

**STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL ASSESSMENT CHECKLIST**

**Date:** September 3, 2024  
**Project Name:** Naugatuck Railroad Station Relocation  
**State Project Number:** 304-0029/304-0022  
**Municipality:** Naugatuck  
**Staff Contact:** Kevin Fleming

**This assessment is being conducted in conformance to the Connecticut Department of Transportation’s Environmental Classification Document (ECD) to determine Connecticut Environmental Policy Act (CEPA) obligations.**

**Project Description:**

The Naugatuck Rail Station project involves relocating the Naugatuck Station approximately 0.3 miles south of the existing station on the New Haven Line (Waterbury Branch). The proposed project consists of a new platform and canopy, a new elevator and stair tower, and associated site work. The station will include a new 350’ high-level heated fiber-reinforced polymer (FRP) platform with an integral heating system along approximately the full length. The platform will be able to accommodate up to a 4-car trainset with 350 feet in length to allow level boarding. Proposed platform amenities include canopies, wind screens, benches, and lighting. The station platform and connecting stair towers will include energy efficient LED lighting that is specifically designed to control the spread of light onto adjacent properties. Passenger information displays are also proposed at the station. Commuters would be able to connect directly to an enclosed structure two-story elevator tower connecting the drop-off area to the platform with ticket vending machines.

This project was scoped in the Environmental Monitor on October 17, 2023; a public scoping meeting was held on November 15, 2023. The public comment period remained open until the close of business on November 29, 2023. During the scoping period CTDOT received comments from one State agency – the Connecticut Department of Energy and Environmental Protection (CTDEEP).

The proposed action is non-site specific, or encompasses multiple sites;	<input type="checkbox"/>
Current site ownership:	<input type="checkbox"/> N/A, <input checked="" type="checkbox"/> State; <input checked="" type="checkbox"/> Municipal, <input type="checkbox"/> Private, <input type="checkbox"/> Other: Please Explain.
Anticipated ownership upon project completion:	<input type="checkbox"/> N/A, <input checked="" type="checkbox"/> State; <input checked="" type="checkbox"/> Municipal, <input type="checkbox"/> Private, <input type="checkbox"/> Other: Please Explain.

**Locational Guide Map Criteria:**

<http://ctmaps.maps.arcgis.com/apps/webappviewer/index.html?id=ba47efccdb304e02893b7b8e8cff556a>

Priority Funding Area factors:

- Designated as a Priority Funding Area, including  Balanced, or  Village PFA;
- Urban Area or Urban Cluster, as designated by the most recent US Census Data;
- Public Transit, defined as being within a ½ mile buffer surrounding existing or planned mass transit;
- Existing or planned sewer service from an adopted Wastewater Facility Plan;
- Existing or planned water service from an adopted Public Drinking Water Supply Plan;
- Existing local bus service provided 7 days a week.

Conservation Area factors:

- Core Forest Area(s), defined as greater than 250 acres based on the 2006 Land Cover Dataset;
- Existing or potential drinking water supply watershed(s);
- Aquifer Protection Area(s);
- Wetland Soils greater than 25 acres;
- Undeveloped Prime, Statewide Important and/or locally important agricultural soils greater than 25 acres;
- Storm Surge Inundation Zone(s);
- 100 year Flood Zone(s);
- Critical Habitat;
- Locally Important Conservation Area(s),
- Protected Land (list type): Enter text.
- Local, State, or National Historic District(s).

**Regulations of Connecticut State Agencies (RCSA) Section 22a-1a-3 Determination of Environmental Significance (Direct/Indirect)**

**1. Impact on water quality, including surface water and groundwater**

**Water Quality** – No negative impacts are anticipated. All CTDOT projects must conform to the CTDOT Standard Specifications for Roads, Bridges, Facilities, and Incidental Construction Form 819. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices (BMP).

**Surface Water** – No negative impacts are anticipated.

**Stormwater** – No negative impacts are anticipated as Best Management Practices will be employed regarding stormwater management. Registration under *CTDEEP's General Permit for Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* will be completed if needed. Any CTDOT project that changes impervious area, stormwater drainage or drainage patterns pre to post construction shall meet the requirements of the CTDEEP's General Permit for the Discharge of Stormwater from Department of Transportation Separate Storm Sewer Systems (DOT MS4 Permit) and submit a CTDOT MS4 Designer Worksheet.

**Groundwater** – No negative impacts are anticipated. All CTDOT projects conform to the CTDOT Standards Specifications for Roads, Bridges, Facilities and Incidental Construction Form 819. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices. As design progresses, a testing plan will be developed to assess soil and groundwater in any moderate- to high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater is confirmed by the testing.

- 2. Effect on a public water supply system** - No negative impacts are anticipated. The project is not located within a source of public drinking water.

- 3. Effect on flooding, in-stream flows, erosion or sedimentation:**

**Flooding** – No negative impacts are anticipated. The project is not located within a 100-year flood zone.

**In-stream flows** – No negative impacts are anticipated.

**Erosion or Sedimentation** – No negative impacts are anticipated. All work will be consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control.

- 4. Disruption or alteration of an historic, archaeological, cultural, or recreational building, object, district, site or its surroundings** – No negative impacts are anticipated. Coordination between FTA and CTDOT resulted in SHPO concurring with a No Adverse Effect finding under Section 106 of the National Historic Preservation Act.

- 5. Effect on natural communities and upon critical species of animal or plant and their habitat; interference with the movement of any resident or migratory fish or wildlife species** – The Natural Diversity Database is a record of state and federal species maintained by the Wildlife Division that may be found in the project area. The project may be close to an NDDDB area. CTDOT will submit a formal application to CTDEEP as appropriate.

- 6. Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact** – No negative impacts are anticipated. Land use in the vicinity of the project limits and the potential for excess soil as a result of construction will be considered during project design. Should there be any sites with known contamination issues in the vicinity of the project, additional study will be performed within the project area and/or adjacent right-of-way. As design progresses, a testing plan will be developed to assess soil and groundwater in any high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater is confirmed by the testing. If needed, registration under CTDEEP's *General Permit for Contaminated Soil and/or Sediment Management* (Staging & Transfer) will be obtained, and soil management will be conducted in accordance with the General Permit.

- 7. Substantial aesthetic or visual effects** – No negative impacts are anticipated.

- 8. Inconsistency with (a) the policies of the State Plan of Conservation and Development developed in accordance with Section 16a-30 of the CT General Statutes, (b) other relevant state agency plans, and (c) applicable regional or municipal land use plans** – This project is consistent with the Statewide Plan of Conservation and Development. CTDOT has adopted a programmatic approach for meeting the requirements of CGS Chapter 297 Section 16a-31(a) and Chapter 297 Section 16a-35(c) and 16a-35(d) for determining consistency of proposed actions with the Statewide Plan of Conservation and Development, as indicated in a memo from CTDOT to OPM. In accordance with that memo, CTDOT has characterized this project type under the category “New Facilities, Expansions”. It is CTDOT’s interpretation that this category of activities is consistent with the Plan through Growth Management Principle (GMP) #3. This type of activity is consistent with Growth Management Principle #3 which seeks to "Concentrate Development Around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options”. Additions or construction of new facilities in this category falls under the intended definition of a Growth-Related Project.
- 9. Disruption or division of an established community or inconsistency with adopted municipal and regional plans, including impacts on existing housing where sections 22a-1b(c) and 8-37t of the CGS require additional analysis** – No negative impacts are anticipated. This project is not in conflict with any municipal or regional plans.
- 10. Displacement or addition of substantial numbers of people** – No negative impacts are anticipated. This project does not involve the displacement or addition of people.
- 11. Substantial increase in congestion (traffic, recreational, other)** – No negative impacts are anticipated. There will be temporary impacts during construction.
- 12. A substantial increase in the type or rate of energy use as a direct or indirect result of this action**  
No negative impacts are anticipated.
- 13. The creation of a hazard to human health or safety** – No negative impacts are anticipated. The project will be reviewed for the potential of having hazardous material constituents in existing infrastructure components. Testing will be performed on any suspect materials. Should the presence of hazardous materials be confirmed through the testing, specifications to properly handle and dispose the hazardous materials will be incorporated into the design to mitigate potential health or safety. Therefore, significant impacts associated with hazardous materials or waste sites are not anticipated.
- 14. Effect on air quality** - No negative impacts are anticipated. Any potential temporary impacts during construction can be avoided or limited by proper operation of construction equipment and adherence to regulations limiting idling of engines.
- 15. Effect on ambient noise levels** - No negative impacts are anticipated. If the potential for noise impacts are identified as design progresses, a noise study will be conducted accordingly. Any noise impacts during construction will be temporary and will be minimized to the best extent practicable by compliance with CTDOT Standard Specifications for Roads, Bridges, Facilities and Incidental Construction Form 819 regarding construction noise pollution:

*“1.10.05 – Noise Pollution: The contractor shall take measures to control noise intensity caused by his construction operations and equipment, including but not limited to equipment used for drilling, pile driving, blasting, and excavating or hauling. All methods and devices employed to minimize noise shall be subject to continuing approval of the Engineer. The maximum allowable level of noise at the nearest residence or occupied building shall be 90 decibels on the “A” weighted scale (dB(A)). Any operation that exceeds this standard will cease until a different construction methodology is developed to allow work to proceed within the 90-dB(A) limit.”*

- 16. Effect on existing land resources and landscapes, including coastal and inland wetlands** – No negative impacts are anticipated.
- 17. Effect on agricultural resources** – No negative impacts are anticipated.
- 18. Adequacy of existing or proposed utilities and infrastructure** – No negative impacts are anticipated. Coordination with utility companies will take place as needed.
- 19. Effect on greenhouse gas emissions as a direct or indirect result of the action** – No negative impacts are anticipated. Construction phase impacts on greenhouse gas emissions will be limited. Any potential temporary impacts during construction can be avoided or limited by adherence to regulations limiting idling of engines.
- 20. Effect of a changing climate on the action, including any resiliency measures incorporated into the action** – No negative impact is anticipated. The project is located outside of the coastal boundary and will not be exposed to climate change hazards.
- 21. Any other substantial effect on natural, cultural, recreational, or scenic resources-** No other substantial effects are anticipated.
- 22. Cumulative effects** – This project does not involve any cumulative effects that have the potential for significant effects on the environment.

**Conclusion:**

After examining any potential environmental impacts and reviewing all comments received, CTDOT has concluded that the preparation of an Environmental Impact Evaluation (EIE) will not be required for the Naugatuck Railroad Station Relocation. Publication of this document to the Environmental Monitor shall satisfy the agency’s responsibilities under Section 22a-1a-7 of the RCSA. Coordination with CTDEEP will continue, to address comments received, as appropriate.

**During the scoping period CTDOT received comments from one State agency – the Connecticut Department of Energy and Environmental Protection (CTDEEP). A report of the public scoping meeting is attached, and below is a synopsis of the comments received from CTDEEP. Comments are addressed in the appropriate sections above where needed.**

### **Remediation**

This project is adjacent to, and potentially partially located on, land that is known as “Parcel B” of the former Uniroyal/Chemtura Resource Conservation and Recovery Act (RCRA) facility. The former Uniroyal/Chemtura RCRA facility has been enrolled in the brownfield program by the Town of Naugatuck. It is DEEP’s recommendation that DOT should be in contact with the environmental consultant for the Town of Naugatuck in order to address any potential issues with the redevelopment of the land.

### **Natural Diversity Database**

DEEP staff reviewed NDDDB mapping and found that the project site is not within an NDDDB area, and have no further comments on the project.

### **Fisheries**

This project is located along the Naugatuck River, which has a Total Maximum Daily Load established. Many partnerships and resources spanning decades have been dedicated to restoration and there is an active plan for restoring diadromous fishes to the river. The Naugatuck River is also a Trout Management Area, and several stocking sites surround the project area. Fisheries Division sampling in the vicinity of the project area indicated a diverse fish community.

The primary concern from the Fisheries Division is to design the project with robust stormwater and sedimentation controls to prevent runoff of untreated pollutants into the river. These concerns can be mitigated by 1) minimizing the removal of the vegetated buffer along the railroad tracks to the greatest extent possible and 2) implementing proper stormwater best management practices.

As an alternative to the proposed grass areas adjacent to the railroad track, the Fisheries Division recommends planting native low-growing ground cover that would require little to no maintenance (i.e. mowing, fertilization).

### **Stormwater Management**

The General Permit for Stormwater and Dewatering Wastewaters from Construction Activities may be applicable depending on the size of the disturbance regardless of phasing. The general permit applies to discharges of stormwater and dewatering wastewater from construction activities where the activity disturbs more than an acre. The requirements of the current general permit include registration to obtain permit coverage and development and implementation of a Stormwater Pollution Control Plan (SWPCP).

## **Watershed Management**

This project includes work adjacent to the Naugatuck River, an impaired waterbody with a pollutant reduction analysis for bacteria. Due to the impairment, proper management measures for stormwater and sediment should be taken to not further impact downstream surface waters.

DEEP supports incorporating Green Infrastructure into the design of the railroad station if feasible to manage stormwater runoff, such as considering permeable surfaces for the parking lot, sidewalk, pavers; or considerations for parking stall and aisle geometry, per the updated Connecticut Stormwater Quality Manual.

## **Solid Waste Disposal**

The disposal of demolition waste should be handled in accordance with applicable solid waste statutes and regulations. Demolition waste may be contaminated with asbestos, lead-based paint or chemical residues and require special disposal. Clean fill can be used in site or at appropriate off-site locations. Land clearing debris and waste other than clean fill resulting from demolition activities is considered bulky waste. Bulky waste is considered special waste and must be disposed of at a permitted landfill or other solid waste processing facility.

Construction and demolition debris should be segregated on site and reused or recycled to the greatest extent possible. Waste management plans for construction, renovation or demolition projects are encouraged to help meet the State's reuse and recycling goals. It is recommended that contracts only be awarded to companies who present a sufficiently detailed construction/demolition waste management plan for reuse/recycling.

## **Special Waste**

If abatement is required for asbestos containing materials (ACM), these materials are regulated as a "special waste" and may not be disposed of with regular construction and demolition waste. These materials may only be disposed of at facilities that are specifically authorized to accept ACM. Demolition debris may also include materials that contain polychlorinated biphenyls (PCBs). Many such PCB removal projects will need to include sampling of the substrate and soil, as well as require plans to be approved by EPA in coordination with DEEP. In addition to asbestos and PCBs, demolition debris may also be contaminated with lead-based paint, chemical residues, or other materials that require special disposal.

## **Air Management**

CTDEEP typically recommends the use of newer off-road construction equipment that meets the latest (EPA) or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

CTDEEP also recommends the use of newer on-road vehicles that meet either the latest EPA or CARB

standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, Section 22a-174-18(b)(3)(C) of the RCSA limits the idling of mobile sources to three (3) minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only CTDEEP can enforce section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of CTDEEP.

### **Synopsis of Public Comments Received During Scoping Period**

Several comments were received at the public meeting on November 15, 2023, and responses to those comments are included in the attached report of meeting.



**Connecticut Department of Transportation**

**State Project No. 0304-0029 CN  
Naugatuck Railroad Station  
Naugatuck, CT**

**November 15, 2023  
Virtual Meeting via Zoom Webinar and YouTube Live**

**Minutes of Public Informational Meeting**

**Present:**

Richard Bertoli – CT Department of Transportation

Deborah Silva – CT Department of Transportation

Zach Guarino – CT Department of Transportation

Mark Wixted – Michael Baker International

Altin Haxhaj – Michael Baker International

Mayor Pete Hess – Borough of Naugatuck

Jim McGrath – Borough of Naugatuck

The Zoom Webinar participants included residents and representatives of the Borough of Naugatuck, the Connecticut Department of Transportation and Kleinfelder CT Transit

**Presentation:**

The virtual meeting using Zoom Webinar and YouTube Live started at 7 P.M. with Transportation Engineer Deborah Silva introducing the project along with a description on how to contact the project team and website information for attendees to ask questions during the Question and Answer session. She provided details of how participants could interact with the project team during the meeting and afterwards through phone or email.

The presentation was directed to Transit Principal Engineer Richard Bertoli where he recognized both Naugatuck's Mayor Hess and State Representative Seth Bronko. Mayor Hess began with a few words of introduction and Naugatuck's endorsement stating it has been a long-awaited process working toward this project. Seth Bronko thanked the State for being available for information and is looking forward to hearing more about the project. Following their remarks, the project team was introduced.

The formal presentation started by Richard Bertoli stating the purpose of the project which is to improve the Naugatuck Railroad station to ADA standard requirements and the upgrade station amenities. CTDOT in partnership with Metro North Railroad has several ongoing Capital Improvement Projects focused on modernizing and enabling more reliable commuter rail service along the Waterbury Line. In addition, the new station location will be a catalyst for Transit Oriented Development (TOD) consistent with the Borough of Naugatuck's vision. The existing platform station is located approximately 200' feet north of the historic train station, which is now a restaurant. The proposed station will be located approximately a quarter mile south of the existing low-level platform, at the former UniRoyal lot currently owned by the Borough.

Mark Wixted, Senior Project Design Lead proceeded to introduce the project site by locating the new proposed platform in relation to the lot and proposed streets as well as the adjacent Transit Oriented Development (TOD) buildings. The State plans to incorporate streetscape aspects from the surrounding projects from the Borough and TOD to ensure cohesion between projects.

Altin Haxhaj, Senior Project Design Architect presented on the architectural details of the project including the elevator and stair tower that passengers will use to reach the platform from the lower parking area. The station design will incorporate the architectural aesthetics from the buildings in the area as well as the Waterbury Line platforms. The 350' long platforms are ADA accessible; it has passenger amenities like benches, trash receptacles, windscreens, ticketing machines, and a snow melting system integrated into the fiber reinforced polymer finish.

Zach Guarino, Property Agent described the Department's Right of Way process for the project. He described in detail that once the project has reached specific milestones a formal letter will be sent to the impacted property owners which will state the property rights to be acquired. The Right of Way office will determine the fair market value and enter negotiations, when an agreement is reached the Department will prepare the necessary paperwork for the deed.

Lastly Richard Bertoli provided an overview of the National Environmental Policy Act and the Connecticut Environmental Policy Act. He discussed how in the NEPA and CEPA process multiple impacts from cultural resources, endangered species to impacts on wetlands are considered. He also discussed the importance of the public outreach in the Environmental Scoping process which allows the public, community, and state regulatory agencies to help identify environmental resources or local concerns for the Department to be analyzed. He finalized the presentation with an overview of the project design and construction schedule as well as the project cost.

### **Public Comments and Questions:**

Participants present in the Zoom Webinar asked the following questions and provided comments through the Q&A and Chat log feature.

- A representative from North East Transportation asked "Is there any consideration for local bus service and train station passenger drop off?"
  - Verbal Response: The project will consider bus drop off based on existing bus services and in coordination with our counterpart at the Department. Bus service will be on Old Firehouse Road and there will be an accessible path from that bus drop off to the station.
- The question was followed up with "Is the cutouts for the bus stops on the Old Firehouse Road approved?"
  - Verbal Response: We have coordinated with both the Public Transit Unit and we are working with the Borough as part of the local town project, when they are improving the Old Firehouse Road to include that cutout for the bus stops.
- A resident asked the following question "Was a ramp considered to provided ADA accessibility to the platforms in case of elevator outage?"
  - Verbal Response: We are required to make sure that there is redundant access in case of the elevator is out due to a power outage. The station is on a backup generator so that the elevators could be maintained even when there's no power to the station if there is a mechanical issue with the elevator one the other elevator would be operable, hence the two elevators.
- A resident asked the following question "What will happen to the existing station?"
  - Verbal Response: The restaurant that is located in the old station building will remain unchanged as it is. But the concrete low-level platform will be removed after the new station is constructed and put into service and trains are stopping at the new station.

- A resident left the following question in the chat “Are any provisions being made for future double tracking of the station?”
  - Response: The Department will conduct a study in the future to consider the viability of expansion to the Waterbury Branch Line.
- State Representative Seth Bronko left the following comment “Thank you to the entire team for taking the time to present this information. The design looks great! I'll be looking forward to seeing the project come to fruition”

**Adjournment:**

The email address, telephone number and project webpage address were provided for any additional questions or comments regarding the project following the presentation. Attendees were reminded to fill out the voluntary survey and that any additional comments can be submitted until November 29, 2023. The presentation was well received with positive comments in the chat, and the meeting was adjourned at 7:38 PM.