

To: Richard Bertoli, Project Manager, Department of Transportation
From: Jordan Herpich, Environmental Analyst
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Date: 11/28/2023

Subject: Scoping Notice for Relocation of the Naugatuck Railroad Station

The Department of Energy and Environmental Protection (DEEP) has received the scoping notice for the project sponsored by the Department of Transportation (DOT) to relocate the Naugatuck Rail Station 0.3 miles south from its current location. The new location is currently a paved parking lot. The project will consist of construction of a two-story station building with an elevator and stair tower, station parking, and a new platform. The project will include canopies, benches, lighting, and wind screening. LED lighting will be utilized in the station platform and stair tower.

The Permitting/Regulatory Programs section contains information on DEEP's regulatory programs that may require permits for the project or may be supplementary information needed to complete a permit application (such as the Natural Diversity Database program and Fisheries Division). The links and contacts are there to help guide the applicant and sponsoring agency to determine if permits are required after the project moves closer to design and construction. These comments are meant to provide a high-level analysis of the area, since scoping notices tend to be at the beginning stages of a project.

The Information/Best Management Practices section contains comments that may need to be addressed in the post-scoping notice or Environmental Impact Evaluation.

The following comments are submitted for your consideration.

Permitting/ Regulatory Programs

Remediation

Contact: Carl Gruszczak, Supervising Environmental Analyst, Remediation Division - Northwest District, Bureau of Water Protection & Land Reuse, Carl.Gruszczak@ct.gov

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

Contact: Robin Blum, Supervising Wildlife Biologist, Robin.Blum@ct.gov

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 Division

Contact: Shalyn Zappula, Fisheries Division, Shalyn.Zapulla@ct.gov

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 During Construction

Contact: Water Permitting and Enforcement Division, Bureau of Materials Management and Compliance Assurance, DEEP.StormwaterStaff@ct.gov.

The General Permit for [Stormwater and Dewatering Wastewaters from Construction Activities](#) (Stormwater General Permit) was created to address rainfall runoff (i.e., stormwater) from sites under construction in order to reduce or eliminate the discharge of sediment from the site during construction as well as addressing discharges of other stormwater pollutants from the site long term.

This general permit applies to construction activities where the activity disturbs more than an acre. Projects under five acres do not need to register with the state if they receive local approval. Registration with DEEP is needed if the project is over five acres. The requirements of the current general permit include registration to obtain permit coverage and development and implementation of a Stormwater Pollution Control Plan (SWPCP). The SWPCP contains requirements for the permittee to describe and manage their construction activity, including implementing erosion and sediment control measures as well as other control measures to reduce or eliminate the potential for the discharge of stormwater runoff pollutants (suspended solids and floatables such as oil and grease, trash, etc.) both during and after construction. A goal of 80 percent removal of the annual sediment load from the stormwater discharge shall be used in designing and installing post-construction stormwater management measures. Stormwater treatment systems must be designed to comply with the post-construction stormwater management performance requirements of the permit. These include post-construction performance standards requiring retention and/or infiltration of the runoff from the Water Quality Volume (WQV) in accordance with the Stormwater Quality Manual and incorporating control measures.

The construction stormwater general permit registrations must be filed electronically through DEEP's [ezFile Portal](#). Additional information can be found on-line at: [Construction Stormwater GP](#).

Information / Best Management Practices

Watershed Management

Contact: Marlene Krajewski, Water Planning and Management Division, Marlene.Krajewski@ct.gov.

This project includes work adjacent to the Naugatuck River, an impaired waterbody with a pollutant reduction analysis for bacteria ([Total Maximum Daily Load Analysis for Recreational Uses of the Naugatuck River Regional Basin](#)). 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 ([Page 79 – Parking Stall and Aisle Geometry/Alternative Paving Materials](#)).

Solid Waste Disposal

Contact: Frank Gagliardo, Solid Waste Permitting Waste Engineering and Enforcement Division, Frank.P.Gagliardo@ct.gov.

The disposal of demolition waste should be handled in accordance with applicable solid waste statutes and regulations. Demolition debris may be contaminated with asbestos, lead-based paint or chemical residues and require special disposal. Clean fill is defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA) and includes only natural soil, rock, brick, ceramics, concrete and asphalt paving fragments. Clean fill can be used on site or at appropriate off-site locations. Clean fill does not include uncured asphalt, demolition waste containing materials other than brick or rubble, contaminated demolition wastes (e.g., contaminated with oil or lead paint), tree stumps, or any kind of contaminated soils. Land clearing debris and waste other than clean fill resulting from demolition activities is considered bulky waste, also defined in section 22a-209-1 of the RCSA. Bulky waste is classified as special waste and must be disposed of at a permitted landfill or other solid waste processing facility pursuant to section 22a-208c of the CGS and section 22a-209-2 of the RCSA. Additional information concerning disposal of demolition debris is available on-line at [Demolition Debris](#).

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. Pursuant to section 22a-241a of the CGS, the state set a goal of 60% rate of diversion from disposal for municipal solid waste by the year 2024 and adopted that goal in the state's December 2016 *Comprehensive Materials Management Strategy*. Part of this effort includes increasing the amount of construction and demolition materials recovered for reuse and recycling in Connecticut. DEEP recommends that contracts be awarded only to those companies who present a sufficiently detailed construction/demolition waste management plan for reuse/recycling. Additional information concerning construction and demolition material management

and waste management plans can be found on-line at [Construction and Demolition Material Management](#) and [Construction and Demolition Waste Management Plans](#).

Special Waste

Contact: Waste Engineering & Enforcement Division, 860-424-3023.

If abatement is required for asbestos containing materials (ACM), these materials are regulated as a “special waste” in Connecticut and may not be disposed of with regular construction and demolition waste. Instead, these materials may only be disposed of at facilities that are specifically authorized to accept ACM. Although the disposal of asbestos-containing material is typically arranged for by the licensed asbestos abatement contractor, project proponents should ensure that the contractor disposes of all such materials at properly licensed facilities. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: [Special Waste Fact Sheet](#).

Demolition debris may also include materials that contain polychlorinated biphenyls (PCBs). Such materials can include transformers, capacitors, fluorescent light ballast and other oil-containing equipment, and in certain building materials (i.e., paint, roofing, flooring, insulation, etc.). EPA has learned that caulk containing potentially harmful polychlorinated biphenyls (PCBs) was used around windows, door frames, masonry columns and other masonry building materials in many buildings starting in 1929 with increased popularity in the 1950s through the 1970s, including schools, large scale apartment complexes and public buildings. In general, these types of buildings built after 1978 do not contain PCBs in caulk. In 2009, EPA announced new guidance about managing PCBs in caulk and tools to help minimize possible exposure. The guidance can be found at: [PCBs in Caulk](#). Where schools or other buildings were constructed or renovated prior to 1978, EPA and DEEP recommend that PCB-containing caulk removal be scheduled during planned renovations, repairs (when replacing windows, doors, roofs, ventilation, etc.) and demolition projects, whenever possible. However, the continued use of such PCB materials is prohibited and, where it is identified, it must be addressed. EPA recommends testing caulk that is going to be removed as the first step to determine what protections are needed during removal. Where testing confirms the presence of PCBs, it is critically important to ensure that they are not released to air during replacement or repair of caulk in affected buildings. 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. Further information concerning the DEEP PCB Program can be found on-line at: [DEEP PCB Program](#).

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. For more information on these materials and disposal, see the [DEEP’s Renovation and Demolition Web Page](#).

Deconstruction, an environmentally friendly alternative to demolition, should be utilized to salvage as much of the reusable materials as possible, diverting them from the waste stream. Salvaged items typically include doors, windows, cabinets, lighting and plumbing fixtures, framing lumber, roofing materials, and flooring. Additional information concerning deconstruction can be found on-line at: [Deconstruction](#).

Air Management

DEEP Bureau of Air Management typically recommends the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If 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.

DEEP also recommends the use of newer on-road vehicles that meet either the latest EPA or California Air Resources Board (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 Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the Project sponsor include language similar to the anti-idling regulations in the contract specifications for construction to allow them to enforce idling restrictions at the Project site without the involvement of DEEP.

Thank you for the opportunity to review this project. These comments are based on the reviews provided by relevant staff and offices within DEEP during the designated comment period. They may not represent all applicable programs within DEEP. Feel free to contact me if you have any questions concerning these comments.

cc: Eric Hammerling