticipated; however the provision of an exclusive eastbound left-turn lane on Bradley Road at the site drive will be beneficial to traffic operations. Additional beneficial impacts of the Proposed Action include more parking for rail commuters and improved/safe pedestrian connections.	Although traffic operations under 2030 Proposed Action conditions are anticipated to operate at an acceptable LOS (LOS D or better) at all study area intersections, minor modifications to the eastbound lane into the site from Bradley Road are being considered. The State Traffic Commission will dictate what modifications must be made, if any; during the Major Traffic Generator Application review process.
Air Quality	Construction period impacts: Potential impacts from prolonged use of diesel powered vehicles. Typical diesel air quality emissions include carbon monoxide, hydrocarbons, nitrogen oxides, and particulate matter (PM2.5).	Construction equipment will be required to comply with all pertinent state and federal air quality regulations. Construction period BMPs to be followed to reduce airborne dust, other particulate matter, and odorous substances arising from project operations.
Noise	Construction period impacts: Potential for continuous as well as intermittent (or impulse) noise to be experienced in the immediate project vicinity.	Construction noise is exempt under Section 22a-69-1.8(g) of the RCSA; however, CTDOT's general provision on construction noise described under Section 1.10.05 of <i>Form 816</i> must be included in the construction contract for this project.
Neighborhoods and Housing	Indirect beneficial impact to local socio-economic conditions as commuters may shop locally for convenience goods. No adverse impacts on neighborhoods or housing.	No mitigation required

Resource	Impact Analysis	Mitigation
Water Quality	<p>No net increase in impervious surfaces with the Proposed Action compared to the existing condition. Thus, runoff volumes and velocities will be similar to and/or less than the existing condition. Still the potential exists for downstream sedimentation impacts without proper mitigation.</p> <p>Construction period impacts: Increased potential for sedimentation of offsite streams and inland wetlands due to runoff from exposed surfaces during site work.</p>	<p>Final design of new facility will be fully coordinated with the CTDEP and ACOE and will include stormwater renovation measures. Project design will comply with both the CTDEP 2004 Stormwater Quality Manual and the CTDEP 2002 Sedimentation and Erosion Control Manual.</p> <p>During construction, temporary best management practices (BMPs) will be employed and an Erosion and Sedimentation Control Plan (E&S Plan) will be implemented. A Stormwater Pollution Control Plan (SWPCP) will also be registered for the project.</p>
Hydrology and Floodplains	No impacts	No mitigation required
Wetlands	<p>The Proposed Action will require filling approximately 0.3 acres of red maple swamp located to the north of the existing rail corridor. Filling will result from the construction of the north side high-level rail platform and the maintenance/emergency access roadway to the platform. This estimate of impact is a worse case scenario based on 4:1 side slopes for the construction access roadway. CTDOT is presently considering design options to further reduce wetland impacts.</p>	<p>Permanent inland wetland impacts will be mitigated through the provision of compensatory wetlands (in terms of acreage and/or functions and values). CTDOT is currently looking at wetland creation and restoration possibilities. Priority mitigation sites will be state-owned properties with evidence of filling or disturbance to prior wetlands, preferably in or adjacent to the project area or in the same watershed, but all options will be investigated. The ultimate mitigation package will be investigated and designed through consultation with the CTDEP and ACOE as part of the environmental permitting process.</p>

Resource	Impact Analysis	Mitigation
Flora, Fauna, Threatened and Endangered Species	Filling of 0.3 acres of red maple swamp will slightly reduce the swamps' suitability for wildlife use. The lost trees and shrubs from the wetland fringe would cause the disturbance edge that is presently defined by the toe of the rail corridor's ballast slope to now be located further into the wetland. Potentially affected species are expected to be common species tolerant of urban/suburban conditions with relatively small home ranges. As such, the Proposed Action could slightly decrease the overall carrying capacity of the wetland but would not substantially change the species composition of the wetland or put any wildlife populations at risk. Impacts to flora and fauna overall are thus considered to be minor.	The minor impacts to flora/fauna/habitats will be mitigated through the compensatory wetland mitigation package, to be developed through consultation with the CTDEP and ACOE as part of the environmental permitting process. The mitigation will be designed to replace the wildlife habitat functions of the impacted wetlands, in size and value.
Soils and Geology	No Impacts	No mitigation required
Coastal Zone and Coastal Barriers	The Proposed Action is not located within Connecticut's designated coastal zone. Therefore, no impacts to the coastal zone or coastal resources will occur.	No mitigation required
Cultural Resources	No Impacts	No mitigation required

Resource	Impact Analysis	Mitigation
Solid Waste and Hazardous Materials	The Proposed Action is located on property formerly leased by Laidlaw Transit which was determined to contain varying degrees of soil contamination, primarily related to petroleum product dispensing and storage. The contamination has been remedied through the excavation and subsequent removal of the contaminated soil as part of State Project 310-0020, which involved construction of the new surface parking lot and south side high-level rail platform for the new Madison SLE Railroad Station on the property. The construction of the parking garage and north side high-level rail platform (the Proposed Action) therefore is not anticipated to pose any hazards to construction workers or the general population.	No mitigation required. Although there is no anticipated threat of contamination, as standard practice, a Health and Safety Plan will be developed for the project that will be communicated to construction workers.
Use/Creation of Hazardous Materials	No Impacts	No mitigation required
Aesthetics and Visual Effects	Proposed Action will be visually compatible to adjacent commercial and transportation land uses located south of the railroad corridor. Three houses along Old Route 79 will have their viewsheds slightly impacted primarily due to construction of the emergency/maintenance access road which will remove trees and shrubs along the wetland fringe, thereby creating a more direct line of site to the large three-level parking garage.	A landscaping plan that includes vegetative buffers / plantings along the edge of the gravel emergency / maintenance access road. These plantings could minimize anticipated visual impacts to the three homes along Old Route 79. To minimize the impact of station and parking garage lighting, it is proposed that full cutoff lights that are dark sky compliant be used on the Proposed Action site.
Energy Uses and Conservation	Minimal increase in amount of energy consumed above existing conditions	No mitigation required
Public Utilities and Services	Potential temporary service disruptions (CL&P) during construction	Coordinate utility construction scheduling with service providers
Public Health and Safety	Beneficial Impact – site conditions improved with new safety features such as fencing, illumination, and pedestrian overpass among others.	No mitigation required

List of Potential Permits and Approvals

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

Federal

- ACOE Section 404 Permit

State

- CTDEP General Permit: Stormwater and Dewatering Wastewaters from Construction
- CTDEP 401 Water Quality Certification
- CTDEP Inland Wetlands & Watercourses
- Department of Transportation State Traffic Commission Certificate

Coordination Process

Per CEPA requirements, a scoping notice for the Proposed Action was placed in Connecticut's *Environmental Monitor* on June 5, 2007. A Public Scoping Meeting was not conducted for this project as such a meeting was not requested by 25 or more individuals or by an association that represents 25 or more members during the 30 day scoping comment period. Only two resource agencies, the Connecticut Department of Environmental Protection (CTDEP), and Connecticut Department of Public Health (CTDPH) provided scoping comments during the 30 day comment period. During data collection efforts involved in the documentation of existing environmental conditions, several federal and state resource agencies were contacted for information as were local officials in the Town of Madison. A copy of the CEPA public scoping notice as well as responses received during the formal public scoping period (June 5, 2007 through July 19, 2007) are included in Appendix A. Important agency and local correspondence is also included in Appendix A.

Conclusion

The Proposed Action is essential for increasing the efficiency of operations at the SLE Railroad Station in Madison and is an important part of meeting future transportation demands in southeastern Connecticut. Potential adverse effects from the Proposed Action include:

- Partial acquisition (approximately 0.2 acres) of land from one privately-owned parcel located north of the railroad corridor and west of Old Route 79.
- Approximately 0.3 acres of a red maple swamp will be filled to allow for construction vehicle access as well as emergency/maintenance access to the north side high-level rail platform. However, this is a worse case scenario as CTDOT is presently considering design options to reduce wetland impacts.

- The loss of trees and shrubs along the southernmost boundary of the red maple swamp would cause the disturbance edge that is presently defined by the toe of the rail corridor's ballast slope, to now be located further into the wetland. Potentially affected species are expected to be common species tolerant of urban/suburban conditions with relatively small home ranges. As such, the Proposed Action could slightly decrease the overall carrying capacity of the wetland but would not substantially change the species composition of the wetland or put any wildlife populations at risk. Impacts to flora and fauna overall are thus considered to be minor.
- Change in visual setting for at least three residences located north of the railroad tracks along the western side of Old Route 79
- Temporary construction-related inconveniences

These impacts will be mitigated through landscaping, proper management of materials and resources during and after construction, and by adhering to all applicable state, and federal regulations related to inland wetlands protection, erosion and sedimentation control, and stormwater runoff/water quality treatment/management. A Health and Safety Plan will be developed and implemented in accordance with Occupational Safety and Health Administration (OSHA) guidelines to ensure that construction workers are protected from potential contamination and other hazards.

Coordination with resource agencies, including the CTDEP and ACOE, among others, will continue throughout the duration of the project to ensure that all regulatory requirements are met. Through its impact avoidance and mitigation measures, the Proposed Action will not incur any significant environmental, cultural, or social impacts.

Review Period and Comments

The Draft EIE was made available for public review and comment from November 18, 2008 to January 2, 2009. Notice of Draft EIE availability and public hearing was placed in Connecticut's *Environmental Monitor* on November 18, 2008. Additionally, notice of Draft EIE availability and public hearing was advertised in the New Haven Register on November 18, December 11, and December 18, 2008. Notices and Affidavits are included in Appendix D of the EIE. The Draft EIE was made available for public review at the following locations:

- CTDOT Offices in Newington, Connecticut
- Madison Town Clerk's Office
- E.C. Scranton Memorial Library in Madison, Connecticut
- South Central Regional Council of Governments Office in North Haven, Connecticut

A public hearing was advertised and held at the Town Campus, 8 Campus Drive in Madison at 7:00 PM on December 18, 2008. A transcript of the public hearing is included in Appendix F. Written comments received during the public comment period (November 18, 2008 through January 2, 2009) are included in Appendix G. Responses to these comments, as well as to comments made during the public hearing are provided in Appendix H.

Written comments on the document may be submitted to:

Department of Transportation

Mr. Edgar T. Hurle, Transportation Planning Director
Bureau of Policy and Planning
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546
E-Mail: edgar.hurle@po.state.ct.us

EIE Distribution List

The following agencies/persons received a copy of the Draft Environmental Impact Evaluation for the Madison SLE Railroad Station, Madison, Connecticut (State Project No. 310-0048):

State Representatives and Senators

Hon. Deborah Heinrich State Representative Legislative Office Building, Room 4000 Hartford, CT 06106-1591	Hon. Edward Meyer State Senator Legislative Office Building, Room 1000 Hartford, CT 06106-1591
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Town Officials

Hon. Alfred Goldberg, First Selectman Town of Madison 8 Campus Drive Madison, CT 06443	Ms. Dolly Bean, Town Clerk Town of Madison 8 Campus Drive Madison, CT 06443
Mr. D. Stewart MacMillan Jr., P.E. Director of Public Works Facilities and Town Engineer Town of Madison 8 Campus Drive Madison, CT 06443	Ms. Marilyn Ozols, Planning & Zoning Administrator Town of Madison 8 Campus Drive Madison, CT 06443

State Agencies

Hon. Gina McCarthy Commissioner Department of Environmental Protection 79 Elm Street Hartford, CT 06106	Mr. Kendall Wiggin State Librarian Connecticut State Library 231 Capitol Avenue Hartford, CT 06106
Mr. David Fox Senior Environmental Analyst Department of Environmental Protection 79 Elm Street Hartford, CT 06102	Hon. Robert M. Ward Commissioner Connecticut Department of Motor Vehicles 60 State Street Wethersfield, CT 06161

State Agencies

Hon. Joan McDonald Commissioner Connecticut Department of Economic and Community Development 505 Hudson Street Hartford, CT 06106	Mr. Robert L. Genuario Secretary Office of Policy and Management 450 Capitol Avenue Hartford, CT 06106-1308
Mr. Raymond Jordan State Coordinator Connecticut Department of Housing and Urban Development One Corporate Center, 19th Floor Hartford, CT 06103	Hon. Raeanne V. Curtis Commissioner Connecticut Department of Public Works 165 Capitol Avenue Hartford, CT 06106
Hon. J. Robert Galvin, M.D., M.P.H. Commissioner Department of Public Health 410 Capitol Avenue Hartford, CT 06134	Mr. Judd Everhart Department of Transportation Office of Communications P.O. Box 317546 2800 Berlin Turnpike Newington, CT 06131-7546
Mr. Karl J. Wagener Executive Director Council on Environmental Quality 79 Elm Street Hartford, CT 06106	Ms. Karen Senich Executive Director Connecticut Commission on Culture and Tourism One Financial Plaza 755 Main Street Hartford, CT 06103

Other

Ms. Judy Gott Director South Central Regional Council of Governments 127 Washington Avenue, 4th Floor West North Haven, CT 06473	Ms. Sandra Long, Library Director E.C. Scranton Memorial Library 801 Boston Post Road Madison, CT 06443
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APPENDIX B

Environmental Monitor EIE Public Scoping Notice, Comments Received, and
Correspondence/Coordination

Monitor Archives



ENVIRONMENTAL MONITOR

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

June 5, 2007

Scoping Notices

1. **NEW!** Waterbury Transportation Center (Waterbury)
2. **NEW!** Branford Shore Line East Railroad Station (Branford)
3. **NEW!** Madison Shore Line East Railroad Station (Madison)

Environmental Impact Evaluations available for review and comment

1. **NEW!** Metropolitan District Long Term Combined Sewer Overflow Control Project (Primarily Hartford, West Hartford)
2. Implementation of Master Plan Activities, East Haven Rifle Range (East Haven)
3. South Windsor I-291 Gateway Zone (South Windsor)

The next issue will be published on June 19, 2007.

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

Scoping Notices

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

3. Notice of Scoping for Madison Shore Line East Railroad Station

Municipality where project is located: Madison

Address of Project Location: Durham Road and Bradley Road

Project Description: Improvements to the Madison SLE Railroad Station include the construction of a 585 space parking garage, a north side high level rail platform, and pedestrian bridges from the new garage to the south side and north side platforms.

Project Map: [Click here to view map #1](#) [Click here to view map #2](#)

Written comments from the public are welcome and will be accepted from June 5, 2007 until the close of business on July 19, 2007.

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

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

Name: Edgar T. Hurle, Transportation Planning Director

Agency: State of CT Department of Transportation

Address: 2800 Berlin Turnpike
Newington, CT 06131

Fax: 860 594-3377

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

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

Name: Jessica DiLuca, Transportation Planner 2

Agency: State of CT Department of Transportation

Address: 2800 Berlin Turnpike
Newington, CT 06131

Phone: 860 594-2135

Fax: 860 594-3028

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

The agency expects to release an Environmental Impact Evaluation for this project, for public review and comment, in October, 2007.

463.12



STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC HEALTH

RECEIVED

JUN 7 2007

ENVIRONMENTAL PLANNING
DIVISION

June 6, 2007

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

RE: Notice of Scoping for Madison Shore Line East Railroad Station

Dear Mr. Hurle:

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

Sincerely,

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

FROM THE DESK OF CYNTHIA S. HOLDEN			
JUN 07 2007			
	F.Y.I.	PLS. DO	PLS. SEE ME
KEITH T. HALL	<input checked="" type="checkbox"/>		
MARK W. ALEXANDER	<input type="checkbox"/>		
PAUL N. CORRENTE	<input type="checkbox"/>		
STEPHEN V. DELPAPA	<input type="checkbox"/>		

Phone:

(860) 509-7333



Telephone Device for the Deaf: (860) 509-7191
410 Capitol Avenue - MS # 51 WAT
P.O. Box 340308 Hartford, CT 06134

Affirmative Action / An Equal Opportunity Employer



STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH

July 17, 2007

FROM THE DESK OF
CYNTHIA S. HOLDEN

JUL 26 2007

Edgar T. Hurle, Transportation Planning Director
State of Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

	F.Y.I.	PLS. DO	PLS. SEE
KEITH T. HALL			
MARK W. ALEXANDER			
PAUL N. CORRENTE			
STEPHEN V. DELPAFA			

RE: Review of Scoping Notice for Madison Shore Line East (SLE) Railroad Station

Dear Mr. Hurle:

The following comments are offered in response to your request concerning the State Agency scoping information for the proposed Madison Shore Line SLE rail Road Station located at Durham Road and Bradley Road, Madison CT. A review of the scoping documents reveals limited information at this stage of the project. Should the project include any demolition of existing buildings or excavation of soils, then a plan must be in place to address lead contaminated soils, lead-based paint, and asbestos since these materials may be encountered during demolition or excavating activities. This type of construction activity could result in the disturbance of surfaces that may contain asbestos, lead-based paint and/or lead contaminated soils.

The following summarizes the Department's position with regard to lead and asbestos.

A. Lead-Based Paint:

It does not appear that excavation or construction activities that may be associated with this project are subject to the Department of Public Health (DPH), Childhood Lead Poisoning Prevention and Control Regulations (§§19a-111-1 through 19a-111-11). However, there are other issues that must be addressed related to lead-based paint. Among these issues are the following:

- Testing of paint on existing structures marked for demolition or lead in soils should be performed by a lead inspector or lead inspector/risk assessor certified by the DPH.
- Planned demolition or soil removal activities should be performed using lead-safe work practices.

Phone:



Telephone Device for the Deaf: (860) 509-7191
410 Capitol Avenue - MS # _____
P.O. Box 340308 Hartford, CT 06134

Affirmative Action / An Equal Opportunity Employer

Mr. Edgar T. Hurle
Scoping Documents for Madison Shore Line Railroad Station

Page 2

- If lead-based paint or lead contaminated soil is identified, the classification and disposal of generated waste must comply with the Resource Conservation Recovery Act (RCRA) and Connecticut Department of Environmental Protection standards (e. g., Toxicity Characteristics Leaching Procedure [TCLP] testing, reporting, and record keeping requirements).
- Additionally, if lead-based paint, lead containing paint, or lead contaminated soil is identified, workers must be trained (as a minimum) according to the Occupational Safety and Health Administration (OSHA) lead standards (29 CFR 1926.62). Because other contaminants may also be present on the site, additional health and safety training may be required (e. g., hazardous waste and/or asbestos).

Additional inquiries on the subject of lead-based paint can be directed to Alan Buzzetti, Supervising Environmental Sanitarian, Coordinator of the Lead Poisoning Prevention and Control Program at (860) 509-7299.

B. Asbestos Program:

This facility is subject to the provisions of 40 CFR 61, Subpart M, the asbestos national Emission Standards for Hazardous Air Pollutants. As such, a thorough inspection of the facility must be conducted prior to commencement of any renovation or demolition activities. A DPH licensed asbestos inspector or Management Planner is required to conduct this asbestos inspection. In the event that asbestos-containing material is identified that will be impacted by the renovation or demolition activities, the material must be properly abated. A DPH licensed asbestos abatement contractor must conduct any asbestos abatement that involves more than three (3) linear feet or more than three square feet of asbestos-containing material. Additionally, the DPH must provide with notification prior to asbestos abatement that involves greater than 10 linear feet or greater than 25 square feet. Asbestos abatement must be performed in accordance with all applicable federal, state, and local regulations.

Additional inquiries on the subject of asbestos abatement can be directed to Ronald Skomro, Supervising Environmental Sanitarian, Coordinator of the Asbestos Program at 860-509-7367.

Sincerely,


Suzanne Blancaflor, MS, Chief
Environmental Health Section

C: J. Smith, Office of Policy Management



CH

STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION



July 11, 2007

Mr. Edgar T. Hurle, Transportation Planning Director
Connecticut Department of Transportation
Bureau of Policy and Planning
2800 Berlin Turnpike
Post Office Box 317546
Newington, Connecticut 06131-7546

FROM THE DESK OF CYNTHIA S. HOLDEN			
JUL 16 2007			
	F.Y.I.	PLS. DO	PLS. SEE
KEITH T. HALL	X		
MARK W. ALEXANDER			
PAUL N. CORRENTE			
STEPHEN V. DELPAPA			

RECEIVED

JUL 13 2007

ENVIRONMENTAL PLANNING
DIVISION

Re: Scoping Notice – Madison Shore Line East Railroad Station

Dear Ned:

These comments are provided in response to the Notice of Scoping published in the Environmental Monitor for the improvements to the Madison station of Shore Line East. The Department of Environmental Protection wishes ConnDOT well with this expansion. DEP supports efforts to expand the capacity of public transportation services such as Shore Line East, and in this specific case its potential to reduce vehicle miles of travel and congestion on Interstate 95.

DEP also notes that the expansion and upgrade of Shore Line East services and facilities is endorsed in the *South Central Regional Long Range Transportation Plan 2007 – 2035*. That Plan also advocates that provision be made for bicycles at Shore Line East facilities. DEP endorses the call for bicycle racks at Shore Line East stations to encourage multi-modal trips involving bicycles and mass transit.

The current proposal calls for the construction of a 585-space parking garage within the footprint of the existing parking lot, a north side high level platform, and pedestrian bridges connecting the garage structure to the passenger platforms. The Madison Shore Line East station is outside of the coastal boundary as defined by Connecticut General Statutes section 22a-94 and therefore does not require review by the DEP Office of Long Island Sound Programs. The site also does not contain or is not proximal to any sites listed in the DEP Natural Diversity Data Base as containing Federally-listed endangered or threatened species or State-listed endangered, threatened or special concern species.

Stormwater management for parking garages typically should involve two separate collection systems designed to treat the runoff from different types of parking areas. Any exposed parking levels will produce a high volume of runoff with relatively low concentrations of pollutants. Runoff from such areas should be directed to the storm sewer system and the collection system should include controls to remove sediment and oil or grease. A gross particle separator is recommended for this purpose. Advanced designs for gross particle separators have been developed, incorporating cyclonic or swirl technology, that the Department believes are more effective in retaining medium to coarse grained sediments as well as floatables than standard designs. It is recommended that the appropriate variety of this type of unit with a cyclonic design be installed. Interior levels of the garage will produce a low volume of runoff

with relatively high concentrations of pollutants. In addition, the need for cleaning of the garage must be considered and floor washwater cannot be directed to a stormwater sewer system. Runoff from interior areas should be directed to the sanitary sewer system, again with appropriate treatment. An oil separator tank with a capacity of at least 1000 gallons is required. A licensed waste oil hauler must clean the tank at least once a year. A list of certified haulers can be obtained from the Bureau of Materials Management & Compliance Assurance at (860) 424-3366. The discharge of floor washwater is covered under a *General Permit for Miscellaneous Discharges of Sewer Compatible Wastewater* as building maintenance wastewater. Registration is required for discharges greater than 5000 gallons per day. For further information concerning stormwater management, contact the Permitting & Enforcement Division at (860) 424-3018. A fact sheet describing the permit and the registration form may be downloaded at:

http://www.ct.gov/dep/cwp/view.asp?a=2709&q=324212&depNav_GID=1643#MiscellaneousGP.

It is unclear from the Notice of Scoping exactly how large of an area will be involved in the construction activities. For stormwater discharges from construction sites where one or more acres are to be disturbed, a permit pursuant to 40 CFR 122.26 is required. The Permitting & Enforcement Division has issued a *General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* 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 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 registration forms may be downloaded at:

http://www.ct.gov/dep/cwp/view.asp?a=2709&q=324212&depNav_GID=1643#StormwaterConstructionGP

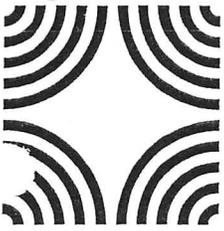
Our best wishes to ConnDOT as you proceed with the development of an Environmental Impact Evaluation for this project. We look forward to reviewing this document when it has been completed and released. If you should have any questions concerning these comments, please feel free to call me at (860) 424-4110.

Respectfully,



Frederick L. Riese
Senior Environmental Analyst

Connecticut Commission on Culture & Tourism



September 29, 2006

Historic Preservation
& Museum Division

59 South Prospect Street
Hartford, Connecticut
06106

(v) 860.566.3005
(f) 860.566.5078

Mr. Scott A. Hill
Bureau of Engineering & Highway Operations
ConnDOT
2800 Berlin Turnpike
Newington, CT

Subject: Parking Garage
Shore Line East Railroad Station
Madison, CT
ConnDOT #310-xxx

Dear Mr. Hill:

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

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

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

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

Sincerely,

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

cc: Mr. Keith Hall/ConnDOT



United States Department of the Interior
FISH AND WILDLIFE SERVICE
New England Field Office
70 Commercial Street, Suite 300
Concord, New Hampshire 03301-5087



January 1, 2008

To Whom It May Concern:

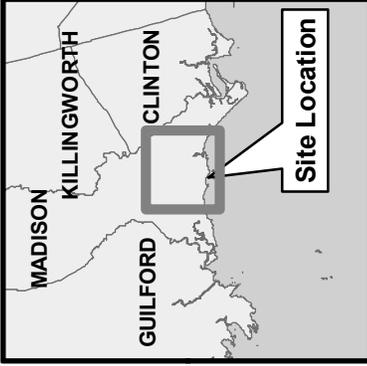
This project was reviewed for federally-listed or proposed threatened or endangered species presence per instructions provided on the U.S. Fish and Wildlife Service's New England Field Office website (<http://www.fws.gov/northeast/newenglandfieldoffice/EndangeredSpec-Consultation.htm>). Based on information currently available, no federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service (Service) are known to occur in the project area(s). Preparation of a Biological Assessment or further consultation with the Service under Section 7 of the Endangered Species Act is not required.

This concludes the review of listed species and critical habitat in the project location(s) and environs referenced above. No further Endangered Species Act coordination of this type is necessary for a period of one year from the date of this review, unless additional information on listed or proposed species becomes available.

Thank you for your coordination. Please contact us at 603-223-2541 if we can be of further assistance.

Sincerely yours,

Anthony P. Tur
Endangered Species Specialist
New England Field Office



 Study Area
 CT NDDDB - 2008



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

1:24,000

**CT DEP Natural Diversity
 Database - 2008**
**Shoreline East Expansion
 Madison, CT**



APPENDIX C

Environmental Monitor Draft EIE Availability Notice, Legal Notices of Availability,
and Affidavits

Monitor Archives



ENVIRONMENTAL MONITOR

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

November 18, 2008

Scoping Notices

1. Engineering Study for the Extension of Public Water System from Middletown to Durham
2. New Haven - Hartford - Springfield Commuter Rail Improvements

Environmental Impact Evaluations

1. Hammonasset Beach Erosion Study - Madison.
2. **NEW!** Madison Shore Line East Railroad Station - Madison

State Land Transfers

There are no state land transfers posted for public notice or comment in this edition.

The next issue will be published on December 2, 2008.

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

2. Notice of EIE for the Madison Shore Line East Railroad Station

Municipality where project is proposed: Madison, CT

Address of Possible Project Location: Bradley Road, Madison, CT

Project Description: Infrastructure improvements to the Madison Shore Line East (SLE) Railroad Station including a new north-side high level rail platform, a new pedestrian bridge over the active rail line connecting the north-side and south-side platforms, and a new three-level parking garage to accommodate a total of 585 parking spaces. The project is intended to provide a full-service dual-platform commuter rail station and to provide expanded parking to accommodate future commuters with increasing SLE ridership.

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

Comments on this EIE will be accepted until the close of business on :
January 2, 2009

The public can view a copy of this EIE at: The Madison Town Clerk's Office, Town Campus, 8 Campus Drive, Madison, CT; The E.C. Scranton Memorial Library, 801 Boston Post Road, Madison, CT; The Connecticut Department of Transportation, 2800 Berlin Turnpike - Room 2155, Newington, CT; The South Central Regional Council of Governments, 127 Washington Avenue – 4th Floor-West, North Haven, CT .

There is a public hearing scheduled for this EIE on :

DATE: Thursday, December 18, 2008

TIME: 7:00 pm

PLACE: Hammonasset Room at Town Campus, 8 Campus Drive, Madison, CT.

Send your comments about this EIE to:

Name: Edgar Hurle - Transportation Planning Director

Agency: State of Connecticut Department of Transportation

Address: 2800 Berlin Turnpike, Newington, CT 06131

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

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

Name: Jessica DiLuca - Transportation Planner II

Agency: State of Connecticut Department of Transportation

Address: 2800 Berlin Turnpike, Newington, CT 06131

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

Phone: 860-594-2135

Affidavit of Publication

State of Connecticut
County of Fairfield

I, **Candace Coberly**, a billing representative of Graystone Group Advertising, 2710 North Ave., Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: 11-18-08

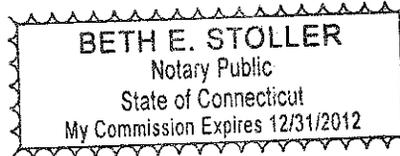
Ad title: DOT- Legal Notice

Appeared in: New Haven Register publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 7 day of January, 2009 before me.

Beth E. Stoller

Notary Public



Affidavit of Publication

State of Connecticut
County of Fairfield

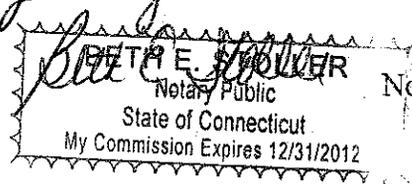
I, **Candace Coberly**, a billing representative of Graystone Group Advertising, 2710 North Ave., Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: 12-11-08

Ad title: LOT - Legal Notice

Appeared in: New Haven Register publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 7 day of January, 2009 before me.


Beth E. Fowler
Notary Public
State of Connecticut
My Commission Expires 12/31/2012

Affidavit of Publication

State of Connecticut
County of Fairfield

I, **Candace Coberly**, a billing representative of Graystone Group Advertising, 2710 North Ave., Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: 12-18-08

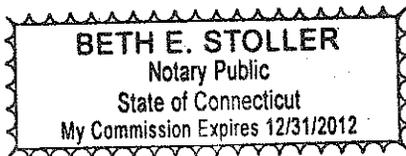
Ad title: QOT- Legal Notice

Appeared in: New Haven Register publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 7 day of January, 2009 before me.

Beth E. Stoller

Notary Public



APPENDIX D

Public Hearing Transcript

TRANSCRIPT OF:

**DEPARTMENT OF
TRANSPORTATION**

**PUBLIC HEARING
STATE PROJECT NO. 310-0048**

**MADISON SHORE LINE EAST RAILROAD
STATION
MADISON, CONNECTICUT**

December 18, 2008

**Town Campus
8 Campus Drive
Madison, Connecticut**

**Connecticut Department of Transportation
Public Hearing
State Project No. 310-0048
Madison Shore Line East Railroad Station
Madison, CT**

ROBERT W. IKE: Good evening ladies and gentlemen. My name is Robert W. Ike from the Connecticut Department of Transportation. I will serve as Moderator for tonight's public hearing.

I'd like to introduce the individuals to my left and right who are here this evening to make presentations and listen to your comments and concerns -- Mr. Paul M. Stanton, Principal Planner, Fitzgerald & Halliday, Inc. and Mr. Steven Degen from the Connecticut Department of Transportation's Rights of Way. We also have Mr. Eugene Colonese from the Office of Rails, Mr. John Hanifin from Office of Rails, Mr. Scott Hill from the Office of Design, Miss Jessica DiLuca and Miss Kim Lesay from the Office of Policy & Planning. We also have David Tudryn from Michael Baker Associates and we have Miss Gott from the...Judy Gott from the Regional Planning Agency, and we also have our trusted technicians, Mr. George Carbonell and Mr. George Hudson.

We are meeting with you this evening in order to discuss the current design and draft Connecticut Environmental Impact Evaluation for improvements to the Madison Shore Line East Railroad Station here in the

Town of Madison. This public hearing is being conducted in accordance with the Connecticut Department of Transportation's policy entitled "Public Involvement/Public Hearings for Highway Layouts and Designs", revised October 1995.

The draft EIE document has been available for public inspection here at the Madison Town Clerk's Office, Town Campus, 8 Campus Drive, Madison; the E.C. Scranton Memorial Library, 801 Boston Post Road, Madison, and the South Central Regional Council of Governments, 127 Washington Avenue, 4th Floor West, North Haven, as well as at the Connecticut Department of Transportation, 2800 Berlin Turnpike, Room 2155, Newington, Monday through Friday between the hours of 8:30AM and 4:00PM, holidays excluded.

I will now discuss the format for tonight's hearing, then I will turn the podium over to presenters who will give design, environmental and rights of way presentations of the draft EIE document. I will then moderate the hearing as we listen to your comments. For your information, our presentation should take approximately 15 to 20 minutes to complete.

My intent is to conduct a fair and orderly hearing tonight by following a particular format. We would appreciate your patience during my remarks as well as the presentations to follow by holding your remarks and

comments until this portion of the hearing has been completed. We will be happy to remain here this evening until everyone has had a reasonable opportunity to speak.

Experience has shown that audible recordings can only be made if the person making a statement uses the microphone connected to the recording equipment. A microphone has been set up and if you wish to make a statement, please come to the microphone after I read your name from the sign-up sheet. Please introduce yourself, and if you are presenting an organization, please give its name as well. If you didn't sign up to speak but a question comes to mind, feel free to raise your hand and I will be happy to recognize you after I go through the speaker sign-up sheet.

For those individuals who have a prepared statement, you may read it into the record if you so desire. However, if the statement is lengthy, you are asked to offer a written copy of the statement for the record and give a brief summary of its contents. Such attachments to the record carry as much weight as the transcribed verbal testimony received here tonight when the transcript is reviewed.

If you wish to speak this evening, we have a sign-up sheet at the entrance to the room. There is a 3-minute time limit on all first time speakers. There'll be no yielding of your time to other speakers; your time

is for your own comments. If, after all first time speakers have finished, anyone who would like the opportunity to speak again, a reasonable amount of additional time will be allotted for this purpose. Anyone who wishes to present written comments for the public hearing record should give them to me before the end of tonight's hearing.

As a result of the information that you might learn at tonight's hearing, you may wish to make additional comment on the draft EIE document. Written statements or exhibits concerning it may be mailed or delivered to the attention of:

Mr. Edgar T. Hurle

Transportation Planning Director

Bureau of Policy & Planning

Connecticut Department of Transportation

2800 Berlin Turnpike

Newington, Connecticut 06131-75456

This information is available in the handout which you should have received when you entered the room tonight. The deadline for receipt of comment on the draft EIE document is January 2, 2009. Written statements or exhibits must be postmarked by this date and must be reproducible in black and white on not larger than 8 ½ x 11 inch paper. This information will be made

part of the public hearing record and will be considered in the same regard as oral statements.

At this point I will turn the podium over to Mr. Stanton who will give environmental and design information on this proposed project. Mr. Stanton will be followed by Mr. Steve Degen who will give the Right of Way presentation. Mr. Stanton...

PAUL STANTON: Thanks Bob. Again, my name is Paul Stanton. I'm a Principal Planner with Fitzgerald and Halliday and we've been contracted by the DOT to do the Environmental Impact Evaluation for this project. I'm not really going to spend much time on this agenda but after I speak Mr. Degen will talk a little bit about the rights of way and then we'll open up for comments from the public as Bob mentioned.

So what's the purpose of this hearing? Well, it's to provide an overview of the proposed infrastructure improvements that are going to occur at the Madison Railroad Station, and then I'm going to talk a little bit about the EIE process and the findings of that EIE document and an analysis, and talk a little bit about the mitigation for adverse impacts that we discovered from the project. And lastly, again, the CEPA which is the Connecticut Environmental Policy Act EIE process is a transparent process

that allows opportunity for public input and that's, again, the primary purpose why we are here tonight.

So the first thing I want to talk about is what's out there right now. As many of you know, back in July of 2008, a project was completed on the site at 77 Bradley Road which was the Laidlaw Transit...it was a bus facility. There was a lot of school buses out there. The property is owned by DOT and in July they built a passenger shelter in the south side high level platform as you can see, and a 199 space surface parking lot. It's a very nice looking facility. The EIE covers additional infrastructure improvements at that site and that's called the Proposed Action and that's what we evaluated. The proposed action includes a north side high level rail platform which will be located opposite the south side platform, a pedestrian overpass that will allow for safe crossing between the two platforms so that passengers won't have to cross at grade on the tracks. That overpass will include stairwell access as well as elevator access so that it will be fully handicap accessible. It will meet the Americans with Disabilities Act.

Another component of the project is there's going to be a three story parking garage built on the site, and the foundation of that parking garage is going to be such that it can accommodate a fourth story, and that parking garage is going to accommodate 550..585 rather, vehicles. Additionally,

there's going to be a loop road around the parking garage that will allow access for what's called a kiss-and-ride drop-off area, as passengers...like people that aren't going to park their car for a long term can drive up and around and drop their passengers off right in front of the station and then continue on their way and exit the station.

There's going to be a gravel access road from old Route 79 that's going to parallel the north side of the tracks to the north side high level rail platform, and the reason that's being constructed is to allow construction access so the construction vehicles can get in there, build the north side platform as well as the pedestrian...part of the pedestrian bridge on that side of the tracks. That access road, after construction, is going to remain in place and it's going to be gated; a restricted access and what it's going to do is it's going to be allowing maintenance access and emergency access as necessary at that location.

Tied in with all this is going to be some upgraded pedestrian connections to allow direct access between the garage and the station, and there's also going to be some illumination elements very similar to what we have out there right now I believe, and some landscaping.

The estimated project cost is based on 2011 dollars—that's the mid point of construction—\$30 to \$35 Million Dollars. And the construction

schedule... and I want to add that this schedule was based on our knowledge back when we wrote this document about six or eight months ago, before this economic crisis that we're facing, was estimated to be from April 2010 to the summer of 2012. That is going to be subject to review again so I don't know, maybe Scott might want to comment on that after but that's something that still might be, you know, changed a little bit.

In terms of the site location, again, it's at 77 Bradley Road and it's bounded by old Route 79 on the north and east—actually on the north there's a red maple swamp that borders the tracks and Durham Road borders it on the west; that's Route 79, and Bradley Road is on the south. The project involves a partial acquisition of a privately owned residential parcel on the north side of the tracks and on the west side of old Route 79, and that acquisition is for the construction access road and it's estimated to be approximately .2 acres. And access to the entire station and all of its elements is going to be from Bradley Road with the exception of the emergency access to the north side which will be from old Route 79. And that, of course, as I mentioned will be a gated restricted access.

Now this graphic shows the site location which is bounded by the black line and the blue or the teal color is the location of the former railroad station, and that's about a quarter of a mile to the east. You might note that

the aerial photo behind there doesn't show the existing...the new station as of July 2008. This aerial photo is a little bit outdated but it does show the former bus facility has been cleaned out. All the buses are out of there and the site has basically been cleaned and ready for the construction that took place in July of '08. This just conceptually shows the project elements. The big gray square in the middle is the proposed parking garage; again, three story parking garage. The brown loop around it is the access to the station, and then, as I mentioned, cars can drive around the back side of the garage, drop off passengers right in front of the station, and they can also access directly into the garage or egress from the garage. The yellow is the construction access road that I mentioned. The two orange elements—the upside down L if you will—is the north side platform and the pedestrian overpass, and then the black is the existing south side platform, and the blue is pedestrian connections—sidewalks.

So why is it that we have to do an environmental impact evaluation? The project is State funded and as such it triggers the need to satisfy the Connecticut Environmental Policy Act or CEPA. And an EIE basically is assessment of impacts, both positive or beneficial impacts, as well as negative adverse impacts. It kind of paints the whole picture of the project. We look at ways to avoid the impacts through design and we also look at if

there's an adverse unavoidable impact, we look at mitigation strategies to offset that impact. And, again, the EIE process is a transparent process allowing the public opportunity to comment.

So this is the process, and the red circles identify where we stand right now in the process. Just to backtrack a little bit, early on we identified a project purpose and need and all this is spelled out in the handout. It talks a little bit about what the project elements are that we're looking at. There was an alternatives analysis and obviously with this project, really the only alternative we can look at to make a full station is to build the additional infrastructure on the existing site. We documented the existing conditions, we assessed the impacts, we prepared a draft EIE which is the document that we've circulated for public review and now we're holding our public hearing and there's going to be, as Bob mentioned, there's a 45-day comment period which started November 18th when we advertised this in the Environmental Monitor which is what CEPA requires us to do. That period will end on January 2, 2009 and all those comments that come in, we will address and then prepare a record of decision as well as the final EIE will incorporate all those comments, and then send the record of decision off to the Office of Policy and Management who is the ultimate authority or agency if you will

that signs off on the document and determines if our EIE meets the requirements of the Connecticut Environmental Policy Act.

The document covers a variety of resource categories or issues areas if you will. They range from community resources, cultural resources, natural resources—a wide variety of things. We looked at such things as traffic and parking and land use. How is the project going to affect the local neighborhood? Is there going to be any public safety issues or improvements with the project? We looked, on the natural resources side of things; we looked at soils and geology and wetlands; that was a key issue on this because of the red maple swamp. Flood plans and water quality; we looked at the existing water quality conditions within that red maple swamp and the streams nearby and how the proposed project's drainage potentially could affect that water quality. And on the cultural resources, what I like to call the physical issues if you will, we considered how the project could potentially affect ambient noise levels in the area, air quality. What is it going to do to the aesthetics of the area? Are there any hazardous materials? So it covers a broad range of issue areas and, again, as I mentioned, it covers both beneficial and adverse impacts, and the approach is how do we avoid these resources with the design first and then if we can't avoid them, what can we do to minimize impacts. The way I think of that is—for instance, if

you're going to have a fill in a wetland, how could we minimize that fill? A lot of times what we'll do is maybe put a retaining wall that can limit the amount of fill that's put into the wetland to reduce the impacts. That's what minimization is considered to be as an example. And where there's adverse impacts that we can't minimize or we can't avoid, we have to come up with some kind of a mitigation to offset those impacts.

I wanted to just show this one graphic because, really, wetlands are probably the biggest issue on this particular project. This shows the project...the infrastructure elements that I talked about earlier in relation to the wetland areas surrounding the site. Up to the north, the light green line identifies the boundary of the wetland; the red maple swamp that's located to the north. If you actually go out to the site, you'll see that the toe of ballast slope for the railroad tracks comes right down and basically the wetlands start right there so obviously the construction access road, which is kind of obscured by that line, you'll see that that is going to encroach a little bit onto the perimeter of that wetland right along the railroad tracks. There's really no other wetland impacts except for in that one location on the north side.

I'll talk a little bit more about that wetland impact in a second. I just wanted to summarize some of the key findings in terms of benefits. Now

this project is consistent with state, regional and municipal plans in that all those plans call for or preach that they want to have improved parking or more parking at commuter rail stations. They want to improve commuter rail service. They want to improve that transportation aspect to get more cars off of I-95 and Route 1. The corridor's getting very crowded and it's just another alternative for commuters. The parking garage offsets an existing parking demand. We did a survey of the parking lot but we couldn't do it at the existing facility that was just built. We did it at the former location and I forget the date that we did that but it was about 80% capacity when we did that and I believe that site holds about 150-something...I don't know...158 parking spaces...and that was at 80% capacity. So the new parking lot will provide...or parking garage rather...will provide 500 and some-odd spaces which will certainly offset that need for parking. And in so doing it's going to improve the attractiveness of the Shore Line East commuter rail service to prospective commuters.

The station, as I mentioned, is going to fully handicap accessible with the improved pedestrian connections—the elevator, the overpass, and the improvement safety features that it's going to have. It's going to basically make Shore Line East rail service more modern, reliable, and convenient for commuters and this project, along with a lot of other improvements that are

being undertaken by ConnDOT along Shore Line East is going to allow for future expansion of Shore Line East service and allow for reverse commuting. So it has a lot of benefits.

This slide is extremely wordy and I don't expect you to read it all, but we kind of narrowed down what the key impacts are on this particular project. In terms of aesthetics, there's going to be some limited visual changes to what's call the viewshed of people that live along old Route 79. Right now they look out their back window and they can see the red maple swamp and they can see a portion of the station. By building the north side platform they're going to be exposed a little bit more to the lights and the infrastructure that's built over there. To offset that there's going to be some landscaping, a vegetative buffer, and also a full cut-off lighting that is dark sky compliant. That's the type of lighting we have out there right now.

The wetland impact—we estimated, and again, this is based on a conceptual design, to be .3 acres to that red maple swamp and that's the worst case scenario considering a 4:1 side slope for that gravel access road and it probably can be improved upon—the amount of wetland impact—as the design progresses. That impact, of course, is going to need to be mitigated. It's an adverse impact and there's going to be a need to coordinate with the DEP and the Army Corps of Engineers to come up with

a wetland mitigation package to compensate for that loss. Right now ConnDOT is currently looking at different possibilities close to the site or within the same watershed as the site in order to replace the values that are lost, the functions that are lost of that wetland, and of course, the acreage that's lost, and the amount of acreage that's going to be replaced is based on a ratio formula that has been developed by the Corps of Engineers. I'm not going to get into all the details on that but, again, it's something that's ongoing at the present moment so we can offset that impact.

Concurrent with the wetland impact, that wetland does serve a little bit of a wildlife habitat function and with the filling of the .3 acres, as part of that compensatory mitigation package, we're going to have to make sure that that package helps to offset that wildlife function so that the new wetland that we construct or restore or whatever the ultimate package is, offsets that wetland habitat function—that loss of wetland habitat.

As I mentioned earlier there is going to be a partial acquisition—approximately .2 acres of land from that privately-owned property located north of the tracks and, again, that's from the construction maintenance access roadway. Mr. Steve Degen will talk a little bit more about right of way and how that applies.

Lastly, construction impacts—this project's going to take approximately two years to build and there's going to be minor temporary impacts related to noise, air quality, storm water runoff, and there's several things. This is something that's faced on virtually every project and there's several things that are done, certain bid specifications to reduce diesel emissions, things of that nature—there'll be fugitive dust controls such as maybe putting tarps on the back of construction haul trucks, watering the site so that there's not a lot of tracking of soils and sediments offsite. The project will also comply with both the 2004 Connecticut DEP Storm Water Quality Guidance Manual, as well as the Sediment and Erosion Control Manual. Those are two things that when the designers work on these projects, they adhere to those requirements and those documents.

The other issue is that the parking garage is going to be built on the existing 199 space surface lot that was just built so obviously during that two-year period where are those people going to park in order to use the commuter rail. The plan is to shift the parking back to the former site and to re-use that during that period, however, there is going to be a little bit of a reduction in the number of parking spaces when that shift is made because the existing site right now has 199 surface parking spaces. The former site, like I said, has roughly 150 so there's about a loss of 50 spaces, and

ConnDOT is going to work out a plan to figure out how to resolve that reduction in parking. While under construction, the parking garage in the north side platform, the new station at 77 Bradley Road is not going to be operational. All the service is going to shift back to the former site which is owned by Amtrak and will be leased by ConnDOT.

So that's essentially...again, like I said, we looked at a lot of other resource issues but those were the highlights of the impact areas. If you want to learn a little bit more about the air, the noise—all that stuff—it's in there. There's really no significant impacts based on our analysis. These were the ones that we needed to call out to your attention. As Bob mentioned earlier, the document is available for viewing at these locations – the E.C. Scranton Library, the Madison Town Clerk's Office, at the DOT and also at the South Central Regional Council of Governments. And again, I want to re-emphasize the January 2nd, 2009 date—that's when the comments are due. We'll collect all those comments at that point and incorporate them into the final document with responses, and please send all your comments to Mr. Edgar T. Hurle at the e-mail, address or his fax number and we'll be sure to get it in. Thank you, and I'd like to turn it over to Steve now.

STEVE DEGEN: Thank you Paul. Again, my name is Steve Degen. I'm a Property Agent assigned as a Project Coordinator in the administration division of the Office of Rights of Way. The function of our office is to acquire all property and property rights necessary for transportation projects. We are required to adhere to the provisions of the Federal Relocation and Real Properties Act of 1970 as amended, any time federal funds are used as well as Connecticut State Statutes 43-50 through 43-57. State Statute 43-57 deals with your rights as a property owner to seek mediation through the Office of Ombudsman, Robert S. Poliner, whose office is located on Capital Avenue in Hartford.

The project as presented requires a couple of easements from one property owner. Basically our process is the property is identified, a title search is completed on the property. Once a map as viewed is acceptable, a letter, along with a map showing the area that's required is sent to the property owner. After that a valuation is determined for the property. Once it's been approved by our office, an offer is verbally made and also provided to you in writing. Any time a value cannot be agreed upon, the State will acquire the property through eminent domain. This is our absolute last resort and under the 43-57 Statute, you will be notified of your rights to seek mediation through the Office of Ombudsman for the eminent domain

procedure. Once the eminent domain action has been taken, the money that's been offered to you will be deposited in the court system and it is available to you to take out at any point once the condemnation has occurred, and there is no effect to you of taking the money out prior to.

At this point in time I'll turn the podium back over to Mr. Ike and we will accept your questions.

ROBERT W. IKE: Thank you Steve. Seeing that Madison is the host town this evening we will allow the First Selectperson to make comments or questions. Just come to the microphone and give your name and address please.

AL GOLDBERG: Mr. Ike, our favorite State Representative is with us tonight, Debra Heinrich, and I would like to offer her the opportunity to speak first if she would so like to do so.

DEBRA HEINRICH: Is that okay?

ROBERT W. IKE: Yes, Ma'am; that's fine. Yes Ma'am. Just give your address for the record.

DEBRA HEINRICH: Certainly. My name is Debra Heinrich and I live at 11 Beaver Pond Road in Madison. I wanted to start by saying thank you to the DOT for recognizing the importance of Phase II as well as Phase I of this project, both to our local economy as well as the state economy and right

now how very important it is for the recovery of both our local and our state economy and to say thank you for moving this along. I know you did mention that we will be revisiting when the project starts, however, I do want to emphasize how important it is to the recovery of our economy to keep projects like these moving forward. I also want to stress while we're talking about environmental impact, the importance of mass transit to the overall environmental impact of the state and hope that that's also a very important part that you'll take into account as you move forward with considering the environmental impacts. Of course mass transit is one way to keep cars off the road. It's one way to link up people so they can get to work by, as you mentioned, expanding the Shore Line East so that you can get reverse commute. Not only will that have an impact, again, on our economy but also on the environment. I also want to mention that I think this parking structure that we're discussing is a very important land use. We're building *up* on something that's already parking lot and, of course, you mentioned that we want to see more parking in mass transit so that more people can access it and, of course, this kind of structure where we are working *up* is a good use of land and a good use of space. So thank you for this project and I appreciate your considerations.

ROBERT W. IKE: Thank you. Just give your name and address, again, for the record sir.

AL GOLDBERG: Mr. Ike – I’m Al Goldberg. I live at 60 Colonial Road here in Madison, and I’m currently serving as the First Selectman of this town. I wonder, Mr. Ike, if I can invite Mike Ott, our Assistant Town Engineer and Assistant Director of Public Works to join me, and if it’s okay with you, we thought we would sit down here and perhaps this microphone could be lowered as we have some questions we’d like to ask you. Would that be alright?

ROBERT W. IKE: Certainly.

AL GOLDBERG: Thank you.

ROBERT W. IKE: Mike, just come to the microphone please and give your name and address for the record.

MIKE OTT: I’m Mike Ott, Assistant Director of Public Works and Town Engineer, and I live at 85 Heldlyn [phonetic] Road in Hadlyme, Connecticut.

AL GOLDBERG: Like representative Heinrich, I’m here to express my appreciation tonight for your efforts here. Madison has embraced our new train station which we call Phase I and I can tell that more people are using it because 80% of our new expanded parking lot is generally in use every day so I’m thinking that we’ve gained at least 50 regular riders just as a result of

the station. I have a series of questions I'd like to present tonight. These questions are not designed to indicate our opposition to any of this project. These are just questions I'm curious about. Let me say again, we embrace this project and we would like to move it forward and in no way am I interested in slowing it down. I'm hoping that despite some of the chilling economic conditions that we've experienced lately that perhaps there might be a silver lining in this cloud in that perhaps some funds will flow more freely for public works projects like this from the federal government.

I've been in office for one year and I know some of my questions tonight are going to probably have an answer to them that is contained in an earlier version of this environmental assessment study. We think of this as Phase II and this study is designed to prepare us for Phase II. Some of my questions probably should have been asked five years ago when we were looking at Phase I but nevertheless if the site is going to be disrupted again, I just want to make sure that certain impacts have been assessed and that certain impacts have been minimized.

2 I think my first question has to do with a body of water which is just off the site here. We call it Tuxis Pond and it is a natural feature to our town which may play an ever-increasing role in our town's downtown area and so the impact of this project on that pond is of concern to me and I'm certainly

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interested in understanding whether the impacts have been fully assessed and minimized. The runoff from the train station finds its way immediately down to Tuxis Pond and that's what my concern is. I don't want Tuxis Pond to end up being a collection point for things coming off of this site. The first part of my question has to do with the sedimentation which would be generated during construction and I know that you'll be calling for silt fences and sediment control fences. I'm just looking to be assured that the adequacy of those fences will be continuously monitored by experts especially after weather related conditions which might overwhelm or disrupt the effectiveness of those fences. I don't really know what your procedures are but my first question had to do with looking for assurance that during this two-year construction period, that those control fences are continuously monitored by knowledgeable people.

ROBERT W. IKE: I assure you that during construction, and I'll say like any of the other staff people, we have inspectors on the job and that is their job to make sure that the sediment control measures are in place so there will be either our agents or DOT staff on the site daily...and I'll let Keith address that issue.

KEITH HALL: I would just like to say First Selectman Goldberg I believe we were good stewards of Tuxis Pond during the construction of the lot

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that's open now and we would continue to employ some of the same techniques as monitored by DEP that we did then as we will upcoming for this future thing. We're bound, as Paul pointed out, by the 2002 Erosion Sedimentation Control Standards put out by DEP. The additional thing that's in play now that wasn't during the design of the previous one is the 2004 Storm Water Quality Manual which leads to lots of additional measures that are taken to improve the runoff to natural bodies of water such as Tuxis Pond so we believe we were good stewards during the past construction and we'll practice those same techniques. If there's something that we're not aware of please let us know and we'd be happy to do what we can to address that.

3

AL GOLDBERG: Thank you. That's a fine answer. Let me continue on the Tuxis Pond theme. Mike Ott's had a chance to review some of the earlier materials that had to do with Phase I. My original question had to do with whether storm water runoff could be handled onsite instead of being sent down to the pond. I'm not sure whether you're going to be able to answer this question but it is our understanding that there are conditions on the site having to do with a high water table and previous contaminated soils which prevent us from using some methodology either for permeable surfaces or for infiltrating storm water on the site itself instead of sending it

elsewhere. I don't know whether there's anybody that can speak to that here
3 tonight. If there would I'd love to hear about that. If not...

ROBERT W. IKE: Just come to the microphone [mingled voices]

RICH CASSIN: Rich Cassin, Senior Engineer for [mingled voices]

ROBERT W. IKE: Okay. Just identify yourself for the record. Okay?

RICH CASSIN: Good evening. My name's Rich Cassin. I'm with Michael Baker Engineering. We're a consultant for the Connecticut Department of Transportation and we're responsible for doing the civil engineering design for the project. We've started our engineering design for the site development, the Phase II development now, and we are considering storm water management measures to make sure that the runoff is controlled before it discharges to the Tuxis Pond area. We are doing our calculations right now and once we're done with those they'll be available to the town for review to make sure that you understand that we're complying with the 2004 Storm Water Quality Manual which does require your water quality management and detention for making sure that high water events don't cause any downstream damage.

AL GOLDBERG: Mr. Cassin, are you aware of whether it's possible to infiltrate the water on the site?

3 **RICH CASSIN:** Well, as you mentioned, the ground conditions—there’s a lot of I guess peat soil conditions in the area so the ground water conditions aren’t well suited for infiltration type measure but we’ve been able to grade the site and if you look at the exhibit upfront there on the board, we have some storm water swales and control structures that are going to control the storm water runoff so that it won’t cause high water events before it leaves the site. That’s the design approach that we’re taking right now – is creating swales and control structures to collect all the storm water coming from the parking garage.

ROBERT W. IKE: Please identify yourself for the record Keith.

KEITH HALL: Keith Hall – one of the other features about parking garages is what we do is we try and separate storm level...I’m sorry, roof level drainage is deemed cleaner so that is captured in some of Rich’s calculations and equations. Drainage and the effluent from the bottom of cars are in storms like we’re going to have tomorrow on the interior levels will go to an oil/water separator tank underground that’s pumped out so that is not directly infiltrating into the system. A lot of the contamination and even some of the peat layer during the construction of the lot, we went through a significant expense and David will recall this as well, to pre-consolidate that so we didn’t have settlement out there of the asphalt

3 surfaces. So we believe we've taken out all the dirty dirt, as we call it, all the dirty dirt we're going to have to deal with. We may have some spots when we do some foundations that are going a little bit deeper but we took care of a lot of the significant problems that can be forecasted during the construction of this expansion or Phase II facility.

4 **AL GOLDBERG:** This oil/water separator – do I understand correctly that will be regularly maintained and serviced by DOT?

KEITH HALL: Yes it will.

AL GOLDBERG: And is the funding in place for that on sort of a permanent level?

KEITH HALL: Our Rail Operations Group, like they do now, contracts out for be it be plowing of the lot, emptying trashcans, shoveling the platforms—things like that so, yes, we recognize when we build one of these facilities it's an ongoing cost. There's not a pot of money set aside right now to do it but it's an obligation when we do these kinds of projects that we're going to properly maintain it.

5 **AL GOLDBERG:** Uh-huh. Thank you. My next question—I'm starting to go to the green side of my questions. The lighting on the site and the signage on the site – I was hoping that as the plans for this evolve that you'll be considering some solar powered lighting and signage for this site. I think

it would be very appropriate and in keeping with the spirit of this town. My

6 next question had to do with a specific reference on Page 77 of this document which indicated that certain options are being considered for minimizing the impact on the wetlands. Those options were not identified and I'd be curious as to what options are being considered. I'm sorry; I'm in the second bullet point on Page 77. It's a chapter labeled Unavoidable Adverse Impacts.

ROBERT W. IKE: Yes...just identify yourself for the record please.

DAVID TUDRYN: Thank you. My name's David Tudryn; I'm the Project Manager for the consulting engineer hired by ConnDOT—Baker Engineering. To answer your question, by trying to reduce the width of the access drive, the construction road referred to on the north side, we looked at some of the vehicles we need to bring in there in order to construct the pedestrian overpass and later to maintain the overpass, the windows and other things...we made it the bare minimum. I believe we went with 12 feet for a roadway width. Instead of looking at a conventional 4:1 side slope towards the wetland for that roadway which is elevated from where the wetland is, we looked at a 2:1 slope and then are now looking at a sheet piling strategy which we would drive piles and be able to have a very abrupt drop from the access drive to the wetlands so that would further mitigate or

6 limit the amount of damage to the wetlands. Those are the things we're looking at right now. Now there's a few constructability issues with the sheet piling as you can imagine. It's very close to the railroad but it's not insurmountable. I think it's something we can look at. We're looking at cost estimates and constructability issues with that and that would help for sure.

AL GOLDBERG: Tell me as long as you're standing here...

DAVID TUDRYN: Sure.

7 **AL GOLDBERG:** I'm wondering whether a wetlands mitigation site has been identified yet which would compensate for the intrusion.

DAVID TUDRYN: As part of our contract, we are working with Paul and his office at FHI to search for sites in the area and Paul has just begun. His office has just begun that process. We looked around areas of Madison, identified a few, but we're still looking. It's definitely an ongoing process that has not been completed yet.

AL GOLDBERG: Does this mitigation site have to be located within Madison?

DAVID TUDRYN: That's a question that maybe Paul [mingled voices]

ROBERT W. IKE: We have Kim Lesay from [mingled voices]

DAVID TUDRYN: Oh, Kim might...

ROBERT W. IKE: Yeah, just come up and identify yourself for the record please.

7

KIM LESAY: Kim Lesay; Office of Environmental Planning. As far as if the site has to be in Madison, we always have kind of a hierarchy. We'd like the mitigation to be as close to the impact as possible so we will look at the site itself and look for some suitable mitigation close to the site first.

Sometimes that doesn't always happen. The next thing that we'd look at staying within the same watershed so we, again as Dave explained, we've really just begun that process. We'll be working with engineering and FHI to find a site that's suitable. We'd like to be as close as we can because that really helps replicate the function and value that you've lost, hopefully the closer you stay, but sometimes that's not always possible.

AL GOLDBERG: How is the watershed defined in this case?

KIM LESAY: I don't have a drainage map in front of me but I don't know if there's one in the document actually, but they're as defined by the drainage basins that's available to DEP. We could certainly get that to you if you were interested in that. It doesn't follow the towns; it follows topography.

AL GOLDBERG: Under the rules which you have to follow, could this potentially slow up the project?

7 KIM LESAY: Yes, it could. We've begun discussing it now and have identified it as an issue in hopes that it won't. My first hope is that we'll avoid enough of the wetland—that we'll see that .3 acre number that we used in the document goes down considerably. From there we'll have to see what kind of impact we're still at but we'll try to avoid it first and from there, if mitigation is still required, we have certain ratios that we have to follow now with the Army Corps of Engineers so it's a lot more than 1 to 1 so we're trying to get that number down as low as possible.

ROBERT W. IKE: Paul, do you have a comment?

PAUL STANTION: Yeah [mingled voices]

ROBERT W. IKE: Just identify yourself for the record please.

PAUL STANTON: Yes...Paul Stanton; Fitzgerald and Halliday. As part of the CEPA EIE process, we don't have to get into all the details about the mitigation plan. We just...the main point here is that we have to make everybody aware what the level of impact—the worst case scenario could be—and how we can improve upon that. As Kim mentioned, a lot of the mitigation design and discussion and coordination takes place during the permitting process so it's not going to hinder the EIE getting approved to get through this phase but it is part of the permitting phase.

7

AL GOLDBERG: I don't know whether we here in this municipality can be helpful to you in identifying possible sites but we're certainly willing to participate if you think some local knowledge might be of help.

KIM LESAY: Kim Lesay from Environmental Planning again. Yes, local knowledge is always the best so we always look for restoration first, creation second, and then enhancement and preservation would follow so if you know of any fill sites in town that could be restored that could be very valuable information. We'd be more than open to look at anything that you have to offer. That's a great help to us – thank you.

AL GOLDBERG: I'll end on this note...We obviously would like this project to be as green as possible. It's in keeping with the spirit of our community here and as the plans for this evolve I hope we will be able to add further questions and comments towards that end. I appreciate your patience in dealing with my questions and now I'm going to ask my colleague here whether he's got some of his own.

8

MIKE OTT: I've got two topics of concern and I realize you're probably in the early phases of design but I thought I might get these on the record and maybe we can respectfully ask that we have the opportunity to review these issues. One is storm water management both from a water quality perspective and a control of peak discharges perspective. It's a small

8 catchment - I'm sure the engineers who have looked at this realize that but there have been reported flooding problems immediately downstream...upstream of Tuxis Pond. But immediately downstream of the site there's private properties—commercial businesses on the south side of Bradley Road with low lying parking areas immediately adjacent to the wetland associated with Tuxis Pond. That floods on, I think, on a fairly regular basis and there's septic system issues I believe with these properties also...or I should say there's septic systems in the low areas. There's also been reported the flooding issues downstream of Tuxis Pond also. Tuxis Brook goes through the center of the town's downtown business district of

9 sorts. And the second thing is traffic. I'm concerned about levels of service of intersections—I know the EIE addresses this and, again, I don't...I don't know what stage of design...are you in an early stage of design? [mingled voices] Are you preliminary still?

ROBERT W. IKE: [not discernable]

DAVID TUDRYN: Yes, Bobbie. David Tudryn—Baker Engineering.

We're at roughly 60% complete phase. The site design might be a little less than that at this point. However, we are completing a State Traffic Commission Permit for the site so all the local intersections and levels of service will be analyzed during that process.

10

MIKE OTT: Okay. And in addition to intersection levels of service, I was curious about pedestrian movements and sidewalk connections and I've gotten a couple of calls actually about a crosswalk on Bradley Road—the train station—you know, across to the train station entrance across to the sidewalk on the south side of Bradley Road. And the last thing, I guess I noticed in the EIE that you might be considering some improvements to Bradley Road if I read it right. It sounded like it might have been a widening of maybe the Bradley Road/Route 79 intersection...if I read it right. I guess I realize you're...you know, you're at 60% or so...

DAVID TUDRYN: Right.

MIKE OTT: ...but we'd respectfully request that we have the opportunity to review those engineering issues.

NOT IDENTIFIED: Do you want to address that Keith?

ROBERT W. IKE: Please identify yourself again Keith.

KEITH HALL: Keith Hall; DOT. Yeah, the 60% submission—the DOT has not yet received but it's our practice when we receive these milestone submissions that we'll send copies down to you...First Selectman Goldberg and we'll certainly listen to how many copies you want. As far as...I can tell you about the crosswalk on Bradley Road. I recall when we opened the current...or in the design of the current station, although it was not an STC

10

application, there was communication at that time with the Chief of Police who of course is involved with STC application and will be for this garage project but it was my recollection that the Chief of Police at that time did not want a crosswalk on Bradley Road. So I'll have to go back and see if that was actually the case. I believe it was. I don't remember who the gentleman was but certainly all kinds of improvements are at the discretion of the STC so we may be doing some widening; we may not. At this point we just don't know. We haven't made that application yet and until we're locked in with the 60% design, we won't ask Baker to submit an STC—that's generally things we do towards the end. But the town has a role in the approval of an STC application as I think you both understand so... And I'm glad I got back up because I wanted to speak to your green comment as well. One of the new things that the DOT is obligated to do for projects that cost more than \$5 Million is do a high-performance building kind of analysis. There's state statutes that deal with this. Really, an expanded station, a parking garage, has very little in the way of what we think of as a building so often times parking garages I think are even exempted from the green building statutes but we do go and analyze opportunities for what we can do to accommodate green. I know you mentioned solar lighting. I don't believe that's an actual individual criteria in that high-performance building analysis

but that's the kinds of things we would take a look at as we wrap up this design. I'm not sure that that completely answers your question but probably a little more than you perhaps were aware of.

[mingled voices] **ROBERT W. IKE:** Just identify yourself for the record sir.

AL GOLDBERG: This is Al Goldberg again. We would certainly encourage you to think as broadly as possible. I realize it's your building; it's not the Town of Madison's building. To the extent that you can think broadly and use recycled materials as some of the components of the building materials, I know that this community would find that very acceptable.

KEITH HALL: Thank you.

ROBERT W. IKE: Thank you. Thank you gentlemen. We just want to open it back up – anybody else has any comments? See that we didn't have...I gave you the courtesy. Thank you sir.

AL GOLDBERG: Thank you.

ROBERT W. IKE: The comments are well noted for the record. That's the first time I've ever seen that. That's very good. It was very good. Are there any other speakers? Any other first time speakers? Any other second comments? No second comments? Okay. Seeing there are no further

comments I will now close tonight's hearing. On behalf of Commissioner Joseph F. Marie, I would like to thank you for coming and expressing your views tonight. Please remember yet that you have until January 2nd, 2009 to submit any written postmarked comments to the Connecticut Department of Transportation. Thank you and have a good evening.

TRANSCRIPT CERTIFICATION

**THIS TRANSCRIPT CONSISTING OF 39 PAGES, ONE AUDIO
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DATED: January 12, 2009

APPENDIX E

Written Comments Received During the Public Comment Period
(November 18, 2008 through January 2, 2009)



STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

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

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

Date: December 31, 2008 **E-Mail:** david.fox@ct.gov

Subject: Shore Line East Railroad Station, Madison

The Department of Environmental Protection has reviewed the Environmental Impact Evaluation (EIE) for proposed improvements to the Shore Line East Railroad Station in Madison. The following commentary is submitted for your consideration.

The Department supports efforts to expand the capacity of public transportation services such as Shore Line East, especially given its potential to reduce vehicle miles traveled and congestion in the I-95 corridor. The use of public transit will decrease vehicular emissions that contribute to ozone formation, particulate matter levels and climate change. As noted in the EIE, enhancing commuter rail service is a common theme in state, regional and local plans of conservation and development.

11

Unavoidable and unmitigated impacts to wetlands and watercourses must be compensated. Page 51 notes "ConnDOT is currently looking at wetland creation and restoration possibilities to mitigate impacts." Section 22a-41(a)(4) of the Connecticut General Statutes establishes the following order of priority for compensatory mitigation: (1) restoration, (2) enhancement and (3) creation of productive wetland or watercourse resources. Any proposed compensatory mitigation should be guided by this order of priority. As explained in the EIE, the ultimate mitigation package will be designed as part of environmental permitting.

12

The EIE presents a conceptual approach to stormwater management appropriate for CEPA review. The Department encourages the use of as much pervious area as possible, where subsurface contamination is not a concern, as a Low Impact Development (LID) measure. For this project, construction of a parking garage at the site of an existing paved parking lot, the opportunities to utilize pervious surfaces are admittedly somewhat limited. The proposed emergency/maintenance access road north of the rail line will be a pervious gravel driveway. The EIE for the Branford Shore Line East station had noted that pervious asphalt may be considered for the kiss-and-ride area and overflow parking lot. Pervious asphalt, pervious concrete or pavers would also be options worth consideration for the access and loop drives at the Madison facility.

As noted on page 46, the project will disturb more than one acre, so ConnDOT will need to register for the *General Permit for the Discharge of Stormwater and Dewatering Wastewaters*

12

Associated with Construction Activities. A site-specific Stormwater Pollution Control Plan meeting the requirements of the general permit must be prepared for the project but does not need to be submitted with the registration because there will be less than 10 acres of disturbance.

13

After a brief discussion of an EPA Voluntary Diesel Retrofit Program, page 68 states that “ConnDOT will require contractors to comply with current best management practices.” It is not clear whether measures similar to the Connecticut Clean Air Construction Initiative employed by ConnDOT for the Q-Bridge projects will be implemented. For construction projects in urban areas, the Department typically recommends the use of construction equipment that has the best available controls on diesel emissions. Equipment, such as diesel oxidation catalysts or particulate filters, or the use of ultra-low sulfur fuel (15 ppm sulfur) can be effective in reducing exhaust emissions. The Department 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.

An additional mitigation measure, compliance with Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies that limits the idling of mobile sources to 3 minutes, is noted on page 70. Use of posted signs indicating the three-minute idling limit is recommended. It is also recommended that contract specifications include language similar to the anti-idling regulations to allow enforcement of idling restrictions at the project site without the involvement of the Department..

14

The document does not mention any plans to better accommodate bicyclists at the railroad station. The Department endorses the recommendation for bicycle racks at Shore Line East facilities contained in the *South Central Regional Long Range Transportation Plan 2007 - 2035*. Adding bicycle parking to the station would be a low-cost, space-saving method of increasing train ridership. Long-term bicycle parking should provide commuters a secure and weather-protected place to store their bicycles. These can be an existing overhang or covered walkway, a special covering, weatherproof outdoor bicycle lockers, or an indoor storage area. The Department urges that provision of appropriate bicycle storage be included in the design for the upgraded Milford station.

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

cc: Robert Hannon, DEO/OPPD
Jeff Caiola, DEP/IWRD
Chris Malik, DEP/WPSD
Ellen Pierce, DEP/APSD

APPENDIX F

Responses to Comments

PUBLIC HEARING TRANSCRIPT COMMENTS AND RESPONSES

(Note: Refer to numbered comments in the right-hand margin of the transcript included in Appendix D. Many of the comments raised during the public hearing were responded to by project team members during the hearing. Those responses were used as the basis for the responses provided below.)

Comment #1 – Deborah Heinrich

Response: Comments noted and acknowledged. With funding available, CT DOT is committed to implementing the strategic infrastructure and service improvements currently planned for the Shore Line East (SLE) corridor so that it will be fully capable of meeting future commuter rail passenger needs. CT DOT recognizes the importance of mass transit not only as means to help alleviate existing traffic congestion, but also for its environmental and economic benefit to the state as a whole.

Comment #2 – Al Goldberg

Response: CT DOT has construction inspectors on site whose job it is to ensure that appropriate erosion and sedimentation controls are properly installed and maintained throughout the duration of construction. CT DOT believes it has been a good steward of Tuxis Pond during the construction of the 199-space surface parking lot, south-side high level rail platform, and passenger shelter; collectively referred to as Phase 1 of the Madison SLE Railroad Station project. For the Proposed Action being evaluated in this EIE (Phase 2), CT DOT is bound by the Connecticut Department of Environmental Protection's (CTDEP) 2002 Erosion and Sedimentation Control Standards as well as by CTDEP's 2004 Stormwater Quality Manual. The latter manual was not in place when Phase I was designed, so there will be additional stormwater treatment measures included with the Proposed Action (Phase 2) that will further improve runoff to natural water bodies such as Tuxis Pond.

Comment #3 – Al Goldberg

Response: The engineering for the site development is underway, and stormwater management measures are being thoroughly considered to ensure that runoff is controlled and treated before it discharges to the Tuxis Pond area. The drainage calculations and stormwater design, which will be available for review by the Town, will fully comply with the CTDEP's 2004 Stormwater Quality Manual.

Regarding potential infiltration of stormwater runoff on-site, the peat soil conditions and high groundwater table are not well suited for this type of stormwater management measure. Therefore, the design approach is to create swales and control structures that will collect and treat the runoff prior to it being discharged off-site. Site runoff that is handled by these swales and control structures will be from exposed paved surfaces as well as from the roof of the parking garage. Drainage from the interior levels of the parking garage will be conveyed by a separate enclosed system that will discharge into an underground oil/water separator tank that will be regularly pumped out.

With respect to the comment about previous contaminated soil conditions: during construction of the Phase 1 surface parking lot, considerable effort and expense went into removing contaminated soils for disposal at an off-site treatment/disposal facility. Suitable clean fill materials were brought on-site to replace the excavated soils. Thus, the Proposed Action site has been fully remediated by the actions undertaken during Phase 1 construction.

Comment #4 – Al Goldberg

Response: The oil/water separator will be regularly maintained and serviced by CT DOT. The Rail Operations Group contracts out maintenance services at facilities under their purview. These services include such items as snow plowing, trash removal, and parking garage oil/water separator pump-outs. Although there is no maintenance money set aside for this facility at the moment, CT DOT realizes that they are obligated to properly maintain facilities like the Madison Railroad Station at an annual cost.

Comment #5 – Al Goldberg

Response: One of the new procedures that CT DOT is obligated to do on projects that cost more than \$5 million is a high-performance building analysis (also referred to as a green building analysis). Although parking garages are exempt from Connecticut's green building statutes, CT DOT does analyze ways to incorporate environmentally friendly ("green") building design elements on projects, and this project is no exception. Solar lighting may not be an actual criteria in a high-performance building analysis, but these types of "green" building and site features will be considered as the design nears completion.

Comment #6 – Al Goldberg

Response: The 0.3-acre wetland impact reported in the EIE is a worst-case scenario based on an access road with a conventional 4:1 side slope. Design engineers are presently evaluating the feasibility of two other options for the access road that would minimize the amount of fill placed into the wetland located north of the railroad tracks. One option is to construct the access road with a 2:1 side slope and the other is to construct the access road using sheet piling placed along the northern (wetland) side of the access road. The option that best meets the needs of the project while minimizing impacts to wetlands will be incorporated in the final design and advanced into the permitting phase.

Comment #7 – Al Goldberg

Response: When dealing with wetlands the first goal is to try to avoid impacts altogether. If that is not possible, every effort will be made during design development to minimize impacts to the greatest extent practicable. This is presently being done with the evaluation of the access road design options as described in the response to comment #6. Hopefully, that effort will

reduce impacts to wetlands to less than the 0.3 acres reported in the EIE. Because CT DOT is bound by the wetland mitigation requirements and ratios established by the U.S. Army Corps of Engineers (ACOE), it is critical to know the exact amount of wetland acreage impacted and the affected functions and values. This information will dictate if mitigation is even required, and if so, guide the amount and type of mitigation that would be needed for this project. In developing a mitigation package, the ACOE has identified restoration of previously disturbed wetlands as the first priority, followed by enhancement, creation, and then by land preservation.

The search for a suitable mitigation site to offset wetland impacts associated with this project is underway. A hierarchical approach is typically followed when searching for a mitigation site. The first step is to look for a suitable mitigation site either directly on or immediately adjacent to the project site. Sometimes this is not possible, so the search is broadened to include the watershed where the wetland impact occurs. With respect to watershed boundaries, they are defined by CTDEP mapping and are based on topography and not town lines, so in some cases, suitable mitigation may not be found within the Town where the impact occurs. However, the objective is not to stray too far from the wetland impact as the closer you are to the impact site the greater the chance that the mitigation site may be able to replicate the wetland functions and values that were lost. So, in this case, staying within the Town of Madison is the objective.

The overall wetland mitigation process can be somewhat lengthy as it involves considerable coordination with both the ACOE and the CTDEP, both with respect to obtaining approval of the identified mitigation site as well as facilitating the review and approval of the final mitigation design package. This process does not hold up the EIE approval as it is handled primarily during the projects final design and permitting stage. However, it could affect the overall project schedule. For this reason, CT DOT is taking a proactive approach and getting started on the process now by conducting a search to identify suitable mitigation sites. Because local knowledge is important, CT DOT welcomes any information the Town could provide to help advance this search.

Comment #8 – Mike Ott

Response: As mentioned in the response to comment #3, the engineering for the site development is underway and is approximately 60% complete. Site stormwater management measures are being thoroughly considered to ensure that peak discharge rates are controlled so as not to exacerbate any downstream flooding problems, and to ensure that runoff is treated before it discharges to the Tuxis Pond area. The drainage calculations and stormwater design, which will be available for review by the Town, will fully comply with the CTDEP's 2004 Stormwater Quality Manual.

Comment #9 – Mike Ott

Response: CT DOT will soon be preparing a State Traffic Commission (STC) permit for the site so all local intersections and levels of service will be analyzed as part of that process.

Comment #10 – Mike Ott

Response: CT DOT's practice is to send milestone submissions to the town. When the 60% submission for the project site is delivered by the design consultant, CT DOT will forward it to Madison. As far as the pedestrian crosswalk near the station entrance on Bradley Road, this subject will need to be revisited. During Phase 1 of the new station, correspondence with Madison's Chief of Police indicated that a pedestrian crosswalk was not desired. Once the 60% design submission is complete, the STC application and review process will get underway. Any improvements to intersections and local roadways are at the discretion of the STC and the Town will play a role in the STC application approval process. CT DOT is obligated to implement the recommended improvements that are stipulated in the STC permit for this project.

WRITTEN COMMENTS RECEIVED FROM STATE AGENCIES, LEGISLATORS AND LOCAL OFFICIALS

Comment #11 – Connecticut Department of Environmental Protection

Response: CT DOT is committed to ongoing coordination with CTDEP during construction and permitting for the Proposed Action. The recommendations made in this comment letter regarding wetland mitigation will be addressed during final design. Refer to the response provided to comment #7 of the Public Hearing Transcript by Madison First Selectman Al Goldberg, for additional information.

Comment #12 – Connecticut Department of Environmental Protection

Response: CT DOT will coordinate stormwater details with the CTDEP during the permitting process to ensure that all stormwater issues raised by the CTDEP in this comment are adequately resolved. This includes among other items, the possible use of pervious asphalt on the loop road and access road. A site-specific Stormwater Pollution Control Plan meeting the requirements of the General Permit for the *Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* will be prepared for this project.

Comment #13 – Connecticut Department of Environmental Protection

Response: CT DOT will require contractors to comply with current best management practices. Best management practices include the control and abatement of dust, mist, smoke, vapor, gas, aerosol, other particulate matter, odorous substances and any combination thereof arising from project operations. CT DOT will recommend the use of ultra-low sulfur fuel, as well as the use of the most modern construction equipment (Tier II and Tier III). CT DOT will require the contractor to comply with the anti-idling requirements of Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies, while also recommending that a mitigation plan be developed to abate impacts to identified sensitive receptors, which include schools, hospitals, daycare etc. and the recommended use of truck staging areas.

Comment #13 – Connecticut Department of Environmental Protection

Response: The recommendation for additional bicycle parking and amenities is acknowledged and will be addressed during final design for the Proposed Action.

WRITTEN COMMENTS RECEIVED FROM THE PUBLIC

Note: There were no written comments submitted by the public during the November 18, 2008 to January 2, 2009 comment period.