

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

Enfield Railroad Station, Enfield, Connecticut, Hartford Line Rail Program

The Connecticut Department of Transportation (CTDOT) proposes to construct a new passenger rail station in Enfield, CT, to be serviced by the CTrail, CTDOT's existing intercity and regional rail service from New Haven, CT to Springfield, MA, and by local bus service, to provide multi-modal access. The proposed action is an element of an undertaking sponsored by CTDOT to build the Enfield Railroad Station Project, for which the Federal Railroad Administration (FRA), serving as the lead federal agency, has issued an Environmental Assessment (EA) on May 23, 2024, and later issued a Finding of No Significant Impact (FONSI) on August 26, 2024.

FRA invited the Federal Transit Administration (FTA) to participate as a Cooperating Agency in the development of the EA for the Enfield Railroad Station Project. The FTA agreed to be a Cooperating Agency. As permitted by 23 CFR § 771.121(c), the FTA has reviewed the FRA's EA and subsequent FONSI with the intent of adopting select elements of the environmental review and issuing a separate decision document. This separate National Environmental Policy Act (NEPA) decision document is necessary for FTA to take an approval action on the aspects of the project that are associated with creating a Bus Hub at the station and enhancing local mobility by providing an opportunity for convenient bus transfers.

The Enfield Station was included as a component of the Hartford Rail Program (formerly the New Haven-Hartford-Springfield Rail Program) 2012 Tier 1 EA that provided broad / high level analysis of the various components included in the overall Program. Because the Enfield Station was not funded at the time, the FRA-issued FONSI for the Tier 1 EA, specified Tier 2 NEPA documentation for the Enfield Station would be required once funding became available.

The purpose of the Enfield Station project is to provide a safe, reliable, and convenient alternative to automobile travel by connecting Enfield by rail to Hartford, New Haven, and Springfield via connections in those cities, to locations on Amtrak's Northeast Corridor, including New York City and Boston. Additionally, the project is also to serve as a bus hub and to provide an intermodal alternative to automobile travel to these cities, as well as to enhance the local mobility by providing convenient bus transfers for residents of Enfield and the surrounding communities. The Project would be serviced by CTrail's Hartford Line and by the Town of Enfield's two existing local Magic Carpet bus routes, reducing automobile dependency and travel time and by diverting travelers from automobiles, reducing emissions.

The FTA nexus to the FRA project is the creation of a bus hub at the proposed station that was originally planned for a different location, and however, has since been proposed for the Enfield Station site. This bus hub element has funding set aside in an existing FTA Grant. Elements of the station related to the bus hub include: a shelter with seating and a dedicated curbside area for buses, a dedicated bus lane/drop-off area accommodating up to two full-sized buses including a covered seating area for waiting passengers, and associated lighting and decorative amenities. Inclusion of the FTA funding for the transit related element required FTA to be a Cooperating Agency in the development of the EA. Because the Enfield Railroad Station Project includes an FTA-funded bus hub element, as described above, pursuant to 23 CFR 771.121(c), FTA evaluates the FRA EA/FONSI to determine whether the FTA-funded element of the project and its environmental impacts have been adequately identified and assessed.

FTA has carefully considered the project record, including the FRA EA/FONSI and associated technical reports and analysis; FRA’s Section 4(f) analysis applying an exception under 23 CFR § 774.13(a)(2) as documented in the EA; the environmental commitments and mitigation measures required (documented in the FRA FONSI, Table 1); and the written and oral comments offered by agencies, stakeholders, and the public. Based on this independent review and consideration, FTA has determined the project bus hub elements as presented and assessed in the attached FRA EA/FONSI satisfies the requirements of NEPA (42 USC §§ 4321 et seq.), the CEQ NEPA implementing regulations (40 CFR § 1500-1508), FTA’s Environmental Impact and Related Procedures (23 CFR § 771), Section 106 of the NHPA, Section 4(f) of the United States Department of Transportation Act (49 USC §303) and the FTA/FRA joint implementing regulations (23 CFR Part 774); and related laws and other applicable environmental requirements.

After independent evaluation of (1) the need, environmental issues, impacts, and mitigation measures contained in the EA, (2) its review of substantive comments and responses, and (3) other agency determinations, the FTA finds that:

The proposed FTA action as described in the body of this FONSI and described in the FRA EA will not have significant impacts to the human or natural environment. Furthermore, the FRA documentation largely incorporated FTA’s comments as a Cooperating Agency and meets the analysis required for the FTA environmental process.

FTA has sufficient evidence and analysis to determine that an Environmental Impact Statement is not required. FTA takes full responsibility for the accuracy, scope, and content of the portions of the EA adopted for the proposed project. Mitigation associated with the impacts of the proposed project as described in the FRA EA, the FRA FONSI, and appendices to the FRA FONSI, this FONSI, and any subsequent permit actions needed for the project, will be delivered during final design and construction.

The FRA FONSI (Appendix A) makes a commitment to construct the bus hub and transit elements of the Enfield Railroad Station Project.

FTA hereby adopts the elements of the May 23, 2024, FRA EA and FONSI relevant to the construction of the bus hub and transit elements at the proposed Enfield Railroad Station and incorporating these by reference into this document.

This narrowly scoped FONSI is subject to reevaluation if significant changes occur in the final design or if construction is delayed. Any additional changes to the scope of the project are subject to additional review and determinations in distinct National Environmental Policy Act processes.

PETER SHANNON BUTLER Digitally signed by PETER SHANNON BUTLER
Date: 2024.08.27 07:58:43 -04'00'

August 27, 2024

Peter S. Butler
Federal Transit Administration, Region 1
Regional Administrator

Date

US Department of Transportation Federal Railroad Administration

FINDING OF NO SIGNIFICANT IMPACT

Enfield Railroad Station, Enfield, CT Hartford Line Rail Program

Prepared in accordance with the National
Environmental Policy Act
(42 U.S.C. 4331 et seq.) and the joint
FHWA/FTA/FRA Environmental Impact and
Related Procedures (23 CFR Part 771)

August 2024

CTDOT Proj. No. 320-0017
FY21CRISI-ImportedGrant12



U.S. Department
of Transportation
**Federal Railroad
Administration**

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Attachment A: Errata Sheet/ Asnuntuck Street Outfall Assessment

Attachment B: Response to Comments

1 Background Information

The Connecticut Department of Transportation (CTDOT) proposes to construct a new passenger rail station in Enfield, CT, to be serviced by the *CTrail*, CTDOT's existing intercity and regional rail service from New Haven, CT to Springfield, MA, and by local bus service. The proposed Enfield Railroad Station (the Project) would be constructed in the Thompsonville section of Enfield. The Federal Railroad Administration FRA prepared an Environmental Assessment (EA) for the action under the National Environmental Policy Act (NEPA) of 1966 . CTDOT would use grants that have been awarded from FRA, the Federal Transit Administration (FTA), and the Department of Housing and Urban Development (HUD) to construct the Station and associated improvements. FTA and HUD are cooperating agencies for the EA. While FRA and HUD are issuing this FONSI together, FTA intends to issue its own FONSI.

The station is part of CTDOT's Hartford Line Rail Program. In 2012, FRA prepared a Tier 1 EA to evaluate broad issues and potential environmental impacts related to implementation of the Hartford Line Rail Program. FRA issued a Finding of No Significant Impact (FONSI) for the 2012 Tier 1 EA on August 9, 2012, which specified that as funding becomes available for additional project elements, including Enfield Station, additional Tier 2 NEPA documentation and required determinations would be prepared. The 2024 Enfield Railroad Station EA is such a Tier 2 NEPA document.

2 Purpose and Need

The purpose of the Project is to provide a safe, reliable and convenient alternative to automobile travel by connecting Enfield by rail to Hartford, New Haven and Springfield and via connections in those cities, to locations on Amtrak's Northeast Corridor, including New York City and Boston. The purpose of the project is also to serve as a bus hub and to provide an intermodal alternative to automobile travel to these cities, as well as to enhance local mobility by providing convenient bus transfers for residents of Enfield and the surrounding communities.

A safe, reliable and convenient alternative to automobiles for intercity travel is needed in Enfield because:

- Vehicle ownership is low in the area around the proposed Station.
- *CTrail* service passes through Enfield but is not available locally to Enfield residents.
- The only alternative to automobile travel to connect Enfield to Hartford, Springfield or New Haven is by infrequent bus service, with transfers required from much of Enfield.

3 Alternatives Considered

In the EA, FRA evaluated the proposed Project and the No-Action alternative. The No-Action alternative does not meet the Project's purpose and need because multimodal connectivity in Enfield would not be improved. Access would not be improved for Enfield residents to employment, cultural centers and major health care services in Springfield, Hartford and New Haven. The Tier 1 EA evaluated a new station at the proposed location of the Project; it included additional features not included in the Project at this time. The Project is designed so that it does not preclude future development of the additional features included in the Tier 1 EA, including reinstallation of the second track, and construction of a second platform, a pedestrian overpass tower and additional parking.

The Project includes the following components:

- A Station with a 350'-long platform and a shelter with seating
- Realignment of the track for approximately 2,200 feet north and south of the proposed station to accommodate the station platform
- Approximately 80 commuter parking spaces
- A 500-foot-long gauntlet track to accommodate oversized freight along the rail line
- Replacement of the Main Street Railroad Bridge
- Removal of the Asnuntuck Street Railroad Bridge, closure of the tunnel under the rail line, and the installation of a turnaround to allow vehicles to change direction
- Improvements to two outfalls to Freshwater Brook

4 Changes Since EA

Since the release of the EA, and as a result of further development of the design, it has become clear that improvements are required to an outfall off of Asnuntuck Street on the south side of Freshwater Brook that was not addressed in the EA. A description of the improvements is provided in an Errata sheet - **Attachment A**, which demonstrates there are no significant impacts from improvements to the outfall.

5 Environmental Impacts and Commitments

As demonstrated in the EA and supporting technical reports and resources, as well as in **Attachment A**, the Project will have no significant impacts on the environment. Although there would be no significant impacts from the project, CTDOT made commitments in the EA to avoid and minimize effects to the environment. These commitments, some of which also apply to the outfall north of Asnuntuck Street addressed in **Attachment A**, are summarized in **Table 1** below. CTDOT will complete the commitments during design and construction of the Project.

Table 1 Environmental Impacts and Commitments

FRA will ensure that CTDOT will complete the commitments listed below during design and construction of the Project.

Resource	Impacts	Environmental Commitments
Air Quality	Short-term fugitive dust; increase in NO _x and VOC below <i>de minimis</i>	Employ the BMPs detailed in CTDOT's <i>Standard Specification for Roads, Bridges, Facilities, and Incidental Construction</i> publication.
Noise and Vibration	Construction noise levels below FTA and CTDOT criteria	Construction activities to implement the proposed Station would not occur during nighttime hours. Employ the BMPs detailed in CTDOT's <i>Standard Specification for Roads, Bridges, Facilities, and Incidental Construction</i> publication
Floodplain	Excavation in 100-year floodplain and FFRMS – no lost flood storage or elevation	None – no impacts.
Wetlands and Watercourses	Temporary impacts from cofferdams to protect Freshwater Brook.	<ul style="list-style-type: none"> • Deploy silt fencing and a cofferdam during improvements to the outlets on the north and south banks of Freshwater Brook to protect the watercourse. • Site construction access areas outside jurisdictional resources to the extent practicable. • Restore temporary impact areas. • Meet conditions of state and federal permits identified in the EA.
Water Quality	1.15 acre increase in impervious surface.	<ul style="list-style-type: none"> • Dust control measures. • On-site underground detention. • Incorporation of a rain garden/bioretention area. • Hydrodynamic separator at a point prior to discharge. • Deep sumps at select locations. • Conform with 2023 <i>Connecticut Stormwater Quality Manual</i> and 2023 <i>Guidelines for Soil Erosion and Sediment Control</i>. • Provide outlet protection at the Freshwater Brook culvert outfall. • Provide inlet protection at culverts. • Install ballasted drainage swales. • Provide slope protection (crushed stone or turf). • Install, use and maintain combined silt fencing and haybale erosion and sedimentation control around other work areas. • Store construction materials outside of flood-prone areas. • Conduct vehicle re-fueling and servicing at a location outside of the watercourse. • Conduct proper care and maintenance of vehicles and equipment. • Restrict all unconfined in-water work from June 1 to September 30 (in compliance with state and federal requirements).

Resource	Impacts	Environmental Commitments
Protected Species	Temporary impacts from cofferdams to protect Freshwater Brook	<ul style="list-style-type: none"> Restrict all unconfined instream work within Freshwater Brook to the period from June 1 to September 30. Restrict installation and removal of any in-water soil erosion, sediment and turbidity controls between April 1 and June 30.
Land Use, Zoning & Development	Acquisition of part of Bigelow Commons Parking lot and slivers along 3 properties; easement acquisitions.	Compensation for acquisition of property and slope easements in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended
Section 106 Historic Properties	Adverse effect to New Haven-Hartford-Springfield Rail Line Linear Historic District from removal of a brownstone retaining wall on the north side of the Main Street railroad bridge.	Prepare State-level written and photographic documentation of the brownstone wall consistent with the 2012 Programmatic Agreement referenced in the EA.
Transportation	Temporary detours during reconstruction of Main Street and Main Street Bridge.	<ul style="list-style-type: none"> Continue to work with the Town of Enfield to develop and implement contingency plans 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. Coordinate with the Town of Enfield to determine whether special fire coverage may be required during the reconstruction of Main Street. Coordinate with neighborhoods, businesses and transit providers in subsequent design phases to minimize impacts to the extent possible.
Hazardous Materials	Potential to encounter legacy contamination in excavation in railroad and roadway ROWs.	<ul style="list-style-type: none"> Perform construction and excavation activities in accordance with requirements of CT DEEP General Permit for Contaminated Soil and/or Sediment Management Contractors to develop and implement appropriate Health and Safety protocols for construction workers
Safety and Security	Temporary detours during reconstruction of Main Street and Main Street Bridge.	<ul style="list-style-type: none"> Ensure the Project is designed and constructed in accordance with state, local and NFPA emergency preparedness guidelines. Maximize efforts to maintain one open lane during construction. The execution of full closures will be minimized to the fullest extent possible. Coordination efforts with the Town and emergency services will be prioritized during full closures to mitigate access limitations by staging emergency vehicles and scheduling closures during off peak hours

6 Coordination and Consultation

Agency coordination and public involvement for this EA were conducted in accordance with NEPA. Agencies with an interest in the environmental impacts that may result with implementation of the Project were consulted regarding resources over which they have jurisdiction and had the opportunity to review and provide comments on the EA. These agencies include: the CT Department of Energy and Environmental Protection (CT DEEP), the CT State Historic Preservation Office (SHPO), Town of Enfield, the US Army Corps of Engineers (USACE), the US Fish and Wildlife Service (USFWS), and the National Oceanic and Atmospheric Administration (NOAA).

CTDOT hosted a public information meeting on October 4, 2023, to provide an overview of the proposed Project, explain the NEPA process and future opportunities for review and comment, and offer the opportunity to ask questions and provide comments. Forty comments were received at the meeting and through the Hartford Line website. Approximately half of the comments were supportive of the Project, about existing conditions on and around the Project area, or about the Hartford Line in general. Questions asked at the public meeting were responded to by CTDOT officials and their consultants.

CTDOT drafted and circulated a Notice of Availability for the EA May 30, 2024, in compliance with 23 CFR 771.119. The Enfield Railroad Station EA was posted on CTDOT's website and the Hartford Line website by CTDOT, and by the FRA on [regulations.gov](https://www.regulations.gov) on May 28, 2024. The 30-day public comment period ended on June 30, 2024. Summaries of substantive questions and comments about the Project received during the comment period and associated with the October 2023 meeting, and responses are provided in **Attachment B**. The following public agencies and tribal governments received the Notice of Availability of the EA:

US Army Corps of Engineers
National Oceanic and Atmospheric Administration
U.S. Fish and Wildlife Service
US Environmental Protection Agency

Enfield Historical Society
Town of Enfield
Capital Region Council of Governments

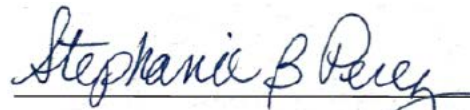
Connecticut Office of Policy & Management
Connecticut State Historic Preservation Office
Connecticut Department of Energy and
Environmental Protection

Mohegan Tribe of Indians
Narragansett Indian Tribe
Mashantucket Indian Tribe

7 Conclusion

FRA, the lead federal agency, has carefully considered the Project record, including the EA and associated technical reports and analysis; the mitigation measures required; and the written

and oral comments offered by agencies, stakeholders, and the public. Based on this consideration, FRA has determined the attached EA satisfies the requirements of NEPA (42 USC §§ 4321 et seq.), the CEQ NEPA implementing regulations (40 CFR § 1500-1508), FRA's Environmental Impact and Related Procedures (23 CFR § 771), and other applicable environmental requirements. The Project, as presented and assessed in the EA, will not significantly impact the quality of the human environment. In addition, the EA identifies measures, included in this FONSI, that would avoid, minimize and/or mitigate the adverse effects resulting from the Project. Based on this analysis FRA concludes that the Enfield Railroad Station Project, as described in the EA is technically and economically feasible and an Environmental Impact Statement is not required for the Project.



Stephanie B. Perez, PG
Chief, Environmental Review Division
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

8/26/2024

Date



Phillip McKeough
Community Planning and Development Director
Department of Housing and Urban Development
Hartford Field Office
20 Church Street, 10th Floor
Hartford, CT 06103

08/26/2024

Date

For further information regarding this document, please contact:

Mequela Moreno, Environmental Protection Specialist
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590
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Attachments:

Attachment A: Asnuntuck Street Outfall Assessment

Attachment B: Response to Comments

Attachment A

Errata: Asnuntuck Street Outfall Assessment

After publication of the EA, it was determined the Project requires improvements to a stormwater outfall that is east of the rail right of way (ROW) and extends from Asnuntuck Street to the south bank of Freshwater Brook (referred to here as the Asnuntuck Street outfall). Except a small portion of the south bank of Freshwater Brook, the area that would be affected by the proposed Asnuntuck Street outfall lies within the Project Site described in the EA. In accordance with HUD's Floodplain Management and Wetlands Protection requirements (24 CFR Part 55) and in compliance with Section 2(a) of EO 11988, an 8-Step impact analysis process, including public notification, was conducted.

Improvements to the Asnuntuck Street outfall are required as part of the Project because the pipe is in poor condition and past its useful life; where the pipe exits the bank of Freshwater Brook, the bank has eroded away. The replacement of the Asnuntuck Street outfall would not change the flow of stormwater to Freshwater Brook. The existing Asnuntuck Street outfall facilities and proposed improvements, the affected environment and resources in the vicinity of the outfall, the environmental consequences of the improvements, and alternatives to avoid or minimize the environmental consequences are discussed below. The impacts of this change would be minimal and not significant. Minimization may be incorporated during final design if required by regulatory agencies.

Existing Facilities and Proposed Improvements

Stormwater flowing north along Asnuntuck Street is intercepted by the town's underground storm drainage system pipe into catch basins located on both sides of Asnuntuck Street. The outlet from the Asnuntuck Street storm drainage system consists of a 12" RCP connected to the northern most catch basin located along the east side of Asnuntuck Street before the existing catch basins along Asnuntuck roadway turns 90 degrees toward the existing railroad overpass (MP 53.94). The 12" RCP outlet pipe then protrudes from the embankment along the south side of Freshwater Brook, however portions of the existing headwall and/or the pipe have broken off and are lying on the embankment floor. The existing Asnuntuck Street storm drainage system discharges from the southerly banks along Freshwater Brook just east of the railroad bridge over the Brook. Stormwater from the rail ROW currently flows from a vegetated swale on the east side of the ROW to a catch basin in Asnuntuck Street and into Freshwater Brook.

A new catch basin would be installed at the end of the proposed Asnuntuck Street turnaround to intercept stormwater flowing on Asnuntuck Street (see **Figure 1**). The two most northerly Street (east of Amtrak) and the existing outlet pipe from Asnuntuck Street discharging into Freshwater Brook would be abandoned or removed and replaced with a new 18-inch

polypropylene pipe. Similarly, a new catch basin would be installed in the trackside embankment west of Asnuntuck Street to intercept the stormwater runoff conveyed by the trackside swale and direct it through a second proposed 18" polypropylene pipe and related outfall adjacent to the relocated outfall for the Asnuntuck Street storm drainage system. A riprap apron would be constructed to dissipate the outlet velocity for the combined discharge from the new Asnuntuck Street and trackside drainage facilities. The adjacent embankments surrounding the proposed storm drainage outlets would be armored with riprap and the existing Asnuntuck Street opening under Amtrak would be filled in to direct surface runoff towards Freshwater Brook. Riprap would be installed in the banks along Freshwater Brook to stabilize the new outfall area and reduce the velocity of the water flow, which cannot be addressed with green infrastructure. This work would require minor tree clearing for construction access, pipe installation and stabilization.

Affected Environment

The existing Asnuntuck Street outfall and the proposed work are within the railroad ROW, the roadway ROW and the bank of Freshwater Brook, as well as within the 100-year floodplain and the floodway limits of Freshwater Brook. The proposed work is also within the areas designated by the Federal Flood Risk Management Standard (FFRMS), which was established to provide greater flood resilience and risk reduction for federally funded projects (see **Figure 1**). Section 4.5 of the EA provides more detail about floodplain resources and how they were identified. The Asnuntuck Street outfall is located within the south bank of Freshwater Brook, a perennial watercourse described in Section 4.6 of the EA; the ordinary high water (OHW) limits of the Brook are shown in **Figure 1**. The existing outfall pipe is above the OHW limit. The Freshwater Brook corridor at the outlet is forested along its banks with dominant vegetation including Norway Maple (*Acer platanoides*), Eastern Cottonwood (*Populus deltoides*), Oaks (*Quercus* spp.) and American Sycamore (*Platanus occidentalis*). Photos of Freshwater Brook are included in the Watercourse Memorandum in Appendix C of the EA. There is no bank protection around the outfall and the bank is completely eroded below the pipe; tree trunks and other debris have lodged in the eroded area below the pipe. There are no wetlands in the vicinity of the Asnuntuck Street outfall.

As reported in Section 4.7 of the EA, the water quality in Freshwater Brook is classified as "A." Class A surface waters are uniformly good to excellent, with natural quality. As a Class A surface water, Freshwater Brook supports fish habitat, wildlife and other aquatic life, recreation, and fish consumption. While Class A waters may have the potential to be used for public water supply, Freshwater Brook is not classified for drinking water.

The existing outfall is in an area covered by prior historic and archaeological surveys, does not warrant additional consideration, and does not result in additional adverse effects under Section 106 of the National Historic Preservation Act.¹

Environmental Consequences and Mitigation

The proposed Asnuntuck Street and trackside swale outlet pipes terminate with pipe ends just north of the proposed Asnuntuck Street cul-de-sac. They would be pushed back from the steep banks of Freshwater Brook. Beyond the two outlet pipes and associated pipe ends, the proposed riprap apron, riprap for slope stabilization (armoring), and related grading would be constructed or occur within the 100-year floodplain, the floodway, the FFRMS, and below the OHW limit of Freshwater Brook. Although the proposed riprap (armoring) would be installed around the perimeter of the proposed riprap apron and over the top of the proposed outlet pipes, the proposed outlet pipes and portions of the armoring footprint landward of the riprap apron from Freshwater Brook would not incur any work within the regulated areas.

The regrading of the bank and placement of riprap in the bank would be in the FFRMS, the 100-year floodplain and the floodway. A portion of the riprap would be below the OHW limit. Approximately 1,700 square feet (sf) within the FFRMS area and approximately 1,400 sf within the 100-year floodplain would be permanently impacted by excavation of existing material for placement of the rip rap. Approximately 400 sf of riprap would be in the floodway and below OHW. Because there would be no change in stormwater flow rates, no change in infiltration rates and no change in flood storage or water surface elevation of the floodway, there would be no permanent adverse impacts to the floodplain, FFRMS or floodway of Freshwater Brook, below OHW or to downstream properties. Although some vegetation would be lost and soils would be disturbed during construction, the proposed Asnuntuck Street outfall improvements would ultimately provide a more stable post-construction condition to protect Freshwater Brook. All re-graded areas would be revegetated and would be more stable than the bare soil and tree trunks currently around the Asnuntuck Street outfall. The design of the outfall would dissipate overland velocities prior to discharge and slow the progression of erosion in the banks. As such, the armoring may improve water quality. The Asnuntuck Street outfalls would convey stormwater and would only flow during precipitation events, with no permanent impact to normal stream flow in Freshwater Brook.

Freshwater Brook would be protected from the work area during construction through temporary installation of a sandbag coffer dam or similar structure within Freshwater Brook. In-water work would be undertaken in accordance with state and federal time-of-year (TOY) restrictions, as outlined in Section 4.8.2 of the EA. Temporary impacts to the waterway from the sandbags, such as minor disruption of the ground surface and channel bottom, would be minimized to the extent practicable and restored to pre-construction conditions once the coffer

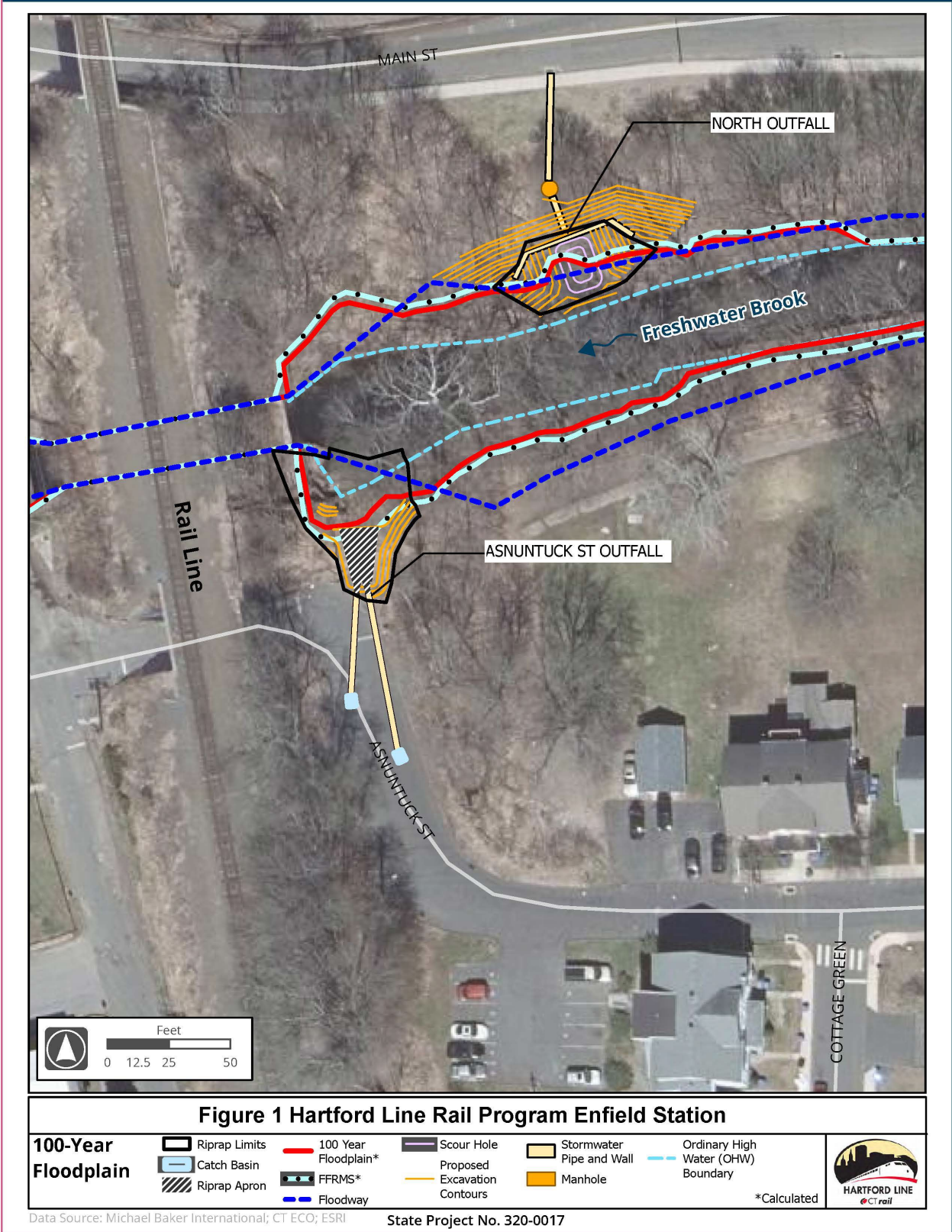
¹ August 16, 2024 email from Catherine Labadia of Connecticut State Historic Preservation Office to Lucas Karmazinas of CTDOT.

dam is removed. It is anticipated the channel would be unincumbered and would allow normal streamflow while the temporary coffer dam is in place.

Permits, permit conditions, and best management practices (BMPs) required for the permits, as well as Connecticut stormwater management and soil erosion and sediment control requirements and guidelines, would be as described in EA Sections 4.5.2, 4.6.2 and 4.7.2 for floodplains, waterways, and water resources, respectively.

CTDOT investigated methods to avoid direct and indirect impacts to the 100-year floodplain and FFRMS but determined that there is no practicable means to avoid working in the floodplain because the outfall exists in a developed residential neighborhood and there is no room to construct flood storage. Using the existing outfall with no rehabilitation is not recommended, as the structure is in poor condition and the existing armoring may not fully protect Freshwater Brook. Rehabilitating the culvert to its original condition would require a large amount of fill below the OHW to re-establish the original outfall location. A new structure at a new location would improve the lifespan of the outfall, but it would require tree clearing and earth excavation, which could affect water quality and wildlife habitat.

There would be no significant impacts from the Asnuntuck Street outfall to floodplains, the floodway, or the watercourse.



ATTACHMENT A-1

RE: Enfield Rail Station - SPN #320-0017 - Additional Outfall - Section 106

Zschomler, Kristen (FRA) <kristen.zschomler@dot.gov>

Tue 8/20/2024 4:31 PM

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

Cc: Fleming, Kevin <Kevin.Fleming@ct.gov>; Ranslow, Mandy M. <Mandy.Ranslow@ct.gov>; Labadia, Catherine <Catherine.Labadia@ct.gov>; Moreno, Mequela (FRA) <mequela.moreno@dot.gov>

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Thank you, Lucas. FRA agrees.

Best – Kristen

Kristen Zschomler (she/her/hers)

Historian, Architectural Historian, and Registered-Professional Archaeologist 10341

Supervisory Environmental Protection Specialist - Cultural Resource Division - Major Projects Team

Office of Environmental Program Management - Federal Railroad Administration - U.S. Department of Transportation

651.391.0243 - kristen.zschomler@dot.gov

Time Zone - Central Daylight Time



U.S. Department of Transportation
Federal Railroad Administration

Rail - Moving America Forward

The mission of the Federal Railroad Administration is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

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

Sent: Tuesday, August 20, 2024 3:05 PM

To: Zschomler, Kristen (FRA) <kristen.zschomler@dot.gov>

Cc: Fleming, Kevin <Kevin.Fleming@ct.gov>; Ranslow, Mandy M. <Mandy.Ranslow@ct.gov>; Labadia, Catherine <Catherine.Labadia@ct.gov>; Moreno, Mequela (FRA) <mequela.moreno@dot.gov>

Subject: Re: Enfield Rail Station - SPN #320-0017 - Additional Outfall - Section 106

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Hello Kristen,

Please see the correspondence below regarding a very slight change of the project scope for this project. CTSHPO has concurred with CTDOT's recommendation that the change is taking place in an area previously evaluated during the original Section 106 consultation process and that the proposed work does not necessitate additional evaluation or result in additional Adverse Effects to historic properties. No Tribes requested to be consulting parties when contacted during the Section 106 process for this project, as such, no further consultation was deemed necessary as a result of the proposed scope change. Given this fact, and that CTSHPO has concurred with CTDOT's recommendation, I am notifying FRA that no further consultation is required under the terms of the NHHS PA, specifically as outlined in Stipulation VI.A. Further records of the scope change will be addressed in an errata sheet to be included in the EA for this project, which is currently being finalized.

Many thanks,

LUCAS KARMAZINAS

National Register Specialist - Architectural Historian

Connecticut Department of Transportation

Office of Environmental Planning

Cultural Resources Unit

Phone: 860-594-2136

lucas.karmazinas@ct.gov



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From: Labadia, Catherine <Catherine.Labadia@ct.gov>
Sent: Friday, August 16, 2024 2:41 PM
To: Karmazinas, Lucas <Lucas.Karmazinas@ct.gov>
Cc: Fleming, Kevin <Kevin.Fleming@ct.gov>; Ranslow, Mandy M. <Mandy.Ranslow@ct.gov>
Subject: RE: Enfield Rail Station - SPN #320-0017 - Additional Outfall - Section 106

Hi Lucas,
SHPO concurs that the change in scope was an area covered by prior surveys and does not warrant any additional consideration. We agree that this change does not result in additional Adverse Effects.
Have a great weekend,
Cathy

From: Karmazinas, Lucas <Lucas.Karmazinas@ct.gov>
Sent: Friday, August 16, 2024 11:40 AM
To: Labadia, Catherine <Catherine.Labadia@ct.gov>
Cc: Fleming, Kevin <Kevin.Fleming@ct.gov>; Ranslow, Mandy M. <Mandy.Ranslow@ct.gov>
Subject: Enfield Rail Station - SPN #320-0017 - Additional Outfall - Section 106

Hey Cathy,

I was recently informed that some additional drainage work has been identified as necessary as part of the scope for this project. The work would be associated with that taking place to dead-end Asnuntuck Street. At present there is a 12" RCP drainage pipe fed by catch basins in the roadway and subsequently discharging along the south bank of Freshwater Brook. It is being proposed (see attached documentation) that this be removed and replaced with a rip rap armored outfall, above which two new pipes fed by catch basin in the roadway and at the base of the rail embankment (in generally similar locations as the existing catch basins) will discharge drainage from the road and railroad embankment. The entirety of the work will take place in areas of previous disturbance that were cleared as not being archaeologically sensitive as part of the Archaeological Resources Technical Report prepared for this project in January 2024 (attached).

From the standpoint of Section 106, it is planned to document the change and no resultant additional Adverse Effects to Historic Properties in an errata sheet attached to the EA, however, I wanted to run the matter by SHPO in order to ensure your office does not have any concerns. An email confirmation is fine and I should note that we have our backs a bit against the wall with the FONSI set to be signed on Aug 27. Please let me know if you have any additional questions.

Thanks in advance,

LUCAS KARMAZINAS

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Please consider the environment before printing this email

Attachment B

Response to Comments

Substantive comments and questions about the Project received during the October 2023 public meeting, through the Hartford Line website, and on [regulations.gov](https://www.regulations.gov) during the May-June 2024 comment period on the EA are summarized below with responses. In addition to the comments below, only two other comments were received during the May-June comment period and they were supportive of the project.

Concern was expressed about increased train noise and vibration. While the *CTrail* trains that currently operate between Hartford and Springfield will stop in Enfield, as noted in the EA, the project will not change the number, frequency or type of trains that operate on the Hartford Line.

Does the project include major bicycle infrastructure? While there are no bike lanes or other infrastructure included in the proposed Enfield Station design, the station includes covered bicycle parking and the *CTrail* Hartford Line permits standard, collapsible, and folding bicycles onboard.

Will the station be served by scheduled *CTtransit* service? The station is designed to service full-sized buses. Currently, the local Enfield Magic Carpet bus service line plans to provide service to the station via its two existing bus routes.

Consider electric trains, rather than diesel. The station will be served by the existing *CTrail* diesel locomotives that currently run on the Hartford Line. However, the design doesn't preclude future electrification of the line.

Concern expressed about emergency response time and access to west side of rail line during construction of Main Street railroad bridge or if the Main Street underpass is obstructed after Asnuntuck Street underpass is closed. CTDOT and Amtrak are coordinating with Enfield officials to ensure adequate emergency response time and access during construction. CTDOT and Amtrak will maximize efforts to maintain one open lane during construction. The execution of full closures will be minimized to the fullest extent possible. Coordination efforts with the Town and emergency services will be prioritized during full closures to mitigate access limitations by the staging emergency vehicles and scheduling closures during off peak hours. CTDOT is overseeing efforts for developing contingency plans with Amtrak and the Town of Enfield that would be implemented in the event of a Main Street underpass road closure associated with an unexpected incident. More information about public safety can be found in Section 4.17 of the EA.

Consider a single bridge to span Freshwater Brook, Asnuntuck Street and Main Street. As the primary access to River Road and the only access for emergency services such as firetrucks, the Main Street railroad bridge merits widening and replacement. The Freshwater Brook Bridge is in good condition and does not require replacement; however, retaining walls will be added downslope from the bridge to protect the Brook. The Asnuntuck Street railroad bridge is in substandard condition and because the vehicles that use the bridge can be accommodated at the Main Street underpass, the cost of replacing it with a bridge that meets modern design standards is not justified.

How are the number of parking spaces determined? The number of parking spaces is based on initial ridership estimates for Enfield Station and estimates of the proportion of riders that would drive rather than walk, bicycle, or use the Magic Carpet bus to reach the station.

Will the rail line move to the east? In this initial phase, the rail line would be moved approximately 20 feet to the east at the station and would be tapered back into the existing rail alignment approximately 2000 feet to the north and south of the station.

Will pedestrian access be overhead or under the tracks and will the station be ADA (American with Disability Act) compliant? Pedestrian access from one side of the tracks to the other would be under the tracks via Main Street. The railroad bridge over Main Street would be widened to construct an additional sidewalk on the north side of Main Street and the existing sidewalk on the south side of Main Street would be reconstructed. Enfield Station, the parking lots, and the crosswalks on Main Street would be fully ADA compliant.

Information was requested about property acquisitions and whether homes are involved, and coordination was recommended with residents in addition to property owners. No structures or homes would be acquired; however, property acquisitions and easements will be required. None of these acquisitions or easements would notably affect the residents of the properties, as described in Section 4.9.2.2 of the EA, and are not considered significant. Although the project abutters were not directly notified of the public information meeting (PIM), flyers in both English and Spanish advertising the meeting were dropped off at area libraries, Bigelow Commons, Enfield Senior Center, Hartford Line Train Stations, and Enfield Magic Carpet Buses, Stops & Demand Service. All affected property owners will be coordinated with as the design further progresses during the ROW process. All ROW impacts will comply with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended. If there is a substantial increase in the quantity and severity of ROW required, a re-evaluation may be required to determine if the updated ROW constitutes a significant impact.

What additional opportunities will there be for public input (other than the October 2023 public information meeting)? The presentation made at the meeting remained on the Hartford Line website (nhhsrail.com) for the duration of the preparation of the EA and the website includes a page for submitting questions or comments. In addition, the EA was posted on the federal website regulations.gov from May 28 to June 30, 2024, and comments could be submitted through the website, as described in Section 5.3 of the EA.

Has a signage and wayfinding consultant been engaged? The architectural consultant for Enfield Station has expertise in signage and wayfinding and will design robust signage for passengers using the station.

Continue to provide information to the public through an additional accessible, public meeting, providing a point of contact for the public throughout the project and/or communication with the nearby residents, incorporating translation services and addressing technology barriers. Notice of availability of the EA was published in a local Spanish language newspaper (La Voz Hispana) in Spanish and hard copies of the EA were provided at three local libraries. Until construction of the project is completed, CTDOT will provide Project updates and information to the public on the Hartford Line website. Comments can be submitted through the Hartford Line website and responses will be provided.

Disclose the potential for flooding associated with the Connecticut River. Discuss existing and projected climate conditions related to flood hazards, extreme storm events and heat, as well as project measures that bolster resilience. The Proposed Station and associated parking would be east of the existing rail line and the boundary of the 100-year floodplain of the Connecticut River lies approximately 300 feet west of the rail line. Figure 9 in the EA shows Federal Flood Risk Management Standard (FFRMS) boundary for Freshwater Brook, the closest body of water to the proposed station facilities. The FFRMS is a flood standard established by the Federal Emergency Management Act (FEMA) that addresses increased flood risk, helps reduce the damage caused by both current and future flooding, makes communities more resilient, and aims to build a more resilient future. Except riprap and other armoring associated with rehabilitating two existing outfalls to Freshwater Brook, all Project facilities would fall outside the FFRMS boundary. A station parking lot lies approximate 20 feet north of the Freshwater Brook FFRMS boundary and the FFRSM boundary is approximately 200 feet south of the proposed Station structures. The Station includes canopies to protect passengers from heat and precipitation on the platform and at the curbside while waiting for buses.