

Appendix A: Air Quality and Noise Technical Report

Hartford Line Rail Project Enfield Station Air Quality and Noise Technical Report

PREPARED BY:



PREPARED FOR



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AIR QUALITY

INTRODUCTION

This section of the Technical Report presents a quantitative assessment of the potential impacts associated with the construction and operation of a new rail station in Enfield on local and regional air quality. Specifically, the new station would have the following:

- A 350-foot-long permanent platform and shelter on the east side of the tracks, including a parallel, temporary section of platform to provide access to the existing single track;
- An approximate 500-foot-long temporary section of gauntlet track for oversized freight just west of the existing track, from just south of Main Street to just north of the proposed station;
- The existing track would be realigned within the existing right-of-way (ROW) for a distance of approximately 2,200 feet north and south of the proposed of the station (4,400 feet total) to accommodate the single platform and eventually accommodate a second track;
- A total of approximately 80 parking spaces in a main parking area on the north side of Main Street and a second parking area on the south side of Main Street;
- A driveway From Main Street to the main parking area along with a kiss-and-ride drop off area;
- Landscaping and sidewalks from the main parking area to the platform;
- Bus lanes and space for bus layover;
- Modifications to a portion of the Bigelow Commons parking lot to replace some of the taking of parking space for the proposed station;
- Retaining walls to accommodate the new facilities,
- Replacement of the Main Street rail bridge to increase vertical clearance and improve pedestrian access; and removal of the Asnuntuck Street Bridge and construction of a cul-de-sac at the end of Asnuntuck Street; and
- Sidewalks from the main parking area, the kiss and ride, and bus passenger drop-off areas to the platform and the shelter, including moving the existing sidewalk on the south side of Main Street further to the south, adjacent to the ancillary parking lot.

The air quality assessment of the proposed Enfield rail station was prepared to comply with the requirements of the National Environmental Policy Act (NEPA) and the Clean Air Act (CAA).

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

The NEPA is a national policy that protects the quality of the human environment. The Council on Environmental Quality (CEQ) was created by the NEPA. CEQ regulations require a federal agency to evaluate and disclose potential environmental effects of an action prior to the action being implemented. Therefore, for this assessment, project-related emissions of criteria air pollutants and pollutant precursors, have been quantified for disclosure purposes, to comply with NEPA.

CLEAN AIR ACT (CAA)

The CAA established National Ambient Air Quality Standards (NAAQS) and rules for areas with pollutant levels exceeding the NAAQS. The purpose of the rules is to bring areas into compliance or maintain the air pollutant standards. The NAAQS are set by the United States Environmental Protection Agency (EPA) and are meant to safeguard public health and environmental welfare

against the detrimental effects of outdoor air pollution. There are two sets of standards—primary and secondary. Primary standards are health-based standards that protect the sensitive and at-risk population (e.g., persons with asthma, children, and the elderly). Secondary standards are welfare-based and designed to prevent decreased visibility and damage to animals, vegetation, and physical structures. The levels of six pollutants, referred to as criteria air pollutants, are regulated by the NAAQS. The pollutants are carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), and sulfur dioxide (SO₂). There are separate standards for two sizes of PM—PM with a diameter of 10 microns or less (PM₁₀) and PM with a diameter of 2.5 microns or less (PM_{2.5}). The NAAQS are summarized in **Table 1**.

Table 1. National Ambient Air Quality Standards

Pollutant	Primary / Secondary	Averaging Time	Level	Form
CO	Primary	8 hours	9 ppm	Not to be exceed more than once a year.
CO	Primary	1 hour	35 ppm	Not to be exceed more than once a year.
Pb	Primary and Secondary	Rolling 3-month average	0.15 µg/m ³	Not to be exceeded.
NO ₂	Primary	1 hour	100 ppb	98 th percentile of 1-hour daily maximum concentrations, averaged over 3 years.
NO ₂	Primary and Secondary	1 year	53 ppb	Not to be exceeded.
O ₃	Primary and Secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years.
PM _{2.5}	Primary	1 year	12 µg/m ³	Annual mean, averaged over 3 years.
PM _{2.5}	Secondary	1 year	15 µg/m ³	Annual mean, averaged over 3 years.
PM _{2.5}	Primary and Secondary	24 hours	35 µg/m ³	98 th percentile, averaged over 3 years.
PM ₁₀	Primary and Secondary	24 hours	150 µg/m ³	Not be exceeded more than once per year on average over 3 years.
SO ₂	Primary	1 hour	75 ppb	99 th percentile of 1-hour daily maximum concentrations, averaged over 3 years.
SO ₂	Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year.

Notes: ppb = parts per billion, ppm = parts per million, and µg/m³ = micrograms per cubic meter of air.

Source: EPA, National Ambient Air Quality Standards (NAAQS), <https://www.epa.gov/criteria-air-pollutants/naaqs-table>, accessed in September 2023.

MOBILE SOURCE AIR TOXICS (MSATS)

MSATs are emissions from mobile sources that are known, or suspected, to cause cancer or serious health and environmental effects. Currently, there are no standards that regulate levels of MSATs in the ambient (i.e., outdoor) air but EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors. The compounds are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While the Federal Highway Administration (FHWA) considers these the priority MSATs, the list is subject to change and may be adjusted in consideration of future EPA

rulings. Importantly, as a result of the EPA's national control programs, MSATs are projected to reduce more than 76 percent from 2020 to 2060.¹

GREENHOUSE GASES (GHG)

Although there are currently no Federal standards for greenhouse gas (GHG)² emissions, it is well-established that GHG emissions can affect climate. Consistent with Executive Order 13990, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*, the CEQ issued interim NEPA Guidance on Consideration of Greenhouse Gas Emissions and Climate Change.

Per CEQ guidance, GHG emissions should be quantified in a NEPA document when there is a reason to quantify emissions for air quality purposes. Although there are no threshold of significance for climate, for this assessment GHGs have been quantified for informational purposes.

EXISTING CONDITIONS

The EPA designates areas as either meeting (i.e., being in attainment of) or not meeting (i.e., being nonattainment for) each NAAQS. An area that is in transition from being nonattainment for a standard to attainment for the standard are, for a 20-year period, designated maintenance. The Enfield rail station is in Hartford County, Connecticut. All of Hartford County is designated by the EPA to be a moderate nonattainment area for the 2015 O₃ NAAQS, a serious nonattainment area for the 2008 O₃ NAAQS, and an attainment area for all other NAAQS.³ Notably, according to Connecticut's Department of Energy and Environmental Protection (DEEP), the O₃ nonattainment status is mainly due to the transport of the precursors to O₃ (nitrogen oxides (NO_x) and volatile organic compounds (VOC)) from the New York metropolitan area. In the presence of sunlight, the precursors form O₃ as the emissions cross into Connecticut.

The state of Connecticut is part of the Ozone Transport Region (OTR). States within the OTR are required to use certain emission control measures to reduce the O₃ precursors. The controls include, but are not limited to, the use of clean fuels for boilers, vapor recovery (or equivalent) for vehicle refueling, Reasonable Available Control Technology (RACT) for surface coating, and a vehicle inspection/maintenance program.

Connecticut's Department of Energy and Environmental Protection (DEEP) is responsible for protecting and enhancing the quality of the air within Hartford County and other areas of the state. DEEP prepares a State Implementation Plan (SIP) which is a collection of regulations, all approved by the EPA, to bring the nonattainment and maintenance areas within the state into compliance with the NAAQS. Using specialized instrumentation, DEEP's Bureau of Air Management also monitors air quality conditions throughout Connecticut.

Table 2 provides measured levels of CO, NO₂, O₃, PM_{2.5}, PM₁₀ and SO₂ for the years 2019 through 2022 from the air monitoring stations that are closest to Enfield. Notably, there are no monitors in or close to Enfield at which the DEEP has recently measured levels of Pb, and the closest National Air Toxics Trends Station is in Providence, Rhode Island (approximately 100 miles east of Enfield). As shown in Table 2, from 2019 through 2022, there have not been any exceedances of the NAAQS for the monitored pollutants.

¹ Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, January 18, 2023.

² GHG emissions consist of carbon dioxide (CO₂), nitrous dioxide (N₂O) and methane (CH₄).

³ CFR Title 40, Chapter I, Subchapter C, Part 81, Subpart C (§ 81.307), <https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-81/subpart-C/section-81.307>.

Table 2. Air Monitoring Data^a

State / County	Location	Dist./ Dir.	Poll.	NAAQS Primary/ Secondary	NAAQS Avg. Time	NAAQS Standard	2019	2020	2021	2022	Exceeds NAAQS?
Connecticut/ Hartford	10 Huntley Place	16 miles/ SSW	CO	Primary	8-hrs	9 ppm	1.1	1.6	1.1	1.2	No
Connecticut/ Hartford	10 Huntley Place	16 miles/ SSW	CO	Primary	1-hr	35 ppm	1.3	2.0	1.6	1.6	No
Connecticut/ Hartford	10 Huntley Place	16 miles/ SSW	PM ₁₀	Primary & Secondary	24-hrs	150 µg/m ³	56	75	63	63	No
Connecticut/ Tolland	Route 190 (Shenipsit State Forest)	10 miles/ East	O ₃	Primary & Secondary	8-hrs	0.070 ppm	0.073	0.063	0.067	0.068	No ^b
Mass./ Hampden	600 Liberty Street	12 miles/ North	NO ₂	Primary	1-hr	100 ppb	46	50	45	53	No
Mass./ Hampden	600 Liberty Street	12 miles/ North	NO ₂	Primary & Secondary	Annual	53 ppb	10	10	10	10	No
Mass./ Hampden	600 Liberty Street	12 miles/ North	PM _{2.5}	Primary	Annual	12 µg/m ³	8	9	9	8	No
Mass./ Hampden	600 Liberty Street	12 miles/ North	PM _{2.5}	Secondary	Annual	15 µg/m ³	8	9	9	8	No
Mass./ Hampden	600 Liberty Street	12 miles/ North	PM _{2.5}	Primary & Secondary	24-hrs	35 µg/m ³	17	22	21	19	No
Mass./ Hampden	600 Liberty Street	12 miles/ North	SO ₂	Primary	1-hr	75 ppb	3	5	2	2	No

Notes: Dist./Dir. = distance and direction, SSW = south-southwest, CO = carbon monoxide, NO₂ = nitrogen dioxide, PM₁₀ = PM with a diameter of 10 microns or less, PM_{2.5} = PM with a diameter of 2.5 microns or less, O₃ = ozone, SO₂ = sulfur dioxide, ppb = parts per billion, ppm = parts per million, and µg/m³ = micrograms per cubic meter of air.

^a Where duplicate monitors are located at the same monitoring station; the highest measured concentration is reported.

^b To be considered an exceedance, the annual fourth-highest daily maximum 8-hour concentrations, averaged over 3 years, must exceed the NAAQS.

Source: EPA, extracted September 8, 2023, Air Data: Air Quality Data Collected at Outdoor Monitors Across the US, <https://www.epa.gov/outdoor-air-quality-data>.

CAA REQUIREMENTS FOR NONATTAINMENT AND MAINTENANCE AREAS

Proposed projects within air pollutant nonattainment and maintenance areas that are developed, funded, or approved under Title 23 of the United States Code (23 U.S.C.) or the Federal Transit Act (49 U.S.C. 1601 et seq.) are subject to the requirements of Title 40, Part 93 of the Code of Federal Regulations (40 CFR 93). 40 CFR 93 prohibits the federal government from providing financial assistance for, or approving, any activity that does not conform to a SIP.

There are two CAA SIP conformity rules. When a proposed action requires approval, funding, or implementation by either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) the Transportation Conformity Rule is applicable. All other projects are subject to the General Conformity Rule. Because the construction of the Enfield rail station would require input and/or approval of the Federal Railroad Administration (FRA), the proposed project is subject to the General Conformity Rule. Under the General Conformity Rule, project-related emissions of applicable nonattainment/maintenance pollutants are compared to *de minimis* level thresholds. If project-related emissions are below the *de minimis* levels the project can be assumed to conform to Connecticut's SIP. If the emissions exceed the thresholds, a formal SIP conformity determination would be required. Because the proposed project is located in a nonattainment area for O₃, a General Conformity Applicability Analysis was performed. *De minimis* levels for the Enfield rail station project are presented in **Table 3**. The thresholds for O₃ are a result of the moderate and serious nonattainment status for the pollutant and because Connecticut is inside the OTR.

Table 3. General Conformity *de minimis* Thresholds

Pollutant Standard	Status	Precursor	Tons/Year
2015 O ₃	Moderate Nonattainment	VOC	50
2015 O ₃	Moderate Nonattainment	NO _x	100
2008 O ₃	Serious Nonattainment	VOC and NO _x	50

Notes: O₃ = ozone, NO_x = nitrogen oxides, and VOC = volatile organic compounds (VOC).

Source: EPA, General Conformity – De Minimis Table, <https://www.epa.gov/general-conformity/de-minimis-tables>.

Connecticut's Capitol Region Council of Governments (CRCOG), in cooperation with the U.S. Department of Transportation (DOT) and Connecticut's DOT (CTDOT) identify and evaluate how the multi-modal transportation system will meet the region's goals. A new Enfield rail station is recommended in CRCOG's Metropolitan Transportation Plan (MTP) for the Capitol Region (Project No. 320-0005PE/Station and 320-0008PE/Track) and the MTP meets the requirements of the CAA Transportation Conformity Rule; therefore, no analysis for Transportation Conformity is required.^{4,5}

EMISSIONS ANALYSIS

Construction and operational emission inventories were prepared to evaluate the level of criteria air/precursor pollutants and GHGs that would result from the proposed Enfield rail station. The following presents the methodologies used to prepare the inventories and presents the inventory results.

Construction Emissions

The construction emissions inventory was prepared for the years 2025 through 2027. Two sources were considered—off-road equipment/vehicles required to construct the new Enfield passenger rail station and the on-road material hauling and construction work vehicles that would travel to/from the construction site. The project equipment usage factors, sizes, types, and number of off-road construction equipment and on-road vehicles were estimated based on construction plans developed for the proposed Project. On-road vehicles included both construction material supply trips and construction worker commute trips. Emission factors for both off- and on-road equipment/vehicles were obtained from Version 4 of EPA's Motor Vehicle Emissions Simulator (MOVES) model.

⁴ CRCOG, Metropolitan Transportation Plan, Long Range Transportation Plan for the Capitol Region, and Appendices, 2023-2050. Adopted April 26, 2023, https://crocog.org/wp-content/uploads/2023/05/FINAL_CRCOG_MTP_2023-2050_Report.pdf and https://crocog.org/wp-content/uploads/2023/05/FINAL_CRCOG_MTP_2023-2050_Appendices.pdf.

⁵ CRCOG, Metropolitan Transportation Plan, Long Range Transportation Plan for the Metro-Hartford Capitol Region, and Appendices. Adopted April 3, 2019, https://crocogconnect2045.com/wp-content/uploads/2019/04/CRCOG-MTP-2019-update_Full-Report.pdf and https://crocogconnect2045.com/wp-content/uploads/2019/04/Appendices_Final.pdf.

Attachment A provides further details on the types and usages of the project-related off-road construction equipment and on-road vehicles as well as the associated emission factors.

Fugitive emissions resulting from site preparation, land clearing, material handling, equipment movement on unpaved areas; and from paving activities were also estimated. The fugitive dust emissions were calculated using emission factors within EPA's *Compilation of Air Pollutant Emission Factors* (AP-42). Emissions from paving activities were developed using EPA guidance on asphalt paving.⁶

The results of the 2025, 2026, and 2027 construction inventories are provided in **Tables 4, 5 and 6**, respectively. As shown, the level of emissions varies by pollutant/precursor and by year. As also shown, the short-term increase in the O₃ precursors would be below the CAA *de minimis* thresholds. As such, the project's construction-related emissions can be assumed to conform to Connecticut's SIP.

Table 4. Air Pollutant/Precursor Construction Emissions (Tons) - 2025

Source	CO	NO _x	VOC	PM ₁₀	PM _{2.5}	SO ₂
Off-Road Equipment/Vehicles	0.46	1.74	0.10	0.08	0.07	<0.01
On-Road Vehicles and Worker Vehicles	2.39	1.27	0.14	0.12	0.05	<0.01
Fugitive Dust	--	--	--	1.31	0.13	--
Paving Activities	--	--	1.76	--	--	--
Total	2.86	3.01	2.01	1.50	0.25	<0.01
Exceeds De Minimis?	--	No	No	--	--	--

Table 5. Air Pollutant/Precursor Construction Emissions (Tons) - 2026

Source	CO	NO _x	VOC	PM ₁₀	PM _{2.5}	SO ₂
Off-Road Equipment/Vehicles	0.42	1.75	0.10	0.07	0.07	<0.01
On-Road Vehicles and Worker Vehicles	1.73	1.04	0.10	0.09	0.03	<0.01
Fugitive Dust	--	--	2.35	1.75	0.17	--
Total	2.15	2.79	0.26	1.91	0.28	<0.01
Exceeds De Minimis?	--	No	No	--	--	--

Table 6. Air Pollutant/Precursor Construction Emissions (Tons) - 2027

Source	CO	NO _x	VOC	PM ₁₀	PM _{2.5}	SO ₂
Off-Road Equipment/Vehicles	0.54	1.89	0.12	0.09	0.08	<0.01
On-Road Vehicles and Worker Vehicles	1.84	1.05	0.09	0.10	0.03	<0.01
Fugitive Dust	--	--	--	0.16	0.02	--
Total	2.38	2.94	0.21	0.35	0.13	<0.01
Exceeds De Minimis?	--	No	No	--	--	--

Emissions from construction activities can be minimized by employing the Best Management Practices (BMPs) detailed in CTDOT's Standard Specification for Roads, Bridges, Facilities, and Incidental Construction publication.⁷ The BMPs include, but are not limited, to the following:

- Reducing exposed erodible surface areas,
- Covering exposed surface areas with pavement or vegetation in an expeditious manner,
- Periodic watering of unpaved surfaces,

⁶ EPA, *Emission Inventory Improvement Program, Asphalt Paving*, Chapter 17, Volume III, April 2001.

⁷ The CTDOT - *Standard Specifications for Roads, Bridges, Facilities and Incidental Construction*, Form 818 dated January 2020, [https://portal.ct.gov/-/media/DOT/documents/dconstruction/specs_section/000_Form818_2020_Color-\(1\).pdf](https://portal.ct.gov/-/media/DOT/documents/dconstruction/specs_section/000_Form818_2020_Color-(1).pdf).

- Reducing equipment idling times,
- Reducing vehicles speeds onsite,
- Ensuring contractor knowledge of appropriate fugitive dust and equipment exhaust controls,
- Use of low- or zero-emissions equipment,
- Use of covered haul trucks during materials transportation, and
- Suspending construction activities during high-wind conditions.

Tables 7, 8 and 9 present the GHG emissions associated with the construction of the proposed project in metric tons of CO₂ equivalent (CO₂e) for construction years 2025, 2026, and 2027, respectively. The CO₂e were derived using Global Warming Potentials (GWPs) of one for CO₂, 28 for methane (CH₄), and 265 for nitrous oxide (N₂O). GWPs are used to derive CO₂e for the purpose of comparing the relative climate effects of the other GHGs. Similar to the air quality analysis, construction-related GHG emissions were computed for on-road vehicles and off-road construction equipment. As shown, the greatest level of GHG emissions is estimated to occur in the year 2025.

Table 7. GHG Construction Emissions (Metric Tons of CO₂e) - 2025

Source	CO ₂	CH ₄	N ₂ O	Total
Off-Road Equipment/Vehicles	656	<1	<1	656
On-Road Vehicles and Worker Vehicles	545	<1	13	559
Total	1,201	<1	13	1,215

Table 8. GHG Construction Emissions (Metric Tons of CO₂e) - 2026

Source	CO ₂	CH ₄	N ₂ O	Total
Off-Road Equipment/Vehicles	702	<1	<1	703
On-Road Vehicles and Worker Vehicles	453	<1	12	465
Total	1,155	<1	12	1,168

Table 9. GHG Construction Emissions (Metric Tons of CO₂e) - 2027

Source	CO ₂	CH ₄	N ₂ O	Total
Off-Road Equipment/Vehicles	449	<1	<1	449
On-Road Vehicles and Worker Vehicles	382	<1	10	392
Total	830	<1	10	841

Construction activities would temporarily increase MSAT emissions. Measures to reduce construction-related MSAT emissions include reducing vehicle/equipment idling times and reducing/consolidating the number of worker-related trips to/from the construction site.

Operational Emissions

An operational emission inventory was prepared to evaluate the change in emissions of motor vehicles, buses, and trains due to the proposed project. Emissions were estimated for criteria air pollutants/precursors, GHGs, and MSATs for the future year (2030) with (Build Alternative) and without (No Build Alternative) the proposed project. The methodology and assumptions used to prepare the emission estimates of each source is detailed below.

- Motor Vehicles - Emissions from motor vehicles travelling to and from the proposed Enfield station were estimated based on forecasted Average Annual Daily Traffic (AADT) volumes

provided by CTDOT⁸, emission factors, and travel distances (i.e., roadway segment lengths) obtained from aerials. Emission factors were obtained from Version 4 of EPA’s MOVES and were assumed to be gasoline-fueled passenger cars. To be conservative, the default national database that contains data specific to Hartford County was used and the roadways evaluated were assumed to be urban unrestricted access roadways.

- **Buses** - Emissions from buses traveling to and from the proposed Enfield station and idling at the station to allow passenger pick-up/drop-off were estimated based on the number of bus trips, and emission factors. Bus trips were based on the existing schedule for Enfield’s Transit Magic Carpet buses. Emission factors for the buses were developed using MOVES and assumed to be gasoline-fueled transit buses. Each bus was also assumed to idle at the station for three minutes.
- **Trains** - Emissions from idling trains at the Enfield station are based on the number and type of trains and emission factors. For the assessment, the assumption was made that 20 CTDOT trains would stop at Enfield station a day, each idling for a minute. It was assumed that the CTDOT trains are 4,000 horsepower diesel-powered locomotives. Emission factors were estimated using EPA’s *Emission Factors for Locomotives and Locomotive Emission Standards* Regulatory Support Documents for Tier 1 diesel-powered locomotives.⁹ The Amtrack and Freight trains are not expected to be stopping at the proposed station, therefore were not included in the analysis. Additionally, because there is no increase in rail service associated with the proposed project, emissions associated with the CTDOT, Amtrack and Freight trains passing the station were also not evaluated.

Tables 10 and 11 respectively present the net increase in criteria air pollutants/precursors and GHGs emissions (i.e., the difference between the Build and No-Build Alternatives) due to the operation of the sources (i.e., motor vehicles, buses, and trains) associated with the proposed project. As shown in Table 10, the increase in the O₃ precursors (i.e., NO_x and VOC) is below the CAA *de minimis* thresholds. As such, the project can be assumed to conform to Connecticut’s SIP. As shown in Table 11, total GHG emissions amount to 126 metric tons of CO₂e.

Table 10. Air Pollutant/Precursor Operational Emissions Inventory (Tons) - 2030

Source/Mode	CO	NO _x	VOC	PM ₁₀	PM _{2.5}	SO ₂
Motor Vehicles - Cruise	1.15	0.02	0.03	0.02	<0.01	<0.01
Buses - Cruise	0.07	<0.01	<0.01	<0.01	<0.01	<0.01
Buses - Idling	0.14	<0.01	0.01	<0.01	<0.01	<0.01
Trains - Idling	<0.01	0.02	<0.01	<0.01	<0.01	<0.01
Total	1.36	0.04	0.04	0.02	<0.01	<0.01
Exceeds De Minimis?	--	No	No	--	--	--

Table 11. GHG Operational Emissions (Metric Tons of CO₂e) - 2030

Source/Mode	CO ₂	CH ₄	N ₂ O	Total
Motor Vehicles - Cruise	110	<1	<1	110
Buses - Cruise	6	<1	<1	6
Buses - Idling	9	<1	<1	9
Trains - Idling	1	<1	<1	1
Total	126	<1	<1	126

⁸ CTDOT, New Haven – Hartford – Springfield Rail Program (State Project No. 170-2296), *Draft Technical Paper for Traffic Operations Analysis*, March 2023.

⁹ EPA, *Emission Factors for Locomotives* (EPA-420-F-09-025, April 2009), and *Locomotive Emission Standards* (EPA-420-R-98-101, April 1998).

As shown in **Table 12**, the proposed project is forecast to increase the total vehicle-miles-travelled (VMT) in the full build year 2030 by 4 percent (%). The increase in VMT would result in a higher level of operational-related MSAT emissions within the study area when compared to the No Build Alternative. While the project would increase MSATs, the EPA-projected reductions in MSATs nationally are so significant (even when accounting for growth in VMT) that MSAT emissions in the study area are likely to be lower in the future when compared to existing levels both with and without the proposed Enfield rail station.

Table 12. Vehicle-Miles-Travelled (VMT) - 2030

Source	No Build	Build	% Change No Build to Build
Motor Vehicles	7,532,273	7,845,426	4%

NOISE

INTRODUCTION

The sources of noise evaluated for the proposed Enfield station would result from construction activities, vehicles entering/exiting the station’s parking facilities, and train horn noise. The noise analysis was prepared using guidance from the FTA Transit Noise and Vibration Impact Assessment Manual (FTA Manual), the FRA High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA Manual), and the FHWA Roadway Construction Noise Model (RCNM) User’s Guide. Notably, there would be no increase in rail service as a result of the proposed station.

Noise and vibration impact criteria were obtained from the FTA Manual based on a property’s Land Use Category. The background noise level in the potentially impacted area was also estimated using data from the FTA Manual.

CONSTRUCTION NOISE AND VIBRATION

Estimates of the noise levels that would result from construction of the proposed Project were prepared. The construction equipment noise levels were obtained from the FHWA RCNM. The nearest residential land uses to the major project components were evaluated as receptor sites. For the proposed station, a property located approximately 200 feet from the proposed station’s platform (i.e., the Bigelow Commons apartments), was used as a noise receptor site. Receptors analyzed for other project components include a residential property located approximately 35 feet from the tracks and a residential property located 100 feet from the railroad bridges over Main Street and Freshwater Brook. Construction noise estimates were prepared for each receptor for the years 2025 through 2027. The sources of construction-related noise were assumed to be the off-road equipment/vehicles required to construct the proposed project, the on-road material haul trucks, and construction employee vehicles that would travel to/from the site.

There are currently no standardized criteria for assessing construction noise impacts. For the assessment of the Enfield station, the following criteria were used:

- The FTA Manual lists an hourly average construction noise criteria of 90 decibels on the “A” weighted scale (dB(A)) during the day and 80 dB(A) at night (10PM to 7AM) for residential land uses. Construction activities to implement the proposed Station would not occur during

nighttime hours, therefore predicted hourly average construction noise levels were only compared to FTA’s daytime criteria.¹⁰

- The CTDOT Standard Specifications for Road, Bridges, Facilities, and Incidental Construction Form 818 states that the maximum allowable level of construction noise at a residence nearest the construction site shall be 90 dB(A).

Noise levels were predicted at the three noise sensitive receptors described above: the Bigelow Commons apartments, a residential property located approximately 35 feet from the tracks, and a residential property located 100 feet from the railroad bridges over Main Street and Freshwater Brook. As shown in **Table 13**, the results of the analysis indicate that there would be no exceedances of the FTA’s or CTDOT’s construction noise criteria.

Table 13. Predicted Construction Noise Level (dB(A))

Location	Hourly Average	Maximum
Bigelow Commons apartments 200 feet from platform	76	81
Residence 35 feet from tracks	85	87
Residence 100 feet from railroad bridges	83	89
Criteria	90	90
Exceeds Criteria?	No	No

To construct the proposed station, rollers, dozers, drill rigs, pile drivers, impact hammers, and other vibration generating equipment could be used. This equipment has the potential to cause vibration impacts that result in building damage or annoyance. The potential for a vibration impact during trackwork construction was assessed for the residences adjacent to the tracks located north and south of the proposed Station. The nearest of these residences is located about 35 feet from the tracks, the same distance as the Bigelow Commons apartments, the closest noise-sensitive land use to the proposed Station’s main parking area. Also, the potential for a vibration impact during railroad bridge construction was assessed for the nearest residence to the bridges over Main Street and Freshwater Brook, located about 100 feet away.

A quantitative construction vibration analysis was conducted following the procedures in the FTA Manual. The results of the vibration analysis for the trackwork and railroad bridge construction equipment was compared to the FTA construction vibration damage criteria of a Peak Particle Velocity (PPV) of 0.2 inches per second (in/sec) for non-engineered timber and masonry buildings. The results of the vibration analysis show that the PPV for the trackwork and bridge construction would be 0.13 in/sec and 0.19 in/sec, respectively. Since the results are below the FTA criteria, no vibration-related impacts predicted to occur due to the construction of the proposed Project.

STATION PARKING FACILITY NOISE

The noise screening procedure was used to identify noise-sensitive land uses in the vicinity of the proposed primary parking facility on the north side of Main Street and a secondary parking facility on the south side of Main Street. Based on the data from the FTA Manual, the screening distance for parking facilities is 125 feet. There are residential land uses (Land Use Category 2) within this screening distance from an existing parking area that would be the primary parking area for the proposed station. The screening distance was adjusted using the FTA Noise Impact Assessment Spreadsheet (FTA Spreadsheet) as part of the General Noise Assessment procedure. The procedure

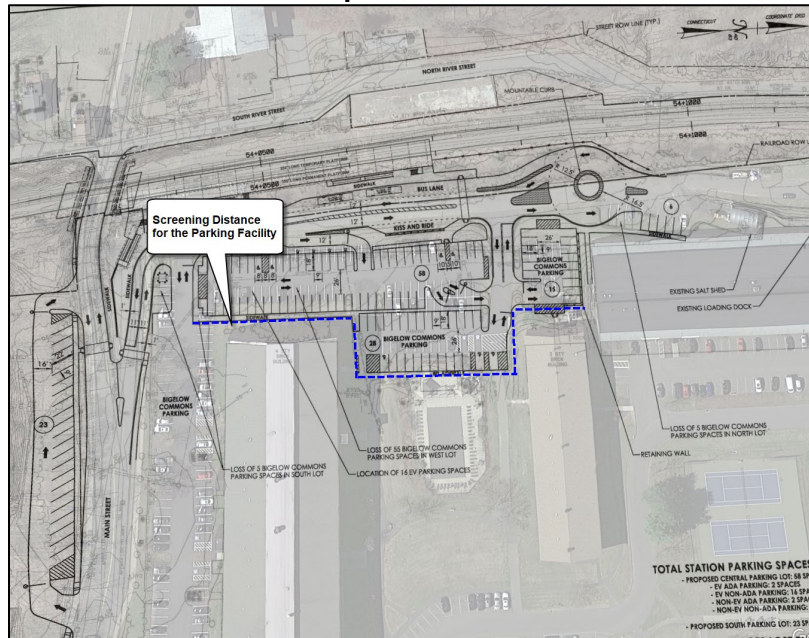
¹⁰ Project construction is expected to occur between late spring 2025 and the end of 2027. Daytime work windows are scheduled between Hartford and Springfield between April 1 and November 1 in 2025 and 2026 and are expected to be used by contractors for the proposed work, thereby avoiding nighttime work.

was used to analyze potential noise impacts to residents of Bigelow Commons located approximately 35 feet east from the nearest edge of the primary parking facility.

A daytime peak hour traffic volume of 80 automobiles per hour and the nighttime peak hour traffic volume of 5 automobiles per hour was used. Additionally, a daytime peak hour volume of 2 buses per hour was also used. The results of the analysis show that the distance to the moderate impact contour is at the back of sidewalk or the boundary of the parking facility, as shown in **Figure 1**. The distance to the severe impact contour does not extend beyond the parking lot. As such, since there are no noise-sensitive land uses within the adjusted screening distance, there are no noise impacts due to the parking facility.

The secondary parking facility on the south side of Main Street is approximately 160 feet from the nearest noise-sensitive land use. Therefore, this parking facility passes the screening procedure, and no further noise analysis is needed.

Figure 1. Parking Facility Noise Screening Distance at the Proposed Enfield Station



TRAIN HORN NOISE

The potential impact of the two short horn bumps (toots) that would be made by the engineer just prior to the train leaving the proposed Enfield station was evaluated. The two short toots are consistent with the practice of CTDOT trains currently operating at other passenger stations on the Hartford Line. The potential impact of horns sounded by trains passing through the station without stopping (i.e., Amtrak and freight trains) was also evaluated. The FTA's Stationary Noise Model was used to assess these potential horn impacts.¹¹ The stationary noise model considers the time duration of the noise source (horns), the number and time of day or night that the noise would occur, and the existing background noise level. The predicted sound levels are then evaluated for compliance against FTA community noise criteria to determine if there would be either a "severe" or "moderate" noise impact.

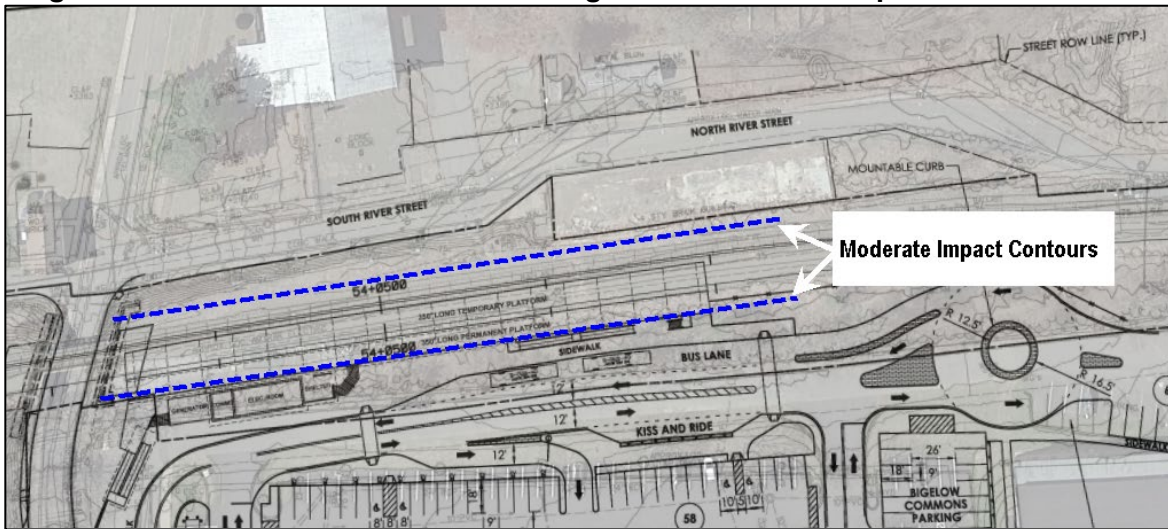
To assess train horn noise, a horn sound emission level of 113 dB(A) Sound Exposure Level (SEL) was entered into the FTA's model, per the FRA Manual. The land use type is residential (Land Use Category 2), the split between daytime and nighttime events for CTDOT trains was assumed to be 17 and 3, respectively, and the split between daytime and nighttime events for the combined Amtrak and freight trains was assumed to be 19 and 8, respectively. The background noise level was assumed to be 60 dB(A), based on the FTA Manual. The duration of the two toots and the horns sounded by passing trains was assumed to be two seconds per event, which is conservative.

For the horn toots, the distance to the severe impact contour is predicted to be 12 feet and the distance to the moderate impact contour is 20 feet. For the horns sounded by passing trains, the distance to the severe impact contour is predicted to be 16 feet and the distance to the moderate impact contour is 27 feet. All of these distances would remain within the proposed station's boundary; thus, no noise-sensitive land uses would be impacted by train horn noise. **Figure 2** shows the

¹¹ When passing through stations, train horns are sounded for a second or two, thus the stationary horn model is more appropriate than the FRA Horn Model, which assumes a horn is blasting for up to 20 seconds and 0.25 miles.

maximum distance of 27 feet from the tracks to the moderate impact contour for horns sounded by passing trains.

Figure 2. Maximum Horn Noise Screening Distance at the Proposed Enfield Station



ATTACHMENT A – AIR QUALITY

Table A-1 presents the off-road construction equipment data (i.e., equipment type, horsepower, load and usage factors, days-of-use, and hours of operation) developed to evaluate the level of O₃ precursors that would result from the construction of the proposed Project for construction years (2025 through 2027). All off-road construction equipment was assumed to be diesel fueled.

Table A-1: Off-road Construction Equipment

Off-Road Equipment	Horsepower	Load Factor	Usage Factor	2025 Days-of-Use	2025 Hours of Operation	2026 Days-of-Use	2026 Hours of Operation	2027 Days-of-Use	2027 Hours of Operation
Air Compressor	100	0.43	0.31	250	2,500	300	3,000	100	1,000
Bore / Drill Rigs	175	0.43	0.18	160	1,600	140	1,400	40	400
Cement & Mortar mixers	600	0.59	0.11	190	1,900	200	2,000	130	1,300
Chippers / Stump Grinders	100	0.43	0.18	40	400	40	400	0	0
Concrete / Industrial Saws	40	0.59	0.22	150	1,500	180	1,800	100	1,000
Cranes	300	0.43	0.38	300	3,000	340	3,400	180	1,800
Crawler Tractor / Dozers	175	0.59	0.36	130	1,300	150	1,500	80	800
Excavators	175	0.59	0.42	200	2,000	250	2,500	100	1,000
Forklifts	100	0.59	0.65	350	3,500	410	4,100	350	3,500
Generator Sets	40	0.43	0.13	250	2,500	350	3,500	180	1,800
Graders	300	0.59	0.37	60	600	80	800	55	550
Off-highway Trucks	600	0.59	0.63	130	1,300	160	1,600	100	1,000
Other Construction Equipment	175	0.43	0.23	180	1,800	180	1,800	150	1,500
Other General / Railroad Equipment	175	0.43	0.32	100	1,000	120	1,200	50	500
Pavers	175	0.59	0.19	15	150	20	200	30	300
Plate Compactors	6	0.43	0.06	250	2,500	140	1,400	100	1,000
Pressure Washers	25	0.43	0.16	120	1,200	100	1,000	60	600
Pumps	11	0.43	0.36	150	1,500	135	1,350	60	600
Rollers	100	0.59	0.29	250	2,500	200	2,000	85	850
Rubber Tire Loaders	175	0.59	0.29	250	2,500	200	2,000	150	1,500
Skid Steer Loaders	75	0.21	0.31	100	1,000	60	600	60	600
Surfacing Equipment	25	0.59	0.22	110	1,100	100	1,000	100	1,000
Sweepers / Scrubbers	175	0.43	0.47	180	1,800	50	500	100	1,000
Tractors / Loaders / Backhoes	100	0.21	0.44	300	3,000	300	3,000	225	2,250
Trenchers	75	0.59	0.23	150	1,500	50	500	100	1,000

Note: Hours of operation based on ten hours per day per equipment.

Source: WSP and CMT, 2024.

Table A-2 presents the on-road vehicle data including vehicle type, fuel type and vehicle-miles-travelled (VMT) needed to implement the proposed Project for the construction years 2025 through 2027. Notably, on-road vehicles included both construction material supply trips and construction worker commute trips.

Table A-2: On-road Construction Vehicles

On-Road Vehicles	Fuel Type	2025 Days-of-Use	2025 VMT	2026 Days-of-Use	2026 VMT	2027 Days-of-Use	2027 VMT
Passenger Commuter Car	Gasoline	700	273,000	500	195,000	440	171,600
Passenger Commuter Truck	Diesel	500	273,000	500	195,000	440	171,600
Delivery / Haul / Dump / Water Trucks	Diesel	350	125,000	300	75,000	345	86,250
Tractor Trailers	Diesel	700	87,500	450	112,500	330	82,500

Note: VMT = Vehicle-Miles-Travelled. Commuter-related VMT based on 26 workers travelling per day a 15-mile roundtrip. Material delivery/supply VMT based on hours of operation (i.e., ten hours per day per equipment) and a travelling speed of 25 miles per hour.

Source: WSP and CMT, 2024.

Tables A-3, A-4, and A-5 present the emission factors for the off-road construction equipment for 2025, 2026, and 2027, respectively. The on-road vehicles developed for the construction emissions inventories for 2025, 2026 and 2027 are presented in **Tables A-6, A-7, and A-8**, respectively.

Table A-3: Off-Road Construction Equipment Emission Factors (grams per horsepower hour) - 2025

Off-Road Equipment	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	VOC	CO ₂	CH ₄
Air Compressor	0.365	1.649	0.002	0.055	0.054	0.070	574.167	0.006
Bore / Drill Rigs	0.901	3.447	0.002	0.160	0.155	0.231	539.684	0.012
Cement & Mortar mixers	1.705	4.060	0.002	0.261	0.253	0.402	564.090	0.021
Chippers / Stump Grinders	1.017	2.506	0.002	0.206	0.200	0.240	551.561	0.006
Concrete / Industrial Saws	0.482	2.059	0.002	0.059	0.057	0.096	591.824	0.010
Cranes	0.155	0.638	0.001	0.029	0.028	0.036	533.248	0.002
Crawler Tractor / Dozers	0.143	0.639	0.001	0.026	0.025	0.026	539.750	0.002
Excavators	0.085	0.389	0.001	0.017	0.017	0.018	541.903	0.001
Forklifts	0.085	1.043	0.002	0.013	0.012	0.020	573.987	0.003
Generator Sets	1.179	3.283	0.002	0.194	0.188	0.290	568.453	0.016
Graders	0.073	0.243	0.001	0.016	0.016	0.015	537.656	0.001
Off-highway Trucks	0.082	1.411	0.001	0.020	0.020	0.029	536.747	0.002
Other Construction Equipment	0.565	1.373	0.002	0.080	0.078	0.078	537.612	0.005
Other General / Railroad Equipment	1.566	2.610	0.002	0.276	0.268	0.382	635.491	0.019
Pavers	0.155	0.715	0.001	0.028	0.027	0.028	550.753	0.003
Plate Compactors	2.219	4.085	0.002	0.233	0.226	0.677	588.427	0.059
Pressure Washers	1.204	3.364	0.002	0.190	0.184	0.326	554.951	0.014
Pumps	1.280	3.353	0.002	0.217	0.211	0.311	567.955	0.017
Rollers	0.267	0.959	0.002	0.043	0.042	0.045	559.602	0.004
Rubber Tire Loaders	0.222	0.831	0.001	0.039	0.038	0.039	539.931	0.003
Skid Steer Loaders	4.216	4.468	0.002	0.601	0.583	0.813	692.752	0.036
Surfacing Equipment	0.809	2.230	0.002	0.108	0.105	0.124	555.193	0.008
Sweepers / Scrubbers	0.130	0.768	0.001	0.022	0.021	0.027	553.024	0.003
Tractors / Loaders / Backhoes	1.832	2.429	0.002	0.285	0.277	0.389	664.922	0.021
Trenchers	0.434	1.900	0.002	0.057	0.055	0.078	577.636	0.008

Note: MOVES does not generate emission factors for N₂O for off-road construction equipment.

Source: EPA, MOVES4.

Table A-4: Off-Road Construction Equipment Emission Factors (grams per horsepower hour) - 2026

Off-Road Equipment	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	VOC	CO ₂	CH ₄
Air Compressor	0.321	1.564	0.002	0.048	0.047	0.061	574.191	0.006
Bore / Drill Rigs	0.815	3.131	0.002	0.143	0.139	0.209	539.746	0.012
Cement & Mortar mixers	1.572	3.773	0.002	0.235	0.228	0.375	564.167	0.021
Chippers / Stump Grinders	0.925	2.315	0.002	0.186	0.180	0.217	551.628	0.005
Concrete / Industrial Saws	0.434	2.011	0.002	0.052	0.050	0.089	591.842	0.009
Cranes	0.130	0.546	0.001	0.025	0.024	0.030	533.264	0.002
Crawler Tractor / Dozers	0.119	0.588	0.001	0.022	0.021	0.023	539.758	0.002
Excavators	0.072	0.361	0.001	0.015	0.014	0.017	541.908	0.001
Forklifts	0.083	1.040	0.002	0.012	0.012	0.020	573.987	0.003
Generator Sets	1.093	3.111	0.002	0.177	0.172	0.269	568.513	0.015
Graders	0.058	0.210	0.001	0.013	0.013	0.013	537.662	0.001
Off-highway Trucks	0.072	1.396	0.001	0.019	0.019	0.028	536.751	0.002
Other Construction Equipment	0.458	1.153	0.002	0.065	0.063	0.065	537.650	0.004
Other General / Railroad Equipment	1.450	2.448	0.002	0.256	0.248	0.353	635.574	0.018
Pavers	0.122	0.662	0.001	0.022	0.021	0.024	550.761	0.002
Plate Compactors	2.207	4.071	0.002	0.231	0.224	0.677	588.426	0.059
Pressure Washers	1.123	3.173	0.002	0.175	0.170	0.304	555.018	0.014
Pumps	1.190	3.170	0.002	0.200	0.194	0.289	568.018	0.016
Rollers	0.214	0.889	0.002	0.034	0.033	0.039	559.614	0.004
Rubber Tire Loaders	0.183	0.748	0.001	0.033	0.032	0.033	539.946	0.002
Skid Steer Loaders	3.846	4.212	0.002	0.541	0.524	0.734	692.982	0.034
Surfacing Equipment	0.696	1.994	0.002	0.093	0.091	0.109	555.234	0.007
Sweepers / Scrubbers	0.115	0.734	0.001	0.019	0.019	0.025	553.026	0.003
Tractors / Loaders / Backhoes	1.483	2.101	0.002	0.236	0.228	0.316	665.131	0.017
Trenchers	0.373	1.813	0.002	0.048	0.046	0.069	577.661	0.007

Note: MOVES does not generate emission factors for N₂O for off-road construction equipment.

Source: EPA, MOVES4.

Table A-5: Off-Road Construction Equipment Emission Factors (grams per horsepower hour) - 2027

Off-Road Equipment	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	VOC	CO ₂	CH ₄
Air Compressor	0.271	1.469	0.002	0.040	0.039	0.052	574.216	0.005
Bore / Drill Rigs	0.726	2.824	0.002	0.127	0.123	0.185	539.818	0.011
Cement & Mortar mixers	1.447	3.521	0.002	0.211	0.205	0.353	564.232	0.021
Chippers / Stump Grinders	0.832	2.125	0.002	0.166	0.161	0.194	551.695	0.005
Concrete / Industrial Saws	0.391	1.968	0.002	0.045	0.044	0.083	591.859	0.009
Cranes	0.107	0.470	0.001	0.020	0.020	0.025	533.280	0.002
Crawler Tractor / Dozers	0.101	0.548	0.001	0.020	0.019	0.021	539.765	0.001
Excavators	0.062	0.339	0.001	0.013	0.013	0.015	541.911	0.001
Forklifts	0.083	1.039	0.002	0.012	0.012	0.020	573.987	0.003
Generator Sets	1.007	2.929	0.002	0.160	0.155	0.247	568.576	0.015
Graders	0.050	0.189	0.001	0.012	0.011	0.012	537.668	0.001
Off-highway Trucks	0.065	1.386	0.001	0.018	0.018	0.027	536.753	0.002
Other Construction Equipment	0.378	0.989	0.002	0.054	0.052	0.054	537.680	0.003
Other General / Railroad Equipment	1.292	2.218	0.002	0.228	0.221	0.310	635.700	0.017
Pavers	0.105	0.633	0.001	0.018	0.018	0.022	550.769	0.002
Plate Compactors	2.194	4.060	0.002	0.229	0.222	0.677	588.429	0.059
Pressure Washers	1.039	2.967	0.002	0.160	0.155	0.280	555.086	0.014
Pumps	1.095	2.971	0.002	0.181	0.175	0.266	568.085	0.016
Rollers	0.173	0.833	0.002	0.027	0.026	0.035	559.629	0.003
Rubber Tire Loaders	0.151	0.680	0.001	0.027	0.026	0.029	539.959	0.002
Skid Steer Loaders	3.509	3.981	0.002	0.486	0.471	0.663	693.188	0.033
Surfacing Equipment	0.583	1.757	0.002	0.079	0.076	0.095	555.275	0.007
Sweepers / Scrubbers	0.106	0.711	0.001	0.017	0.017	0.024	553.031	0.002
Tractors / Loaders / Backhoes	1.224	1.866	0.002	0.196	0.190	0.264	665.279	0.014
Trenchers	0.322	1.747	0.002	0.040	0.039	0.062	577.679	0.007

Note: MOVES does not generate emission factors for N₂O for off-road construction equipment.

Source: EPA, MOVES4.

Table A-6: On-Road Construction Vehicles Emission Factors (grams per mile) - 2025

On-Road Vehicles	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	VOC	CO ₂	CH ₄	N ₂ O
Passenger Commuter Cars	4.111	0.106	0.002	0.057	0.009	0.099	374.12	0.011	0.002
Passenger Commuter Trucks	2.559	1.798	0.002	0.150	0.086	0.264	657.76	0.014	0.054
Delivery / Haul / Dump / Water Trucks	1.212	1.901	0.003	0.196	0.063	0.129	919.56	0.016	0.117
Tractor Trailers	2.250	4.465	0.006	0.302	0.088	0.159	1,700.86	0.021	0.228

Source: EPA, MOVES4.

Table A-7: On-Road Construction Vehicles Emission Factors (grams per mile) - 2026

On-Road Vehicles	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	VOC	CO ₂	CH ₄	N ₂ O
Passenger Commuter Cars	3.953	0.086	0.002	0.057	0.009	0.091	368.67	0.010	0.002
Passenger Commuter Trucks	2.394	1.615	0.002	0.139	0.076	0.228	641.81	0.013	0.056
Delivery / Haul / Dump / Water Trucks	1.168	1.771	0.003	0.188	0.056	0.114	900.29	0.015	0.117
Tractor Trailers	2.191	4.271	0.006	0.292	0.080	0.146	1,672.92	0.020	0.229

Source: EPA, MOVES4.

Table A-8: On-Road Construction Vehicles Emission Factors (grams per mile) - 2027

On-Road Vehicles	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	VOC	CO ₂	CH ₄	N ₂ O
Passenger Commuter Cars	3.829	0.079	0.002	0.056	0.009	0.090	362.64	0.009	0.002
Passenger Commuter Trucks	2.255	1.458	0.002	0.130	0.067	0.200	629.50	0.013	0.057
Delivery / Haul / Dump / Water Trucks	1.127	1.599	0.003	0.182	0.050	0.100	881.20	0.015	0.118
Tractor Trailers	2.130	3.899	0.005	0.284	0.072	0.134	1,641.43	0.020	0.229

Source: EPA, MOVES4.

Appendix B: Early Notice and Public Review of a Proposed
Activity in a 100-Year Floodplain and Wetlands

**Early Notice and Public Review of a Proposed Activity in a 100-Year
Floodplain and Wetlands
Enfield Railroad Station Project**

To: All interested Agencies, Groups and Individuals

This is to give notice that the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the US Department of Housing and Urban Development (HUD) under Part 50 has determined that the following Proposed Action, the Enfield Railroad Station Project, Community Project Funding Program, Grant B-22-CP-CT-0198, is located in the floodplain and wetlands, and HUD, FRA and FTA will be identifying and evaluating practicable alternatives to locating the action in the floodplain/wetland and the potential impacts on the floodplain/wetland from the Proposed Action. This notice is required by Executive Order (EO) 11988 for floodplain management and EO 11990 for wetlands and is implemented by HUD regulations at 24 CFR 55.20 Subpart C Procedures for Making Determinations on Floodplain Management and Protection of Wetlands. In January 2015, EO 11988 was amended through EO 13690, and a new Federal Flood Risk Management Standard (FFRMS) was established that provides greater flood resilience and risk reduction for federally funded projects. The proposed project is located at the intersection of North and South River streets, and Main Street, in the Thompsonville area of Enfield, CT.

Through HUD grant B-22-CP-CT-0198 and grants from FRA and FTA, the Connecticut Department of Transportation (CTDOT) proposes to construct a new Enfield Railroad Station on and adjacent to Amtrak's existing mainline track, with associated parking proposed on adjacent property. To accommodate the increased load created by the elevated track for the station, the Main Street railroad bridge located just south of the station site would be replaced and the Asnuntuck Street underpass slightly further south would be closed. Since the proposed project is federally funded and requires approvals from various local, State and federal agencies, an Environmental Assessment (EA) will be prepared pursuant to the National Environmental Policy Act (NEPA) to examine the potential environmental and social impacts of the project.

FEMA defines the 100-year floodplain area north of Freshwater Brook in the Study Area as a Zone AE Special Flood Hazard Area. To ensure accurate 100-year floodplain limits were being used as a baseline for project impact assessment, CTDOT calculated the 100-year floodplain line using the Base Flood Elevation (BFE) and existing contour information consistent with their Regulatory Floodplain Guidance document (2016). The FFRMS was then determined by adding two feet to the BFE and plotting along existing contours. HUD determined that the project is not considered a critical action.

The majority of the project site is located outside wetlands and the 100-year floodplain. The only project activities proposed in wetlands and the 100-year floodplain are those associated with rehabilitation of an existing stormwater drainage outfall that is adjacent to the north side of Freshwater Brook. While the outfall is located outside Freshwater Brook, less than 1,000 square feet of temporary impacts to the brook may occur during construction. It is anticipated that as a result of the rehabilitation and armoring of the outfall, there would be approximately 1,500-square-feet of impact within the FFRMS, of which approximately 1,250-square feet is within the calculated 100-year floodplain.

There are three primary purposes for this notice. First, people who may be affected by activities in floodplains or wetlands and those who have an interest in the protection of the natural environment should be given an opportunity to express their concerns and provide information about these areas. Commenters are encouraged to offer alternative sites outside of the floodplain or wetlands, alternative methods to serve the same project purpose, and methods to minimize and mitigate impacts. Second, an adequate public notice program can be an important public educational tool. The dissemination of information and request for public comment about floodplains or wetlands can facilitate and enhance Federal efforts to reduce the risks and impacts associated with the occupancy and modification of these special areas. Third, as a matter of fairness, when the Federal government determines it will participate in actions taking place in floodplains or wetlands, it must inform those who may be put at greater or continued risk.

All interested persons, groups, and agencies are invited to submit comments regarding the proposed use of federal funds to support the construction of the proposed project in a floodplain and wetland. HUD is interested in alternatives and public perceptions of possible adverse impacts that could result from the project as well as potential mitigation measures. A project description and maps of the proposed project site and the location of activities within a floodplain and wetlands are available at: <https://nhhsrail.com/enfield-railroad-station-project>.

Written comments must be received by HUD via email at martha.a.curran@hud.gov. The minimum 15 calendar day comment period will begin the day after the publication and end on the 16th day after the publication. Such comments should be received by HUD on or before December 28, 2023.

Martha A. Curran, Regional Environmental Officer.

Date: December 12, 2023

12/12/2023 7546497

Appendix C: Wetland/Watercourse Delineation Memorandum

Wetland/Watercourse Delineation Memorandum
From: Ron Gautreau (FHI Studio)
To: Marla Engel (WSP)
Date: November 7, 2023
Project: Enfield Railroad Station Project (SP No. 320-005, 320-0008)
Location: Enfield, Connecticut

1. INTRODUCTION

This wetland/watercourse delineation memorandum was prepared for the Connecticut Department of Transportation (CTDOT) for the Enfield Railroad Station Project. The CTDOT proposes to construct the Station on and east of Amtrak’s existing mainline track northeast of the intersection of the track and Main Street, in the Thompsonville area of Enfield, CT. The station is proposed on and adjacent to Amtrak’s existing mainline track, with associated parking proposed on adjacent property.

FHI Studio was requested by WSP to identify and delineate wetlands and watercourses within and adjacent to the Project Site (see **Figure 1, Site Location Map in Appendix A**). FHI Studio conducted the wetland/watercourse boundary delineation in July 2023. The methods used and the results are detailed in this wetland/watercourse delineation memorandum.

2. METHODOLOGY

Wetlands and watercourses were delineated in accordance with State and federal definitions and guidelines. The identification of Connecticut-regulated inland wetlands is determined by the limit of any of the soil types designated as poorly drained, very poorly drained, alluvial, or floodplain by the National Cooperative Soils Survey of the Natural Resources Conservation Service (NRCS) of the United States Department of Agriculture (USDA) (§22a-38-15). NRCS soil surveys were consulted to compare observed soil types to those mapped in and adjacent to the Project Site. The *Field Indicators for Identifying Hydric Soils in New England Version 4* (NEHSTC, 2017) and *Field Indicators of Hydric Soils in the United States, Version 8.2* (2018) were used to identify hydric soils, which include both poorly and very poorly drained soils.

Identification of watercourses, as regulated by Connecticut, was based upon the definitions contained in Section 22a-38 of Chapter 440 of the Connecticut General Statutes (CGS), including the following hydrological systems under the term “watercourse”: rivers, streams,

*Enfield Railroad Station Project
Wetlands Delineation Memorandum*

brooks, waterways, lakes, ponds, marshes, swamps, bogs, and all other bodies of water, natural or artificial, vernal or intermittent, public or private. Ordinary High Water (OHW) was delineated following the guidance in the United States Army Corps of Engineers (USACE), *National OHWM Field Delineation Manual for Rivers and Stream-Interim Version* (November 2022).

Federal wetlands, as defined in the USACE 1987 *Wetland Delineation Manual* and the USACE 2012 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region - Version 2.0*, were also assessed. Federal wetland boundaries are determined by the presence of dominant hydrophytic vegetation, presence of hydric soils, and evidence of wetland hydrology.

Watercourses (ordinary high water) were demarcated with blue flagging. Photographs were taken at representative locations along the watercourse and adjacent uplands and are included in **Appendix B**.

3. RESULTS

A field investigation was conducted within and adjacent to the Project Site on July 11, 2023. No inland wetlands were identified in or near the Project Site. One perennial stream (Freshwater Brook) was identified in the Project Site. The OHW boundary for Freshwater Brook was marked during field work and is depicted on **Figure 2** in **Appendix A**. It should be noted that the water level of the Connecticut River was rising at the time of the fieldwork and was backing up in to the lower (west) portion of Freshwater Brook. The Connecticut Department of Energy and Environmental Protection (CT DEEP) Coastal Jurisdiction Line (CJL) elevation for Enfield is 40.5 feet (NAVD88). Based on base mapping for the project, the Project Site is above the CJL elevation.

Description of Freshwater Brook

Freshwater Brook is located south of Main Street and south of the proposed Station. The stream flows from east to west through the Project Site, then passes under the rail line via a brick arch bridge with stone abutments and fascia. On the west side of the rail line, outside the Project Site, the brook continues for approximately 370 feet before discharging to the Connecticut River. Approximately 700 feet upstream of the Project Site there is a waterfall at the outlet from Freshwater Pond. Freshwater Brook is classified by the United States Fish and Wildlife Service (USFWS), National Wetlands Inventory (NWI) mapping as a Riverine, upper perennial, unconsolidated bottom, permanently flooded (R3UBH) watercourse.

Characteristics of Freshwater Brook in the Study Area include:

- Approximately 20 feet to 30 feet wide
- Depth varies from 6 to 12 inches to several feet deep at the culvert

- Combination of pool and riffle areas
- Substrate consisting of sand, gravel, stones, boulders and bedrock
- The banks are steep with some areas of vertical retaining walls
- Well shaded within Project Site
- Clear water
- Fish observed but not identified

Dominant vegetation along the banks of the brook include: Norway Maple (*Acer platanoides*) and American Sycamore (*Platanus occidentalis*) trees and saplings, Winged Euonymus (*Euonymus alatus*) shrubs, Climbing Nightshade (*Solanum dulcamara*) in the herbaceous stratum along with Poison Ivy (*Toxicodendron radicans*) and Oriental Bittersweet (*Celastrus orbiculatus*) vines.

4. NRCS MAPPED SOILS

NRCS soils classifications on the project site are depicted in **Figure 3 – NRCS Soils**. Only those found in or near the Project Site are described below.

Windsor loamy sand, 3 to 8 percent slopes (36B): The Windsor series consists of very deep, excessively drained soils formed in sandy outwash or eolian deposits. They are nearly level through very steep soils on glaciofluvial landforms.

Udorthents-Urban land complex (306): Udorthents are a map unit consisting of well-drained to excessively well-drained soil composed of cut areas, filled areas, or both. They are often in association with urban areas. In areas that were cut, the surface layer has been removed and in fill areas, typically more than 20 inches of soil material has been placed on the surface. Often both cut and fill areas occur in close proximity, as areas were often graded and smoothed forming a complex pattern of cuts and fills. Urban land is a soil unit which are areas developed by buildings, roads, and other developments limiting the ability to inspect and map underlying soil types.

Urban land complex (307): Urban land is a soil unit which are areas developed by buildings, roads, and other developments limiting the ability to inspect and map underlying soil types.

5. SUMMARY

One perennial watercourse (Freshwater Brook) was identified on the east side of the rail line south of the location of the proposed Station. The OHW boundary of Freshwater Brook was delineated within and adjacent to the Project Site. No inland or tidal wetlands were found in the Project Site.

6. REFERENCES AND LITERATURE CITED

- Cowardin, L.M., V. Carter, F.C. Golet, and E.T. Laroe, 1979, *Classifications of Wetlands and Deepwater Habitats of the United States*, US Department of the Interior, Office of Biological Services, Fish and Wildlife Services: Washington, DC.
- Federal Geographic Data Committee. 2013. *Classification of Wetlands and Deepwater Habitats of the United States*. FGDC-STD-004-2013. Second Edition. Wetlands Subcommittee, Federal Geographic Data Committee and U.S. Fish and Wildlife Service, Washington, DC.
- NEHSTC (New England Hydric Soils Technical Committee). 2017 Version 4, *Field Indicators of Hydric Soils in New England*, New England Interstate Water Pollution Control Commission, Lowell, MA.
- US Army Corps of Engineers. 2022. *National Ordinary High Water Field Delineation Manual for Rivers and Streams*. Interim Version. Publication no. ERDC/CRREL TR-22-26. November 2022. 386 pp.
- US Army Corps of Engineers. 1987. Corps of Engineers Wetlands Delineation Manual. Waterways Experiment Station Wetlands Research Program Technical Report Y-87-1. January 1987.
- US Army Corps of Engineers. January 2012. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region – Version 2.0*. ed. J. S. Wakeley, R. W. Lichvar, C. V. Noble, and J. F. Berkowitz. ERDC/EL TR-12-1, Vicksburg, MS: U.S. Army Corps of Engineers Research and Development Center.
- US Department of Agriculture. NRCS. 2018. Field Indicators of Hydric Soils in the United States, Version 8.2. L.M. Vasilas, G.W. Hurt, and J.F. Berkowitz (eds.) USDA, NRCS in cooperation with the National Technical Committee for Hydric Soils.

APPENDIX A

FIGURES

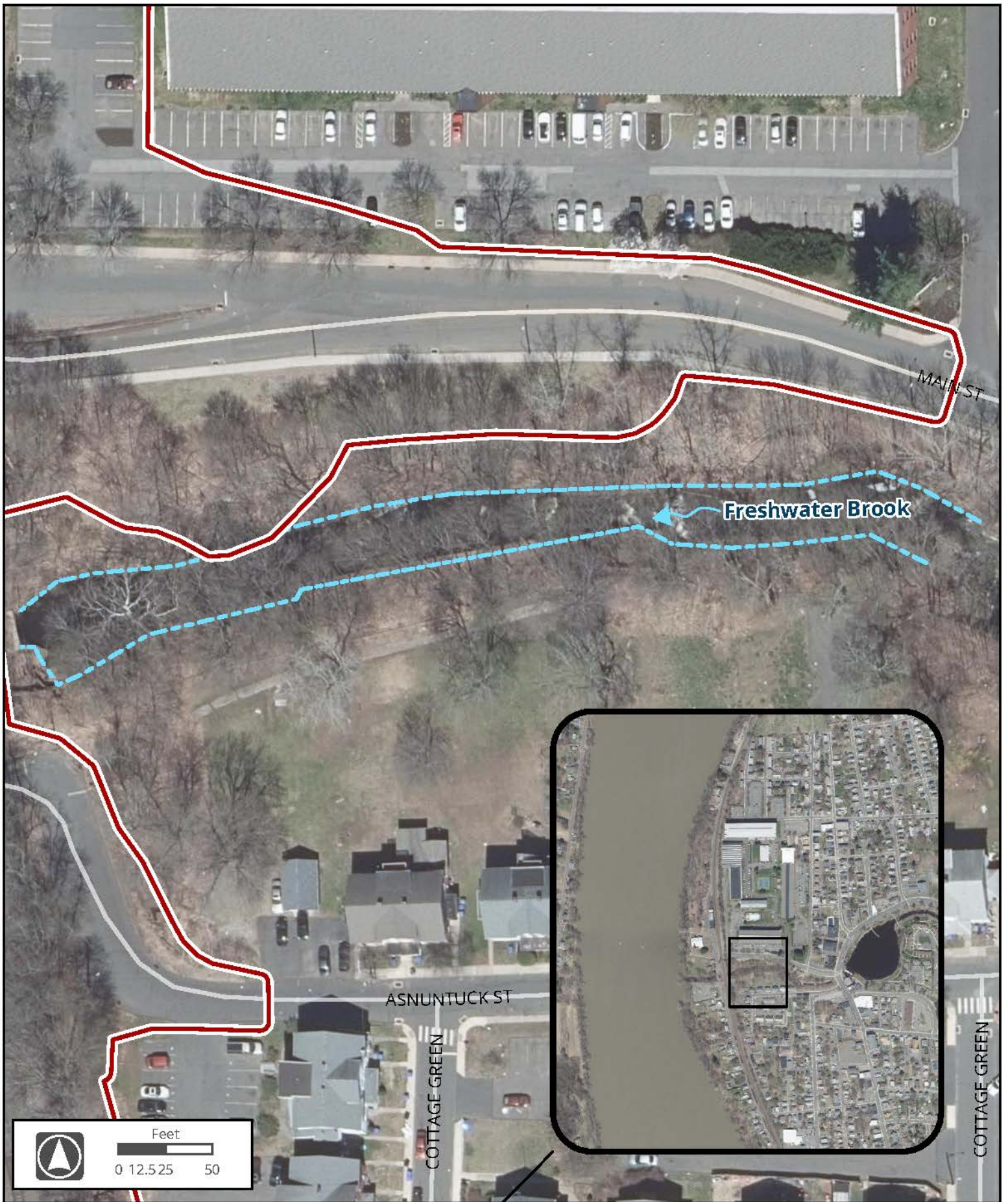


Hartford Line Rail Program - Enfield Station

Station Main Location

 Project Site





Hartford Line Rail Program - Enfield Station

Figure 2: Wetlands and Watercourses

— Project Site
 - - - Ordinary High Water (OHW) Boundary



Unit ID	Soil Unit Series	Parent Material	Drainage Class
306	Udorthents-Urban Land complex	Human Origin	well drained
307	Urban Land	Human Origin	well drained
36B	Windsor loamy sand, 3 to 8% slopes	loose sandy glaciofluvial deposits	excessively drained



Hartford Line Rail Program - Enfield Station

Figure 3: NRCS Soils

Project Site
 NRCS Soil Boundary



APPENDIX B REPRESENTATIVE PHOTOGRAPHS



Looking east (upstream) at Freshwater Brook from bridge under rail line (July 2023)



Freshwater Brook bridge under rail line (July 2023)



Looking west (downstream) at Freshwater Brook (July 2023)



Looking east (upstream) at Freshwater Brook (July 2023)

Appendix D: USFWS, NOAA NMFS, and CTDEEP Protected Species Coordination



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104

In Reply Refer To:
Project Code: 2023-0131196
Project Name: CTDOT 0320-0017

September 20, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

Updated 4/12/2023 - Please review this letter each time you request an Official Species List, we will continue to update it with additional information and links to websites may change.

About Official Species Lists

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Federal and non-Federal project proponents have responsibilities under the Act to consider effects on listed species.

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested by returning to an existing project's page in IPaC.

Endangered Species Act Project Review

Please visit the “**New England Field Office Endangered Species Project Review and Consultation**” website for step-by-step instructions on how to consider effects on listed

species and prepare and submit a project review package if necessary:

<https://www.fws.gov/office/new-england-ecological-services/endangered-species-project-review>

NOTE Please do not use the **Consultation Package Builder** tool in IPaC except in specific situations following coordination with our office. Please follow the project review guidance on our website instead and reference your **Project Code** in all correspondence.

Northern Long-eared Bat - (Updated 4/12/2023) The Service published a final rule to reclassify the northern long-eared bat (NLEB) as endangered on November 30, 2022. The final rule went into effect on March 31, 2023. You may utilize the **Northern Long-eared Bat Rangewide Determination Key** available in IPaC. More information about this Determination Key and the Interim Consultation Framework are available on the northern long-eared bat species page:

<https://www.fws.gov/species/northern-long-eared-bat-myotis-septentrionalis>

For projects that previously utilized the 4(d) Determination Key, the change in the species' status may trigger the need to re-initiate consultation for any actions that are not completed and for which the Federal action agency retains discretion once the new listing determination becomes effective. If your project was not completed by March 31, 2023, and may result in incidental take of NLEB, please reach out to our office at newengland@fws.gov to see if reinitiation is necessary.

Additional Info About Section 7 of the Act

Under section 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to determine whether projects may affect threatened and endangered species and/or designated critical habitat. If a Federal agency, or its non-Federal representative, determines that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Federal agency also may need to consider proposed species and proposed critical habitat in the consultation. 50 CFR 402.14(c)(1) specifies the information required for consultation under the Act regardless of the format of the evaluation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/service/section-7-consultations>

In addition to consultation requirements under Section 7(a)(2) of the ESA, please note that under sections 7(a)(1) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species. Please contact NEFO if you would like more information.

Candidate species that appear on the enclosed species list have no current protections under the ESA. The species' occurrence on an official species list does not convey a requirement to

consider impacts to this species as you would a proposed, threatened, or endangered species. The ESA does not provide for interagency consultations on candidate species under section 7, however, the Service recommends that all project proponents incorporate measures into projects to benefit candidate species and their habitats wherever possible.

Migratory Birds

In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see:

<https://www.fws.gov/program/migratory-bird-permit>

<https://www.fws.gov/library/collections/bald-and-golden-eagle-management>

Please feel free to contact us at **newengland@fws.gov** with your **Project Code** in the subject line if you need more information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat.

Attachment(s): Official Species List

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New England Ecological Services Field Office

70 Commercial Street, Suite 300

Concord, NH 03301-5094

(603) 223-2541

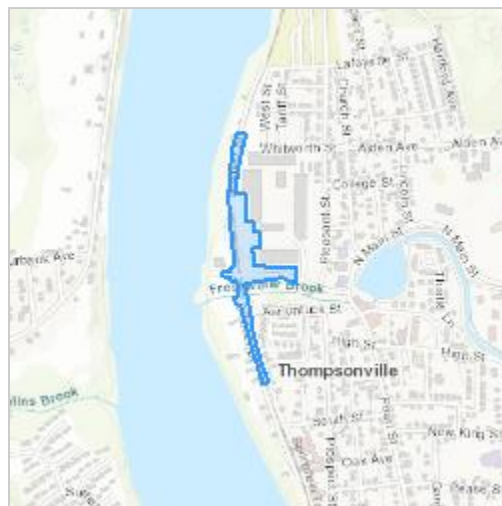
PROJECT SUMMARY

Project Code: 2023-0131196
Project Name: CTDOT 0320-0017
Project Type: Railroad - New Construction
Project Description: Construction of a new passenger rail facility in Enfield, CT as part of the New Haven Hartford Springfield line. The new Enfield train station is proposed to be located in the vicinity of the intersection of Commerce Main Street and N River Street/S River Street. Work includes construction of retaining walls, construction of a passenger railroad station, removal of track, removal of bridge carrying rail tracks over Asnuntuck Street, and construction of a bridge carrying Main Street over the existing and proposed railroad tracks. The new station will include a 350-foot high-level permanent platform, a busway for intermodal access, and 81+ passenger parking spaces. Replacing the bridge over Main Street will increase the clearance to 13'8" and the road east of the tracks will become a cul-de-sac. The length of the tracks within the project limits where necessary will involve the installation of erosion control matting, blankets, and crushed stone slope protection.

Construction is anticipated to begin Summer 2026 and conclude February 2029.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.9994979,-72.60421797380093,14z>



Counties: Hartford County, Connecticut

ENDANGERED SPECIES ACT SPECIES

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Connecticut Department of Transportation

Name: Magdalena Lenczewski

Address: 2800 Berlin Turnpike

City: Newington

State: CT

Zip: 06111

Email: magdalena.lenczewski@ct.gov

Phone: 8605942152

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Railroad Administration



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104

In Reply Refer To:
Project code: 2023-0131196
Project Name: CTDOT 0320-0017

September 20, 2023

Federal Action Agency (if applicable): Federal Railroad Administration

Subject: Record of project representative's no effect determination for 'CTDOT 0320-0017'

Dear Magdalena Lenczewski:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on September 20, 2023, for 'CTDOT 0320-0017' (here forward, Project). This project has been assigned Project Code 2023-0131196 and all future correspondence should clearly reference this number. **Please carefully review this letter.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the Northern Long-eared Bat Rangewide Determination Key (Dkey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.***

Determination for the Northern Long-Eared Bat

Based upon your IPaC submission and a standing analysis, your project has reached the determination of "No Effect" on the northern long-eared bat. To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A

consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17).

Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no consultation with the Service is required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13].

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination for the northern long-eared bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Monarch Butterfly *Danaus plexippus* Candidate

You may coordinate with our Office to determine whether the Action may affect the animal species listed above and, if so, how they may be affected.

Next Steps

Based upon your IPaC submission, your project has reached the determination of “No Effect” on the northern long-eared bat. If there are no updates on listed species, no further consultation/coordination for this project is required with respect to the northern long-eared bat. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional coordination with the Service should take place to ensure compliance with the Act.

If you have any questions regarding this letter or need further assistance, please contact the New England Ecological Services Field Office and reference Project Code 2023-0131196 associated with this Project.

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

CTDOT 0320-0017

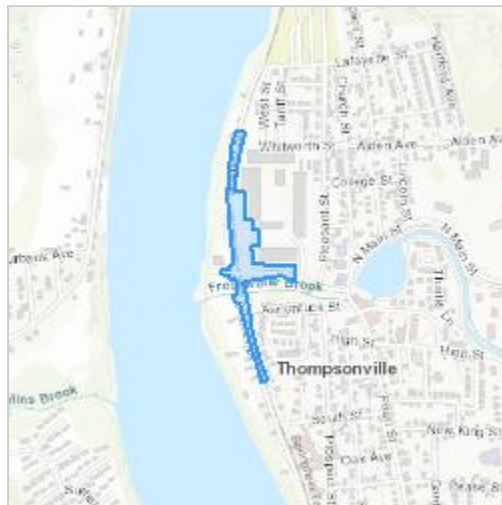
2. Description

The following description was provided for the project 'CTDOT 0320-0017':

Construction of a new passenger rail facility in Enfield, CT as part of the New Haven Hartford Springfield line. The new Enfield train station is proposed to be located in the vicinity of the intersection of Commerce Main Street and N River Street/S River Street. Work includes construction of retaining walls, construction of a passenger railroad station, removal of track, removal of bridge carrying rail tracks over Asnuntuck Street, and construction of a bridge carrying Main Street over the existing and proposed railroad tracks. The new station will include a 350-foot high-level permanent platform, a busway for intermodal access, and 81+ passenger parking spaces. Replacing the bridge over Main Street will increase the clearance to 13'8" and the road east of the tracks will become a cul-de-sac. The length of the tracks within the project limits where necessary will involve the installation of erosion control matting, blankets, and crushed stone slope protection.

Construction is anticipated to begin Summer 2026 and conclude February 2029.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.9994979,-72.60421797380093,14z>



DETERMINATION KEY RESULT

Based on the information you provided, you have determined that the Proposed Action will have no effect on the Endangered northern long-eared bat (*Myotis septentrionalis*). Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for those species.

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of the northern long-eared bat or any other listed species?

Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

No

2. The proposed action does not intersect an area where the northern long-eared bat is likely to occur, based on the information available to U.S. Fish and Wildlife Service as of the most recent update of this key. If you have data that indicates that northern long-eared bats are likely to be present in the action area, answer "NO" and continue through the key.

Do you want to make a no effect determination?

Yes

PROJECT QUESTIONNAIRE

IPAC USER CONTACT INFORMATION

Agency: Connecticut Department of Transportation

Name: Magdalena Lenczewski

Address: 2800 Berlin Turnpike

City: Newington

State: CT

Zip: 06111

Email: magdalena.lenczewski@ct.gov

Phone: 8605942152

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Railroad Administration

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Hartford County, Connecticut



Local office

New England Ecological Services Field Office

☎ (603) 223-2541

📠 (603) 223-0104

70 Commercial Street, Suite 300
Concord, NH 03301-5094

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement **can** only be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries)²

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#) also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9045	Endangered

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act.

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitat should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

There are bald and/or golden eagles in your project area.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Oct 15 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (🌞)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (📏)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

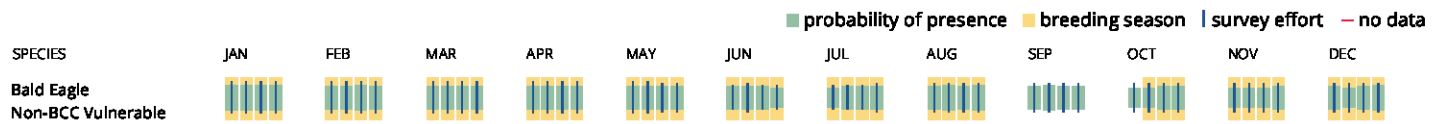
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply). To see a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#)

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#)

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the [Eagle Act](#) should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act .

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\)](#) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the [FAQ below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON

<p>Bald Eagle <i>Haliaeetus leucocephalus</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p>	Breeds Oct 15 to Aug 31
<p>Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399</p>	Breeds May 15 to Oct 10
<p>Blue-winged Warbler <i>Vermivora pinus</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds May 1 to Jun 30
<p>Bobolink <i>Dolichonyx oryzivorus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 20 to Jul 31
<p>Canada Warbler <i>Cardellina canadensis</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 20 to Aug 10
<p>Cerulean Warbler <i>Dendroica cerulea</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974</p>	Breeds Apr 29 to Jul 20
<p>Chimney Swift <i>Chaetura pelagica</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Mar 15 to Aug 25
<p>Hudsonian Godwit <i>Limosa haemastica</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds elsewhere
<p>Lesser Yellowlegs <i>Tringa flavipes</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679</p>	Breeds elsewhere
<p>Prairie Warbler <i>Dendroica discolor</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 1 to Jul 31
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Sep 10
<p>Ruddy Turnstone <i>Arenaria interpres morinella</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds elsewhere
<p>Rusty Blackbird <i>Euphagus carolinus</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds elsewhere
<p>Short-billed Dowitcher <i>Limnodromus griseus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480</p>	Breeds elsewhere
<p>Wood Thrush <i>Hylocichla mustelina</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season 🟡

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

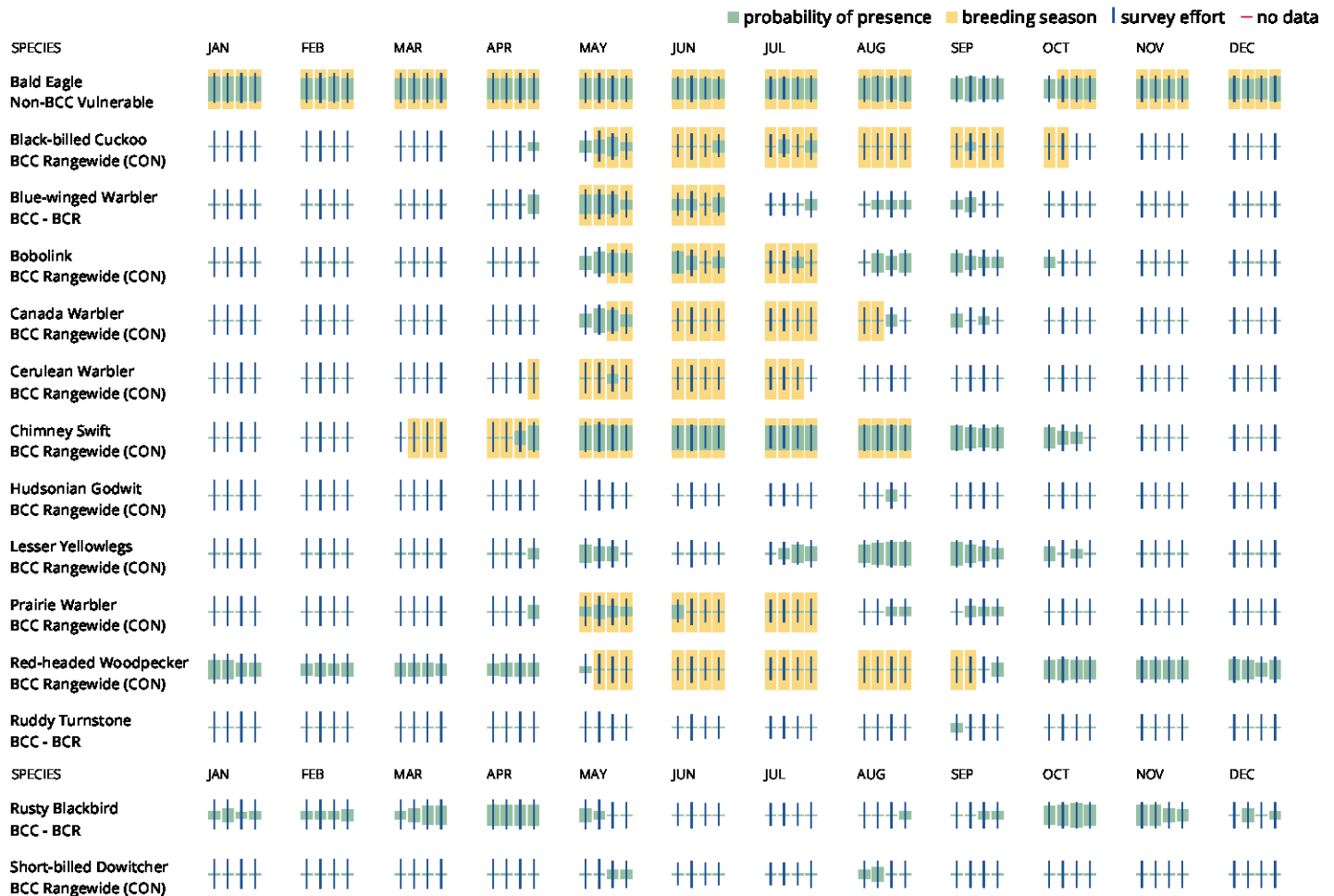
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Wood Thrush
BCC Rangewide (CON)



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFW [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#)

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern \(BCC\)](#) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Flying Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence

of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

RIVERINE

[R3UBH](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION



United States Department of the Interior

FISH AND WILDLIFE SERVICE
300 Westgate Center Drive
Hadley, MA 01035-0779



April 5, 2024

Ms. Deborah Suciu Smith
Major Projects Environmental Protection Specialist Team Lead
Office of Environmental Program Management (RRD-30)
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FRA New Haven Hartford Springfield Improvement Program – Enfield Rail Station and Mainline Improvements under the FY21 CRISI FD/Construction Grant

Dear Ms. Smith,

Thank you for reaching out to our office within the U.S. Fish and Wildlife's Northeast Region Division of Migratory Birds to provide consultation on the *FRA New Haven Hartford Springfield Improvement Program – Enfield Rail Station and Mainline Improvements under the FY21 CRISI FD/Construction Grant*. Given our office's responsibilities in implementing the Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act, we have reviewed the project plans and documentation including the timing, scope, and nature of the proposed project activities within your letter that we received on January 26, 2024. Here, we provide our concurrence with regards to potential impacts to bald and golden eagles and other listed migratory bird species the proposed project and recommendations to minimize any risk of incidental take of eagles or and bird species listed under the Migratory Bird Treaty Act. We do not provide comment on potential effects to other federally endangered species, and therefore you should consult directly with Ecological Services (as indicted in your letter).

Evaluation of risk to eagles:

Since no known bald eagle nests are located within 660 feet of the proposed project area, we see no risk or need to apply for an Eagle Incidental Take – Short Term permit, at this time. However, given the project will commence and occur over several years, you should be aware that if during the period of proposed work an eagle nest does become established within 660 feet of the project area, you should consult our office so we can provide guidance on how to proceed and whether or not we recommend you apply for a federal permit at that time.

Evaluation of risk to listed migratory bird species:

Given the narrow project area and its location within an already urbanized area along the Connecticut river, we see low risk to the incidental take of listed migratory birds. However, if any tree clearing or habitat modification is required during the project activities, you should avoid cutting trees or removing vegetation that may have nesting birds occurring during the breeding season (i.e., 1 May – 31 August) to avoid any incidental take of migratory birds. Note that some shorebirds (e.g., killdeer) and gulls may find modified areas within the project area suitable for nesting. If active nests are discovered during the project, they should not be destroyed, and should be protected by fencing off, so as to avoid prohibited take under the Migratory Bird Treaty Act.

Overall conclusions:

At this time, we see little-to-no risk of incidental take of eagles or migratory birds based on the information provided within your letter. However, if the project plan changes in scope, timing, or if active bald eagle nests occur within 660 feet of the project area in the future, please contact our office so we can provide additional guidance and support, as necessary.

Sincerely,

Zachary Ladin
Permits Branch Manger
Northeast Region Division of Migratory Birds
U.S. Fish and Wildlife Service
300 Westgate Center Dr.
Hadley, MA 01035



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-2157

This section to be filled out by DOT OEP Staff:

OEP STAFF: Andrew Davis

DATE SENT TO DEEP FISHERIES: 12/8/2023

SUBJECT: Enfield Train Station drainage outfall into Freshwater Brook.

Type of Permit:

- 1. DOT Culvert/Bridge Projects
- 2. Diversion
- 3. PGP/Inland Wetland
- 4. Water Quality Certification

Project#: 0320-0017

Bridge#: NA

Applicant: Connecticut Department of Transportation

Town: Enfield

Lat/Long: 41.99861/-72603365

Waters: Freshwater Brook

Sub Regional Basin #: 4003

Project Scope: The construction of a new drainage outfall for the Proposed Enfield Train Station will result in a temporary impact to Freshwater Brook. The temporary impact will consist of 1000 square feet of temporary impact for a sandbag cofferdam that will be used for water handling during the construction of the new drainage outfall.

MUST SUBMIT PLANS AND PICTURES WITH THIS FORM. If unable to include please explain: Project description, location map, plans are attached to this request. Plan sheet attached.

This section to be filled out by DEEP Fisheries Staff:

FISHERIES REVIEWER: Mike Steeves

DATE SUBMITTED TO OEP:12/12/23

Fisheries Resources:

Coldwater stream / fisheries present: 1. YES 2. NO



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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

Phone: (860) 594-2157



Fisheries sampling was conducted in Freshwater Brook, 1.5 miles upstream of the project area. Fisheries Division indicated that American Eel, Brown Bullhead, Bluegill, Blacknose Dace, Fallfish, Golden Shiner, Pumpkinseed, Tessellated Darter, and White Sucker were present.

Comments/Recommendations:

No DEEP Fisheries Concerns

1. It is important that proper erosion and sedimentation controls be installed and maintained throughout the duration of this project. Care should be exercised so as not to increase turbidity levels. As a best management practice, any unconfined instream work within Freshwater Brook should be restricted to the period from June 1 to September 30, inclusive.
2. More specific guidance will be provided as design plans become available.

CC. Matt Goclowski, Supervising Fisheries Biologist



Connecticut
**Department of Energy &
Environmental Protection**

portal.ct.gov/DEEP

10/4/2023

Magdalena Lenczewski
CONNECTICUT DEPARTMENT OF TRANSPORTATION
2800 Berlin Tpke
Newington, CT 06111
Magdalena.Lenczewski@ct.gov

Subject: CTDOT 0320 0005 Enfield Railroad Station
Filing #: 101019
NDDDB - New Determination Number: 202307007

Expiration Date: 10/4/2025

Location Description: Enfield Railroad Station, Enfield, CT

I have reviewed Natural Diversity Database (NDDDB) maps and files regarding this project. I do not anticipate increased negative impacts to State-listed species (RCSA Sec. 26-306) resulting from your proposed activity at the site.

Your submission information indicates that your project requires a state permit, license, registration, or authorization, or utilizes state funding or involves state agency action. This NDDDB - New determination may be utilized to fulfill the Endangered and Threatened Species requirements for state-issued permit applications, licenses, registration submissions, and authorizations.

Please be aware of the following limitations and conditions:

Natural Diversity Database information includes all information regarding listed species available to us at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey and cooperating units of DEEP, land owners, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as enhance existing data. Such new information is incorporated into the Database and accessed through the ezFile portal as it becomes available. New information may result in additional review, and new or modified restrictions or conditions may be necessary to remain in compliance with certain state permits.

- During your work listed species may be encountered on site. A report must be submitted by the observer to the Natural Diversity Database promptly and additional review and restrictions or conditions may be necessary to remain in compliance with certain state permits. Please fill out the [appropriate survey form](#) and follow the instructions for submittal.
- Your project involves the state permit application process or other state involvement, including state funding or state agency actions; please note that consultations with your permit analyst or the agency may result in additional requirements. In this situation, additional evaluation of the proposal by the

DEEP Wildlife Division may be necessary and additional information, including but not limited to species-specific site surveys, may be required. Any additional review may result in specific restrictions or conditions relating to listed species that may be found at or in the vicinity of the site.

- If your project involves preparing an Environmental Impact Assessment, this NDDDB consultation and determination should not be substituted for biological field surveys assessing on-site habitat and species presence.
- The NDDDB - New determination for the CT DOT 0320 0005 Enfield Railroad Station as described in the submitted information and summarized at the end of this document is valid until 10/4/2025. This determination applies only to the project as described in the submission and summarized at the end of this letter. Please re-submit an updated Request for Review if the project's scope of work and/or timeframe changes, including if work has not begun by 10/4/2025.

If you have further questions, please contact me at the following:

Shannon Kearney
CT DEEP Bureau of Natural Resources
Wildlife Division
Natural Diversity Database
79 Elm Street
Hartford, CT 06106-5127
(860) 424-3170
Shannon.Kearney@ct.gov

Please reference the Determination Number 202307007 when you e-mail or write. Thank you for consulting the Natural Diversity Data Base.

Shannon Kearney
Wildlife Division- Natural Diversity Data Base
79 Elm Street
Hartford, CT 06106-5127
(860) 424-3170
Shannon.Kearney@ct.gov

Appendix E: Enfield Train Station and Mainline Improvements,
Hartford Line, SHPO Consultation Documentation

Fw: CTDOT Project #320-0017 - Enfield Train Station Improvements- Completion of CTDOT SHPO Section 106 Consultation

Stephanie Dyer-Carroll <sdyer-carroll@fhstudio.com>

Wed 5/8/2024 9:35 AM

To: Stephanie Dyer-Carroll <sdyer-carroll@fhstudio.com>

From: Labadia, Catherine <Catherine.Labadia@ct.gov>

Sent: Tuesday, April 2, 2024 8:28 AM

To: Karmazinas, Lucas <Lucas.Karmazinas@ct.gov>

Subject: RE: Initiation of Section 106 Consultation for Connecticut State Project #320-0017 - Enfield Train Station and Mainline Improvements

Hi Lucas,

That seems to be an appropriate mitigation for this feature.

Thanks,

Cathy

From: Karmazinas, Lucas <Lucas.Karmazinas@ct.gov>

Sent: Monday, April 1, 2024 3:25 PM

To: Labadia, Catherine <Catherine.Labadia@ct.gov>

Subject: Re: Initiation of Section 106 Consultation for Connecticut State Project #320-0017 - Enfield Train Station and Mainline Improvements

Hey Cathy,

Thank you for your quick response with concurrence on the adverse effect for the loss of the brownstone wall associated with the NHHS linear historic district. We propose that appropriate mitigation for the loss of this retaining wall would be state-level written and photographic documentation, to be added to the similar documentation completed for the project's Phases 1, 2 and 3A. Does SHPO concur? If so, such confirmation by email will be satisfactory for our needs.

Thanks,

Lucas A. Karmazinas

National Register Specialist - Architectural History

Office of Environmental Planning

Cultural Resources & Environmental Documents Unit

Connecticut Department of Transportation

Newington Headquarters

2800 Berlin Turnpike

Newington, CT 06131

Phone: (860) 594-2136

[Call Via MS Teams](#)

From: Labadia, Catherine <Catherine.Labadia@ct.gov>

Sent: Monday, April 1, 2024 1:39 PM

To: Karmazinas, Lucas <Lucas.Karmazinas@ct.gov>

Subject: RE: Initiation of Section 106 Consultation for Connecticut State Project #320-0017 - Enfield Train Station and Mainline Improvements

Hi Lucas,

SHPO agrees with your findings – no impact to archaeological resources and no adverse effect to the historic, but an adverse effect for the loss of the brownstone wall associated with the NHHS linear historic district. Our office does appreciate the efforts made to retain character defining features associated with the Freshwater Brook Rail Bridge.

Let me know if you would like something more formal or if I missed something specific.

Cathy

From: Karmazinas, Lucas <Lucas.Karmazinas@ct.gov>

Sent: Monday, April 1, 2024 12:23 PM

To: Labadia, Catherine <Catherine.Labadia@ct.gov>

Subject: Re: Initiation of Section 106 Consultation for Connecticut State Project #320-0017 - Enfield Train Station and Mainline Improvements

Hey Cathy,

Just wanted to touch base on this as it has been 45 day since the correspondence was sent over. Looking to get SHPO's comments included in the EA, which the team is trying to finalize ASAP.

Thanks,

Lucas A. Karmazinas

National Register Specialist - Architectural History

Office of Environmental Planning

Cultural Resources & Environmental Documents Unit

Connecticut Department of Transportation

Newington Headquarters

2800 Berlin Turnpike

Newington, CT 06131

Phone: (860) 594-2136

[Call Via MS Teams](#)

From: Kinney, Jonathan <Jonathan.Kinney@ct.gov>

Sent: Thursday, February 15, 2024 1:45 PM

To: Karmazinas, Lucas <Lucas.Karmazinas@ct.gov>; Labadia, Catherine <Catherine.Labadia@ct.gov>

Cc: mequela.moreno@dot.gov <mequela.moreno@dot.gov>; Schmidt, Jonathan (FTA)

<Jonathan.Schmidt@dot.gov>; Martha.A.Curran@hud.gov <Martha.A.Curran@hud.gov>; Bertoli, Richard E.

<Richard.Bertoli@ct.gov>; Chatman, Julianne <Julianne.Chatman@ct.gov>; Carifa, Kevin F <Kevin.Carifa@ct.gov>;

Xenelis, Christine A. <Christine.Xenelis@ct.gov>; Fleming, Kevin <Kevin.Fleming@ct.gov>; Engel, Marla

<marla.engel@wsp.com>

Subject: RE: Initiation of Section 106 Consultation for Connecticut State Project #320-0017 - Enfield Train Station and Mainline Improvements

Hi Lucas,

This email is to confirm that SHPO received and was able to open the documents submitted for review. We try our best to complete reviews within 30 days of receipt. We will reach out with any questions.

Thank You,



JONATHAN KINNEY
State Historic Preservation Officer
[Connecticut Economic & Community Development](#)
Phone: 860-500-2380
Jonathan.kinney@ct.gov

From: Karmazinas, Lucas <Lucas.Karmazinas@ct.gov>
Sent: Thursday, February 15, 2024 12:57 PM
To: Labadia, Catherine <Catherine.Labadia@ct.gov>; Kinney, Jonathan <Jonathan.Kinney@ct.gov>
Cc: mequela.moreno@dot.gov; Schmidt, Jonathan (FTA) <Jonathan.Schmidt@dot.gov>;
Martha.A.Curran@hud.gov; Bertoli, Richard E. <Richard.Bertoli@ct.gov>; Chatman, Julianne
<Julianne.Chatman@ct.gov>; Carifa, Kevin F <Kevin.Carifa@ct.gov>; Xenelis, Christine A.
<Christine.Xenelis@ct.gov>; Fleming, Kevin <Kevin.Fleming@ct.gov>; Engel, Marla <marla.engel@wsp.com>
Subject: Initiation of Section 106 Consultation for Connecticut State Project #320-0017 - Enfield Train Station and Mainline Improvements

Hello Jonathan and Cathy,

On behalf of FRA, the lead federal agency overseeing this project, linked below you will find Section 106 documentation for State Project #0320-0017 - Enfield Train Station and Mainline Improvements. The subject undertaking will support construction of a new rail station and associated parking facilities, as well as complete associated railroad track, bridge, and roadway work in Enfield, Hartford County, Connecticut. We hereby request concurrence with our finding of Adverse Effect to Historic Properties within 30 calendar days, however, if you have any questions or issues accessing the documents please let me know.

Thanks,

Consultation Letter -  [Enfield_320-0017_Letter_to_SHPO_20240214_Final.pdf](#)

Lucas A. Karmazinas

National Register Specialist - Architectural History
Office of Environmental Planning
Cultural Resources & Environmental Documents Unit
Connecticut Department of Transportation
Newington Headquarters
2800 Berlin Turnpike
Newington, CT 06131
Phone: (860) 594-2136
Email: Lucas.Karmazinas@ct.gov



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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



Transmittal:

From: Lucas Karmazinas
Date: February 14, 2024
To: Catherine Labadia, Deputy State Historic Preservation Officer

Project: State No.: 320-0017
Project Title: Enfield Train Station and Mainline Improvements
Hartford Line Program
Town: Enfield

Subject: SHPO Consultation Documentation

The Federal Rail Administration (FRA), Federal Transit Administration (FTA) and the U.S. Department of Housing and Urban Development (HUD) are providing funding to construct a railroad station in Enfield, Hartford County, Connecticut. This funding will support construction of a new rail station and associated parking facilities, as well as complete associated railroad track, bridge and roadway work. The project is an Undertaking subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations (36 CFR Part 800 (Section 106)). The purpose of this documentation is to initiate Section 106 consultation for the Undertaking and seek your concurrence with CTDOT’s findings.

Background

The proposed Undertaking is part of the larger Hartford Line (formerly the New Haven-Hartford-Springfield High Speed Intercity Passenger Rail (NHHS)) Program. The Hartford Line is a multi-phase project for which a Programmatic Agreement (PA) was prepared in 2012 to address the evaluation of impacts to historic properties.¹ In fulfillment of the PA, the Hartford Line was surveyed and determined to be eligible for the National Register of Historic Places (NRHP) as the NHHS linear historic

¹ *Programmatic Agreement among the Federal Railroad Administration, the Federal Transit Administration, the Connecticut State Historic Preservation Office, the Massachusetts State Historic Preservation Office, and the Connecticut Department Of Transportation Regarding Compliance With Section 106 of the National Historic Preservation Act, as it Pertains to the New Haven Hartford,-Springfield High-Speed Intercity Passenger Rail Project* (https://www.nhhsrail.com/pdfs/ea/nhhs_pa.pdf. in July 2022, the Programmatic Agreement was amended (Amendment 1) to extend it an additional 15 years to 2037 and to include the Section 106 Program Comment to Exempt Considerations of Effects to Rail Properties Within Rail Rights-of Way (Program Comment).

district.² As the lead federal agency designated in the PA, FRA authorized CTDOT to conduct Section 106 reviews for the Hartford Line. The purpose of this letter is to initiate Section 106 consultation for the Undertaking and to seek your concurrence with CTDOT's findings. The methodologies and documentation referenced herein were prepared in accordance with the requirements of the PA.

Project Description

The scope of work for the Undertaking includes a new passenger rail station and related track, bridge, and roadway improvements designated as State Project #320-0017. The station and parking would be located in the vicinity of the intersection of Main Street and North River Street in Enfield, Hartford County, Connecticut. Associated track improvements would extend to the north and south within the rail right-of-way (ROW) and associated roadway work would extend to the east and west along Main Street, as well as take place at the western terminus of Asnuntuck Street (Figure 1).

The station would be built north of Main Street and east of the rail line in the rail ROW, with driveway access provided from Main Street. One 57-space surface parking area would be located adjacent to the station on the east side of the rail line (Lot 1), while a second 23-space parking lot would be located on the south side of Main Street east of the rail line (Lot 2). The station would consist of a 350'-long, fully ADA-compliant, high-level train platform with a canopy and wind screen and an adjacent shelter with seating. An entry portal east of the platform would include covered ramps and stairs providing access to the waiting area and platform. A bus drop-off area would be located just north of the portal and sidewalks would convey passengers from the drop-off area and Lot 1. Lot 1 would be constructed partially in the rail ROW and partially by converting 1.2 acres of an existing surface parking lot owned by Bigelow Commons, a former mill since converted to a 24-acre apartment complex and office park (the project would remove approximately 65 parking spaces out of the total 715 Bigelow Commons parking spaces). Lot 2 would be constructed on 0.3 acres of a vacant 1.2-acre town-owned parcel. A utility building would be constructed to the north and east of the passenger platform and a new retaining wall would be required to accommodate the grade change between Main Street and the Station (Figures 2 and 3).

Within the existing rail ROW, the track would be realigned up to 25' to the east to accommodate the station and tapering to meet the existing track to the north and south. An approximately 500'-long gauntlet track would be installed between the location of the existing track and the new track to accommodate oversized freight traffic on the line. The tracks would be elevated a maximum of 2' above the existing profile to increase roadway clearance at the Main Street Railroad Bridge (M.P.

² Parson Brinckerhoff, *New Haven-Hartford-Springfield High Speed Rail Program, Technical Report on Cultural Resources for State Project #170-2296*, (May 2012).

53.98). The track profile elevations would decrease to the north and south to eventually match the existing track elevations outside of the project area. The track work would extend approximately 2,200' north and south of the station (4,400' total) and would require permanent slope easements a maximum of 10' deep along the western (rear) property line of five residential properties located on Cottage Green that abut the rail ROW south of Asnuntuck Street. The track improvements would also include the replacement of the existing concrete retaining walls located above the Freshwater Brook Railroad Bridge (M.P. 53.96), these located well within the rail ROW.

The Main Street Railroad Bridge would be replaced with a wider and taller structure to accommodate sidewalks and provide increased vertical clearance. This would require removing the existing brownstone retaining walls that flank Main Street under the bridge and installing reinforced concrete abutments to accommodate the larger bridge structure (Image 1). Below the bridge, Main Street would be widened and lowered, tapering from approximately 600' east of the bridge to approximately 80' west of the bridge and include the intersection with North River Street, which would be realigned to the west to match a recent realignment of South River Street. Except for affecting a sliver of property along North River Street side, this work would occur in the railroad and roadway ROWs.

The Undertaking would include filling the 18'-long single-span, concrete-lined brick arch structure that carries the railroad over Asnuntuck Street (M.P. 53.94) due to the fact that it is heavily deteriorated, does not meet modern design standards, and cannot accommodate the increased load created by the elevated track profile.³ In addition to filling the structure, a portion of the Asnuntuck Street roadbed east of the railroad ROW would be removed and a turnaround would be constructed to allow vehicles to change direction, including emergency vehicles. Except a sliver of a residential property to be acquired for construction of the turnaround, this work would all occur in the railroad and roadway ROWs.

Replacement of the Main Street Railroad Bridge and associated roadway improvements, as well as the closure of roadway access below the Asnuntuck Street Railroad Bridge (M.P. 53.94) would occur primarily in the railroad and roadway ROWs and would require acquisition of a 5'-10' strip of property along North River Street owned by Eversource and a 200 sq ft sliver of land from a residential property on Asnuntuck Street.

³ The bridge was load rated in accordance with the American Railway Engineering and Maintenance of Way Association (AREMA) standards. The load rating indicated the bridge does not have sufficient capacity for the future program, though it has the capacity to carry current Amtrak locomotives. *Bridge Inspection, Condition and Load Rating Summary Report, Amtrak Bridge MP 53.94*, CTDOT, September 2017, updated March 2023.

Area of Potential Effects (APE)

The APE consists of the area where the Undertaking has the potential to cause effects on historic properties. CTDOT delineated the APE to reflect the nature, scale, and location of the Undertaking.

As the proposed Undertaking will not significantly alter the existing visual character in the vicinity of the project area, the APE was based upon the physical footprint of the Undertaking, this consisting of the locations of the new station and parking lots and the associated track, bridge, and roadway work (Figures 1 and 4). The APE is centered on the railroad ROW at its intersection with Main Street and extends approximately 2,200' to the north and south (total 4,400') within the rail ROW. The APE also extends approximately 175' to the east of the rail ROW in the vicinity of the proposed station, approximately 600' to the east within the Main Street ROW, and approximately 80' to the east in the vicinity of the Asnuntuck Street underpass. South of Asnuntuck Street, the APE extends 10' east of the rail ROW to include slope easements from properties along Cottage Green. To the west, the APE extends approximately 100' from the rail ROW in the Main Street ROW and to the north including part of North River Street.

Identification of Historic Properties

To identify historic properties in the APE, an SOI-qualified architectural historian reviewed available information and conducted field surveys, this reported in the attached Technical Report.⁴ As noted above, the Hartford Line was previously determined to be eligible for the NRHP as the NHHS linear historic district.⁵

Two structures in the APE were identified as contributing elements within the NHHS linear historic district (Figure 4):

- Freshwater Brook Railroad Bridge (M.P. 53.96): A ca.1870 brick and masonry arch structure approximately 200' south of Main Street (Images 2 and 3).
- Brownstone Retaining Wall (Main Street): A ca.1900 brownstone retaining wall that extends east from the north abutment of the Main Street Railroad Bridge was built as part of the elimination of the previous grade crossing (Image 1).

Additional historic properties listed in the NRHP within the APE include:

- Bigelow-Hartford Carpet Mills (55 Main Street): This 24-acre parcel, extending north from Main Street to West Street and Whitworth Street and east from the rail

⁴ Archaeological and Historical Services, Inc., *Historic Properties Technical Report: Existing Conditions and Effects Hartford Line Project: Enfield Station State Project No. 0320-0017*, January 2024.

⁵ Parson Brinckerhoff, *New Haven-Hartford-Springfield High Speed Rail Program, Technical Report on Cultural Resources for State Project #170-2296*, (May 2012).

line to Pleasant Street, was listed in the NRHP in March 1983. The property is characterized by large multistory brick former manufacturing buildings, most of which date from the carpet mills' early 20th-century expansion. The mill buildings have been converted to a mixed-use complex now known as Bigelow Commons. (Images 4 and 5).

- Bigelow-Hartford Carpet Mills Historic District (Asnuntuck, Pleasant, Prospect and other streets surrounding the surviving former carpet mill buildings): Listed in the NRHP in 1994, this district was intended to extend the Bigelow-Hartford Carpet Mills listing by including not only the mills but also the former company-owned housing (Image 6).

Outside of the three aforementioned historic districts, no other historic properties were identified within the APE. The Asnuntuck Street Railroad Bridge (M.P. 53.94) and the Main Street Bridge (M.P. 53.98) are not considered contributing structures as both have been highly altered, this resulting in a loss of material, workmanship, and design integrity.⁶

A 5'-10' strip of land is required along North Mainstreet from the parcel at 2 Main Street, northwest of the intersection of North River and Main Streets, for the proposed realignment of North River Street. This parcel is occupied by a large two-story metal-sided building built in 1953. The building has a shallow-pitched gable roof and a large metal chimney; it measures 75' by 102' overall, with several small one-story projections. The building was built to house a 12,000-kW gas-turbine generator, one of two such plants built in the 1950s as part of the ongoing load-management effort of the Connecticut Light & Power Company (CL&P). The plant has some historical interest because of its association with CL&P's early use of gas-turbine technology, however, the building is very plain and utilitarian in appearance and does not immediately convey its historical function. As such, it is recommended that the building's significance does not rise to the level of NRHP eligibility. A 1960 metal-sided gas-metering building on North River Street is also associated with the former power plant. One story in height and measuring 13' by 48' in plan, it was built to allow the power plant to take advantage of a new gas pipeline. A small utilitarian building of modern vintage, the gas-metering building does not appear to have any significance that would rise to the level of NRHP eligibility.⁷

⁶ Ibid.

⁷ Email from Bruce Clouette (author of the January 2024 Historic Properties Technical Report: Existing Conditions and Effects Hartford Line Project: Enfield Station State Project No. 0320-0017 to Marla Engel of WSP, February 2, 2024

Archaeological Conditions Within the APE

Sediments in the Undertaking's APE are almost exclusively categorized as Urban Land or Udorthent-Urban Land Complex, which are types of soils that are predicted to have low archaeological sensitivity. A Phase 1A and 1B archaeological reconnaissance survey was conducted within the APE to verify the modeled potential of the soils and to examine areas that had not been previously disturbed. The survey included subsurface testing using shovel test pits. There are no existing NRHP-listed or eligible archaeological properties in the APE and the survey did not discover any previously undocumented NRHP-listed or eligible archaeological properties, nor was further study recommended.⁸

Assessment of Effects

The effects of the Undertaking on NRHP-listed and eligible properties are described below.

NHHS Linear Historic District

The undertaking would replace the existing retaining walls above the Freshwater Brook Railroad Bridge, this to better support the improved track structure. The replacement retaining walls will consist of concrete lagging panels set between H-column piles and tubular galvanized- steel safety railings. The spacing of the piles will straddle the barrel of the historic brick arch, so there will be no physical impact on the bridge. The railings and a portion of the retaining walls will be visible when viewing the bridge from the banks of Freshwater Brook or South River Street. However, the retaining walls will be built 25' to 30' back from the plane of the bridge's masonry headwalls and at an elevation 12' to 20' above the headwalls, resulting in minimal visual impact. The bridge's brick and stone masonry headwalls, arch and wing walls are character-defining features that contribute to the overall rail line as an NRHP-eligible linear historic district. These elements will be retained, and as such, there will be no direct or indirect effect on these elements from the proposed project. A finding of **No Adverse Effect** is recommended for these project actions.

The Undertaking would remove the brownstone retaining wall located on the north side of Main Street east of the rail line. Being a contributing element of the NRHP-eligible NHHS Rail Line linear historic district, removal of this structure would constitute an **Adverse Effect to Historic Properties** as it would diminish the integrity of the NHHS's design, materials, and workmanship, and reduce its ability to convey its significance under Criterion C. This being said, The NHHS would retain its integrity of location, setting, feeling, and association, as well as the vast majority of the elements that contribute to its integrity of design, materials, and workmanship.

⁸ Archaeological and Historical Services, Inc., *Archaeological Resources Technical Report: Existing Conditions and Effects Hartford Line Project: Enfield Station State Project No. 0320-0017*, January 2024.

Furthermore, adverse effects would be minimized due to the preservation of the NHHS's historic function and the enhancement of rail services.

Bigelow-Hartford Carpet Mills

The proposed project would have no direct physical effects or notable indirect effects on the historic carpet mill buildings; however, a portion of the Bigelow Commons surface parking would be acquired for station parking (Figure 5).

The new platform, enclosed waiting area, and parking would not have a notable effect on the carpet mills' integrity of setting because the size and scale of the former carpet mills results in their completely dominating the landscape. The mills' current setting is also widely different than it was in the historic period, when there were other industrial structures, rather than parking lots, surrounding the surviving manufacturing buildings (Images 4 and 5). In addition, the setting historically included the Thompsonville passenger rail and freight stations, these located north of Main Street east of the rail line and west of the mills, as well as multiple railroad tracks and sidings, the power plant for the carpet mills, warehouse and shipping buildings, a large coal shed, and rows of commercial buildings on Main Street, none of which survive today. The Undertaking would have **No Adverse Effect** on the historic carpet mills.

Bigelow-Hartford Carpet Mills Historic District

The rear yards of the former company-owned houses on the north side of Asnuntuck Street are located a short distance south of the site of the proposed Lot 2 (Images 6-8). Due to the presence of the heavily wooded ravine through which Freshwater Brook flows, however, Lot 2 would be minimally visible from these properties and none of the houses would be subject to direct impacts. Lot 2 would also have minimal visual impact on the ca.1880 brick commercial building at 78 Main Street due to the wooded character of the area east of the lot, the building's distance from the proposed parking area (approximately 275'), and the fact that the building faces northeast, away from the proposed parking lot (Images 8 and 9).

Infilling of the Asnuntuck Street Railroad Bridge and construction of a roadway turnaround to the east would have little or no physical or visual impact on the historic district. When it was first constructed, Asnuntuck Street initially extended as far as the underpass, the original purpose of which being to provide access to factory buildings located on the south side of Freshwater Brook. In the early 20th century, however, the factory buildings were removed, Asnuntuck Street extended to serve new company housing, and the present dogleg constructed to line up with the underpass. Nearly all of the proposed roadway turnaround would occur within the roadway ROW and in currently paved areas at the extreme western edge of the historic district. Acquisition of a 200 sq ft sliver of the 0.7-acre parcel at 7-9-11 Asnuntuck Street is required to build the turnaround., This sliver is situated at the far

corner of a property occupied by a two-and-a-half-story ca. 1900 residential building and would not constitute an adverse impact to the property or the district (Image 10).

Track improvements within the railroad ROW would also require slope easements of up to 10' deep along the rear of five residential parcels located on Cottage Green (2, 10, 20, 24, and 32 Cottage Green)(Image 11). While all five residences on these properties contribute to the historic district, the easements are situated at least 25' from the contributing structures on the properties and would have little physical or visual impact on the historic character or integrity of the structures or the historic district overall.

While the Undertaking would have both direct and indirect impacts on the district, the Undertaking would have **No Adverse Effect** to the Bigelow-Hartford Carpet Mills Historic District as these impacts are minor and would not compromise the district's overall historic setting, character, or integrity.

Finding of Effect

In accordance with 36 CFR Part 800.5, CTDOT considered the scope of work and determined that the proposed Undertaking would have an **Adverse Effect on Historic Properties** due to the identified impacts on the NHHS Linear Historic District. Pursuant to the 2012 PA developed for the Hartford Line project, CTDOT and its federal partners will consult with you regarding development of mitigation for the adverse effect on historic properties.

Consulting Parties

CTDOT identified parties that may be interested in the Undertaking and determination of effects, this including the Enfield Historical Society. CTDOT invites these individuals/organizations to participate as Section 106 consulting parties. Invited parties should indicate their willingness to participate as a consulting party and provide comments, as indicated below, within 30 calendar days from the date on this letter. If any invited party expresses concern about the Undertaking's potential effects to historic properties, CTDOT will consult with you and other consulting parties to resolve those concerns prior to project implementation. In keeping with 36 C.F.R. § 800.5(c)(1), if a response is not received within 30 days, the CTDOT will consider its responsibilities under Section 106 fulfilled. For more information on the role of a consulting party see <https://www.achp.gov/citizens-guide-section-106-review>.

Through FRA, CTDOT will also invite federally recognized Indian tribes to participate in consultation by separate letter.

Request for Section 106 Concurrence

CTDOT requests concurrence with our **Adverse Effect** finding within 30 calendar days from the date on this letter. If you have questions or wish to discuss the project, please contact Lucas Karmazinas at Lucas.Karmazinas@ct.gov or (860) 594-2136.



Lucas A. Karmazinas
National Register Specialist
Office of Environmental Planning
Connecticut Department of Transportation

Enclosures:

Attachment A: Figures

Attachment B: Images

Archaeological Resources Technical Report: Existing Conditions and Effects
Hartford Line Project: Enfield Station State Project No. 0320-0017, January 2024.

Historic Properties Technical Report: Existing Conditions and Effects Hartford
Line Project: Enfield Station State Project No. 0320-0017, January 2024.

cc: Richard Bertoli, Principal Engineer, CTDOT
Julianne Chatman, Project Engineer, CTDOT
Kevin Fleming, Transportation Supervising Planner, CTDOT
Mequela Moreno, Environmental Protection Specialist, FRA
Jonathan Schnidt, Environmental Protection Specialist, FTA
Martha Curran, Environmental Protection Specialist, HUD
Enfield Historical Society

ATTACHMENT A
FIGURES



Figure 1: Project Site and Project Components

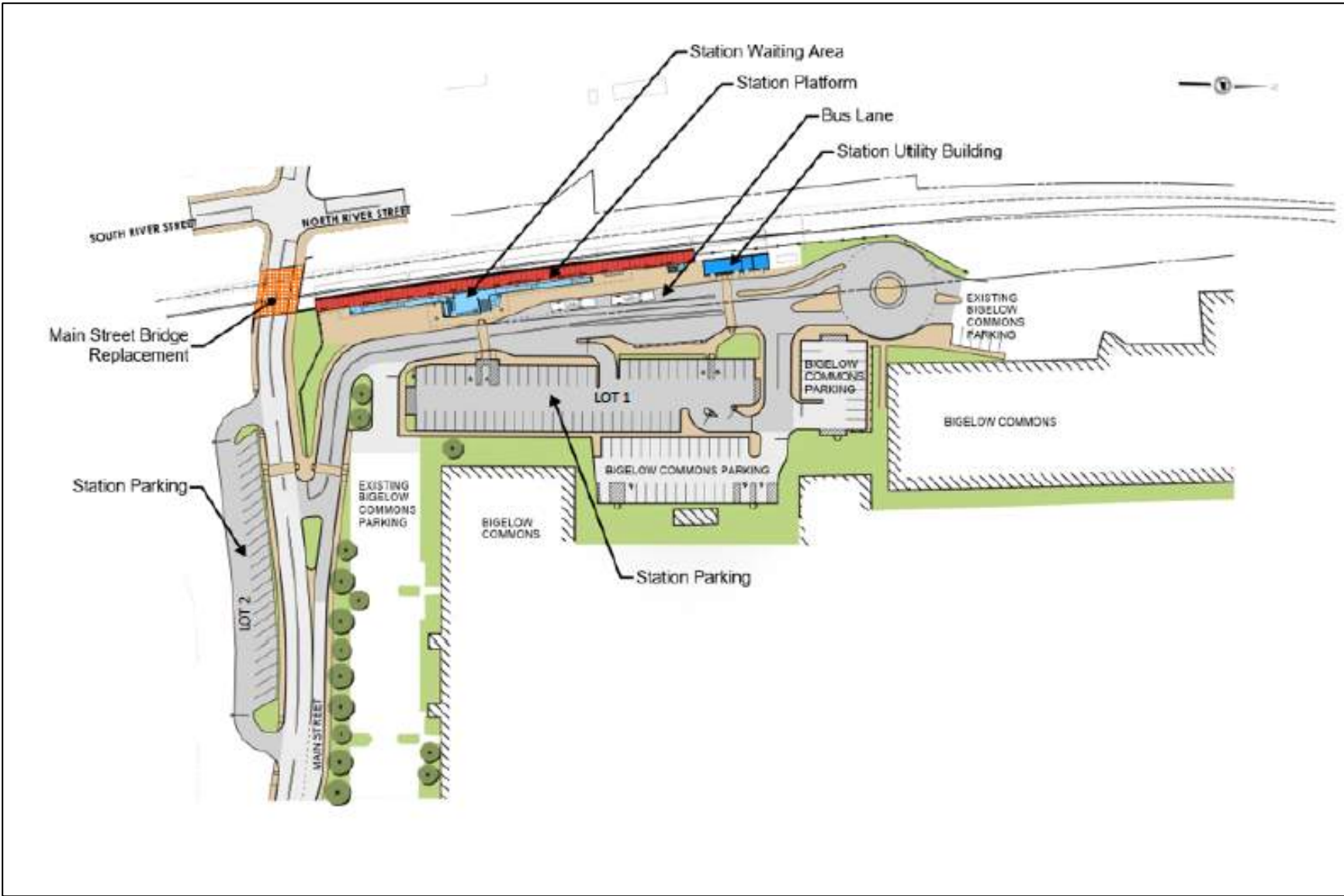


Figure 2: Enfield Station Concept Plan



Figure 3: Proposed Enfield Station



Figure 4: Undertaking, Area of Potential Effect and Historic Properties

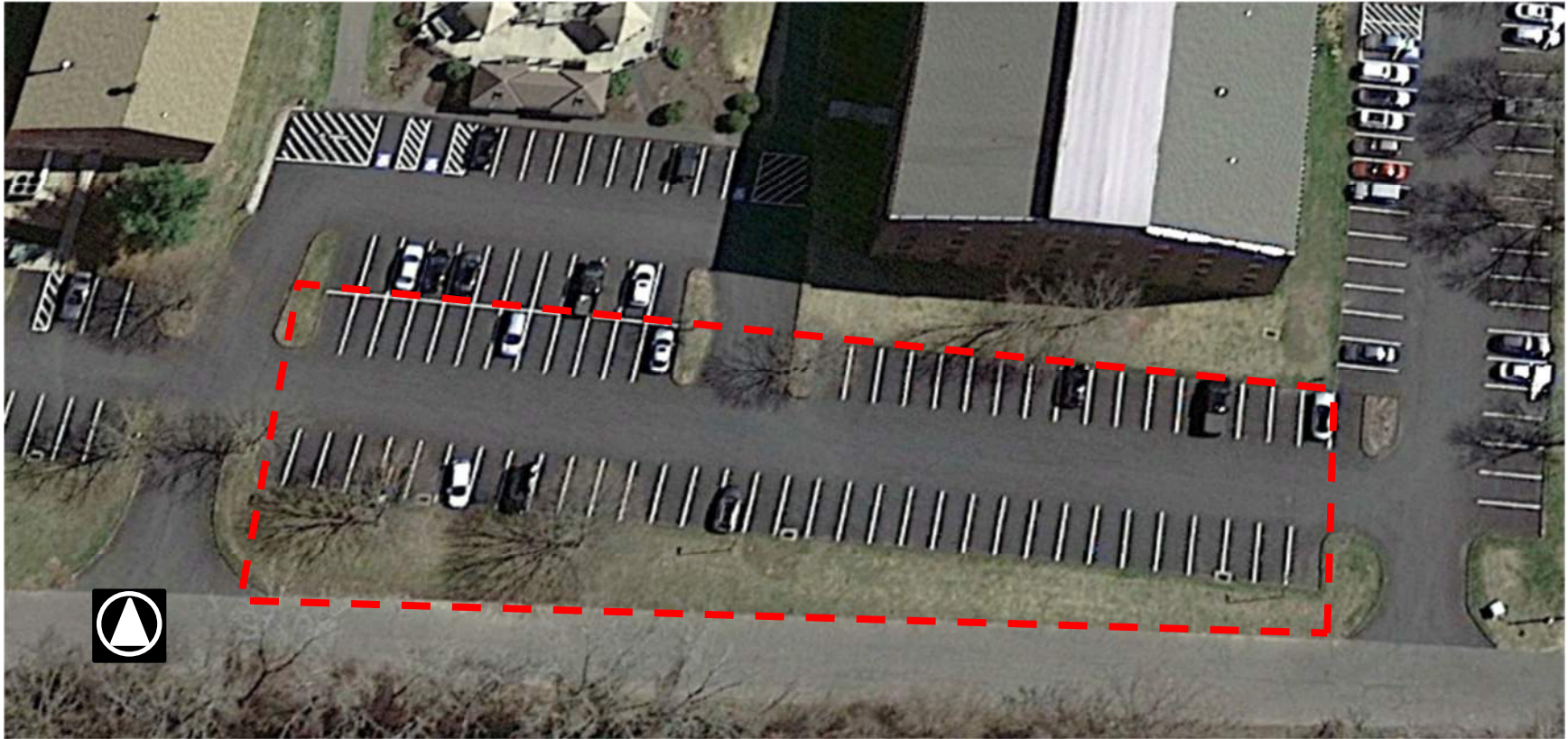


Figure 5: Portion of Bigelow Commons parking lot to be converted to station parking, shown in red outline.

**ATTACHMENT B
IMAGES**



Image 1: Retaining wall (ca. 1900) adjacent to Main Street underpass, camera facing west.

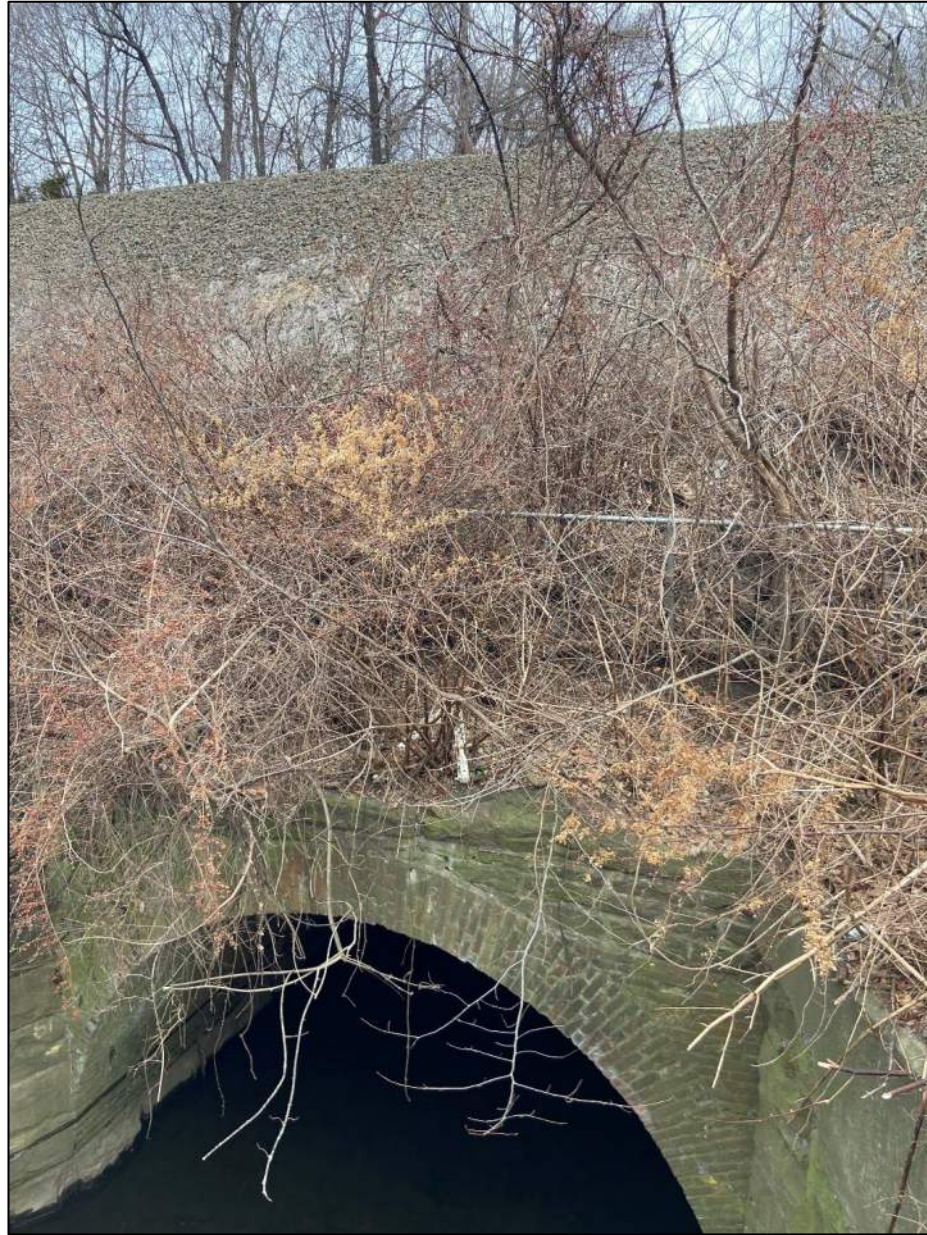


Image 2: Freshwater Brook Railroad Bridge, west elevation, camera facing northeast.



Image 3: Freshwater Brook Railroad Bridge, east elevation, camera facing northwest.



Image 4: Overview of east side of project area, camera facing north. The paved road is Commerce Street; the parking lot and buildings on the right are part of the NRHP-listed Bigelow-Hartford Carpet Mills property.



Image 5: Former Bigelow-Hartford Carpet Mill buildings (NRHP-listed), camera facing northeast.



Image 6: Former company-owned houses on Asnuntuck Street (7 Asnuntuck Street in foreground), located within the Bigelow-Hartford Carpet Mills Historic District, camera facing northeast.



Image 7: Vacant, Town of Enfield property to be acquired by the project for parking Lot 2 shown in red outline, facing west.



Image 8: Vacant land on the south side of Main Street where surface parking Lot 2 will be constructed, camera facing northeast.

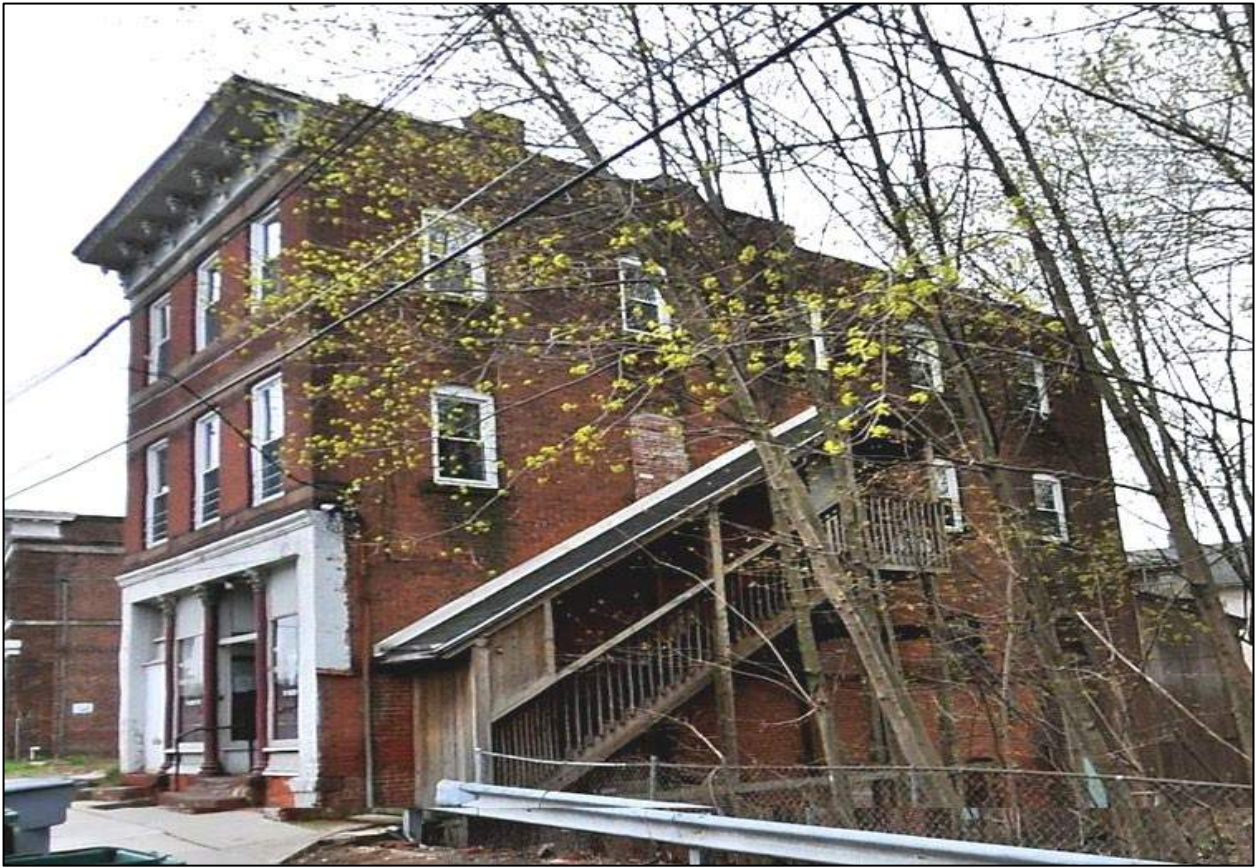


Image 9: Ca. 1880 Italianate-style brick commercial building, 78 Main Street, located within the Bigelow-Hartford Carpet Mills Historic District, camera facing southeast.



Image :10 Asnuntuck Street will end here in a turnaround. Area outlined in red will be acquired by the project for the turnaround. Camera facing southeast.



Image :11 A 10-foot slope easement would be acquired by the project at the rear of these properties on Cottage Green. Showing (from right to left) 20, 24, and 32 Cottage Green. Camera facing southwest.

Appendix F: Enfield Station Traffic Operations Analysis

NEW HAVEN – HARTFORD – SPRINGFIELD RAIL PROGRAM

STATE PROJECT NO. 320-0005

Technical Paper for Enfield Station Traffic Operations Analysis

March 2024



Prepared For:

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EXECUTIVE SUMMARY

Introduction

The New Haven-Hartford-Springfield rail project will provide Connecticut and New England with improved rail service and expanded regional multimodal transportation opportunities. The project includes increasing train speeds, improving track and signals along the corridor, upgrading bridges, constructing new stations, and enhancing safety at at-grade crossings. The purpose of this Technical Paper is to identify existing and future traffic capacity in proximity to the proposed Enfield rail station and determine any additional transportation infrastructure needs to support future increased NHHS ridership.

Project Study Area

The station traffic study area comprises one signalized intersection on Route 5 (Enfield Street) as well seven unsignalized intersections on Main Street, North Main Street, and Pearl Street in close proximity to the proposed rail station. Synchro 11 traffic analysis software was used to analyze the traffic capacity of intersections and station driveways. This program utilizes the analytical methodologies developed in the *Highway Capacity Manual* (HCM) and generates an intersection level of service output based on calculated delays and queues.

Traffic Analysis and Results

Existing traffic levels of service in Enfield are generally acceptable, with all study area intersections operating at an overall LOS C or better during both the AM and PM peak hours.

The analysis of the future traffic conditions of the proposed project (i.e., the future No Build condition) serves as the baseline against which impacts of the project are compared. The No Build condition includes background traffic growth and completion of the South River Road bridge reconstruction over Freshwater Brook. Under the No Build conditions, levels of service remain acceptable; all study area intersections would operate at an overall LOS C condition or better in both peak hours. Individual intersection approaches would experience minor increases in delay.

The Build condition is used to evaluate the impact of new traffic generated by the project once completed compared to the future traffic conditions including background growth alone. Station-related improvements considered in the analysis include new station ridership, new parking facilities, and closing the Asnuntuck railroad underpass and diverting traffic to the Main Street underpass. Under Build conditions, all intersections would continue to operate under acceptable overall levels of service, and no intersection approaches would experience adverse impacts due to the project.

The remainder of the report and the corresponding appendices provide analysis and documentation to support the results of the study.

INTRODUCTION

The New Haven-Hartford-Springfield rail project will provide Connecticut and New England with improved rail service and expanded regional multimodal transportation opportunities. The project includes increasing train speeds, improving track and signals along the corridor, upgrading bridges, constructing new stations, and enhancing safety at at-grade crossings.

The *CTrail* Hartford Line passenger rail service will operate at speeds up to 110 mph, cutting travel time between Springfield and New Haven to as little as 81 minutes. Also, there will be direct or connecting service to New York City and multiple frequencies to Boston or Vermont (via Springfield). Seven existing Amtrak intercity stations, including Wallingford, Meriden, Berlin, Hartford, Windsor, Windsor Locks, and Springfield will be or have been expanded or relocated, and provided with improved access and parking facilities. New train stations also are planned at North Haven, Newington, West Hartford and Enfield.

The purpose of this Technical Paper is to identify existing and future traffic capacity at the new station driveway and intersections in proximity to the proposed Enfield rail station and determine any additional transportation infrastructure needs at the driveways and intersections needed to support future increased NHHS ridership.

1.0 METHODOLOGY

The project study area consists of intersections adjacent to the station area and intersections in close proximity. The sections and tables below summarize those locations. The study area is illustrated in Figure 1-1.

1.1 ROADWAY NETWORK

The proposed Enfield Station site is located on Main Street in the Thompsonville section of Enfield, near the site of the original Thompsonville Depot (demolished in the 1980's). The station will share a drive with the mixed-use Bigelow Commons complex, an adaptively renovated former industrial site comprised of brick mill buildings containing residential units and various businesses. The station traffic study area comprises one signalized intersection on State Route 5 (Enfield Street) as well seven unsignalized intersections on Main Street, North Main Street, and Pearl Street in close proximity to the proposed rail station. These include:

1. Enfield Street (Route 5) at North Main Street/Elm Street (Route 220)
2. North Main Street/Pearl Street at Main Street
3. Main Street at the rear Bigelow Commons drive (proposed for station access)
4. Main Street at North River Street
5. Pearl Street at the Route 190 On Ramp/Franklin Street
6. Pearl Street at the Route 190 Off Ramp/Frew Terrace
7. Asnuntuck Street at Pearl Street
8. Asnuntuck Street at South River Street

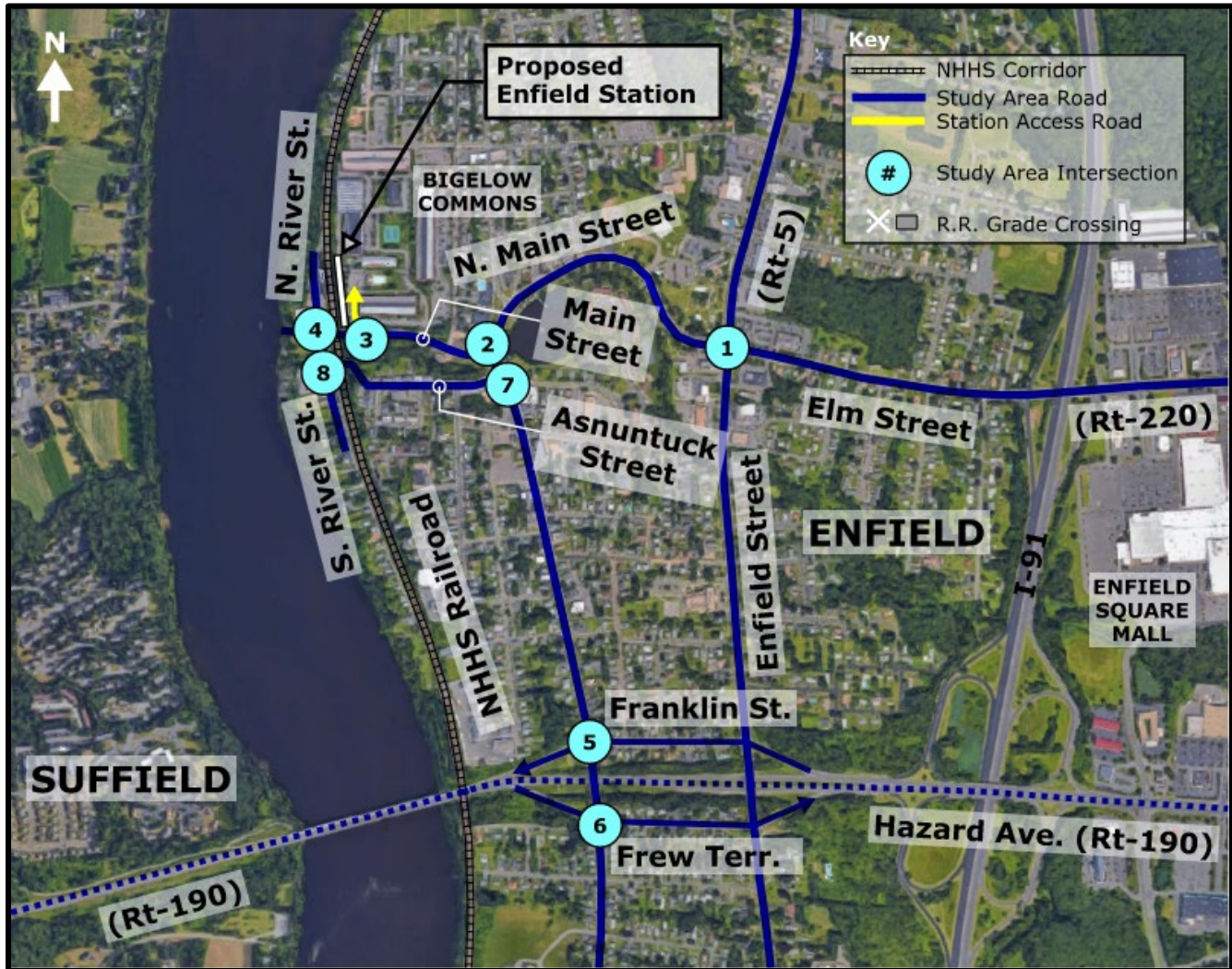
State Route 5 is an important north-south arterial, connecting Enfield to both Hartford and Springfield, MA, roughly paralleling the NHHS corridor. State Routes 220 and 190 are east/west arterials, with Route 190 providing access from eastern Connecticut and continuing west across the Connecticut River to Suffield. Route 220 becomes North Main Street west of Route 5. Pearl Street is a local road connecting Route 190 and Main/North Main Street.

Routes 190 and 220 are major regional retail corridors, while Route 5 provides access to medium-scale commercial land uses in the vicinity of North Main Street. North Main and Pearl streets are local road which form the core of the historic mixed-use village center of Thompsonville. Main Street is mostly undeveloped to the south due to its close proximity to Freshwater Brook. Bigelow Commons abuts most of the street's length to the north. Along Main Street between the Commons rear drive and North River Road there is an existing railroad overpass with low vertical clearances (12'-5") and a narrow travel way (23' roadway and 5' sidewalk) between bridge abutments.

Asnuntuck Street is a residential street paralleling Main Street south of Freshwater Brook. A public parking lot at the corner with Pearl Street serves the Thompsonville business district. Asnuntuck Street connects from Pearl Street to South River Road, crossing under the railroad through a narrow underpass with low vertical clearances (7'-6"). Between Main Street and Asnuntuck Street, a bridge carries South River Road over Freshwater Brook; this bridge is currently being fully reconstructed and is scheduled to be completed in the Fall of 2023. The Town of Enfield maintains a public boat launch on the Connecticut River opposite the Asnuntuck underpass off South River Road. Main Street and Asnuntuck Street are the only access points to the North and South River Road neighborhoods west of the railroad tracks.

The Town of Enfield operates the Magic Bus transit services, with includes two routes that meet at the top of the hour at roughly the intersection of Main Street and North Main Street/Pearl Street. The Blue Line forms a clockwise loop following North Main Street to the commercial areas along CT Routes 220 and 190, returning to Thompsonville via Pearl Street. The Yellow Line makes a counterclockwise loop via US Route 5 southbound, Raffa Road, and CT Route 190. Both Routes are anticipated to be extended approximately a quarter mile west to the future Enfield Train Station; the two hourly round trips from these transit routes are incorporated into the Build Year traffic volumes.

Figure 1-1: Enfield Station Study Area Intersections



1.2 CAPACITY ANALYSIS

Synchro 11 traffic analysis software was used to analyze the traffic capacity of intersections and station driveways. This program utilizes the analytical methodologies developed in the Highway Capacity Manual (HCM) and generates an intersection level of service output based on calculated delays and queues.

Synchro 11 is a macroscopic analysis and optimization program used to analyze traffic based on detailed characteristics derived from the raw traffic count data. Synchro analyses account for lane geometry, signal timing and coordination, percentage of heavy vehicles, and peak hour factor, among others. Synchro is used to directly estimate the average delay experienced by vehicles, the corresponding level of service (LOS) value, as well as the volume-to-capacity (V/C) ratio for each intersection movement. The analyses evaluated current traffic operations based on signal timings, traffic volumes, roadway geometry, and the effect of increased traffic generated by new ridership.

For a signalized intersection, levels of service are determined for the intersection and its individual lane groups and are defined in terms of the average control delays experienced by all vehicles that arrive in the analysis hour, including delays incurred beyond the analysis hour when the intersection or lane group is saturated.

The delay levels for signalized intersections are detailed below:

- LOS A describes operations with very low delay, i.e., up to 10 seconds per vehicle. This occurs when signal progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.
- LOS B describes operations with delay in the range of 10 to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. Again, most vehicles do not stop at the intersection.
- LOS C describes operations with delay in the range of 20 to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. The number of vehicles stopping at an intersection is significant at this level, although many still pass through without stopping.
- LOS D describes operations with delay in the range of 35 to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles that do not stop declines.

- LOS E describes operations with delay in the range of 55 to 80 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios.
- LOS F describes operations with delay in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios with cycle failures. Poor progression and long cycle lengths may also be contributing to such delays. Often, vehicles do not pass through the intersection in one signal cycle.

The LOS thresholds for unsignalized intersections differ slightly from those for signalized intersections. Delay levels for unsignalized intersections are detailed below:

- LOS A describes operations with very low delay, i.e., up to 10 seconds per vehicle. This generally occurs when little or no delay is experienced at the intersection.
- LOS B describes operations with delay in the range of 10 to 15 seconds per vehicle. This generally occurs when short traffic delays are experienced at the intersection.
- LOS C describes operations with delay in the range of 15 to 25 seconds per vehicle. This generally occurs when average traffic delays are experienced at the intersection.
- LOS D describes operations with delay in the range of 25 to 35 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable, and longer traffic delays are experienced.
- LOS E describes operations with delay in the range of 35 to 50 seconds per vehicle. At LOS E, there is obvious congestion, and very long traffic delays are experienced at the intersection.
- LOS F describes operations with delay greater than 50 seconds per vehicle. At LOS F, there is heavy congestion, and excessive traffic delays are experienced at the intersection.

1.2.1 Existing and Future Year Conditions

Capacity analyses were performed to determine the traffic levels of service in the current year (Existing conditions), the future year without the project (No Build conditions), and the future year when the project is completed (Build conditions). By comparing the three scenarios, the relative impact of the project compared to the baseline condition of No Build growth and development can be determined, and mitigation measures can then be proposed for any project-related adverse impacts (see Section 2.0).

The Existing conditions represent the level of service at the time of the traffic counts, based on the geometry and operational characteristics present in the traffic count year. From this baseline, it can be determined what effect future growth in traffic and other development will have on operations compared to today.

The No Build conditions represent future levels of service predicted without the proposed project, which serves as the baseline against which impacts of the project are compared. The future No Build analysis includes all background growth, changes in traffic patterns due other roadway projects, and/or traffic generated by major real estate developments scheduled to be occupied or implemented by the 2030 Future Year.

The Build conditions represent future levels of service predicted once the project is completed and fully operational. The Build conditions contain the same background growth and network changes as the No Build condition, but also new traffic generated by new or increased activity at commuter stations and any changes to the roadway network to accommodate the station.

1.2.2 Criteria for Acceptable Level of Service (LOS)

For this project, an acceptance criteria was established for level of service impacts which is described below:

- Intersections serving station driveways – If the level of service on any approach at this intersection shows LOS E or worse, then the intersection will be mitigated to improve approach levels of service to LOS D or better.
- Intersections not serving station driveways (off-site intersections) – This falls under two categories:
 - If the project causes any approach to deteriorate in level of service (LOS E or worse), then the intersection will be mitigated.
 - If the project maintains the same level of service (LOS E or worse) on any approach, then the intersection will not be mitigated.

1.3 TRAFFIC DATA

Traffic counts at station driveways and adjacent study intersections were undertaken by the consultant team. The volumes were checked and balanced by CTDOT, which then provided the existing AM and PM peak hour volumes required for the traffic analysis.

Future traffic volumes were also developed by CTDOT using their statewide Travel Demand Model. The future traffic numbers were based on background traffic growth as determined by the CTDOT model for the No Build alternative. For the Build alternatives, future volumes accounted for trips generated by new or increased activity at the commuter rail stations.

The following is a summary of the traffic data provided by CTDOT; details are included in Appendix A:

- Existing (2023) AM Peak Hour Condition
- Existing (2023) PM Peak Hour Condition¹
- 2030 No Build AM Peak Hour Condition
- 2030 No Build PM Peak Hour Condition
- 2030 Build AM Peak Hour Condition
- 2030 Build PM Peak Hour Condition

¹ The Existing Conditions traffic counts were originally taken in 2017 and projected to represent a base year of 2018. CTDOT has validated these original counts as accurately reflecting 2023 conditions, and the base year has been adjusted accordingly. See Appendix A-2 for CTDOT approval.

2.0 RESULTS OF CAPACITY ANALYSIS

The results of the capacity analysis of the study intersections are tabulated for Existing, Future 2030 No Build condition, and Future 2030 Build conditions. Following is a discussion of the traffic analysis level-of-service findings. Terms used in the level of service tables are shown in Table 2-1.

Table 2-1: Level of Service Terms and Symbols

Term / Symbol	Definition
Mvt.	Refers to the specific intersection approach lane(s) and how the lane(s) operate and/or specific pavement striping. LTR is a general lane serving all movements (left, through, right), TR is a combined through/right-turn lane(s), R or L refers to exclusive right- or left-turn movements.
V/C	Volume-to-capacity ratio for the movement listed in the first column. Values above 1.00 indicate an excess of demand over capacity.
Delay	Average delay per vehicle (sec/veh) making movement in the noted lane group
LOS	The Level of Service corresponding to the average delay, as defined in the HCM 2010

Each intersection within the traffic study area was analyzed in terms of its capacity to accommodate existing traffic and future projected volumes as defined by the resulting levels of service. The intersection capacity analysis results for the Enfield AM peak hour can be found in Table 2-2 and the PM peak hour in Table 2-3.

2.1 EXISTING CONDITIONS 2023

Existing levels of service in Enfield are generally acceptable, with all study area intersections operating at an overall LOS C or better in both peak hours. At the signalized intersection of Route 5 at North Main Street, all movements from the north and southbound arterial approaches operate at LOS C or better, while the east and westbound movements operate at LOS D or better. Traffic on Main Street leading towards the station site is currently very low, serving about two dozen homes west of the railroad tracks.

2.2 FUTURE NO BUILD CONDITIONS 2030

The analysis of the future traffic conditions of the proposed project (i.e., the future No Build condition) serves as the baseline against which impacts of the project are compared. No station or rail service would be provided to Enfield, only background traffic growth associated with existing land uses within the study area is considered in the No Build analysis. While not directly impacting traffic operations, the bridge on South River Street over Freshwater Brook will be replaced by the end of 2023. The new bridge and reconstructed roadway will provide two 12-foot traffic lanes and a 5-foot sidewalk between Main Street and Asnuntuck Street on the west side of the bridge.

Under the No Build conditions, levels of service remain acceptable; all study area intersections would operate at an overall LOS C condition or better in both peak hours. Individual intersection approaches would experience minor increases in delay.

2.3 FUTURE BUILD CONDITIONS 2030

The Build condition is used to evaluate the impact of new traffic generated by the project once completed compared to the future traffic conditions including background growth alone. The Build conditions incorporate the completed reconstruction of the South River Road bridge over Freshwater Brook. The Enfield Station project includes the follow new elements:

- A new station off Main Street with one high-level platform (See Figure 2-1)
 - New traffic generated by ridership utilizing the station
 - New or expanded parking adjacent to the Bigelow Commons complex, and reconstruction of the existing west driveway to the complex,
 - New parking south of Main Street
- Replacement of the railroad bridge over Main Street to widen Main Street to provide two 12-foot travel lanes, an 8-foot sidewalk on the north curb, and a 5-foot sidewalk on the south curb; the new bridge would also provide improved vertical clearance (See Figure 2-2)
- Closing the Asnuntuck Street railroad underpass to all traffic; Asnuntuck Street would be dead-ended, and traffic would be diverted to use to the Main Street underpass to access North or South River Roads² (See Figure 2-3 and Figure 2-4)
- Extending the Blue and Yellow Lines of the Magic Carpet Bus transit service to the station.

All Enfield study area intersections would continue to operate at an overall LOS C or better in both peak hours, with the exception of Route 5 at North Main Street, which degrades slightly from LOS C to D in the PM peak hour (see Table 2-2 and 2-3). In the PM peak hour, the southbound Route 5 left turn onto Elm Street is affected, degrading from LOS D to E. This is due to additional actuated green time provided to eastbound North Main Street to serve new traffic traveling from the station site, thereby reducing the percentage of green time available for this left-turn movement. Overall, the southbound approach would continue to operate at LOS D conditions and this would not be considered an adverse impact under the acceptance criteria.

² The Asnuntuck Street railroad underpass would be permanently closed and filled in to meet the required track grades approaching the proposed Enfield Train Station to the immediate north, as well as to accommodate increased weight requirements for adding a second track to the Hartford Line railroad corridor. A hammerhead turnaround for vehicles would be provided at the dead-ended portion of Asnuntuck Street east of the tracks, designed to accommodate WB-50 trucks (See Figure 2-4). Wayfinding signage would also be provided on North Main Street and Pearl Street directing vehicles and pedestrians to use Main Street to access North and South River Roads and the public boat launch. Construction will be coordinated to maintain access for emergency vehicles at all times.

Traffic volumes using the Asnuntuck and Main Street underpasses are very low. On Asnuntuck Street, up to approximately 10 vehicles per hour per direction travel to/from the South River Street neighborhood during the AM and PM peak hours. Main Street traffic volumes are slightly higher, processing between 20 and 30 vehicles per hour per direction to/from the South River Street neighborhood during the AM and PM peak hours. Analysis results show that closing the Asnuntuck underpass and consolidating this traffic onto Main Street does not result in any congestion.

Further, through vehicles, including trucks pulling boats, are removed from the residential neighborhood on Asnuntuck Street east of railroad, potentially improving conditions for residents. For all traffic approaching the waterfront from North Main Street or Pearl Street, using Main Street rather than Asnuntuck Street to access South River Road or the boat launch only adds a minimal 300 feet to the drive or walk. Residents in the neighborhood directly east of the tracks on Asnuntuck Street or on streets south of Asnuntuck Street would have their walk or drive increased by an average of 1,200 feet to access South River Street.

Figure 2-1: Diagram of Proposed Station Improvements

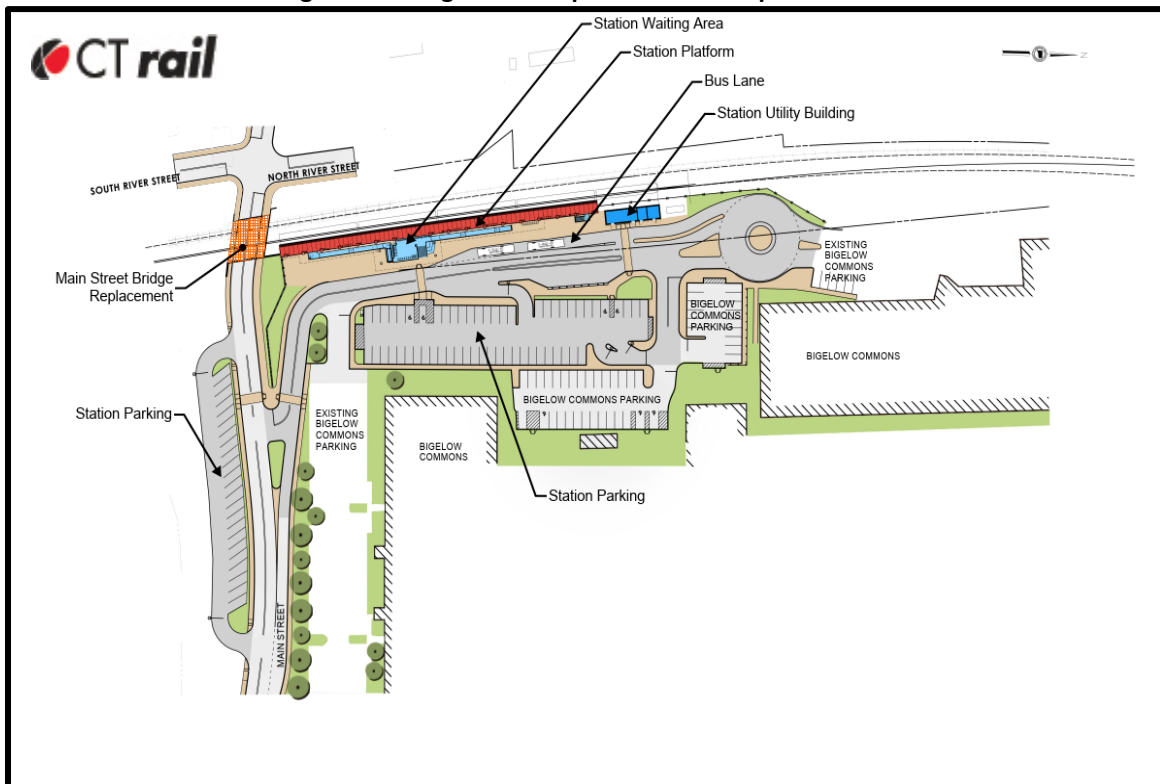


Figure 2-2: Comparison of Existing and Proposed Main Street Bridge

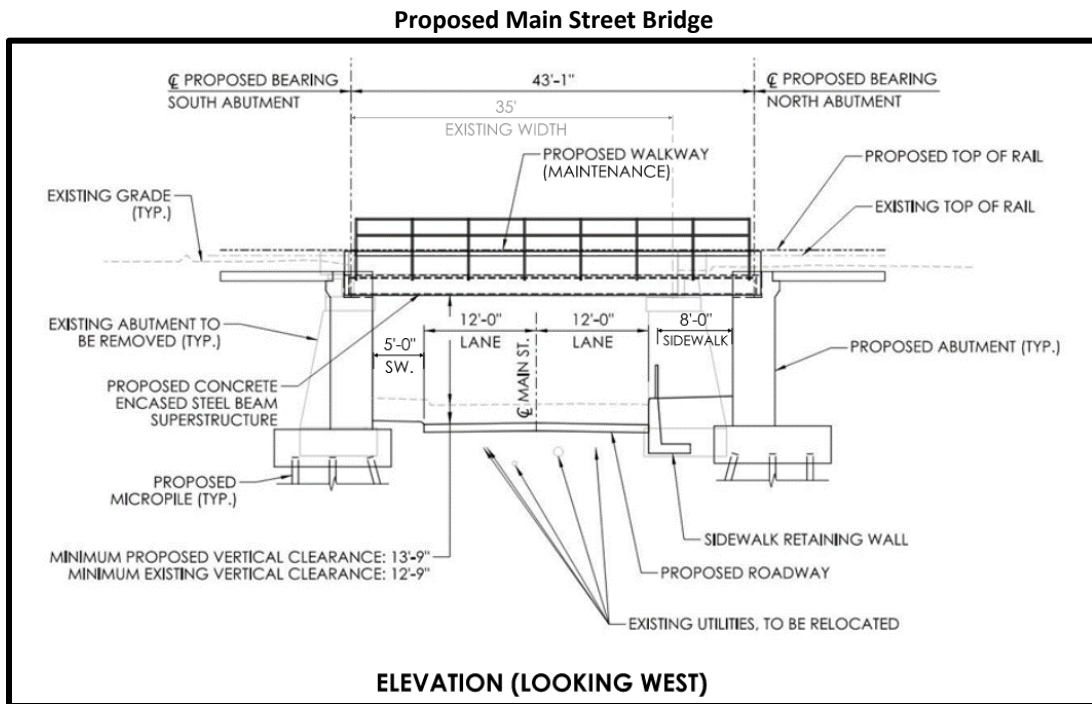
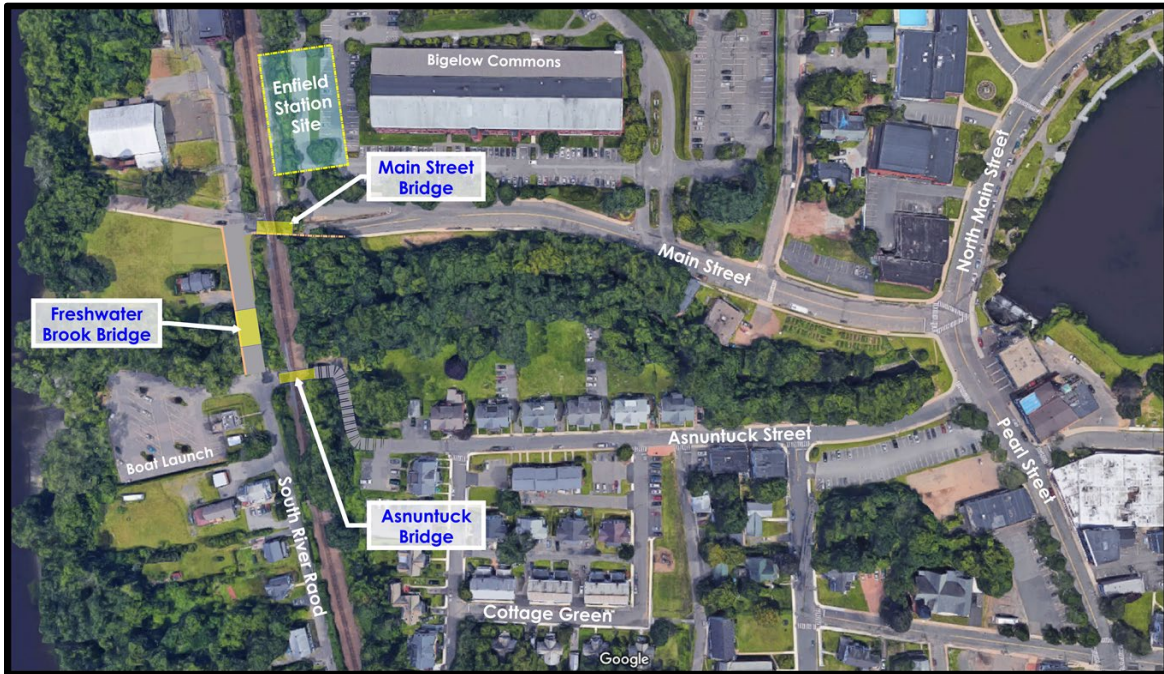


Figure 2-3: Diagram of Street Circulation Changes

Existing Configuration: Includes Freshwater Bridge currently under replacement in Fall 2023



Proposed Configuration: Replacement of Main Street Bridge and closure of Asnuntuck Underpass

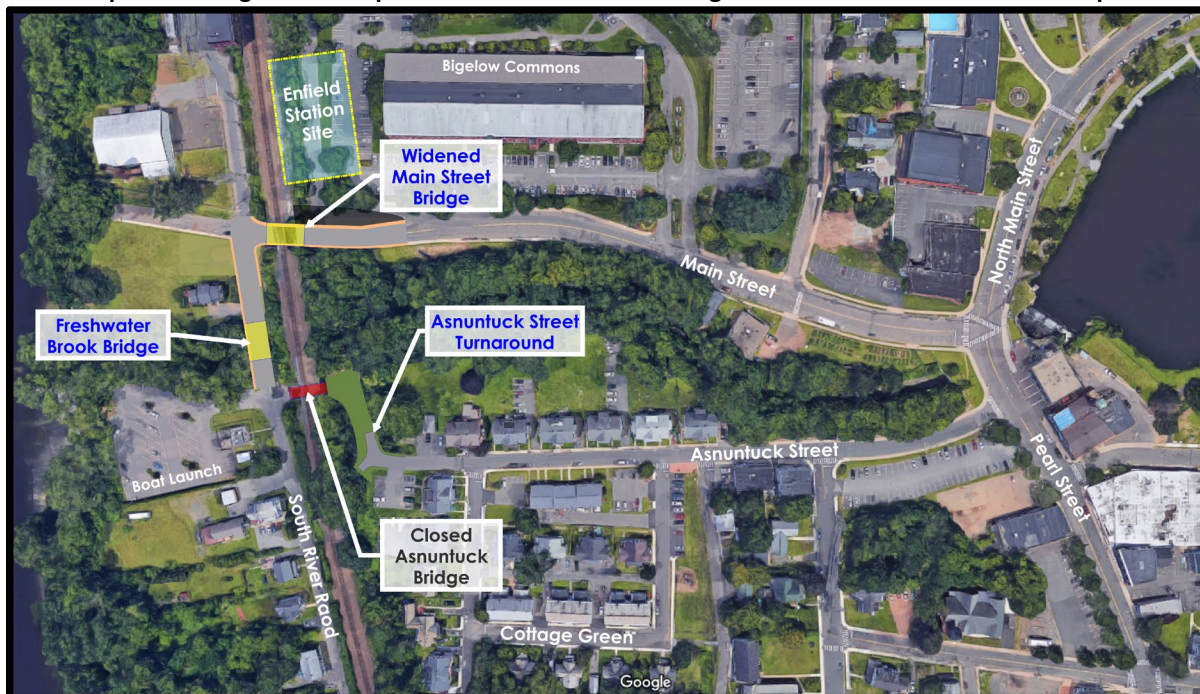
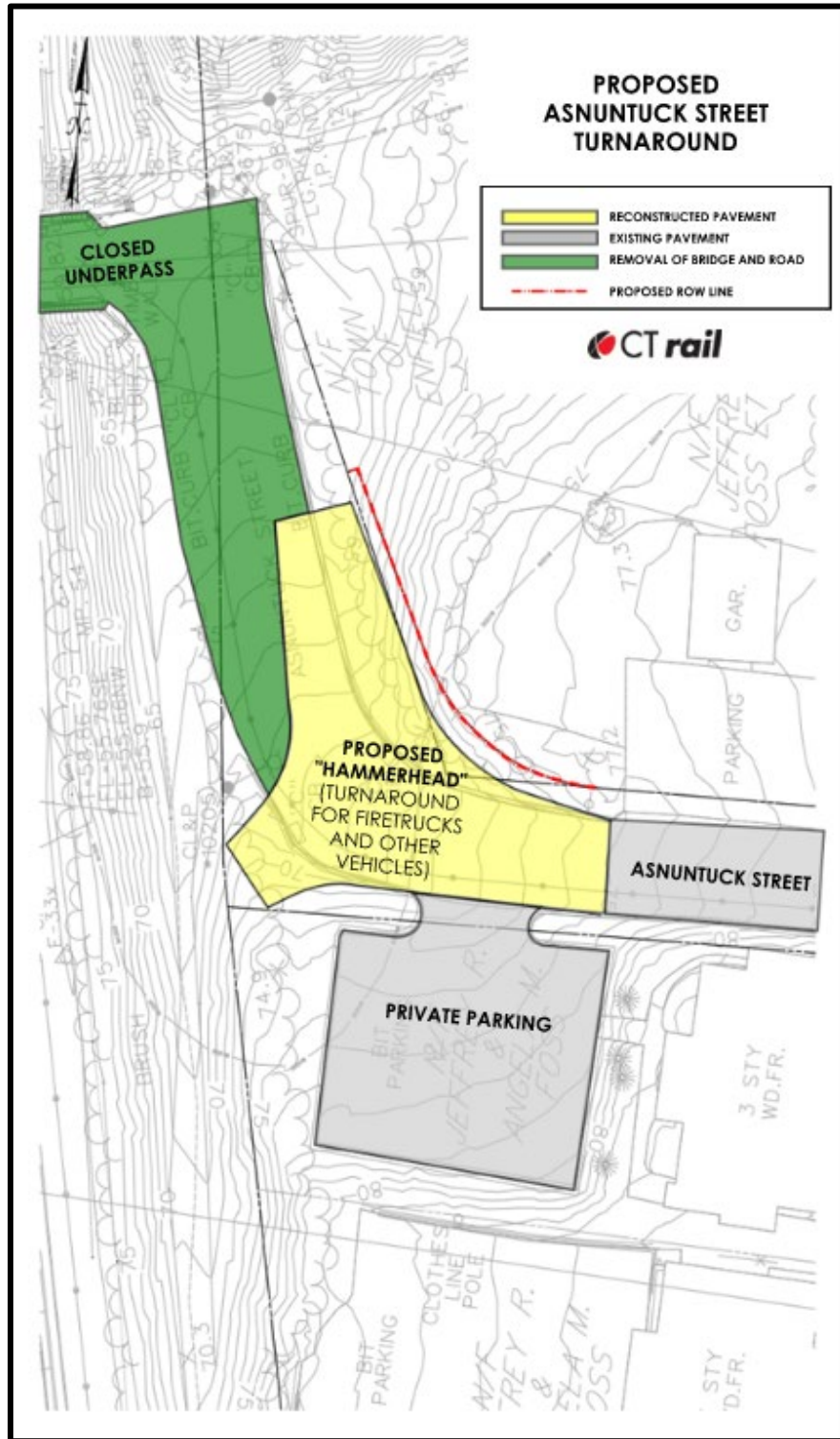


Figure 2-4: Diagram of Proposed Asnuntuck Street Turnaround



2.3.1 Site Geometry and Signage

The existing west driveway into the Bigelow Commons complex was built circa the early 1900's and intersects Main Street at an acute angle. Existing the driveway is stop controlled, and cars turning left out travel in a nearly straight line heading east onto Main Street and have poor sight lines of traffic coming from west of the railroad underpass. West of the tracks, the intersections of Main Street and Asnuntuck Street at South River Road are both four-way stops.

The existing west driveway will be reconstructive at a less acute angle to provide access to the station platform and upper parking lots (See Appendix B-1). A channelizing island will be constructed to define a short southbound exit lane perpendicular to Main Street providing better sightlines for turning left or right. Eastbound traffic turning left into the station would enter to the left of the island, parallel to the exit lane. Westbound traffic will have a striped right turn lane branching off to the station, continuing north of the channelizing island. Entering traffic would from both directions would merge into a single lane after the channelizing island. Wayfinding signage would be provided for traffic entering from both directions.

South of Main Street, the lower parking lot (See Appendix B-2) would have a single lane entrance-only driveway approximately 300 feet east of the channelizing island. Left turns would be made from the shared eastbound through-left lane, while traffic accessing the upper parking lot would use the right lane noted above. Park-and-ride wayfinding and "enter here" signage would provided for traffic entering from both directions. A fare collection gate would be installed, with queuing room for approximately two vehicles, and 23 diagonal paid-parking spaces are anticipated. A single lane exit-only driveway would be provided to the west. As the lower lot is over 300 feet from the nearest station entrance, all designated accessible parking will be provided in the upper lot.

The upper parking lots (See Appendix B-2) would be constructed adjacent the proposed station platform. The existing north-south driveway continuing from Main Street would be reconstructed slightly east to make room for the platforms, sidewalks, and other amenities. Space will also be provided for a "kiss and ride" drop off area and bus stop. A roundabout north of the station platform would be on the driveway for buses and kiss-and-ride vehicles to turn around. A gated one-way entrance driveway would access paid 57 station parking spaces; in this lot, 17 electric vehicle charging stations would be provided, including two spaces designated as accessible. Elsewhere, two additional accessible spaces are designated, for four total. Two smaller lots are also provided for Bigelow Commons parking permit holders, containing 48 spaces total, including 3 accessible spaces. Wayfinding and stop signs would be provided at the various driveways.

Signage for the Asnuntuck underpass closure is still under development. It is an anticipated that wayfinding signage would be installed at Main Street and Asnuntuck intersections at Pearl Street. On Asnuntuck Street no outlet signage west of Prospect Street may also be considered.

2.3.2 Other Build Condition Considerations

While there are no traffic or level of service impacts associated with closing the Asnuntuck underpass or the diversion of all vehicle and pedestrian traffic to Main Street, the closure of Asnuntuck Street would leave the Main Street railroad underpass as the sole point of access to North and South River Roads. For this reason, contingency plans are being evaluated by the project design team to address potential road closure events such as storm debris or road and bridge maintenance work to minimize and avoid temporary closures that would affect resident and emergency vehicle access.

The widening of Main Street under the railroad bridge, and the reconstructed roadway bridge over Freshwater Brook would provide substantially better access than the previous structures. Prior to reconstruction, South River Road between Main Street and Asnuntuck Street was less than 18 feet wide with no sidewalk, and the original bridge was only 20 feet wide and in need of major structural repair. Two standard 12-foot travel lanes under the railroad bridge and on the bridge over Freshwater Brook, along with the construction of 5-foot sidewalks, will provide significant flexibility for maintaining access west of the tracks during future maintenance.

The narrow width and height clearance of the Asnuntuck underpass already limits traffic to smaller personal vehicles or emergency vehicles using this access (See Figure 2-5). Firetrucks, for instance, currently must use Main Street to access South River Road. Dead-ending Asnuntuck Street would not directly impact firetruck access, and overall access would be improved following reconstruction of the Main Street railroad bridge. A special fire coverage plan, similar to what was arranged for the Freshwater Brook Bridge replacement, will be developed prior to the reconstruction of Main Street.

Figure 2-5: West Portal of Asnuntuck Bridge



2.4 LEVEL OF SERVICE TABLES

Table 2-2: Enfield Traffic LOS Operations – AM Peak Hour

Intersection and Approach (Signalized)		Mvt.	Existing 2023			No Build 2030			Build 2030		
			Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS
Route 5 & North Main											
North Main Street	EB	L	32.8	0.11	C	33.4	0.11	C	33.4	0.10	C
		T	42.0	0.62	D	43.3	0.65	D	43.4	0.66	D
		R	0.8	0.15	A	1.0	0.18	A	0.9	0.17	A
Elm Street	WB	L	43.0	0.53	D	45.7	0.57	D	45.3	0.56	D
		T	37.6	0.32	D	39.8	0.36	D	45.4	0.58	D
		R	9.4	0.36	A	11.1	0.39	B	11.0	0.39	B
Enfield Street	NB	L	19.0	0.12	B	19.5	0.15	B	20.0	0.16	B
		TR	26.1	0.54	C	27.9	0.59	C	28.6	0.59	C
		L	26.7	0.60	C	31.7	0.70	C	33.4	0.71	C
	SB	TR	26.1	0.36	C	29.0	0.44	C	29.7	0.45	C
Overall			27.8		C	30.1		C	31.5		C
Intersection and Approach (Unsignalized)		Mvt.	Existing 2023			No Build 2030			Build 2030		
			Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS
North Main / Pearl & Main (TWS)											
Main Street	EB	L	11.6	0.14	B	12.1	0.17	B	13.1	0.20	B
		R	9.0	0.02	A	9.1	0.03	A	9.2	0.05	A
Pearl Street	NB	L	7.7	0.03	A	7.8	0.03	A	8.0	0.05	A
		R	-	-	-	-	-	-	-	-	-
Overall			3.5		A	3.5		A	3.9		A
Pearl & Asnuntuck (TWS)											
Asnuntuck Street	EB	LR	9.9	0.06	A	9.9	0.06	A	10.3	0.05	B
		L	7.6	0.01	A	7.6	0.01	A	7.7	0.01	A
Pearl Street	NB	L	7.6	0.01	A	7.6	0.01	A	7.7	0.01	A
		R	-	-	-	-	-	-	-	-	-
Overall			1.6		A	1.5		A	1.1		A
Station Drive & Main (TWS)											
Main Street	EB	L	-	-	-	-	-	-	0.0	-	A
		R	-	-	-	-	-	-	-	-	-
Station Drive	WB	L	-	-	-	-	-	-	-	-	-
		R	-	-	-	-	-	-	-	-	-
Station Drive	SB	LR	-	-	-	-	-	-	9.3	0.03	A
		L	-	-	-	-	-	-	-	-	-
Overall					-			-	1.5		A
South River & Main (AWS)											
Main Street	EB	LTR	7.1	0.00	A	7.1	0.00	A	7.1	0.00	A
		LTR	7.2	0.03	A	7.2	0.03	A	7.2	0.03	A
South River Street	WB	LTR	7.2	0.03	A	7.2	0.03	A	7.2	0.03	A
		LTR	6.8	0.06	A	6.8	0.06	A	6.8	0.08	A
North River Street	NB	LTR	6.8	0.06	A	6.8	0.06	A	6.8	0.08	A
		LTR	7.5	0.02	A	7.5	0.02	A	7.5	0.02	A
Overall			7.0		A	7.0		A	7.0		A
South River & Asnuntuck (AWS)											
Asnuntuck Street	EB	LTR	7.4	0.03	A	7.4	0.03	A	7.4	0.03	A
		LTR	7.1	0.00	A	7.1	0.00	A	7.1	0.00	A
South River Street	WB	LTR	7.1	0.00	A	7.1	0.00	A	7.1	0.00	A
		LTR	7.0	0.05	A	7.0	0.05	A	7.2	0.05	A
South River Street	NB	LTR	7.0	0.05	A	7.0	0.05	A	7.2	0.05	A
		LTR	7.0	0.03	A	7.0	0.03	A	7.0	0.03	A
Overall			7.1		A	7.1		A	7.2		A

Table 2-2: Enfield Traffic LOS Operations – AM Peak Hour, Continued

Intersection and Approach (Unsignalized)	Mvt.	Existing 2023			No Build 2030			Build 2030			
		Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	
Route 190 WB On Ramp & Pearl (AWS)											
Franklin Street (SR-514)	WB	L	10.0	0.14	A	10.5	0.17	B	10.5	0.17	B
		TR	12.5	0.43	B	13.8	0.49	B	13.8	0.49	B
Pearl Street	NB	LT	10.3	0.27	B	10.9	0.30	B	10.9	0.30	B
		TR	11.0	0.36	B	12.1	0.41	B	12.1	0.41	B
Overall			11.2		B	12.2		B	12.2		B
Route 190 EB Off Ramp & Pearl (AWS)											
Route 190 EB Off Ramp	EB	LTR	10.9	0.34	B	11.5	0.37	B	11.5	0.37	B
Pearl Street	NB	TR	9.7	0.27	A	10.3	0.32	B	10.3	0.32	B
		LT	11.9	0.43	B	13.0	0.48	B	13.0	0.48	B
Overall			11.0		B	11.8		B	11.8		B

Table 2-3: Enfield Traffic LOS Operations – PM Peak Hour

Intersection and Approach (Signalized)		Mvt.	Existing 2023			No Build 2030			Build 2030		
			Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS
Route 5 & North Main											
North Main Street	EB	L	37.5	0.18	D	38.2	0.18	D	37.0	0.15	D
		T	45.3	0.57	D	47.6	0.61	D	49.7	0.69	D
		R	1.4	0.21	A	2.9	0.24	A	2.5	0.21	A
Elm Street	WB	L	44.9	0.64	D	48.0	0.69	D	51.8	0.72	D
		T	40.8	0.52	D	43.1	0.57	D	46.6	0.62	D
		R	9.3	0.54	A	9.3	0.56	A	9.5	0.57	A
Enfield Street	NB	L	18.9	0.14	B	19.1	0.17	B	20.1	0.18	C
		TR	34.0	0.71	C	35.4	0.75	D	37.2	0.76	D
	SB	L	34.0	0.73	C	48.0	0.87	D	57.2	0.91	E
		TR	26.9	0.44	C	29.4	0.51	C	30.8	0.52	C
Overall			30.4		C	33.5		C	36.4		D
Intersection and Approach (Unsignalized)		Mvt.	Existing 2023			No Build 2030			Build 2030		
			Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS
North Main / Pearl & Main (TWS)											
Main Street	EB	L	14.7	0.11	B	16.1	0.15	C	20.1	0.33	C
		R	9.9	0.05	A	10.2	0.06	B	10.2	0.08	B
Pearl Street	NB	L	8.3	0.07	A	8.4	0.08	A	8.6	0.10	A
		SB	R	-	-	-	-	-	-	-	-
Overall			2.6		A	3.0		A	4.8		A
Pearl & Asnuntuck (TWS)											
Asnuntuck Street	EB	LR	10.8	0.08	B	11.0	0.08	B	11.0	0.08	B
Pearl Street	NB	L	7.8	0.03	A	7.9	0.03	A	7.9	0.02	A
	SB	R	-	-	-	-	-	-	-	-	-
Overall			1.6		A	1.4		A	1.3		A
Station Drive & Main (TWS)											
Main Street	EB	L	-	-	-	-	-	-	0.0	-	A
		WB	R	-	-	-	-	-	-	-	-
Station Drive	SB	LR	-	-	-	-	-	-	9.9	0.20	A
Overall					-			-	6.3		A
South River & Main (AWS)											
Main Street	EB	LTR	7.0	0.00	A	7.0	0.00	A	7.0	0.00	A
		WB	LTR	7.1	0.05	A	7.1	0.05	A	7.2	0.07
South River Street	NB	LTR	6.5	0.03	A	6.5	0.03	A	6.5	0.03	A
North River Street	SB	LTR	7.0	0.00	A	7.0	0.00	A	7.1	0.00	A
Overall			6.8		A	6.8		A	6.9		A
South River & Asnuntuck (AWS)											
Asnuntuck Street	EB	LTR	7.3	0.02	A	7.3	0.02	A	7.3	0.02	A
		WB	LTR	7.3	0.02	A	7.3	0.02	A	7.1	0.00
South River Street	NB	LTR	7.1	0.02	A	7.1	0.02	A	7.1	0.02	A
		SB	LTR	6.8	0.03	A	6.8	0.03	A	6.9	0.05
Overall			7.1		A	7.1		A	7.0		A

Table 2-3: Enfield Traffic LOS Operations – PM Peak Hour, Continued

Intersection and Approach (Unsignalized)	Mvt.	Existing 2023			No Build 2030			Build 2030			
		Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	
Route 190 WB On Ramp & Pearl (AWS)											
Franklin Street (SR-514)	WB	L	10.1	0.15	B	10.5	0.17	B	10.5	0.17	B
		TR	15.6	0.58	C	18.0	0.64	C	18.0	0.64	C
Pearl Street	NB	LT	11.3	0.33	B	11.9	0.36	B	11.9	0.36	B
	SB	TR	11.3	0.35	B	12.1	0.40	B	12.1	0.40	B
Overall			13.0		B	14.4		B	14.4		B
Route 190 EB Off Ramp & Pearl (AWS)											
Route 190 EB Off Ramp	EB	LTR	13.1	0.52	B	15.0	0.58	B	15.0	0.58	B
Pearl Street	NB	TR	9.2	0.18	A	9.6	0.20	A	9.6	0.20	A
	SB	LT	11.4	0.37	B	12.3	0.42	B	12.3	0.42	B
Overall			11.9		B	13.2		B	13.2		B

3.0 APPENDICES

APPENDIX A – TRAFFIC VOLUME DATA

APPENDIX A-1: TRAFFIC VOLUME MAPS

APPENDIX A-2: TRAFFIC VOLUME MAP APPROVAL

APPENDIX B – SIGNING AND PAVEMENT MARKING PLANS

APPENDIX B-1: MAIN STREET SIGNING AND PAVEMENT MARKING PLAN

APPENDIX B-2: STATION SITE SIGNING AND PAVEMENT MARKING PLAN

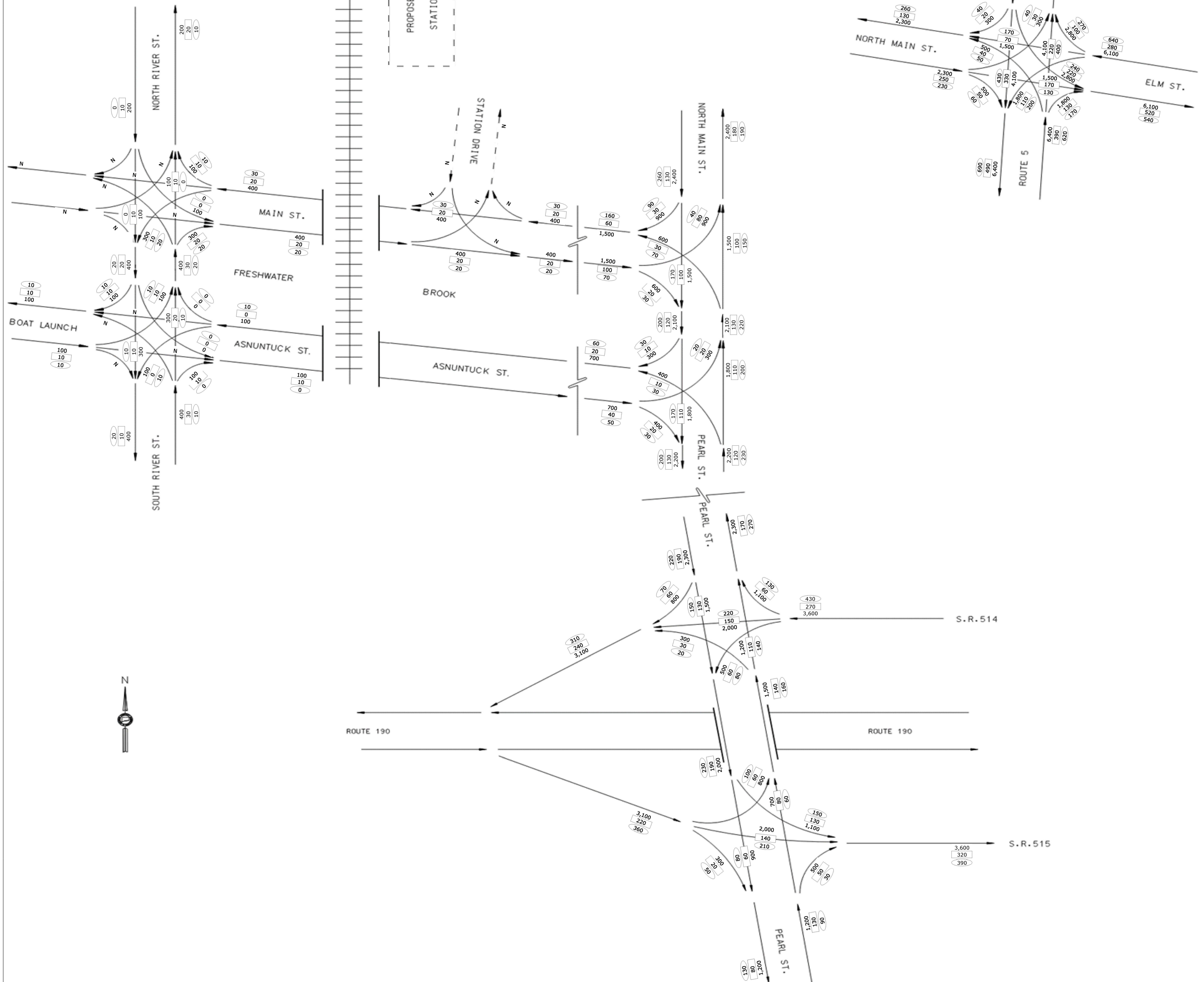
APPENDIX C – SYNCHRO ANALYSIS OUTPUTS (UPON REQUEST)

APPENDIX A-1

TRAFFIC VOLUME MAPS

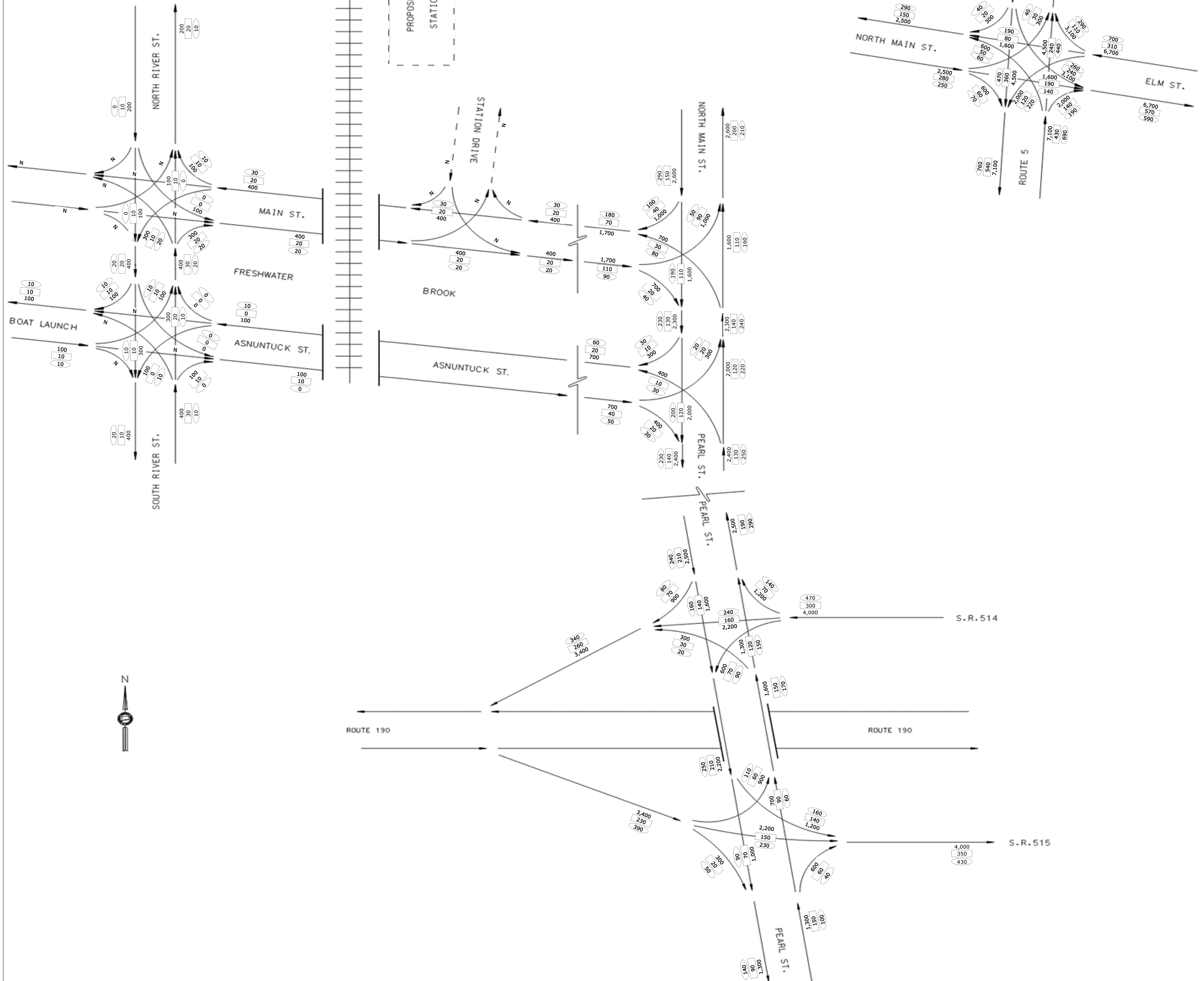
PROJECT: CTDOT 320-0005
 STUDY: CTRAIL HARTFORD LINE
 ROUTES: CT-5, CT-190, PEARL, & MAIN
 TOWNS: ENFIELD
 ADT: EXISTING CONDITIONS 2023
 PEAK: PM = 100 AM = 150 ADT = 1,000
 DATE: 10-13-2023 INIT. MK

EXISTING CONDITIONS 2023



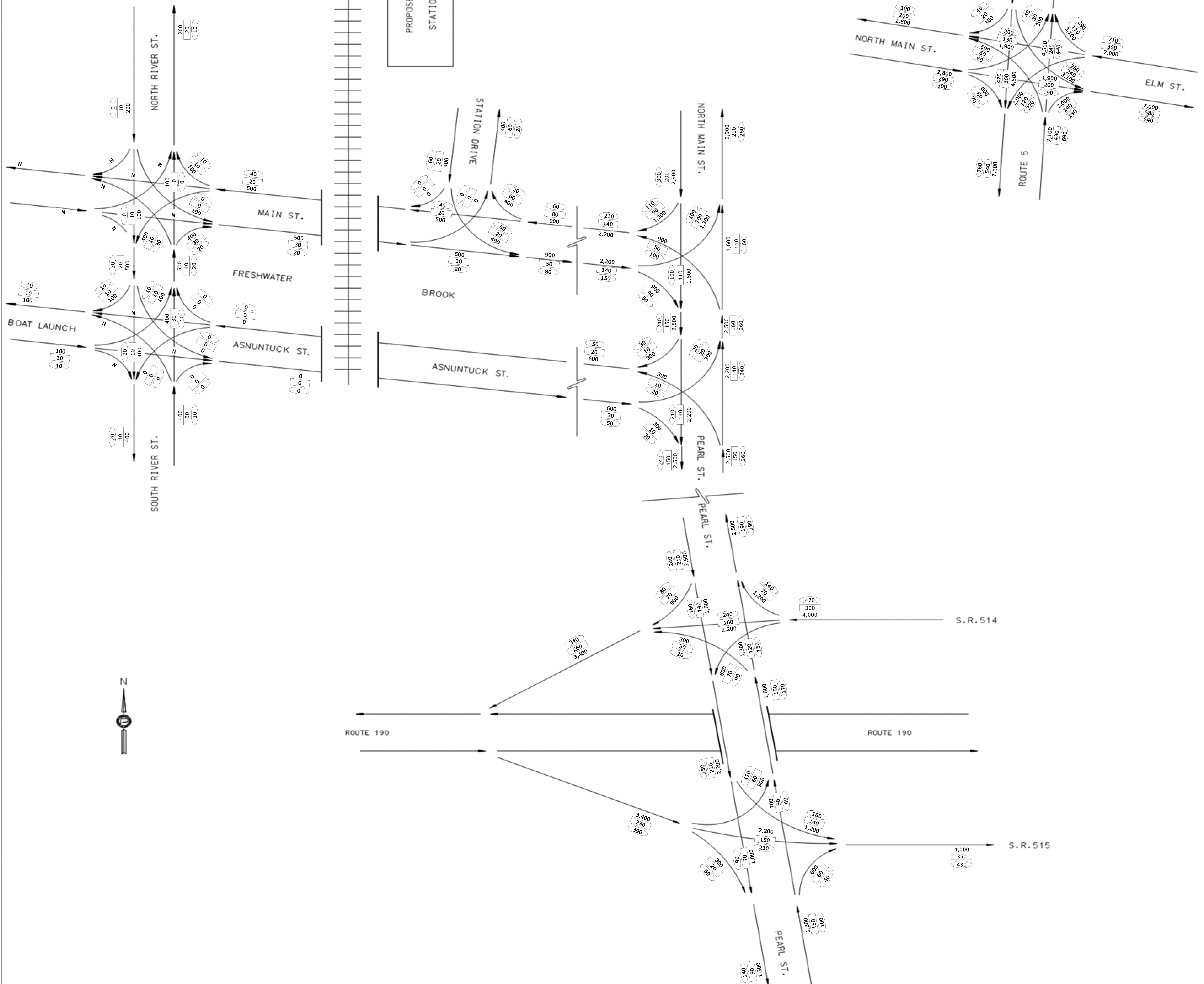
PROJECT: CTDOT 320-0005
 STUDY: CTRAIL HARTFORD LINE
 ROUTES: CT-5, CT-190, PEARL, & MAIN
 TOWNS: ENFIELD
 ADT: NO BUILD CONDITIONS 2030
 PEAK: PM = 100 AM = 150 ADT = 1,000
 DATE: 10-13-2023 INIT. MK

NO BUILD CONDITIONS 2030



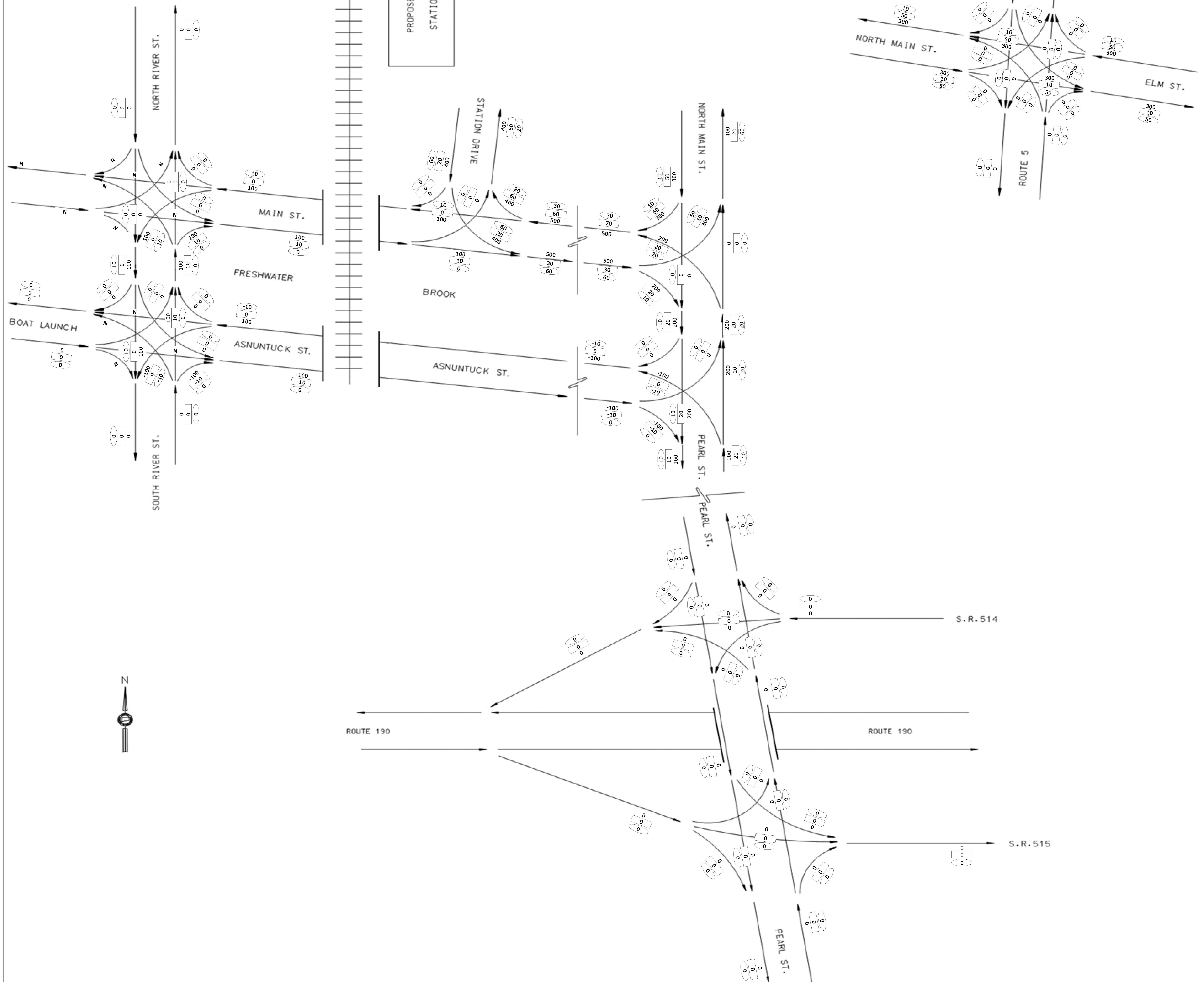
PROJECT: CTDOT 320-0005
 STUDY: CTRAIL HARTFORD LINE
 ROUTES: CT-5, CT-190, PEARL, & MAIN
 TOWNS: ENFIELD
 ADT: BUILD CONDITIONS 2030
 PEAK: PM = 100 AM = 150 ADT = 1,000
 DATE: 10-13-2023 INIT. MK

BUILD CONDITIONS 2030



PROJECT: CTDOT 320-0005
 STUDY: CTRAIL HARTFORD LINE
 ROUTES: CT-5, CT-190, PEARL, & MAIN
 TOWNS: ENFIELD
 ADT: BUILD INCREMENT 2030
 PEAK: PM = 100 AM = 150 ADT = 1,000
 DATE: 10-13-2023 INIT. MK

BUILD INCREMENT 2030



APPENDIX A-2

TRAFFIC VOLUME MAP APPROVAL

Kowalczyk, Michael

Subject: Project No. 320-0005-NHHS Rail Program - Request for 2030 Traffic Volumes
Attachments: FW: Project No. 320-0005-NHHS Rail Program- Request for 2030 Traffic Volumes

From: Sojka, Gary J <Gary.Sojka@ct.gov>
Sent: Tuesday, February 14, 2023 7:06 AM
To: O'Mara, Patrick J. <Patrick.Omara@stvinc.com>
Cc: Clark, David T. <David.Clark@stvinc.com>; Kowalczyk, Michael <Michael.Kowalczyk@stvinc.com>; Spencer, Dale <dale.spencer@wsp.com>; Engel, Marla <marla.engel@wsp.com>; Chatman, Julianne <Julianne.Chatman@ct.gov>; Bertoli, Richard E. <Richard.Bertoli@ct.gov>
Subject: RE: Project No. 320-0005-NHHS Rail Program - Request for 2030 Traffic Volumes

****This e-mail is from outside STV****

Good morning all,

As discussed we have reviewed the 2018 volumes at the 3 proposed stations and have determined that they are still valid to utilize moving forward. Based on recent count data available the volumes match up well and rather than applying a growth factor to the 2018 volumes to get to 2023 I would suggest simply renaming the 2018 volumes and call them 2023. There are currently no proposed developments in the area of the station locations that would additionally impact traffic volumes. The 2030 volumes are also valid to continue using.

Let me know if you have additional questions.

Thank you,

Gary J. Sojka

*Transportation Supervising Planner
Connecticut Department of Transportation
Bureau of Policy and Planning
2800 Berlin Turnpike
Newington, CT 06111
Email: gary.sojka@ct.gov
telephone: (860) 594-2025*

From: O'Mara, Patrick J. <Patrick.Omara@stvinc.com>

Sent: Friday, February 03, 2023 8:23 AM

To: Sojka, Gary J <Gary.Sojka@ct.gov>

Cc: Clark, David T. <david.clark@stvinc.com>; Kowalczyk, Michael <michael.kowalczyk@stvinc.com>; Spencer, Dale <dale.spencer@wsp.com>; Engel, Marla <marla.engel@wsp.com>; Chatman, Julianne <Julianne.Chatman@ct.gov>; Bertoli, Richard E. <Richard.Bertoli@ct.gov>

Subject: Project No. 320-0005-NHHS Rail Program - Request for 2030 Traffic Volumes

You don't often get email from patrick.omara@stvinc.com. [Learn why this is important](#)

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hi Gary,

STV and WSP are preparing the Tier 2 NEPA documentation for the NHHS Rail Project. This work began in 2017/2018, went on pause, and is now restarting.

Back in 2018, your office reviewed, approved, and provided the attached Existing (2018), No Build (2030), and Build (2030) traffic volume networks for the traffic analyses. We will be restarting the traffic analyses soon for the Enfield, West Hartford, and North Haven stations. However, before we do, we would like to get your guidance on the traffic data.

Specifically, do you think the 2018 traffic volume data can be reused by applying adjustments to factor the volumes to 2023 conditions based on information from control-count locations? If yes, what would this factor be and should a similar factor be applied to the 2030 No Build traffic volumes? If no, would you recommend that a new traffic data collection effort be performed to refresh the data.

Thank you for your assistance and let me know if you would like to schedule a meeting to discuss in more detail.

Patrick O'Mara, PE, PTOE

Senior Transportation Engineer

Principal

STV

225 Park Avenue South

New York, NY 10003

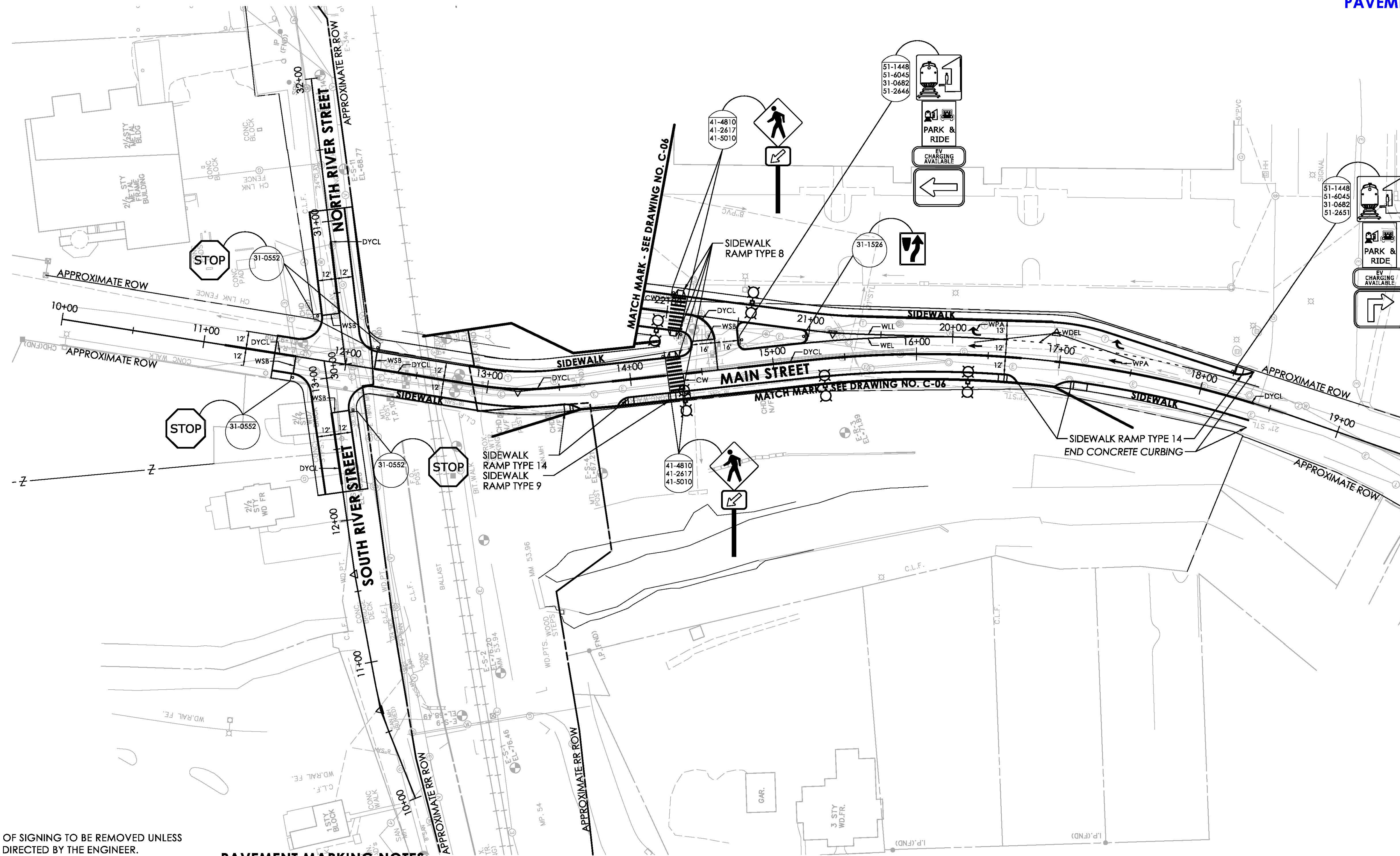
(p) 212-505-4950

patrick.o'mara@stvinc.com

APPENDIX B

SIGNING AND PAVEMENT MARKING PLANS

FROM PRELIMINARY DESIGN REVIEW PLANS



SIGNING NOTES:

1. ALL EXISTING SIGNS WITHIN LIMIT OF SIGNING TO BE REMOVED UNLESS OTHERWISE NOTED ON PLAN OR DIRECTED BY THE ENGINEER.
2. ALL EXISTING SIGNS OUTSIDE LIMIT OF SIGNING TO REMAIN UNLESS OTHERWISE NOTED ON PLAN OR DIRECTED BY THE ENGINEER.
3. EXACT SIGN LOCATIONS TO BE VERIFIED BY THE ENGINEER. SIGNS SHALL NOT BE INSTALLED LESS THAN 10' FROM UTILITY POLES. UTILITY POLE LOCATIONS SHOWN ON PLAN ARE APPROXIMATE. SEE UTILITY PLANS FOR EXACT LOCATIONS.
4. SIGNS SHALL BE INSTALLED PER TRAFFIC TYPICAL SHEETS TR-1208 01 "SIGN SUPPORT AND SIGN PLACEMENT DETAILS, GORE EXIT SIGN" AND TR-1208 02 "METAL SIGN POSTS AND MOUNTING DETAILS."
5. ALL STREET NAME SIGNS WITHIN THE PROJECT LIMITS SHALL BE RELOCATED AS NECESSARY. THIS RELOCATION IS PAYABLE UNDER ITEM NO. 1206023A "REMOVAL AND RELOCATION OF EXISTING SIGNS".
5. SEE HIGHWAY SUBSET FOR MAIN STREET RECONSTRUCTION SIGNING.

PAVEMENT MARKING NOTES:

1. FINAL PAVEMENT PARKING SHALL BE EPOXY RESIN.
2. PAVEMENT MARKINGS SHALL BE INSTALLED THROUGHOUT THE PROJECT LIMIT OF PAVEMENT PARKINGS OR AS DIRECTED BY THE ENGINEER. ALL CONFLICTING PAVEMENT MARKINGS WITHIN THE LIMIT OF CONSTRUCTION TO BE REMOVED.
3. PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH TRAFFIC STANDARD DETAIL SHEET TR-1210_03 "SPECIAL DETAILS AND PAVEMENT PARKINGS FOR TWO-WAY HIGHWAYS".
4. CROSSWALKS SHALL BE 8' WIDE WITH 16" WIDE BARS AND 16" SPACING. ALL CROSSWALKS SHALL BE MAINTAINED BY THE STATE.
5. SEE HIGHWAY SUBSET FOR MAIN STREET RECONSTRUCTION PAVEMENT MARKINGS.

PAVEMENT MARKING ABBREVIATIONS:

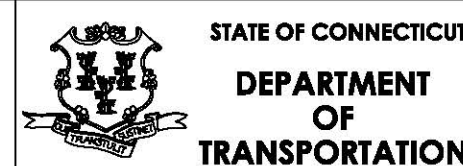
- WDEL - 4" WHITE DOTTED EXTENSION LINE (2' LINE, 4' SPACE)
- DYCL - 4" DOUBLE YELLOW CENTER LINE
- WLL - 4" WHITE LANE LINE
- WEL - 4" WHITE EDGE LINE
- WPA - WHITE PAINTED ARROW
- CW - EPOXY RESIN BAR TYPE CROSSWALK (16" BAR, 16" SPACE, 10' WIDTH)
- WSB - 12" WHITE STOP BAR

REV.	DATE	REVISION DESCRIPTION

PRELIMINARY DESIGN REVIEW
NOT FOR CONSTRUCTION



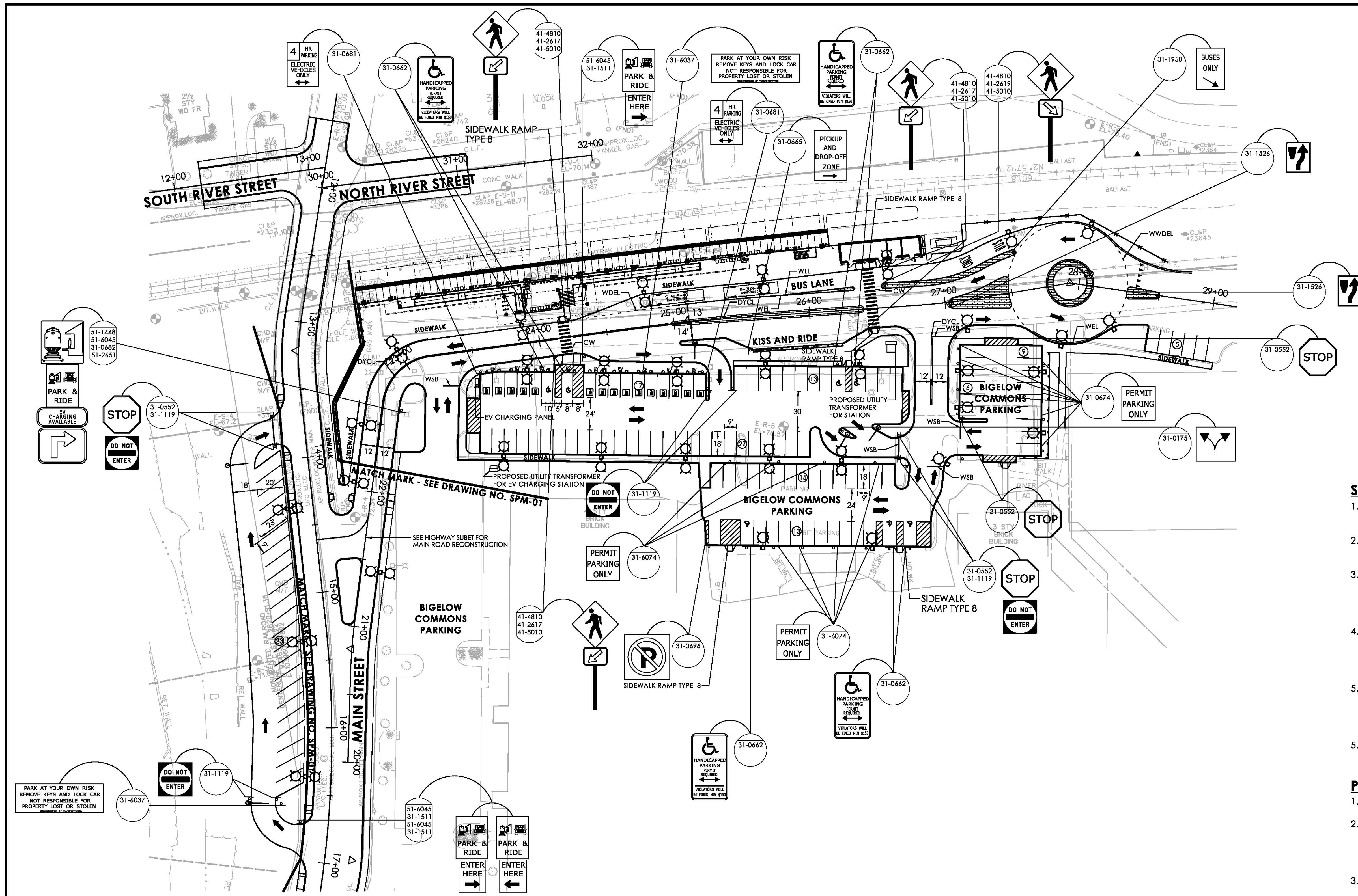
SIGNATURE/
BLOCK:



PROJECT NUMBER: 0320-0017
PROJECT DESCRIPTION: ENFIELD RAILROAD STATION
TOWN(S): ENFIELD
DRAWING TITLE: MAIN STREET SIGNING AND MARKING PLAN

DRAWING NO.
SPM-01
SHEET NO.

APPENDIX B-2: STATION SITE SIGNING AND PAVEMENT MARKING PLAN



SIGNING NOTES:

1. ALL EXISTING SIGNS WITHIN LIMIT OF SIGNING TO BE REMOVED UNLESS OTHERWISE NOTED ON PLAN OR DIRECTED BY THE ENGINEER.
2. ALL EXISTING SIGNS OUTSIDE LIMIT OF SIGNING TO REMAIN UNLESS OTHERWISE NOTED ON PLAN OR DIRECTED BY THE ENGINEER.
3. EXACT SIGN LOCATIONS TO BE VERIFIED BY THE ENGINEER. SIGNS SHALL NOT BE INSTALLED LESS THAN 10' FROM UTILITY POLES. UTILITY POLE LOCATIONS SHOWN ON PLAN ARE APPROXIMATE. SEE UTILITY PLANS FOR EXACT LOCATIONS.
4. SIGNS SHALL BE INSTALLED PER TRAFFIC TYPICAL SHEETS TR-1208 01 "SIGN SUPPORT AND SIGN PLACEMENT DETAILS, GORE EXIT SIGN" AND TR-1208 02 "METAL SIGN POSTS AND MOUNTING DETAILS."
5. ALL STREET NAME SIGNS WITHIN THE PROJECT LIMITS SHALL BE RELOCATED AS NECESSARY. THIS RELOCATION IS PAYABLE UNDER ITEM NO. 1206023A "REMOVAL AND RELOCATION OF EXISTING SIGNS".
5. SEE HIGHWAY SUBSET FOR MAIN STREET RECONSTRUCTION SIGNING.

PAVEMENT MARKING NOTES:

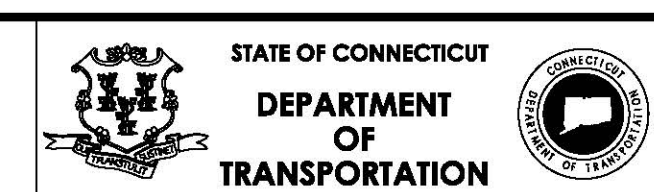
1. FINAL PAVEMENT PARKING SHALL BE EPOXY RESIN.
2. PAVEMENT MARKINGS SHALL BE INSTALLED THROUGHOUT THE PROJECT LIMIT OF PAVEMENT PARKINGS OR AS DIRECTED BY THE ENGINEER. ALL CONFLICTING PAVEMENT MARKINGS WITHIN THE LIMIT OF CONSTRUCTION TO BE REMOVED.
3. PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH TRAFFIC STANDARD DETAIL SHEET TR-1210_03 "SPECIAL DETAILS AND PAVEMENT PARKINGS FOR TWO-WAY HIGHWAYS".
4. CROSSWALKS SHALL BE 8' WIDE WITH 16" WIDE BARS AND 16" SPACING. ALL CROSSWALKS SHALL BE MAINTAINED BY THE STATE.
5. SEE HIGHWAY SUBSET FOR MAIN STREET RECONSTRUCTION PAVEMENT MARKINGS.

PAVEMENT MARKING ABBREVIATIONS:

- WDEL - 4" WHITE DOTTED EXTENSION LINE (2' LINE, 4' SPACE)
- WWDCL - 8" WIDE WHITE DOTTED EXTENSION LINE (2' LINE, 4' SPACE)
- DYCL - 4" DOUBLE YELLOW CENTER LINE
- WLL - 4" WHITE LANE LINE
- WEL - 4" WHITE EDGE LINE
- WPA - WHITE PAINTED ARROW
- CW - EPOXY RESIN BAR TYPE CROSSWALK (16" BAR, 16" SPACE, 8' WIDTH)
- WSB - 12" WHITE STOP BAR

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: AD CHECKED BY: RSG
 HORIZONTAL SCALE 1" = 40'
 SIGNATURE/BLOCK: _____



STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 PROJECT NUMBER: 0320-0017
 PROJECT DESCRIPTION: ENFIELD RAILROAD STATION
 TOWN(S): ENFIELD
 DRAWING TITLE: SITE SIGNING AND PAVEMENT MARKING PLAN

DRAWING NO. C-06
 SHEET NO. _____

Appendix G: Public Engagement Materials

ENFIELD RAILROAD STATION PROJECT

Detailed Record of Public Information Meeting Outreach





Public Information Meeting Flyers

- English version of the public information flyer
- Spanish version of the public information flyer

Flyer Drop Locations – Week of September 25, 2023

- Enfield Public Library
- Somers Public Library
- Richard Salter Storry Library
- Pearl Street Library
- Bigelow Commons
- Enfield Senior Center
- Local Retail Outlet Community Bulletin Boards
- Hartford Line Train Stations
- Enfield Magic Carpet Buses, Stops & Demand Service



Enfield Railroad Station Project Public Information Meeting

Wednesday, October 4, 2023, at 6:00 PM

Join the Connecticut Department of Transportation (CTDOT) to learn about the proposed Enfield Railroad Station, a key component of the Hartford Line Rail Program, aiming to:

- Connect Enfield to Hartford, New Haven, Springfield, and Amtrak's Northeast Corridor, including the cities of New York and Boston
- Provide safe, reliable, and convenient transportation options, reducing car dependency

The meeting will provide an overview of the proposed Enfield Railroad Station Project and offer the opportunity to ask questions and provide comments. The NEPA (National Environmental Policy Act) and Rights-of-Way processes will also be discussed.

Enfield Town Hall



820 Enfield St
Enfield, CT 06082

Zoom Webinar



For More Information:

<https://www.nhhsrail.com/>





Proyecto de la estación de ferrocarril de Enfield

Reunión de información pública

Miércoles 4 de octubre de 2023, a las 6:00 PM

Únase al Departamento de Transporte de Connecticut (CTDOT) para conocer la propuesta Estación de Ferrocarril de Enfield, un componente clave del Programa de Ferrocarriles de la Línea Hartford, con el objetivo de:

- Conectar a Enfield con Hartford, New Haven, Springfield y el Corredor Noreste de Amtrak, incluidas las ciudades de Nueva York y Boston
- Proporcionar opciones de transporte seguras, confiables y convenientes, reduciendo la dependencia del automóvil

La reunión proporcionará una visión general del proyecto propuesto de la estación de ferrocarril de Enfield y ofrecerá la oportunidad de hacer preguntas y comentarios. También se discutirán la NEPA (Ley Nacional de Política Ambiental) y los procesos para los derechos de paso.

Para más información:

<https://www.nhhsrail.com/>



Ayuntamiento de Enfield

820 Enfield St
Enfield, CT 06082



Seminario web por Zoom





Public Information Meeting Advertisements

Publication Dates

- Journal Inquirer Advertisement published on Friday, September 22, 2023
- La Voz Advertisement published on Thursday, September 21, 2023
- Journal Inquirer published on Monday, September 25, 2023
- La Voz published on Thursday, September 28, 2023
- Hartford Courant published on Thursday, September 28, 2023
- Hartford Courant published on Sunday, October 1, 2023

Clasificados *La Voz Hispana*

Tel: **203-865-2272**

Enfield Railroad Station Project (Proyecto de la Estación de Ferrocarril de Enfield) Reunión de información pública En persona y virtual

Únase al Departamento de Transportación de Connecticut (CTDOT) para conocer la propuesta de la estación Enfield Railroad, un componente clave del Hartford Line Rail Program cuyo objetivo es:

- Conectar a Enfield con Hartford, New Haven, Springfield y el Northeast Corridor de Amtrak, incluidas las ciudades de Nueva York y Boston.
- Proporcionar opciones de transporte seguras, confiables y convenientes, reduciendo la dependencia del automóvil.

Reunión de información pública

- Miércoles, 4 de octubre, la presentación comienza a las 6:00 p.m.
- Enfield Town Hall, 820 Enfield Street, Enfield, CT 06082
- Seminario web de Zoom: https://zoom.us/webinar/register/WN_pl7qMXiWTF90bqQt8EZq

El lugar presencial es accesible según la ADA y accesible a traspotación pública.

La reunión brindará una descripción general del proyecto propuesto de la estación de Enfield Railroad Station y ofrecerá la oportunidad de hacer preguntas y brindar comentarios. Esta reunión también sirve para iniciar y explicar el proceso de la Ley de Política Ambiental Nacional (NEPA), que es necesaria porque CTDOT ha recibido subvenciones de agencias federales para ayudar a financiar la construcción de la estación propuesta. Este proceso evaluará e informará sobre los impactos del Proyecto Propuesto en el medio ambiente natural y humano y brindará oportunidades adicionales para comentar sobre el proyecto en el futuro.

Bajo la supervisión de la Administración Federal de Ferrocarriles (FRA) con la cooperación de la Administración Federal de Tránsito (FTA) y el Departamento de Vivienda y Desarrollo Urbano de EE. UU. (HUD), CTDOT está preparando una Evaluación Ambiental (EA) para el proyecto de la Estación de Ferrocarril Enfield de acuerdo con los requisitos de la Ley de Política Ambiental Nacional (NEPA) (42 U.S.C. 4321 et seq.), así como las regulaciones del Consejo de Calidad Ambiental (CEQ) para implementar NEPA (40 CFR partes 1500-1508) y la FRA Procedimientos para la consideración de impactos ambientales (64 FR 28545, 26 de mayo de 1999, y 78 FR 2713, 14 de enero de 2013). Además, el Proyecto puede afectar propiedades históricas y estará sujeto a los requisitos de la Sección 106 de la Ley Nacional de Preservación Histórica (NHPA) (54 U.S.C. 306108). De acuerdo con las regulaciones emitidas por el Consejo Asesor sobre Preservación Histórica (36 CFR parte 800), FRA y CTDOT pueden coordinar el cumplimiento de la Sección 106 de la NHPA con la preparación de la EA, de manera consistente con los estándares establecidos en 36 CFR 800.8.

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Para obtener más información sobre el proyecto del proyecto Enfield Railroad Station y el Hartford Line Program, visite nhhsrail.com.

INVITATION TO BID Windermere Elementary School, Phase 2 Ellington, CT Project #048-0060 RNV

Sealed proposals for the trade contracts listed below addressed to the Town of Ellington will be received by the Town of Ellington at 55 Main Street, Ellington, CT on **October 17th, 2:00 P.M.** Immediately following, all bids will be opened publicly and read aloud. Bids received after the specified closing time will not be accepted and will be returned unopened. **See Bid Documents for complete bidding instructions, CT DAS Prequalification and CHRO Set-Aside Requirements.**

Trade Packages: 2.02 – Abatement & Demolition, 2.03 – Concrete, 2.04 – Masonry, 2.05m – Miscellaneous Metals, 2.05s – Structural Steel, 2.06 – Millwork, 2.07a – Waterproofing, Air Barrier & Sealants, 2.07f – Firestopping, 2.07r – Roofing, 2.07s – Fiber Cement Siding, 2.08 – Aluminum Entrances, Storefronts & Curtainwall, 2.09a – Acoustical, 2.09d – Drywall, 2.09f – Flooring, 2.09p – Painting, 2.09t – Tiling, 2.10 – General Trades, 2.11 – Food Service Equipment, 2.13 – Project Cleanliness/Final Cleaning, 2.21 – Fire Protection, 2.22 – Plumbing, 2.23 – HVAC, 2.26 – Electrical, 2.26fa – Fire Detection & Alarm, 2.27 – Technology & Security, 2.31 – Phase 2 Sitework.

*** Note: Any bidder whose bid is in excess of \$1,000,000.00 shall be pre-qualified by CT DAS and their bid shall be accompanied by the Bidder's CT DAS Update (Bid) Statement, as noted hereafter.** In accordance with C.G.S. 4a-100, 4b-91, and 4b-101, any contractor or subcontractor submitting a bid greater than \$1,000,000 is required to submit their DAS Update (Bid) Statement with their bid. Failure to submit this item with the bid will require such bidder to submit their DAS Update (Bid) Statement within two business days after the receipt of such bids. All subcontractors must be pre-qualified at the time of performance of their work. If you have any questions regarding these requirements contact CT DAS, at telephone number (860) 713-5280 or visit their web site at www.das.state.ct.us.

Plans, specifications and bid documents are now available and may be viewed and downloaded free of charge from SmartBidNet at the following address:

<https://securecc.smartinsight.co/#/PublicBidProject/715346>

Copies of the plans and specifications may be obtained at the cost of reproduction by contacting Aaron at Buckaplan I Universal Copy, 35 South Main Street, Naugatuck, CT 06770. Contact: Aaron Dean at Repro@universal-copy.com, Phone: 203-757-2100 | Fax: 203-757-8260.

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SERVICIOS DE APOYO PARA EMPRESAS EN DESVENTAJA PROGRAMA DE ASISTENCIA EMPRESARIAL (DBE) SUPPORT SERVICES FOR A DISADVANTAGED BUSINESS ENTERPRISE (DBE) BUSINESS ASSISTANCE PROGRAM

El Departamento de Transportación de Connecticut busca contratar una firma consultora para brindar asistencia administrativa y técnica al Programa de Asistencia Comercial para Empresas Comerciales en Desventaja (DBE). Puede encontrar información más detallada sobre esta asignación en: <https://portal.ct.gov/ DOT/Consultant-Selection/Consultant-Selection-Information>.

Connecticut Department of Transportation
Un empleador que ofrece Igualdad de Oportunidades y
Acción Afirmativa

VOTING

From page 1

to Ganim's superior performance in absentee ballots, then accused Ganim supporters of wrongdoing.

And there are allegations on both sides. The facts matter and we should remember that no one has been found guilty. Investigations from 2019, when Sen. Marilyn Moore lost to Ganim, now overlap with a new round of inquiries surrounding Ganim's apparent win over his former aide, John Gomes.

Let's step back and look at five reasons why this latest crisis matters to the whole state, not just the city where it's happening. Like the smoke from Canadian wildfires in June, the Bridgeport political scandals cast a haze over Connecticut, not just the city.

Absentee ballots hang in the balance

Thirteen months from now, Connecticut voters will be asked in a constitutional referendum whether to make it so anyone can vote by absentee ballot for any reason, or for no reason at all. That's been a goal of reformers for decades and Connecticut is generally more restrictive than other states. A state Supreme Court decision in 2021 ordered Connecticut to loosen its restrictions, but the constitutional change would take it all the way.

Now that reform is threatened by what's happening in Bridgeport. Opponents say Bridgeport shows how easily abuses can happen.

"The Republicans have consistently been talking about the problems in the absentee ballots and the way that these problems have been allowed to persist," state Senate Minority Leader Kevin Kelly told me Wednesday. "We have made numerous offers to tighten this system up and they have been summarily dis-

missed by the majority."

House Speaker Matt Ritter, D-Hartford, recognizes that argument, although he disagrees. "I'm not saying anyone's guilty or innocent," Ritter said, "but it just plays into people's, in most cases exaggerated, concerns." Exaggerated or not, those concerns could sink no-excuse absentee balloting.

Lost faith in the elections

This is the big one. We live in an age of fractured media and echo chamber politics, when a huge swath of citizens are being told and telling each other, that the whole American election system is a corrupt cesspool. The former president's lie that the 2020 election was stolen is just part of this intentionally dour view of democracy, which is designed to create chaos for political gain.

Fortunately for Connecticut, the discourse is generally higher as GOP leaders such as Kelly and Rep. Vin Candelora, the

House Republican leader, stick to the issues such as whether we're going too far with absentee ballots.

"I'd like to affirm my confidence in our state's overall election security. The situation is not about partisan politics, it is not about a broken electoral system," Secretary of the State Stephanie Thomas said in a Monday news conference in response to mounting allegations in Bridgeport.

Still, the idea that we the people can't trust the outcomes of elections is out there. Nothing corrodes civic engagement and democracy more than that — and what's happening in Bridgeport feeds it.

An increase in pointless squabbling

Here's what this crisis has wrought:

When Thomas said those words about election security, she was talking about what we can do as a state to improve the perception and reality of elections. She continued: "This isn't even about absentee ballot systems. It's about a few bad actors and an undereducated electorate."

Whoa, undereducated electorate? That led Kelly, the Senate GOP leader, to issue a rebuke of Thomas, in which he said, "I was appalled to hear Connecticut's chief election official, a Democrat, cast blame on the citizens of Connecticut's largest city by calling them an 'undereducated electorate' regarding the Bridgeport ballot fiasco. This is offensive to say the least. Let's be clear; the citizens of Bridgeport are the victims of a broken electoral system that Democrats don't want to admit to."

Thomas countered that she was talking about the underfunding of programs to encourage civic participation. She followed the phrase "undereducated electorate" with this: "Two, our office can continue to underscore the importance of civic education for all ages and fight to reverse the underfunding of our office that has taken place over decades."

You can decide for yourself

whether Thomas committed a gaffe or Kelly took her comments out of context. The point is, flaps like what we're seeing in Bridgeport lead to non-productive squabbling. We should argue about responses to climate change, how to lower taxes, whether to pay for health care for non-citizens, vaccine policy and so on. Election scandals lower the standards for all of us.

And it's not just Republicans vs. Democrats. Moore, the Bridgeport Democrat who lost to Ganim in 2019, disagrees with her fellow party members that an election monitor for her city can halt malfeasance. She wants tougher penalties. She's not wrong. But again, that debate take our eyes off the ball of real progress for Connecticut.

Expanded state powers over elections

We've already seen state-appointed monitors over Hartford in 2015 and 2016, and Bridgeport in 2021 and 2022. Now, as I reported Wednesday night, we're likely to see a monitor over this fall's Bridgeport elections. Plus, Thomas and others are talking about creating an authority that would be ready to step in when local elections go bad.

"We can consider instituting a municipal election accountability board for towns that have repeated issues," Thomas said in her news conference Monday. "The board can provide help, accountability and oversight for local election officials." That board would be modeled after the state's municipal accountability review board for cities and towns in fiscal crisis, such as West Haven currently.

The secretary of the state already has the power to remove registrars for cause, and to issue cease and desist orders. The betting is that Bridgeport will lead to more centralized authority over elections from Hartford, not less. I think that's fine and good. You may disagree. Either way, the signal to cities and towns, and the reality, affects voting throughout the state.

Enfield Railroad Station Project Public Information Meeting In-Person & Virtual

Join the Connecticut Department of Transportation (CTDOT) to learn about the proposed Enfield Railroad Station, a key component of the Hartford Line Rail Program, aiming to:

- Connect Enfield to Hartford, New Haven, Springfield, and Amtrak's Northeast Corridor, including the cities of New York and Boston
- Provide safe, reliable, and convenient transportation options, reducing car dependency

Public Information Meeting

- Wednesday, October 4, presentation starts at 6:00 PM
- Enfield Town Hall, 820 Enfield Street, Enfield, CT 06082
- Zoom Webinar: https://zoom.us/webinar/register/WN_pl7qMXiWTFs9obq0tc8E7q

In-Person venue is ADA accessible and transit accessible

The meeting will provide an overview of the proposed Enfield Railroad Station Project and offer the opportunity to ask questions and provide comments. This meeting also serves to kick off and explain the National Environmental Policy Act (NEPA) process, which is required because CTDOT has received grants from federal agencies to assist in funding construction of the Proposed Station. This process will evaluate and report on impacts of the Proposed Project to natural and human environment and affords additional opportunities to comment on the project in the future.

Under the supervision of the Federal Railroad Administration (FRA) with the cooperation of the Federal Transit Administration (FTA) and the U.S. Department of Housing and Urban Development (HUD), CTDOT is preparing an Environmental Assessment (EA) for the Enfield Railroad Station project in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 et seq.), as well as the Council on Environmental Quality (CEQ) regulations for implementing NEPA (40 CFR parts 1500–1508), and the FRA Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999, and 78 FR 2713, Jan. 14, 2013). In addition, the Project may affect historic properties and will be subject to the requirements of Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. 306108). In accordance with regulations issued by the Advisory Council on Historic Preservation (36 CFR part 800), FRA and CTDOT may coordinate compliance with Section 106 of the NHPA with the preparation of the EA, in a manner consistent with the standards set out in 36 CFR 800.8.

Members of the public can submit comments and questions during the two-week public comment period following the meeting. Please direct comments and questions by October 18 to info@nhhsrail.com or 860-594-2020.

The meeting location at the Enfield Town Hall is ADA accessible. Language assistance and/or ADA accommodations are provided at no cost to the public and efforts will be made to respond to timely requests for assistance. Persons needing language assistance or ADA accommodations may request assistance by contacting the Department's Language Assistance Line at (860) 594-2109, at least five (5) business days prior to the meeting. Persons having a hearing and/or speech disability may dial 711 for the Telecommunications Relay Service (TRS) and instruct the operator to contact (860) 594-2243.

For more information about the Enfield Railroad Station Project and the Hartford Line Program go to nhhsrail.com.

THEFT

From page 2

trucks, according to the NICB. The most frequently stolen car in Connecticut is actually not a luxury car — it's the Honda Accord, followed by the Honda Civic and CR-V, Jeep Cherokee and Grand Cherokee and Toyota Camry.

What to do

In past years, Connecticut lawmakers have debated whether car thefts are related to a rise in juvenile crime and enacted various reforms to combat the problem, some related to young offenders.

In 2021, lawmakers created a Class A misdemeanor for any "adult" 23 and over who entices a minor to commit a motor vehicle property crime. Legislation also allowed the state Department of Children and Families to investigate the quality of a youth perpetrator's home environment.

Earlier this year, Gov. Ned La-

mont signed a law that enables law enforcement and courts to provide swifter responses to youth charged with repeated motor vehicle theft and other crimes.

Lopez, from the National Council on Criminal Justice, said the data does not back up a conclusion that juveniles are responsible for a higher percentage of car thefts, adding it's not easy to steal a car short of carjacking or finding keys in the ignition.

"You have to have the skill and a place to put it, and a network to sell it," Lopez said, referring to stealing cars. "We tend to think of [car thieves] as criminal careers. There is a big learning curve to steal vehicles."

The recent rise in thefts began during the pandemic and is most likely related to a rise in violent crime, including homicides, during the same period, Lopez said.

"In the early months of the pandemic, we don't see an increase in motor vehicle thefts," Lopez said. "It increases in the summer months when homi-

cides increased."

State Rep. Craig Fishbein, R-Wallingford, a ranking member on the Judiciary Committee, said more work is needed to combat auto theft.

"One area I was talking to the governor about a few weeks ago is officers being able to pursue vehicles when suspected of committing a crime," Fishbein said. "Right now, if they escalate speed officers are supposed to break off that pursuit. We will be putting in stuff to deal with that situation. It's not only car theft in neighborhoods, its ransacking of cars."

Stafstrom said the legislative remedies already enacted are sufficient for the moment.

"I think what we are seeing through investment in these resources is more of these crimes are being solved," Stafstrom said. "If a person is going to commit a crime, they are going to commit it regardless of the penalty. Increasing penalties does not deter crime, solving crime deters crime."



Ken Dixon/Hearst Connecticut Media

State Rep. Steve Stafstrom, D-Bridgeport, co-chairman of the legislative Judiciary Committee.

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For more information about the Enfield Railroad Station Project and the Hartford Line Program go to nhhsrail.com.

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FEDEX GROUND NECESITA CONDUCTORES DE ENTREGA A DOMICILIO

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4. Debe hablar ingles

Por favor contacte a Ariella 845-907-6992 CT/NY

360 MANAGEMENT GROUP, CO.

Invitation for Bids

Agency Wide Key and Lock Services

360 Management Group, Co. is currently seeking bids for agency wide key and lock services. A complete copy of the requirement may be obtained from 360 Management Group's Vendor Collaboration Portal

<https://newhavenhousing.cobblestonesystems.com/gateway>

beginning on

Monday, October 2, 2023 at 3:00PM.

Enfield Railroad Station Project (Proyecto de la Estación de Ferrocarril de Enfield) Reunión de información pública En persona y virtual

Únase al Departamento de Transportación de Connecticut (CTDOT) para conocer la propuesta de la estación Enfield Railroad, un componente clave del Hartford Line Rail Program cuyo objetivo es:

- Conectar a Enfield con Hartford, New Haven, Springfield y el Northeast Corridor de Amtrak, incluidas las ciudades de Nueva York y Boston.
- Proporcionar opciones de transporte seguras, confiables y convenientes, reduciendo la dependencia del automóvil.

Reunión de información pública

- Miércoles, 4 de octubre, la presentación comienza a las 6:00 p.m.
- Enfield Town Hall, 820 Enfield Street, Enfield, CT 06082
- Seminario web de Zoom: https://zoom.us/join/zoom/register/WN_pl7qMXiWTFs9obgQtc8EZg

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Para obtener más información sobre el proyecto del proyecto Enfield Railroad Station y el Hartford Line Program, visite nhhsrail.com.

Aviso Legal

El Connecticut Department of Transportation (Departamento de Transportación de Connecticut) llevará a cabo su precalificación anual de compañías de consultoras profesionales que deseen prestar servicios para el año calendario 2023. Se puede obtener información adicional en: www.ct.gov/dot/business/consultant/selection

Las presentaciones deben entregarse en persona antes de las 3:00 p.m. del lunes 16 de octubre de 2023 o con sello postal antes de esta fecha y serán recibidas hasta el 20 de octubre de 2023. No se aceptarán solicitudes después de esta fecha.

Connecticut Department of Transportation
Un empleador EO / AA / ADA

LEGAL NOTICE

The Mill River Park Collaborative is accepting proposals for the Construction Management of the Mill River Park Playground, Stamford CT.

Proposals are due no later than 3:00 PM October 12th.

The project RFP can be found at the Mill River Park Collaborative Website.

<https://millriverpark.org/about-us/capital-project-rfps/>

The Mill River Park Collaborative is an equal-opportunity employer, and we welcome applications from all minority-owned businesses

Continuum of Care, New Haven, Connecticut LEGAL NOTICE INVITATION TO BID

REMOVAL OF EXISTING AND INSTALLATION OF NEW GUTTER SYSTEM

CONTINUUM OF CARE, NEW HAVEN is requesting licensed and insured contractors to submit proposals for removal of existing and installation of new gutter system at 310 Winthrop Avenue, New Haven. The work scope includes removal of the existing gutter system. Installation of new 6in gutter system with microguards. Vendor to design, fabricate and install new 6" k style aluminum seamless gutters (white) attach using t-strap fasteners. Design and install new 3x4" aluminum downspouts (white). Must include all necessary fasteners, inside and outside miter boxes, end caps, outlets, elbows, custom angled downspouts, downspout clips, 1/4" hex head zip screws, 3 1/2" hidden hangers, sealants, and gutter wedges. Vendor must properly pitch, seal and install all necessary gutter accessories to ensure proper water management. Vendor to install 6" microguards on gutter surface.

The project is tax-exempt and funded by the City of New Haven. Minority/women's business enterprises are encouraged to apply. Project will have Section 3 Compliance and prevailing wage rate. The selected company and any subcontractors must comply with EEOC workforce requirements. Permit fee to be included in proposal.

A bidding site meeting will be held at 310 Winthrop Ave, New Haven on 10/3/2023 at 10am. All bids are due by 10/7/2023 at 3pm.

All bids and questions should be submitted in writing to Monica O'Connor via email moconnor@continuumct.org or delivered to 109 Legion Avenue, New Haven.



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Stuff

AKC FRENCH BULLDOG PUPS
I have 3-10 week old AKC French Bulldog pups for sale. The Sire and Dam are our personal pets. They come from great bloodlines with Longevity and Structure. Each pup has been Vet checked and Vaccinated passing with flying colors. I have 1-M Pied female white black and brown, 1-Cream with Honey accents around ear edges and down the middle of her back, 1-Male Pied black and white with large black spots and ticking on backs of ears and body like freckles. Each pup will come with a copy of their Genealogy. My name is Todd and I can be reached at 860-389-6685

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TWO TICKETS to Gigi D'Alessio, Oct. 13th. \$160. Call 860-454-7272

Tickets

GIGI D'ALESSIO 2 tickets, Oct. 13th. \$160. Call 860-454-7272

TAG SALES

Tag Sales & Flea Markets

AVON - Tag Sale/Bake Sale, Multi-family, Sept 30, 9am-1pm, Memorial United Methodist Church, 867 West Avon Rd., next to Pumpkin Patch. Tag sale indoors if raining.

BRISTOL - Toys, housewares, tv 9-2pm Multi Family Sale: furniture, wood shaft golf clubs, household & more. 83-121 Shadow Ln.

WEST HARTFORD - Massive tool Sale. Retired Contractor Selling Everything! 41 Parsons West Hartford 06117. Sat 9/30 8a-2p No Early Birds.

WEST HARTFORD - Sat Sept 30 9-2pm Multi Family Sale: furniture, wood shaft golf clubs, household & more. 83-121 Shadow Ln.

HUGE 17 Family TAG/ESTATE. Bearwood Road, Mountain Rd ext., Tunxis. Home goods, vintage, antiques, paintings, prints, indoor & outdoor furniture, kids, Bill cycle helmet, tools, 40' ladder, perennials. Lots more. See FB marketplace and tag sale sites online.

WOODBURY - Woodbury Antiques & Flea Market (Rts. 6 & 64) Every Saturday, 7:30-2:30. FREE admission. 203-263-6217

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At Your Service

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Announcements

Lost/Found

IMPOUND 23 & 24 - Two male grey and white, domestic medium hair tabby kittens found between 1300, 2050 Main St., Glastonbury. Please call Glastonbury Animal Control.

Wheels

Motorcycles



HARLEY DAVIDSON SUPERGLIDE CUSTOM 2006 - 2006 Harley Davidson Superglide Custom. Beautiful condition, never been down. Switchblade windshield, chrome lowers, Peacemaker pipes. Performance chip. Brand new tires, synthetic oil, cables, much more. MANY extras. \$8,800 OBO. 860-622-9337



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PUBLIC NOTICES

Connecticut

NOTICE OF SITE REMEDIATION
Former Mobil Service Station #04-HBY
11 Marlon Avenue
Plantsville, CT

Notice is hereby given that Groundwater & Environmental Services, Inc. (GES), is planning to conduct environmental remediation pursuant to Sections 22a-134 through 134e of the Connecticut General Statutes at 11 Marlon Avenue, Plantsville, Connecticut (site remediation ID# 10529), on behalf of ExxonMobil Environmental and Property Solutions for Mobil Oil Corporation. Environmental remediation will involve excavation of impacted soil associated with previous releases at the former Mobil service station and automotive repair facility. The remediation will be conducted under the supervision of Timothy S. Burke, Licensed Environmental Professional. The work is planned to take place in 2024. An Environmental Use Restriction may be filed at the conclusion of the excavation. Questions or comments regarding the planned remedial action may be submitted within 30 days of this notice to Timothy S. Burke, LEP at GES by mail at Groundwater & Environmental Services, Inc., 100 Sebeste Dr. Unit A-8, Cromwell, CT 06416 or by email at tburke@gesonline.com or by phone at 800-220-6119 x2524.
9/28/2023 7506227

The aquatic herbicide, Polaris AC Complete, will be applied in Essex, CT to wetlands adjacent to River Road and The Great Meadows, for the management of Phragmites. Weather permitting the application will occur from October 2 through October 6, 2023. Information on the specific date of application may be obtained from IWM, Inc. (EPA ID #3029) at 150 Sebeste Drive, Cromwell, CT 06443; 203-245-7015. Do not use the water for irrigation for 3 days. Drinking for 2 days. Livestock for two days. There are no restrictions for swimming or fishing.
9/28/2023 7506217

TOWN OF ENFIELD, CONNECTICUT
INVITATION TO BID
SALT STORAGE SHED ROOF REPLACEMENT
September 28, 2023

Sealed bids for the project named above will be received at the office of the Director of Finance until 11:00 a.m. Thursday, October 26, 2023. Thereafter, bids will be opened in public and read aloud or opened and read aloud pursuant to the applicable provisions of the Governor's Executive Orders.

Funding for this project is being made available through the American Rescue Plan Act ("ARPA").

Specifications and bid documents may be obtained from William Dufour, Deputy Director, CP&A, DEW at (860) 762-1599 or the Town's website, www.enfield-ct.gov.

The Town of Enfield reserves the right to accept or reject any all or part of the bids, to waive formalities or informalities, and to make an award that is deemed to be in the best interests of the Town.

A non-mandatory Pre-Bid Conference will begin at the Stanley Jablonski Public Works Complex at 40 Moody Rd., Enfield CT, 06082, on Thursday, October 12, 2023, at 10:00 a.m.

The Town is an Affirmative Action/Equal Opportunity Employer. Minority, small and women-owned business enterprises are encouraged to respond.

The attention of bidders is called to the requirement for minimum wage rates to be paid under this contract.

John A. Wilcox
Director of Finance EOE/AA
9/28/2023 7506122

BID NOTICE

All bid notices for the Town of West Hartford are available at www.WestHartfordCT.gov/Bids. Bid notices may also be obtained through public access computers at any Town library. Questions may be directed to the Town at 860-561-7470.

STATE OF CONNECTICUT
SUPERIOR COURT
JUVENILE MATTERS

ORDER OF NOTICE

State of Connecticut
Court of Probate, New London Regional Children's Probate Court District

NOTICE TO Jeffrey Kalisz, whose last known residence was in the town of Hartford, CT.

Pursuant to an order of Hon. Charles K. Norris, Judge, a hearing will be held at New London Regional Children's Probate Court, One Union Plaza, New London, CT 06320 on October 23, 2023 at 9:00 AM on a petition for Temporary Custody Pending Removal of Guardian concerning a certain minor child born on January 13, 2020. The court's decision will affect your interest, if any, as in the petition on file more fully appears.

Right to Counsel: Upon proof of inability to pay for a lawyer, the court will make sure an attorney is provided to you by the Chief Public Defender. Request for an attorney should be made immediately in person, by mail, or by fax at the court office where your hearing is to be held.
9/28/23 7504405

Hopewell Health Solutions, LLC is applying for a Certificate of need pursuant to section § 19a-638 of the Connecticut General Statutes for an application to become licensed with DPH to begin Mental Health and Substance Use Intensive Outpatient Programs for Adults. Hopewell Health Solutions is based out of 300 Hebron Ave., Suite. 203 and 201, allentown, CT 06033. The total capital expenditure of the project is \$300,000.
9/28, 9/29, 9/30/2023 7505926

Approved Barry S. Hanenbaum application for variance to locate detached garage in other than required yard for corner lot for property located at 36 Farmington Avenue, R9 O.G. zone as presented and on file in the Planning Office.

Dated at Farmington, CT September 20, 2023
FARMINGTON ZONING BOARD OF APPEALS
Jon Schoenhom, Chairman
9/28/23 7501444

TOWN OF CROMWELL
PLANNING AND ZONING COMMISSION
LEGAL NOTICE

The Town of Cromwell Planning and Zoning Commission will hold a Public Hearing on Tuesday October 3, 2023 at 7:00 p.m. in Room 224 of the Cromwell Town Hall at 41 West Street on the following items:

1. Application #23-29: Request for a Special Permit under Section 3.5.C.4 of the Zoning Regulations to allow for the outside storage of trucks, trailers and construction equipment at 150 Sebeste Drive, Alvin Ravizza is the Applicant and RANDA LLC is the Owner.

2. Application #23-31: Request for a Special Permit under Section 7.5.A of the Zoning Regulations to permit a restaurant with the sale of alcoholic beverages at 546 Main Street in the Local Business Zone District.

At this hearing interested persons may appear and be heard and written testimony received. This application is available for public inspection in the office of the Town Planner.

Alice Kelly
Chairman

Dated in Cromwell, Connecticut this 20th day of September 2023.
9/22, 9/28/2023 7501622

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Enfield Railroad Station Project Public Information Meeting In-Person & Virtual

Join the Connecticut Department of Transportation (CTDOT) to learn about the proposed Enfield Railroad Station, a key component of the Hartford Line Rail Program, aiming to:

- Connect Enfield to Hartford, New Haven, Springfield, and Amtrak's Northeast Corridor, including the cities of New York and Boston
- Provide safe, reliable, and convenient transportation options, reducing w/wcar dependency

Public Information Meeting

- Wednesday, October 4, presentation starts at 6:00 PM
- Enfield Town Hall, 820 Enfield Street, Enfield, CT 06082
- Zoom Webinar: https://zoom.us/webinar/register/WN_pi7gMXiWTF9s0bgQtc8EZg

In-Person venue is ADA accessible and transit accessible

The meeting will provide an overview of the proposed Enfield Railroad Station Project and offer the opportunity to ask questions and provide comments. This meeting also serves to kick off and explain the National Environmental Policy Act (NEPA) process, which is required because CTDOT has received grants from federal agencies to assist in funding construction of the Proposed Station. This process will evaluate and report on impacts of the Proposed Project to natural and human environment and affords additional opportunities to comment on the project in the future.

Under the supervision of the Federal Railroad Administration (FRA) with the cooperation of the Federal Transit Administration (FTA) and the U.S. Department of Housing and Urban Development (HUD), CTDOT is preparing an Environmental Assessment (EA) for the Enfield Railroad Station project in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 et seq.), as well as the Council on Environmental Quality (CEQ) regulations for implementing NEPA (40 CFR parts 1500-1508), and the FRA Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999, and 78 FR 2713, Jan. 14, 2013). In addition, the Project may affect historic properties and will be subject to the requirements of Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. 306108). In accordance with regulations issued by the Advisory Council on Historic Preservation (36 CFR part 800), FRA and CTDOT may coordinate compliance with Section 106 of the NHPA with the preparation of the EA, in a manner consistent with the standards set out in 36 CFR 800.8.

Members of the public can submit comments and questions during the two-week public comment period following the meeting. Please direct comments and questions by October 18 to info@nhhsrail.com or 860-594-2020.

The meeting location at the Enfield Town Hall is ADA accessible. Language assistance and/or ADA accommodations are provided at no cost to the public and efforts will be made to respond to timely requests for assistance. Persons needing language assistance or ADA accommodations may request assistance by contacting the Department's Language Assistance Line at (860) 594-2109, at least five (5) business days prior to the meeting. Persons having a hearing and/or speech disability may dial 711 for the Telecommunications Relay Service (TRS) and instruct the operator to contact (860) 594-2243.

For more information about the Enfield Railroad Station Project and the Hartford Line Program go to nhhsrail.com.

NOTICE TO CREDITORS

ESTATE OF Frank Michael Slowik, Jr., Late of Westbrook, AKA Frank M. Slowik, Jr., AKA Frank Michael Slowik (23-0447)

The Hon. Jeannine Lewis, Judge of the Court of Probate, District of Saybrook, Probate Court, by de-certified September 26, 2023, ordered that all claims must be presented to the fiduciary at the address below. Failure to promptly present any such claim may result in the loss of rights to recover on such claim.

Jacqueline Craco, Clerk

The fiduciary is:
Jeffrey M. Slowik
c/o KENNETH J MODONELL, GOULD LARSON ET AL., 30 PLAINS RD, ESSEX, CT 06422
9/28/2023 7506222

LEGAL NOTICE

OLD SAYBROOK ZONING BOARD OF APPEALS

NOTICE IS HEREBY GIVEN that the Zoning Board of Appeals of the Town of Old Saybrook will hold a public hearing at its Regular Meeting on Wednesday, October 11, 2023 at 6:00 p.m. at the Town Hall, First Floor Conference Room located at 302 Main Street, Old Saybrook and via teleconference.

Public Zoom Link: <https://zoom.us/j/9174417868?pwd=Zk1kNmV2ZlVlV1TUNNEZRSR0Q09>
Meeting ID: 96174417868
Meeting Password: 302302
Teleconference Dial-In: (929) 436-2866
One Tap Mobile: tel://9294362866,96174417868#
to hear the following:

23/24100 Glynia Beerman requests a variance of Par 10.7.1/10.7.2 (non-conformity enlargement/change) and Par 65.1.259 (flood wetland setback/50') required/28.7' to deck, 34.9' to sunroom, 32.9' to septic tank and 21.8' to D Box proposed) of the regulations to allow for the construction of a 13' x 14' sunroom and 11.5 s.f. deck at 367 Main Street, Unit C41, Map 22/Lot 251-C41, Residence A District, Coastal Area Management Zone.

23/24101 Cornfield Point Association requests a variance of Par 24.5.5A (accessory structure streetline setback/35' required/45' proposed) and Par 24.5.5C (accessory structure other line setback/10' required/55' proposed) of the Zoning Regulations to permit the relocation of an existing 112 s.f. shed and construction of a new 240 s.f. shed at 27 Town Beach Road, Map 3/Lot 147, Residence A District, Coastal Area Management Zone.

At this hearing, interested persons may appear or submit written communication in advance.
Plans are available for review in the Land Use Department, 302 Main Street, at oldsaybrookct.gov/zoning-board-appeals
Old Saybrook Zoning Board of Appeals
Charles Gadon, Chairman
9/28, 10/5/2023 7500867

Please take notice that Farmington Storage, 155 Scott Swamp Road, Farmington, CT 06032 intends to hold a public sale to the highest bidder of the property stored by the following tenant at the storage facility. This sale will occur as an online auction via www.storage-treasures.com on October 6th 2023 at 11:00 am. Unless stated otherwise the description of contents are boxes, tool box, monitor, motorcycle parts, ladder, compressors, etc. Mary Haldorf, last known address 54 Mines Rd, Bristol, CT 06010 in Unit B51. This sale may be withdrawn at any time without notice. Certain terms and conditions apply.
9/22, 9/26, 9/27, 9/28, 9/29/2023 7498408

TOWN OF FARMINGTON HISTORIC DISTRICT COMMISSION

Notice is hereby given that the Farmington Historic District Commission took the following action on Tuesday, July 19, 2023:

Approved the Aimee Stokes application for Temporary Certificate of Appropriateness to replace front door at 14 High Street, as presented and on file in the Planning Office with condition.

Approved Elizabeth and Stephen Kendrick application for Temporary Certificate of Appropriateness for one story addition to 2 Mountain Spring Road as presented and on file in the Planning Office with condition.

Dated at Farmington, Connecticut, this 20th day of September 2023.

Farmington Historic District Commission
Michele Phelan, Secretary
9/28/23 7501859

TOWN OF FARMINGTON TOWN PLAN AND ZONING COMMISSION

Notice is hereby given that the Town Plan and Zoning Commission will hold a HYBRID (IN PERSON AND ONLINE) public hearing on Wednesday, October 11, 2023, at 7:00 p.m. in the Town Hall Council Chambers on the following applications:

Christos Theodoropoulos application for special permit for construction of new home in excess of 1,600 sq. ft. finished living area and 2,200 sq. ft. total area located at 33 Junior Road, R12 zone.

Udoif Farmington, LLC application for special permit to convert office space to one-bedroom apartment located at Unit 201, 780 Farmington Avenue, FC/ FV zone.

Metro Realty Management Corporation application for special permit and site plan approval for lot line adjustment between 1690 New Britain Avenue and a portion of 8250 New Britain Avenue, resulting in an increase in site coverage for 1690 New Britain Avenue, C1 zone.

Interested parties are encouraged to participate in this HYBRID Public Hearing. Participation in-person is at 1 Monteth Drive, Town Hall, Town Council Chambers or online participation is via the link to the meeting on the Town of Farmington's website at <https://www.farmington-ct.gov/about-farmington/calendar-meetings>. A copy of this proposal is online at <https://www.farmington-ct.org/government/town-plan-zoning-commission/public-hearings/documents> or by calling the Planning Department at Farmington Town Hall at 860-675-2325.

Dated at Farmington, Connecticut, this 21st day of September 2023.
TOWN PLAN AND ZONING COMMISSION
Inez St. James, Chair

September 28 & October 5, 2023
7503550

WEST HARTFORD PLAN AND ZONING COMMISSION LEGAL NOTICE

The Town of West Hartford Plan and Zoning Commission also acting as the Inland Wetlands and Watercourses Agency will hold its Regular Meeting at 7:00 PM, on Monday, October 2, 2023. Public hearings will convene at 7:15 PM, or as soon thereafter as the matter may be heard in Town Hall, 50 South Main Street, West Hartford, CT, Legislative Chamber, Room 314 on the following:

126 & 128 Montclair Drive - Application (WV #1208) of the Town of West Hartford, requesting approval of an Inland Wetlands and Watercourses Agency will hold its Regular Meeting at 7:00 PM, on Monday, October 2, 2023. Public hearings will convene at 7:15 PM, or as soon thereafter as the matter may be heard in Town Hall, 50 South Main Street, West Hartford, CT, Legislative Chamber, Room 314 on the following:

At this hearing, interested persons may be heard or submit written communication received. The applications are available for public review in the Town Plan and Zoning Office, Room 214, Town Hall, 50 South Main Street, West Hartford, CT 06107, or by visiting the Town's website (www.westhartfordct.gov) and following this navigation path: Departments Tab > Planning & Zoning > Current Land Use Application Button > Select "Review" (<https://www.westhartfordct.gov/town-planning-zoning-commission/public-land-use-applications>) or by email request to comment.tpz@westhartfordct.gov.

Kevin Ahern, TPZ/IWWA, Chairman
Todd Dumais, Town Planner/IWWA
Administrative Officer

*Any individual with a disability who needs special assistance to participate in a meeting or public hearing should contact Susan Daniels, Department of Social Services, 860.561.7580, seven days prior to the meeting or public hearing.
9/21/23 & 9/28/23 7500674

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Jobs

Eppendorf North America, Inc.
Enfield, CT

Bioprocess Sales Engineer
Eppendorf North America, Inc. DBA Eppendorf, 175 Freshwater Blvd, Enfield, CT 06082, seeks Bioprocess Sales Engineer. Act as technical expert for customers in assigned territory on bioprocess equipment, accessories and services; Conduct presentations, provide expertise on bioprocess products and use; Follow up, process sales leads, provide product knowledge; Support customers in identification of bioprocess equipment and support implementation; Coordinate sales; Attend trade exhibits and shows; Use and maintain CRM system. Position requires Bachelor or higher degree in Biology, Biotechnology, or related life science field. Will accept foreign educational equivalent. Requires 2 years life science bioprocess applications sales experience gained as a sales engineer, sales director, product manager, application manager, or in related position or job title. In addition, requires 1 year research laboratory experience working with upstream cell culture applications, hands-on work with bioreactors in an industrial setting, and working in a good manufacturing practices (GMP) laboratory environment. Eppendorf HQ office is in Enfield, CT. 100% remote telecommuting position. Must reside in California. Position requires travel to customer sites and conferences up to 70% in San Francisco Bay Area and U.S. western region, approx. 2-3 days per week, 2-3 weeks per month, 36 weeks per year. Email resume to hr@eppendorf.com.

Media & Communication Specialist
Portland, CT

GIN Unite LLC
GIN Unite LLC seeks Media and Communication Specialist. High school diploma and 24 months of experience in the job offered or related position is required. Mail Resume to 264 Main St, Portland, Connecticut 06480

Project Leader
Windsor, CT

QUEST Global Services-N.A., Inc.
Project Leader: QUEST Global Services-N.A., Inc. in Windsor, CT. Conduct IT project mgmt & coordination, in the analysis of user needs & star rgmnts. Travel to unanticipated client locations approx 30% as reqrd. Resume to USH1B@quest-global.com. Job code 28290.0133

Senior Engineer
Windsor, CT

QUEST Global Services-N.A., Inc
Senior Engineer: QUEST Global Services-N.A., Inc. in Windsor, CT. Conduct cmplx silvtr dev tasks for all phases of the Silvtr Dev Life Cycle. Travel to unanticipated client locations approx 20% as reqrd. Resume to USH1B@quest-global.com. Job code 28290.0123

TAG SALES

Tag Sales & Flea Markets

EAST WINDSOR
BUSINESS REDEVELOPMENT LIQUIDATION SALE & FLEA MARKET SALES- VENDOR BOOTH OPPORTUNITIES STILL AVAILABLE! Beginning September 30th & October 1st, 2023 open weekly Saturdays and Sundays from 8:00am to 4:00pm Building Support Equipment and Materials, E-Commerce Inventory & Military Surplus Sale Items-All products must go!! 160 Bridge St East Windsor CT 06088 frank@inaent.com

NEWINGTON - Kwanis Flea Mkt Sun.
8/27-10/29 8am-2pm town center Lot 1b.com/NewingtonFleaMarket

NEWINGTON - Kwanis Flea Market
hosting dozens of crafters 10/15 rainedate 10/22 teamarkets@cox.net

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www.courant.com/pets



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Jobs

Soft Dev & Comp Sys Eng
Hartford, CT

BioInfo Systems LLC
BioInfo Systems LLC seeking Software Developer and Computer Systems Engineer in Hartford, CT and various unanticipated locations throughout the U.S. Computer Systems Engineer position requires Bachelor's degree or equiv in Comp Sci Eng or Comp Applications and 3 yrs exp. must include skills at least 6 months in AIX, Linux, DB2, Tivoli and IBM HACMP. Software Developer requires 3 yrs exp. as a Tech Lead, Software Developer or Software Engineer and must include skills at least 6 months in C#, ASP.NET, JSON, SQL Server and GIT. Send resumes, REF: 08052023 to jobs@bioinfosystems.com.

Stuff

Stuff

GIGI D'ALESSIO 2 tickets, Oct.13 \$160 \$300value 860-454-7272
POOL LEAF NET 21x37 Never Used in Original box \$100 860-977-7318
RR WRENCH #45 RR Wrench \$399 860-993-7061



SHEDS BUILT ON SITE WE CAN BUILD ANYWHERE- SITE PREP INCLUDED CTSHEDSBUILTONSITE.COM 860-228-2003

Tickets

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PUBLIC NOTICES

TOWN OF CROMWELL
NOTICE OF PUBLIC HEARING

The Town Council of the Town of Cromwell will hold a Public Hearing on Wednesday, October 11, 2023 at 6:55 pm in the Cromwell Town Hall Council Chambers, located at 41 West Street, Cromwell, CT for the following purpose:

To hear public comment regarding the amendment of existing ordinance: Chapter 54 Retirement Plan, §54-16 and §54-22.

Copies of the proposed ordinance are available for public inspection at the office of the Town Clerk, 41 West Street, Cromwell, Connecticut and online at www.cromwellct.com.

Dated at Cromwell, Connecticut this 1st day of October 2023

Steve Fortenbach, Mayor
For the Town Council

10/1/23 7506008

LEGAL NOTICE

AA23-176 - 47 Old Village Dr, Windsor, CT - RE: 23' x 23' Porch Addition in the upland review area was approved by Wetland Agent for the Windsor Inland Wetlands & Watercourse Commission on September 22, 2023 10/1/23 7508099

Car Reviews

Saturdays in MOTORING

NEWSPAPER SERVICES



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Connecticut

Enfield Railroad Station Project Public Information Meeting In-Person & Virtual

Join the Connecticut Department of Transportation (CTDOT) to learn about the proposed Enfield Railroad Station, a key component of the Hartford Line Rail Program, aiming to:

- Connect Enfield to Hartford, New Haven, Springfield, and Amtrak's Northeast Corridor, including the cities of New York and Boston
- Provide safe, reliable, and convenient transportation options, reducing wvcar dependency

Public Information Meeting

- ☐ Wednesday, October 4, presentation starts at 6:00 PM
- ☐ Enfield Town Hall, 820 Enfield Street, Enfield, CT 06082
- ☐ Zoom Webinar: https://zoom.us/join/zoom/register/WN_pi7gMXiWTFs9obgQtc8EZg

In-Person venue is ADA accessible and transit accessible

The meeting will provide an overview of the proposed Enfield Railroad Station Project and offer the opportunity to ask questions and provide comments. This meeting also serves to kick off and explain the National Environmental Policy Act (NEPA) process, which is required because CTDOT has received grants from federal agencies to assist in funding construction of the Proposed Station. This process will evaluate and report on impacts of the Proposed Project to natural and human environment and affords additional opportunities to comment on the project in the future.

Under the supervision of the Federal Railroad Administration (FRA) with the cooperation of the Federal Transit Administration (FTA) and the U.S. Department of Housing and Urban Development (HUD), CTDOT is preparing an Environmental Assessment (EA) for the Enfield Railroad Station project in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 et seq.), as well as the Council on Environmental Quality (CEQ) regulations for implementing NEPA (40 CFR parts 1500-1508), and the FRA Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999, and 78 FR 2713, Jan. 14, 2013). In addition, the Project may affect historic properties and will be subject to the requirements of Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. 306108). In accordance with regulations issued by the Advisory Council on Historic Preservation (36 CFR part 800), FRA and CTDOT may coordinate compliance with Section 106 of the NHPA with the preparation of the EA, in a manner consistent with the standards set out in 36 CFR 800.8.

Members of the public can submit comments and questions during the two-week public comment period following the meeting. Please direct comments and questions by October 18 to info@nhhsrail.com or 860-594-2020.

The meeting location at the Enfield Town Hall is ADA accessible. Language assistance and/or ADA accommodations are provided at no cost to the public and efforts will be made to respond to timely requests for assistance. Persons needing language assistance or ADA accommodations may request assistance by contacting the Department's Language Assistance Line at (860) 594-2109, at least five (5) business days prior to the meeting. Persons having a hearing and/or speech disability may dial 711 for the Telecommunications Relay Service (TRS) and instruct the operator to contact (860) 594-2243.

For more information about the Enfield Railroad Station Project and the Hartford Line Program go to nhhsrail.com.

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Additional Outreach Dates and Locations

Local TV, radio, online forums, social media, and websites

- 107.7 WACC broadcasted on Wednesday, September 27, 2023, until Wednesday, October 4, 2023
- Enfield Public Television broadcasted the flyer on their bulletin starting on Friday, September 22, 2023, through Wednesday, October 4, 2023
- Patch event page went live week of September 18, 2023
- Social Media
 - The public information flyer was posted on Facebook and LinkedIn during the week of September 18, 2023
 - [Facebook](#)
 - [LinkedIn](#)
- [NHHS Rail Event Page](#)
- [CT Gov Event Page](#)

This post was contributed by a community member. The views expressed here are the author's own.

Enfield | Local Event

Enfield Railroad Station Project Public Information Meeting



Sophia Schintzel, Neighbor

ADVERTISEMENT



Enfield Railroad Station Project Public Information Meeting

Wednesday, October 4, 2023, at 6:00 PM

Join the Connecticut Department of Transportation (CTDOT) to learn about the proposed Enfield Railroad Station, a key component of the Hartford Line Rail Program, aiming to:

- Connect Enfield to Hartford, New Haven, Springfield, and Amtrak's Northeast Corridor, including the cities of New York and Boston
- Provide safe, reliable, and convenient transportation options, reducing car dependency

The meeting will provide an overview of the proposed Enfield Railroad Station Project and offer the opportunity to ask questions and provide comments. The NEPA (National Environmental Policy Act) and Rights-of-

ADVERTISEMENT

Enfield Town Hall



820 Enfield St
Enfield, CT 06082

Zoom Webinar



Information:

<https://www.nhhsrail.com/>



Event Details

[Edit](#)

🕒 Wed, Oct 4, 2023 at 6:00 PM

[Add to calendar](#) ▾

📍 Enfield Town Hall, 820 Enfield St, Enfield, CT 06082

🌐 [More info here](#)

Join the Connecticut Department of Transportation (CTDOT) to learn about the proposed Enfield Railroad Station, a key component of the Hartford Line Rail Program, aiming to:

- Connect Enfield to Hartford, New Haven, Springfield, and Amtrak's Northeast Corridor, including the cities of New York and Boston
- Provide safe, reliable, and convenient transportation options, reducing car dependency

The meeting will provide an overview of the proposed Enfield Railroad Station Project and offer the opportunity to ask questions and provide comments. The NEPA (National Environmental Policy Act) and Rights-of-Way processes will also be discussed.

More information: <https://www.nhhsrail.com/>

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Local Event

OCT
4

Blessing of the Pets

🕒 Wednesday, 4:00 pm 📍 Enfield, CT

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Local Event

OCT
4

Blessing of the Animals

🕒 Wednesday, 5:30 pm 📍 Enfield, CT

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Local Event

OCT
7

Community Paint Day

🕒 Saturday, 10:00 am 📍 Enfield, CT



WEDNESDAY, OCTOBER 4, 2023 AT 6:00 PM EDT

Enfield Railroad Station Public Information Meeting

820 Enfield St, Enfield, CT 06082-2964, United States

About

Discussion

Invite



Details

2 people responded

Event by Connecticut Department of Transportation

820 Enfield St, Enfield, CT 06082-2964, United States

Public · Anyone on or off Facebook

This event is a hybrid Public Information Meeting. The in-person meeting will take place at Enfield Town Hall, 820 Enfield Street, Enfield. Enfield Town Hall is accessible to all... See more

Enfield, Connecticut



820 Enfield St, Enfield, CT 06082-2964, United States

Host



Connecticut Department of Transportation

Related Events



THU, OCT 12 AT 5:00 PM MDT



Public MEETING

Enfield Railroad Station Public Information Meeting



Wednesday, October 4, 2023



6 PM

Visit ct.gov/dot to learn more

Tomorrow, 6:00 PM

Enfield Railroad Station Public Information Meeting

Event by Connecticut Department of Transportation



Wed, Oct 4, 2023, 6:00 PM - 6:30 PM (your local time)



820 Enfield St, Enfield, Connecticut, US, 06082



Event link · https://zoom.us/webinar/register/WN_pl7gMXiWTFs9obgQtC8EZg#/registration

5 attendees

Attend

Share



Details

Comments

About

This event is a hybrid Public Information Meeting. The in-person meeting will take place at Enfield Town Hall, 820 Enfield Street, Enfield. Enfield Town Hall is accessible to all and served by transit.

The virtual component will be available via Zoom. To register please see:

https://zoom.us/webinar/register/WN_pl7gMXiWTFs9obgQtC8EZg#/registration.

Information Center

News Briefs

Enfield Station Public Information Meeting to be Held Oct. 4, 2023

Upcoming Public Events - Enfield Station Public Meeting

Event: Enfield Station Public Meeting

Date: Wednesday, October 4, 2023

Time: 6:00

Location: Enfield Town Hall located 820 Enfield St in Enfield, CT 06082

[View Flyer](#)

An **in-person and virtual public informational meeting for the project will be held on Wednesday, October 4 at 6:00 p.m.** The in-person meeting will be held at the Enfield Town Hall located 820 Enfield St in Enfield, CT 06082. To attend the meeting virtually, please follow the link: https://zoom.us/webinar/register/WN_pl7gMXiWTFS9obgQtc8EZg

The proposed project, which is a key component of the Hartford Line Rail Program, would provide a safe, reliable, and convenient alternative mode to car travel connecting Enfield to Hartford, New Haven, Springfield and via Amtrak's Northeast Corridor, to the cities of New York and Boston. The proposed railroad station would be serviced by CTrail's Hartford Line Rail, would provide an additional option to the existing bus service, thereby increasing frequencies for non-automobile travel between Enfield and the Cities served by CTrail. The Proposed Station would also accommodate connections to local bus service in Enfield, further enhancing access to/from Enfield via the proposed railroad station and reducing automobile emissions. The project also supports local planning initiatives in the Thompsonville neighborhood of Enfield.



Construction is anticipated to begin Spring 2025, dependent on the acquisition of rights of way and approval of permit(s). The estimated construction cost for this project is approximately \$45.5 million. This project is anticipated to be undertaken with 40% federal funds and 60% state funds.

Public Information Meeting: Wednesday, October 4, at 6:00 PM at Enfield Town Hall (820 Enfield St, Enfield, CT). Enfield Town Hall is ADA accessible and transit accessible.

The meeting will be streamed live on CTDOT's YouTube channel. To attend virtually, please follow the link: https://zoom.us/webinar/register/WN_pl7gMXiWTFs9obgQtc8EZg

The public information meeting is being held to provide the public and local communities with an overview of the proposed Enfield Railroad Station project and offer the opportunity to ask questions and provide comments. Members of CTDOT's Rights-of-Way group will also be present to address rights-of-way for the proposed project. A Question & Answer session will immediately follow the 6:00 PM presentation. This meeting also serves to kick off and explain the National Environmental Policy Act (NEPA) process, which is required because CTDOT has received grants from federal agencies to assist in funding construction of the Proposed Station. The NEPA process will evaluate and report on impacts of the Proposed Project to natural and human environment and affords additional opportunities to comment on the project in the future.

Members of the public can submit comments and questions during the two-week public comment period following the meeting. Please direct comments and questions by October 18, to the project email at info@nhhsrail.com or 860-594-2020.

Closed captioning will be available. Non-English translation options will be available on Zoom and YouTube. The recording will also be available on CTDOT's YouTube Virtual Public Information Meeting playlist: portal.ct.gov/ctdotvpimarchive.

Persons with limited internet access, use the call-in number +1-646-931-3860, enter Webinar ID 989 6989 8745 and password 259199. Persons with limited internet access may also request that project information be mailed to them within one week by contacting Richard Bertoli (richard.bertoli@ct.gov; 860-594-3263).

Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS).

Language assistance may be requested by contacting the CTDOT's Language Assistance Call Line (860) 594-2109. Requests should be made at least five business days prior to the meeting. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.

https://www.nhhsrail.com/info_center/newsbriefs.aspx#enfield_station_public_information

October 04, 2023

6:00 PM to 8:00 PM

EVENT SUBMITTED DATE

9/22/2023 4:06 PM

MEETING LOCATIONEnfield Town Hall
Council Chambers820 Enfield Street
Enfield, CT, 06082**CONTACT**Julianne Chatman
Julianne.Chatman@ct.gov
860-594-20202800 Berlin Turnpike
Newington, CT 06111

Department of Transportation


Enfield Railroad Station Public Information Meeting**MEETING PURPOSE**

The purpose of this meeting is to provide the community with an overview of the proposed, new Enfield Train Station on the Hartford Line and offer the opportunity for comments and ask questions. For project information or to register for the meeting, visit the project webpage: https://zoom.us/webinar/register/WN_pl7gMXiWTF59obgQtc8EZg#/registration

MEETING TYPE

Special Meeting

AGENDA

- Enfield Public Meeting Flyer_Final_R2.pdf  9/26/2023 10:41 AM

MINUTES**ADDITIONAL INFORMATION**

Members of the public can submit comments and questions during the two-week public comment period following the meeting by October 18, 2023 at info@nhhsrail.com, 860-594-2020, or Julianne Chatman, Project Engineer – Facilities Design at Julianne.Chatman@ct.gov. The recording will also be available on CTDOT's YouTube Virtual Public Information Meeting playlist: <https://portal.ct.gov/ctdotvpimarchive>. Persons with limited internet access, use the call-in number 1-646-931-3860, enter Meeting ID 989 6989 8745 and may request project information be mailed to them within one week by contacting Nathaniel Cabral-Curtis at Nathaniel.cabral-curtis@wsp.com or 857-544-2665. Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS). Language assistance may be requested by contacting the CTDOT's Language Assistance Call Line 860-594-2109. Requests should be made at least five business days prior to the meeting.

- Minutes will be taken
- Video conference available

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