



**US Army Corps  
of Engineers**®  
New England District  
696 Virginia Road  
Concord, MA 01742-2751

# PUBLIC NOTICE

**Comment Period Begins: June 10, 2014**  
**Comment Period Ends: July 10, 2014**  
**File Number: NAE-2008-2099**  
**In Reply Refer To: Susan K. Lee**  
**Phone: (978) 318-8494**  
**E-mail: susan.k.lee@usace.army.mil**

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The District Engineer has received a permit application to conduct work in waters of the United States from the **National Passenger Railroad Corporation (Amtrak), 76 Depot Road, PO Box 7351, Kensington, CT, 06037**. This work is proposed in wetlands/waters areas adjacent to the existing 62-mile New Haven-Hartford-Springfield (NHHS) Rail Corridor between New Haven, Connecticut and Springfield, Massachusetts, specifically in the towns of: New Haven, Hamden, North Haven, Wallingford, Meriden, Berlin, New Britain, Newington, West Hartford, Hartford, Windsor, Windsor Locks, and Enfield in Connecticut; and Longmeadow and Springfield in Massachusetts.

The project work included in this permit application involves the replacement or restoration of approximately 35 miles of second track. The remaining 62-mile project corridor currently has two operating tracks. The new or restored track will be aligned to support speeds of up to 110 mph. The work also includes replacement, extension, or rehabilitation of numerous bridges and culverts to support the corridor track improvements. In addition, numerous retaining walls are planned and designed to avoid and minimize wetland and watercourse impacts.

The purpose of the Project is to increase the safety, quality, frequency, reliability, and speed of passenger service along the NHHS Rail Corridor and to address the current and future transportation needs of Connecticut, Central Massachusetts, Boston, and Vermont. This Project also will fulfill Connecticut's goal of providing additional commuting options along the corridor by increasing the number of daily trains through several communities along the corridor.

The site coordinates located at the midway point of the 62-mile corridor are: Latitude 41° 46' 08.10" N, Longitude 72° 40' 54.32" W.

**Double Tracking**: Replacement or restoration of approximately 35 miles of second track will occur along the corridor from North Haven to Meriden (MP 7.1 to MP 17.0); Meriden to Newington (MP 20.6 to MP 31.1); Hartford to Windsor (MP 37.2 to MP 43.0); Windsor to Enfield (MP 46.7 to MP 49.0 and MP 50.4 to MP 54.8). The NHHS Main Line Improvements are planned to be implemented in four phases or segments as described below.

**Phase 1: Meriden – Newington (MP 20.6 to MP 31.1)**. The 11.2 miles of track between Meriden and Newington will be upgraded by construction of a second track, construction of a new passing siding between MP 26.6 and MP 27.8, installation and upgrade of track signal and power wiring and conduit to operate and control trains, and rehabilitation of mainline bridges, culverts, and retaining walls where

**CENAE-R**  
**FILE NO. NAE-2008-2099**

identified. In addition, Phase 1 includes installation of one new interlocking at MP 26.6 (“Willow” in Berlin). The proposed interlocking improvement involves the arrangement of track and signal equipment to prevent conflicting train movements at track junctions and crossings.

**Phase 2: New Haven-Hartford (MP 2.0 to MP 20.6 and MP31.1 to MP 37.1).**

This phase includes upgrading the existing single track to double track from MP 7.1 - 17.0, installation and upgrade of track signal and power wiring and conduit to operate and control trains, and rehabilitation of mainline bridges, culverts, and retaining walls where identified. In addition, Phase 2 includes installation of two new interlockings at MP 8.2 (“Cedar” in North Haven) and MP 16.5 (“Holt” in Wallingford).

**Phase 3A: Hartford-Windsor (MP 37.1 to MP 43.0).** This phase includes reinstalling double track on this segment, reconstructing a track siding between MP 37.2 and MP 38.8 (Hartford Running Track), at-grade crossing improvements, installation and upgrade of track signal and power wiring and conduit to operate and control trains, and rehabilitation of mainline bridges, culverts, and retaining walls where required. “Hart” Interlocking at MP 37.2 in Hartford will be upgraded and a new interlocking “Midland” will be installed at MP 39.0 in Hartford.

Phase 3A-North, from MP 39.0 to MP 43.0, has undergone engineering design to only the 50% level. Under Phase 3A-North, a second track will be installed, in addition to improvements at several grade crossings.

**Phase 3B: Windsor-Springfield (MP 43.0 to MP 61.7).** Within Connecticut, this phase will include double tracking of the mainline from MP 46.7 to MP 49.0 and from MP 50.4 to MP 54.8. In Massachusetts, this phase will include at-grade crossing improvements, rehabilitation of mainline bridges and culverts where determined needed, installation of a new freight siding, and construction of a permanent layover and light maintenance facility in the Springfield area. Grade crossing improvements between MP 43.0 and MP 48.4, will also be undertaken. The portion of main line track from MP 43.0 to Springfield Union Station has not undergone engineering design; however, conservative estimates of potential wetland impacts have been determined for purposes of this application.

Amtrak also plans to widen the distance between the two tracks to 15 feet between track centers where feasible, to enhance ride quality and simplify track maintenance. The Main Line is already double-tracked from MP 54.8 to Springfield Union Station.

**Bridges and Culverts:** The Main Line Improvements include replacement, extension, or rehabilitation of numerous structures. These include structures under the tracks (under-grade bridges) and culverts. Proposed improvements to each of the bridges and culverts south of MP 39.0 are described in Table 1 below. At this time, engineering design has not been completed for bridges or culverts within the portion of track north of MP 39.0. However, based on inspections, bridges and culverts in need of work have been identified north of MP 39, and conservative wetland impacts have been estimated for each crossing.

**Retaining Walls:** Numerous retaining walls are planned and designed to avoid and minimize wetland and watercourse impacts. The Main Line Improvements include installation of 40 retaining walls south of MP 39.0. Concrete modular retaining walls will typically be used to support the installation of communications and/or signal houses while soldier pile concrete lagging walls will typically be used to support areas of steep

**CENAE-R**  
**FILE NO. NAE-2008-2099**

track embankment. At this time, there are no retaining walls designed for the portion of track north of MP 39.0. The conservative wetland impact estimates for the Main Line north of MP 39.0 does not consider the use of retaining walls to minimize impacts. During the eventual engineering design north of MP 39.0, retaining walls will be integrated into the project to further reduce the estimated wetland impacts.

The NHHS Main Line rail improvements will impact approximately 3.95 acres (1.813 acres temporary, 2.133 acres permanent) of inland wetland areas (See attached Table 2). Of the proposed 2.133 acres of permanent impacts, approximately 0.833 acres is a Palustrine Forested (PFO), and 0.978 acres is Palustrine Emergent (PEM), with the remaining 0.322 acres of permanent impact to Palustrine Scrub-Shrub (PSS) (See attached Table 3). All project activities will be conducted on Amtrak and state of Connecticut acquired / easement properties.

Permanent impacts to wetlands will generally occur from the following activities:

- New cut and fill slopes associated with widening of the existing rail bed to accommodate the reinstallation of a second mainline track;
- Construction of retaining walls and concrete barriers;
- Culvert extensions and repairs such as construction of new endwalls, headwalls, and wing-walls;
- Complete replacement of culverts and piping; and
- New drainage structures to convey surface water and drainage (including vegetated swales, water quality channels, and underdrains) as well as preformed scour holes and riprap aprons.

Temporary impacts to wetlands/water areas will result from a variety of activities including installation, and removal of erosion and sediment (E&S) controls; water handling, including installation and removal of sump pumps and temporary pipe diversions and installation (and removal) of temporary cofferdams and/or sandbag diversions; and construction access to install culverts and reinforced concrete piping or to construct retaining walls.

**Other Elements of Construction:** There will be at-grade crossing upgrades conducted as part of the Main Line Improvements. At this time, there are no at-grade crossing or roadway improvements designed for the portion of track north of MP 39.0. At-grade crossing upgrades south of MP 39 will be conducted at:

MP 10.57, Toelles Road (Wallingford)	MP 12.31 Ward Street (Wallingford)
MP 12.60, Quinnipiac Street (Wallingford)	MP 12.65, Hall Avenue (Wallingford)
MP 13.05, Parker Street (Wallingford)	MP 13.62, North Plains Highway (Wallingford)
MP 14.41 Pent Highway (Wallingford)	MP 18.26, Cooper Street (Meriden)
MP 18.37, Cherry Street (Meriden)	MP 18.54, South Colony Street (Meriden)
MP 18.58, East Main Street (Meriden)	MP 18.75, Brooks Street (Meriden)
MP 18.87, Cross Street (Meriden)	MP 19.42, Britannia Street (Meriden)
MP 19.49, North Colony Street (Meriden)	MP 22.04, T-1 Norton – Silver (Berlin)

The at-grade crossing upgrades will require minor roadway improvements at each crossing. Generally, local street improvements will include: Removal of pavement and existing grade crossing surfaces and installation of concrete grade-crossing panels; Roadway pavement reconstruction; Roadway widening to accommodate required minimum lane widths in the vicinity of median island installations; Installation or

**CENAE-R**  
**FILE NO. NAE-2008-2099**

reconstruction of sidewalks and installation of pedestrian gate arms; Drainage improvements such as the removal and resetting of catch basins; Removal and installation of pavement striping; Relocation and/or installation of roadway signing; and Utility relocations.

Three at-grade crossings south of MP 39 (Brooks Street in Meriden; Norton Lane in Berlin (private crossing); and Wilson Avenue in Windsor (private crossing) are proposed to be closed; the roadway pavement will be removed and replaced with ballast material (crushed stone) where at-grade crossings are proposed to be closed.

**Mitigation:** Impacts to wetlands/waters associated with this project have been avoided and minimized to the extent practicable. The project design incorporates structural measures, such as retaining walls and steep slopes, to avoid and minimize direct impact. Intensive analysis of culverts and bridges was conducted to identify culverts and bridges where work is essential to support the Main Line track improvements. The drainage design incorporates multiple measures to control and mitigate storm water discharges throughout the project. The design incorporates vegetated swales and other structural measures to avoid, minimize, and mitigate for long-term impacts to adjacent wetlands. Amtrak will reduce short-term impacts during construction through construction phasing, measures to control sedimentation and erosion, temporary sedimentation basins, and proper water handling techniques. Amtrak will protect ground and surface water quality through use of designated staging areas, proper storage of materials, and best management practices.

The majority of wetland impacts within the project corridor consist of long, narrow impact areas along the edge of both large and small wetlands that abut up against the existing rail ballast slope. Compensatory mitigation for unavoidable permanent wetland impacts resulting from the corridor improvements from New Haven, CT to Springfield, MA is proposed consisting of approximately 10.28 acres of wetland enhancement and restoration areas (9.91 acres enhancement, 0.37 acres restoration). Mitigation for inland wetland impacts will occur at the Pigeon Hill Mitigation Site in Windsor, Connecticut. Table 4 below summarizes proposed mitigation by wetland type. Temporary impacts within the project area will be restored in place by re-grading of the soil surface and establishing native non-invasive wetland species, corresponding to the wetland type disturbed.

The project includes additional proposed mitigation, developed in coordination with the State Fisheries, for disturbance/impacts to fisheries streams crossed by the project corridor. Fisheries mitigation at Meetinghouse Brook (Wallingford, CT) has been designed to compensate for unavoidable project impacts to fish and fish habitat within the entire corridor. Meetinghouse Brook is a tributary to the Quinnipiac River, which is designated as a Class I Wild Trout Management Area (WTMA). The intent of this mitigation work is to expand the fish habitat formation along Meetinghouse Brook at the Amtrak bridge at MP 15.26. The proposed mitigation plan will eliminate existing barriers to fish passage, and improve the ability of fish species to migrate upstream to spawn. The primary fish species of concern for Meetinghouse Brook are brook trout (*Salvelinus fontinalis*) and brown trout (*Salmo trutta*), with secondary considerations for river herring.

**Table 1 - Bridge and Culvert Improvements**

MP	Town	Phase	Structure Type	Over	Description of Structure	Proposed Improvement
7.46	North Haven	Phase 2	Bridge	Unnamed Perennial Tributary	5'-6" (h) x 8' (h) Stone Arch/Rail Top Ext.	Existing rail top of culvert to be replaced with precast concrete slabs
7.99	North Haven	Phase 2	Culvert	Drainage	2'-8" (h) x 2'-6" (w) Stone Box	The inlet will be extended 4 feet using a 3" x3" box culvert with a concrete collar at the connection to the existing inlet.
12.91	Wallingford	Phase 2	Bridge	Drainage	2' (h) x 5' (w) Concrete Top	The proposed culvert will replace the existing 5'x2' stone box culvert with 24-inch Reinforced Concrete Pipes
15	Wallingford	Phase 2	Bridge	Unnamed Intermittent Tributary	Rail Top	Existing 5.8'x2.5' culvert to be replaced with 45-linear feet of twin 48" Reinforced Concrete pipes
15.26	Yalesville	Phase 2	Bridge	Meetinghouse/Falls Brook	Reinforced Concrete Beam	Rehabilitation of existing in-stream mattresses and scour protection.
16.19	Wallingford	Phase 2	Culvert	Drainage	2'x3' Brick Arch	Replace existing 3'x2' masonry arch culvert by installing a 36-inch Reinforced Concrete Pipe
16.78	Wallingford	Phase 2	Bridge	Gypsy Lane	Open Deck Girder	Major rehabilitation / deck replacement
16.84	Meriden	Phase 2	Culvert	Drainage	18" Corrugated Metal Pipe/4' (h) x 2'-6" (w) Brick Arch	Remove existing 5.5'x4' box culvert and 18" RCP with 42' of 36" RCP
17	Meriden	Phase 2	Culvert	Unnamed Intermittent Tributary	3' (h) x 4' (w) Brick Arch	Remove existing 4' brick masonry arch and install 39' of 48-inch Reinforced Concrete Pipe
20.83	Meriden	Phase 1	Bridge	Beaver Pond connection	54" (h) x 60' (w) Stone Arch/Brick Arch/Concrete	Rehabilitation/repainting needed
22.53	Berlin	Phase 1	Bridge	Belcher Brook	Stone Arch w/ Rail Top Ballast Retainers	Extend existing bridge with 11' of 7'-6" precast arch
22.75	Berlin	Phase 1	Bridge	Belcher Brook	59" Cast Iron Pipe Liner in 7' (h) x 5' (w) Brick Arch	Extend existing CIP grouted in brick arch by 12' of 60" RCP
23.47	Berlin	Phase 1	Culvert	Drainage	2' (h) x 3' (w) Stone Box	Replace existing 3'x2' stone box culvert with of 52' of 36" RCP.
23.76	Berlin	Phase 1	Bridge	Crooked Brook	10' Stone Arch	Rehabilitate existing 10' stone arch culvert

**Table 1 - Bridge and Culvert Improvements (Continued)**

MP	Town	Phase	Structure Type	Over	Description of Structure	Proposed Improvement
24.85	Berlin	Phase 1	Bridge	Hatchery Brook	10' Stone Arch	Rehabilitate existing stone arch culvert
25.06	Berlin	Phase 1	Culvert	Unnamed Intermittent Tributary	15" HDPE Corrugated Pipe	Replace existing 15"PVC inside a 2'x2' stone box culvert with 48' of 24" reinforced concrete pipe
25.52	Berlin	Phase 1	Bridge	Mattabesset River	Stone Arch - 8 Arch Viaduct	Remove and replace ballast retainer.
26.39	Berlin	Phase 1	Bridge	Willow Brook	14' Stone Arch - 4 Arch Viaduct	Remove existing wing walls and construct precast arch and wing wall on east side to support new track.
27.83	New Britain	Phase 1	Bridge	Webster Brook	6' Stone Arch	Extend existing 6' stone arch with 7' concrete pipe.
28.35	New Britain	Phase 1	Culvert	Drainage	2' (h) x 3' (w) Stone Box/Rail Top	Replace and extend existing 1"(h) x 3"(w) stone box with 24" reinforced concrete pipe
28.57	Newington	Phase 1	Bridge	Unnamed Intermittent Tributary	Rail Top w/ Wood -Tie Extension	Replace and extend existing 2-foot high by 4- foot wide culvert with four (3) – 30" and (1) – 36" Reinforced Concrete Pipes
28.63	Newington	Phase 1	Culvert	Webster Brook	42" Concrete Pipe	Replace and extend the existing 42-inch diameter reinforced concrete culvert with two 5-foot high by 5.5' wide precast concrete box culverts
29.22	Newington	Phase 1	Culvert	Webster Brook	Double 36"PVC Pipe/ Single 36" Corrugated Metal Pipe	Replace two existing 36" corrugated metal pipes and two existing 36" HDPE pipes with two 5'x5' concrete box culverts and two 5'x3' concrete box culverts.
29.87	Newington	Phase 1	Culvert	Drainage	36" Cast Iron	Replace and extend existing 36" CIP with three 44-foot long 30" reinforced concrete pipes
30.05	Newington	Phase 1	Culvert	Drainage	18" Corrugated Metal Pipe	Replace and extend the existing 18" CMP with twin 40-foot 24" reinforced concrete pipes.
30.43	Newington	Phase 1	Culvert	Drainage	36" Concrete Pipe	Remove 14' of existing 36" CIP.
30.44	Newington	Phase 1	Culvert	Unnamed Perennial/ Intermittent Tributary	36" Cast Iron	Extend existing 36" CIP by 8' with new 36" CIP.
30.99	Newington	Phase 1	Bridge	Piper Brook	Concrete Encased I-Beam	Replace superstructure on east side to accommodate new track with substructure extension and wing walls.
37.35	Hartford	Phase 3a	Bridge	Windsor Street	Concrete Frame / Concrete Encased Girder	Rehabilitate & waterproof superstructure

Note: Table 1 does not include bridge and culvert improvements north of MP 39 since design has not been completed for Phase 3A-North or Phase 3B.

**Table 2 - Wetland Impacts by Construction Phase**

Phase	Permanent Impact (acres)	Temporary Impact (acres)
1	0.826	0.852
2A	0.121	0.075
3A	0.016	0.036
3A-North (MP 39 to MP 43)	0.79	0.47
3B	0.38	0.38
<b>Total</b>	<b>2.133</b>	<b>1.813</b>

Note: Phase 3A-North and 3B impacts are conservative estimates of wetland impacts due to lack of advanced design at this time; no avoidance or minimization efforts have been made relative to these estimated impacts.

**Table 3 - Impacts by Wetland Type**

Wetland Type	Permanent Impact (acres)	Temporary Impact (acres)
PFO	0.833	0.649
PEM	0.978	0.880
PSS	0.322	0.283
PUB	0.000	0.001
<b>Total</b>	<b>2.133</b>	<b>1.813</b>

Note: Phase 3A-North and 3B impacts are conservative estimates of wetland impacts due to lack of design; no avoidance or minimization efforts have been made relative to these estimated impacts.

**Table 4 - Proposed Wetland Mitigation by Classification Type**

Wetland Type	Restoration Area	Enhancement Area	Total Creation and Enhancement Area
PFO	0	1.82	1.82
PSS	0.37	2.54	2.91
PEM	0	5.55	5.55
<b>Total</b>	<b>0.37</b>	<b>9.91</b>	<b>10.28</b>

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**FILE NO. NAE-2008-2099**

The 62-mile project location is shown on the attached vicinity maps entitled: “New Haven - Hartford - Springfield Rail Program: Main Line Improvements Attachment B Vicinity Map”, on twenty-seven (27) sheets, all sheets dated “March 2014”.

Phase 1 and Phase 2 work affecting wetlands/waters, including the proposed mitigation plan work at the Pigeon Hill Mitigation Site, are shown on plan sheets entitled “New Haven - Hartford - Springfield Rail Program MP 0.0 to MP 39.0 Environmental Impact Plates”, on two hundred ninety-eight (298) sheets, dated “MAR 2014”. These plan sheets are available for view (File # NAE-2008-2099) at the following link:  
<http://www.nae.usace.army.mil/Missions/Regulatory/PublicNotices/tabid/11771/Year/2014/Default.aspx>

Phase 3A and 3B wetland impact areas are shown on plans (aerials) entitled “New Haven - Hartford - Springfield High Speed Rail Program Phase 3A (MP 39-43) and Phase 3B (MP 43-62) Estimated Wetland Impacts” on seventeen (17) sheets, dated “3/27/2014”. These plan sheets are available for view (File # NAE-2008-2099) at the following link:  
<http://www.nae.usace.army.mil/Missions/Regulatory/PublicNotices/tabid/11771/Year/2014/Default.aspx>

**AUTHORITY**

Permits are required pursuant to:

- Section 10 of the Rivers and Harbors Act of 1899
- Section 404 of the Clean Water Act
- Section 103 of the Marine Protection, Research and Sanctuaries Act).

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are: conservation, economics, aesthetics, general environmental concerns, wetlands, cultural value, fish and wildlife values, flood hazards, flood plain value, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Where the activity involves the discharge of dredged or fill material into waters of the United States or the transportation of dredged material for the purpose of disposing it in ocean waters, the evaluation of the



**CENAE-R**  
**FILE NO. NAE-2008-2099**

impact of the activity in the public interest will also include application of the guidelines promulgated by the Administrator, U.S Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act, and/or Section 103 of the Marine Protection Research and Sanctuaries Act of 1972 as amended.

**ESSENTIAL FISH HABITAT**

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). There is no EFH within the areas of proposed activity.

**NATIONAL HISTORIC PRESERVATION ACT**

Based on his initial review, the District Engineer has determined that the proposed work may impact properties listed in, or eligible for listing in, the National Register of Historic Places. The NHHS Rail Corridor has been determined to be eligible for listing in the National Register of Historic Places. A Programmatic Agreement, signed by Federal Railroad Administration, CT Department of Transportation, CT State Historic Preservation Office, and Massachusetts Historical Commission has been prepared to take into account the effects of this project on the historic property. Additional review and consultation to fulfill requirements under Section 106 of the National Historic Preservation Act of 1966, as amended, will be conducted as necessary as part of the permit review process.

**ENDANGERED SPECIES CONSULTATION**

The New England District, Army Corps of Engineers has reviewed the list of species protected under the Endangered Species Act of 1973, as amended, which might occur at the project site. The Federally-listed dwarf wedge mussel (*Alasmidonta heterodon*) has been identified as potentially occurring in the Farmington River, in Windsor, CT. Field surveys are currently on-going for this species in the Farmington River and other Connecticut River tributaries to the south between MP39 and MP 43. Since no work is proposed within the Farmington River, and only minor work within the tributaries between MP 39 and MP43, it is anticipated that there will be no adverse impact to this species. Stringent erosion and sedimentation controls will ensure no adverse impact to this species during construction, and permanent stormwater treatment improvements have been incorporated into the design to promote long-term water quality improvements as part of the project. It is our preliminary determination that the proposed activity for which authorization is being sought is designed, situated or will be operated/used in such a manner that it is not likely to adversely affect any Federally listed endangered or threatened species or their designated critical habitat. By this Public Notice, we are requesting that the appropriate Federal Agency concur with our determination.

**COASTAL ZONE MANAGEMENT**

The States of Connecticut, Maine, Massachusetts, New Hampshire and Rhode Island have approved **Coastal Zone Management Programs**. Where applicable the applicant states that any proposed activity will comply with and will be conducted in a manner that is consistent with the approved Coastal Zone Management Program. The State of Connecticut Department of Energy and Environmental Protection Office of Long Island Sound Programs has provided concurrence that the project is consistent with the Coastal Zone Management Program.

**CENAE-R**  
**FILE NO. NAE-2008-2099**

The following authorizations have been applied for, or have been, or will be obtained:

- Permit, License or Assent from State.
- Permit from Local Wetland Agency or Conservation Commission.
- Water Quality Certification in accordance with Section 401 of the Clean Water Act.

In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. **Comments should be submitted in writing by the above date.** If you have any questions, please contact Susan Lee at (978) 318-8494, (800) 343-4789 or (800) 362-4367, if calling from within Massachusetts.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The Corps holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. All comments will be considered a matter of public record. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

**THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.**



**Robert J. DeSista**  
**Chief, Permits and Enforcement Branch**  
**Regulatory Division**

If you would prefer not to continue receiving Public Notices by email, please contact Ms. Tina Chaisson at (978) 318-8058 or e-mail her at [bettina.m.chaisson@usace.army.mil](mailto:bettina.m.chaisson@usace.army.mil). You may also check here ( ) and return this portion of the Public Notice to: Bettina Chaisson, Regulatory Division, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751.

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
PHONE: \_\_\_\_\_

**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 1**

- Legend**
-  New Haven-Hartford-Springfield Railroad
  -  Mile Marker
  -  Track Surfacing and Re-alignment Activity
  -  Track Panel Construction at Grade Crossing

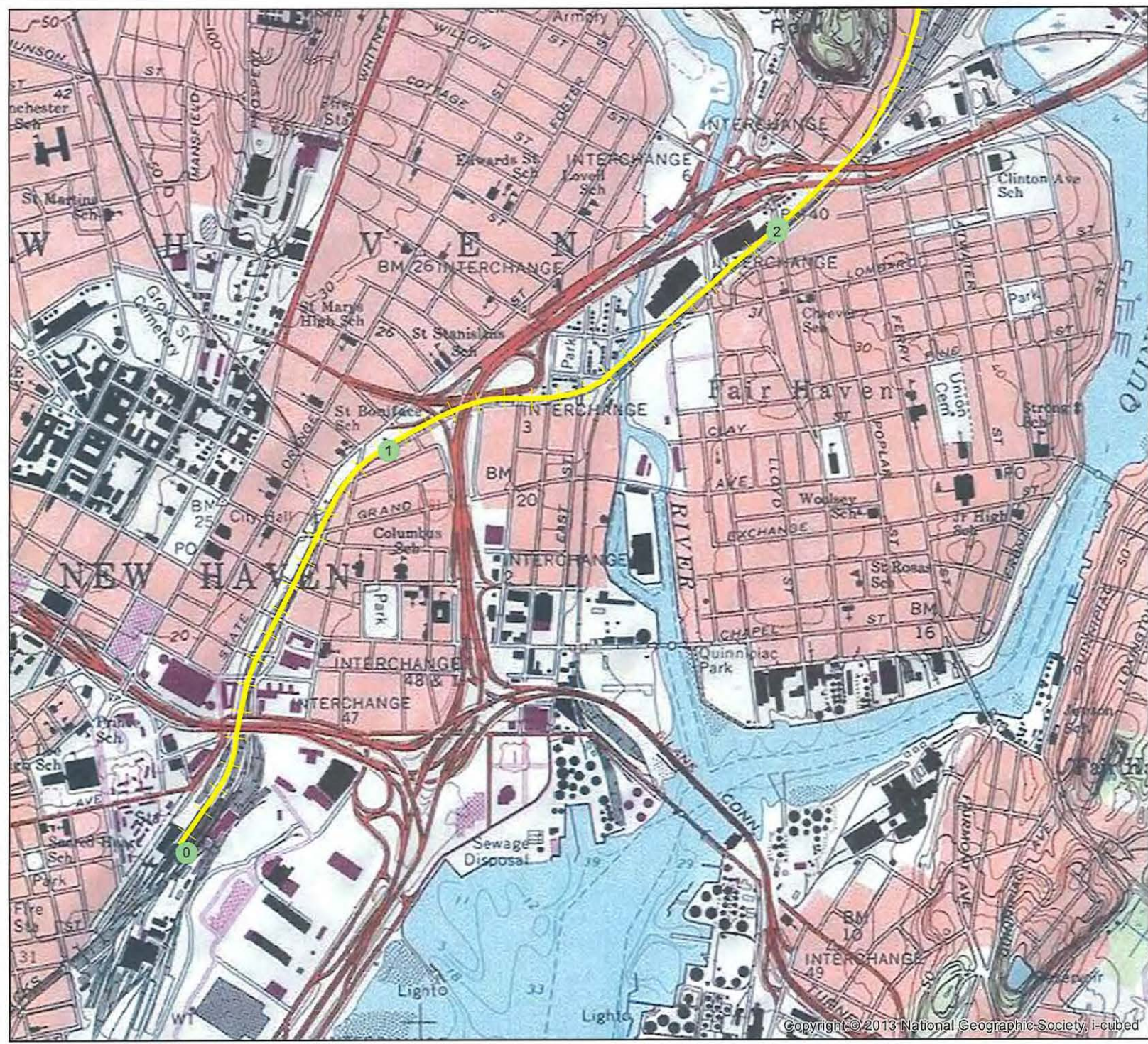


USGS Quadrangle:

New Haven  
1:24,000



Original in Color - FHI - March 2014







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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 2**

**Legend**

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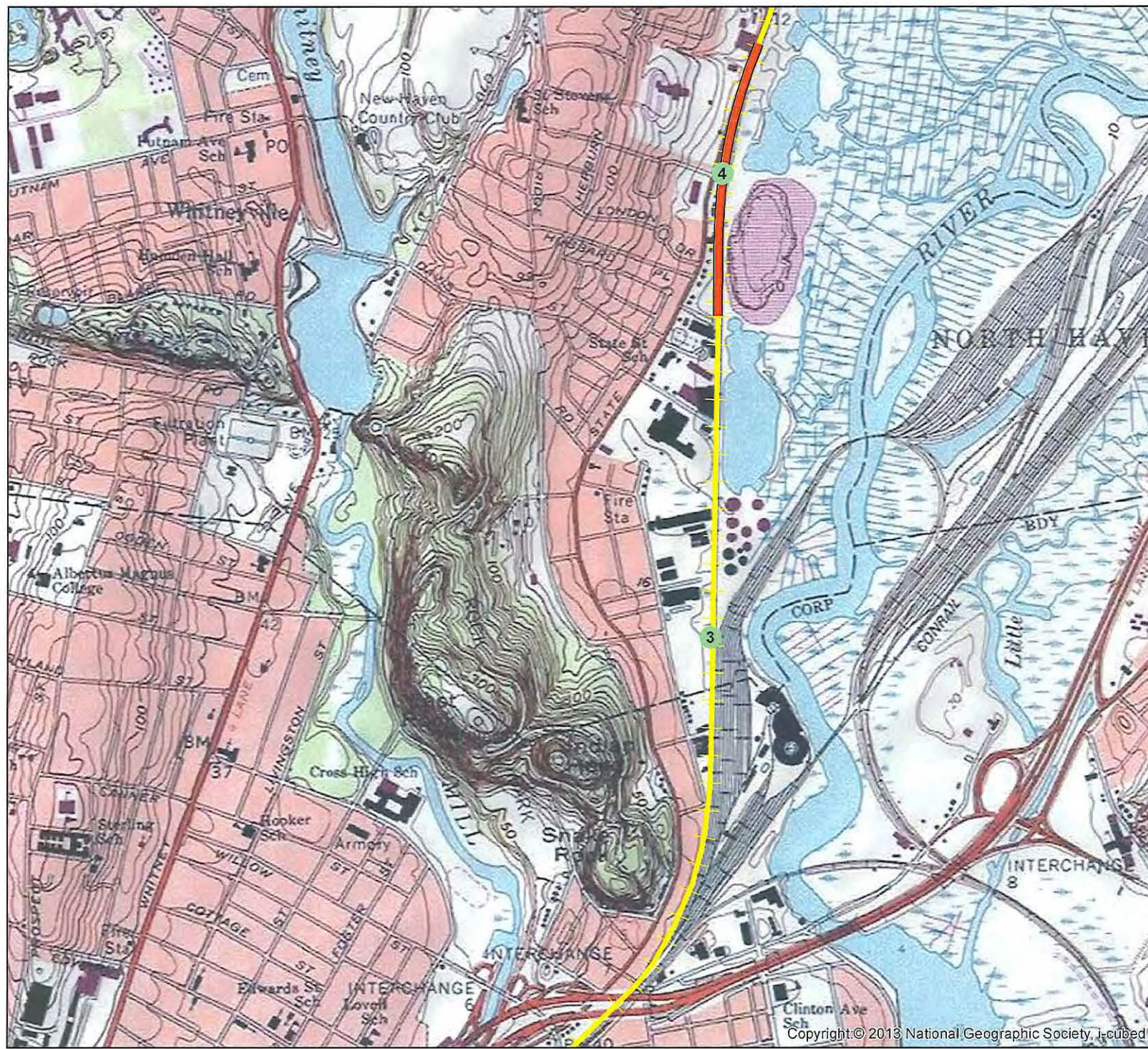


USGS Quadrangle:

New Haven  
1:24,000



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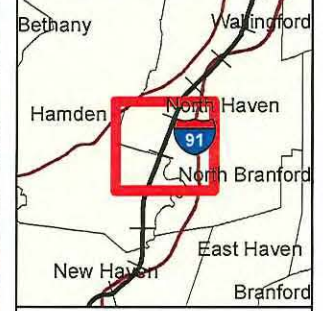
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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
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**Attachment B  
Vicinity Map  
Sheet 3**

**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:  
New Haven, Mount Carmel,  
Wallingford

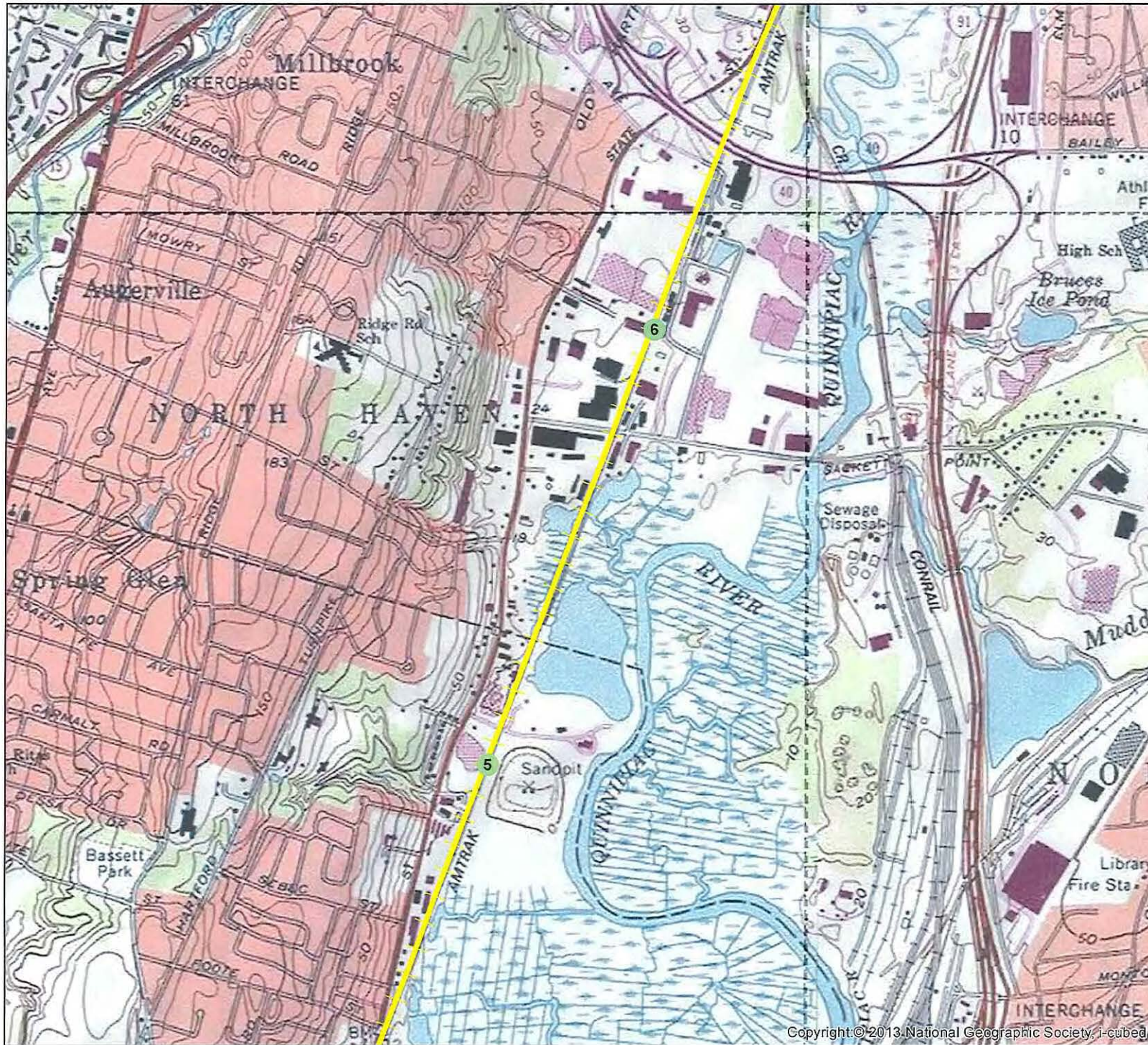
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
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**New Haven –  
Hartford –  
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**Attachment B  
Vicinity Map  
Sheet 4**

**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing

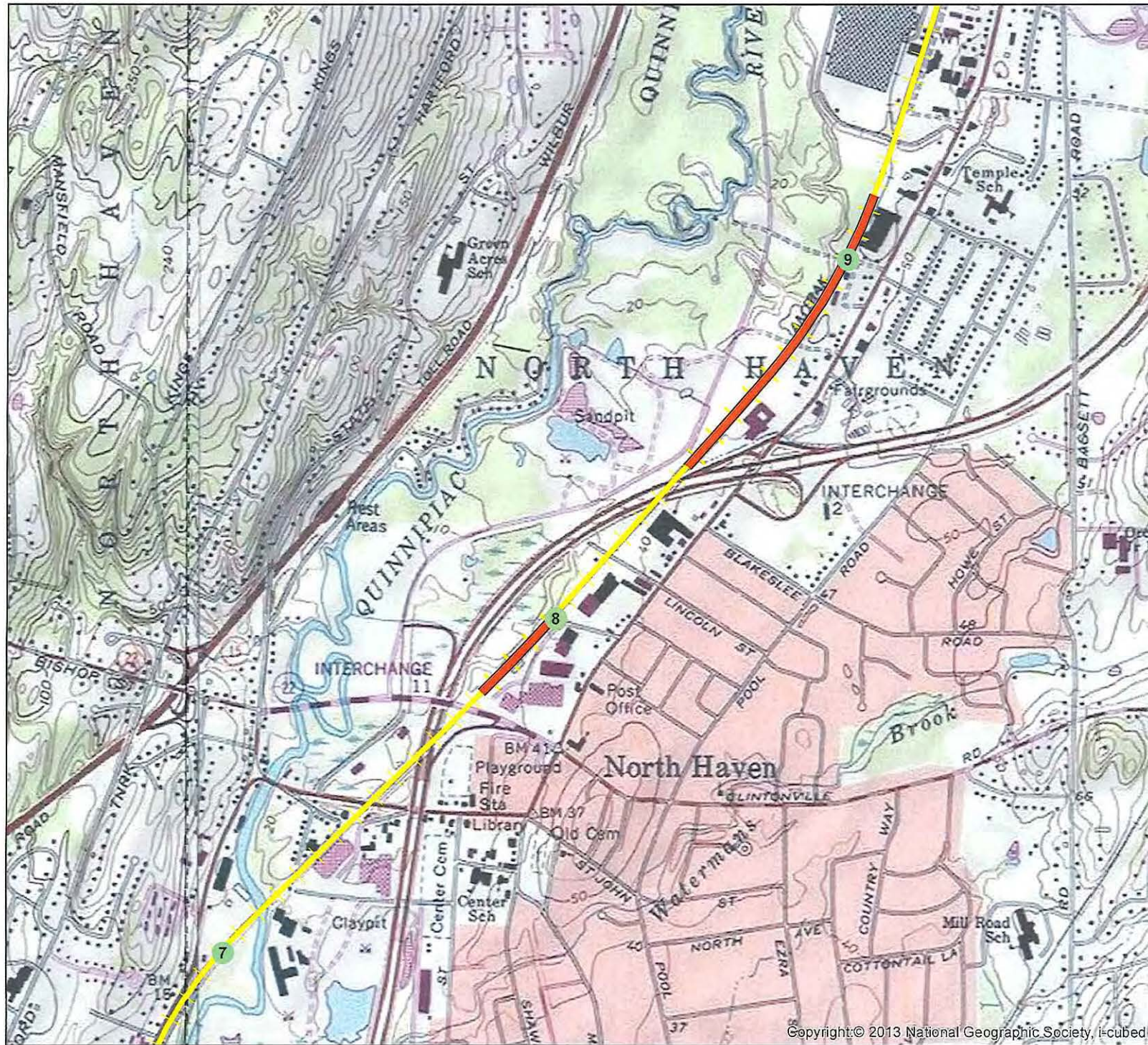


USGS Quadrangle:

Mount Carmel,  
Wallingford

1:24,000





0 500 1,000 2,000  
Feet



**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 5**

**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



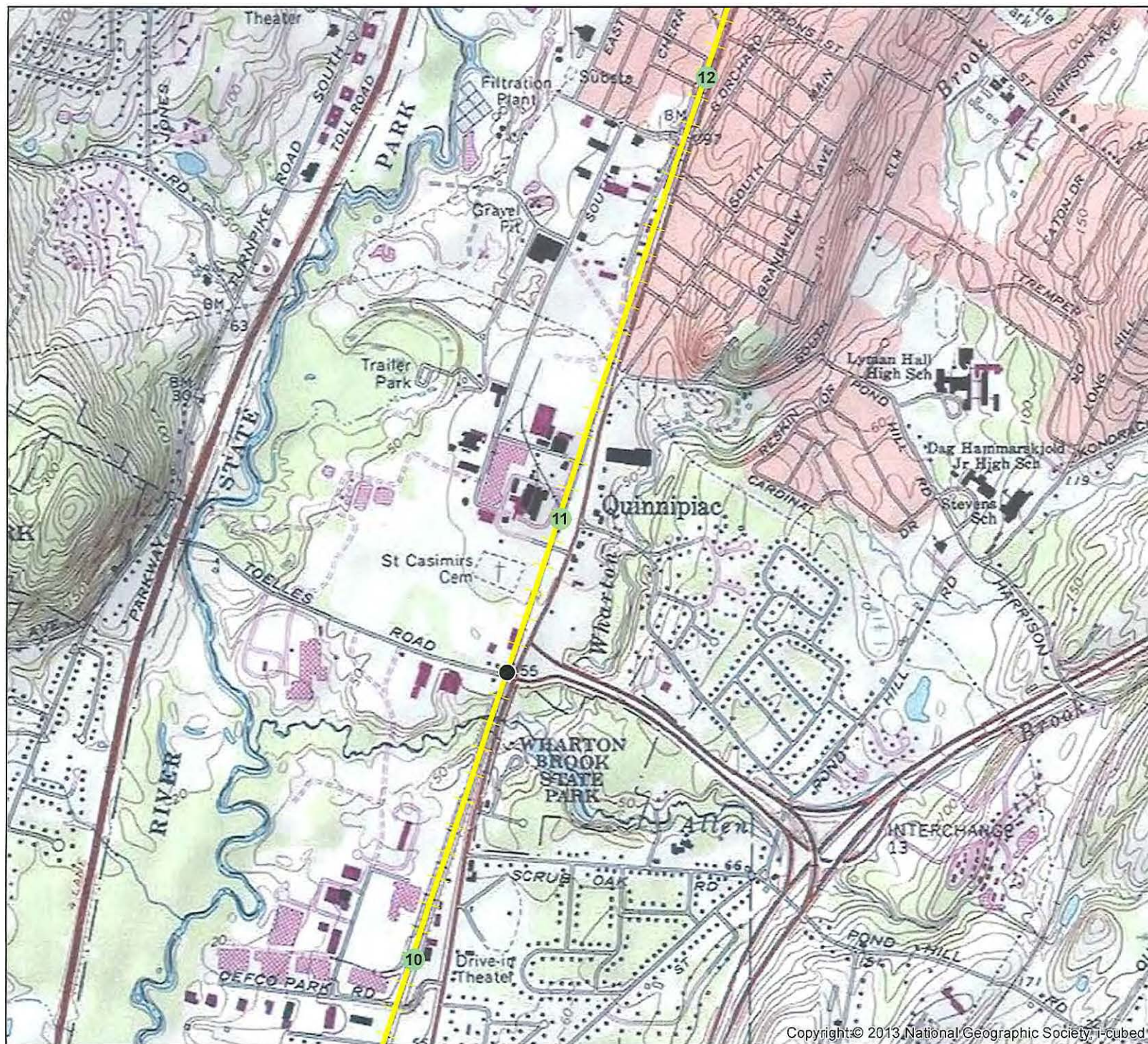
USGS Quadrangle:

Wallingford  
1:24,000



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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 6**

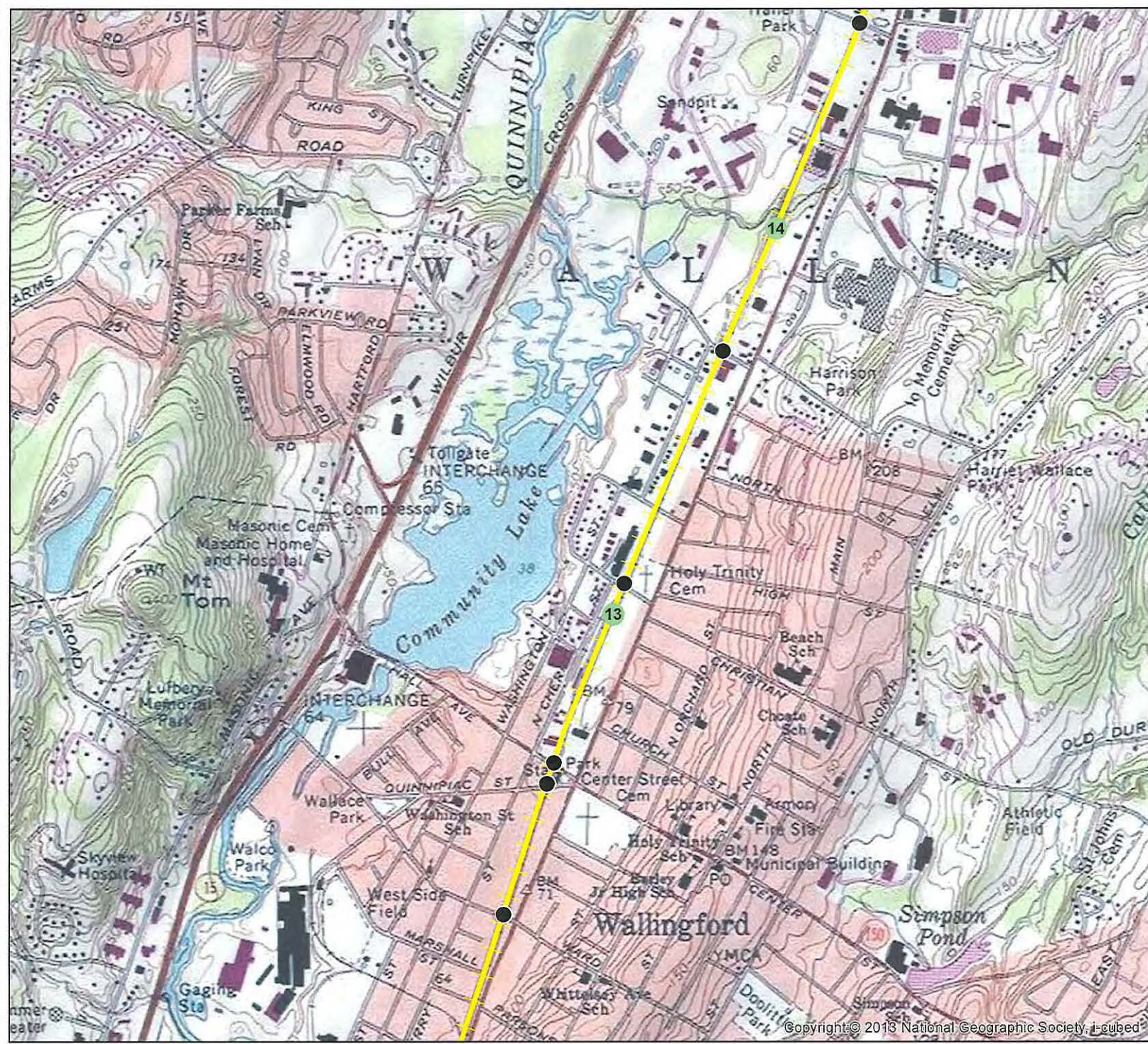
**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:

Wallingford  
1:24,000









**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 7**

**Legend**

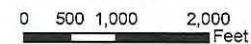
-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:

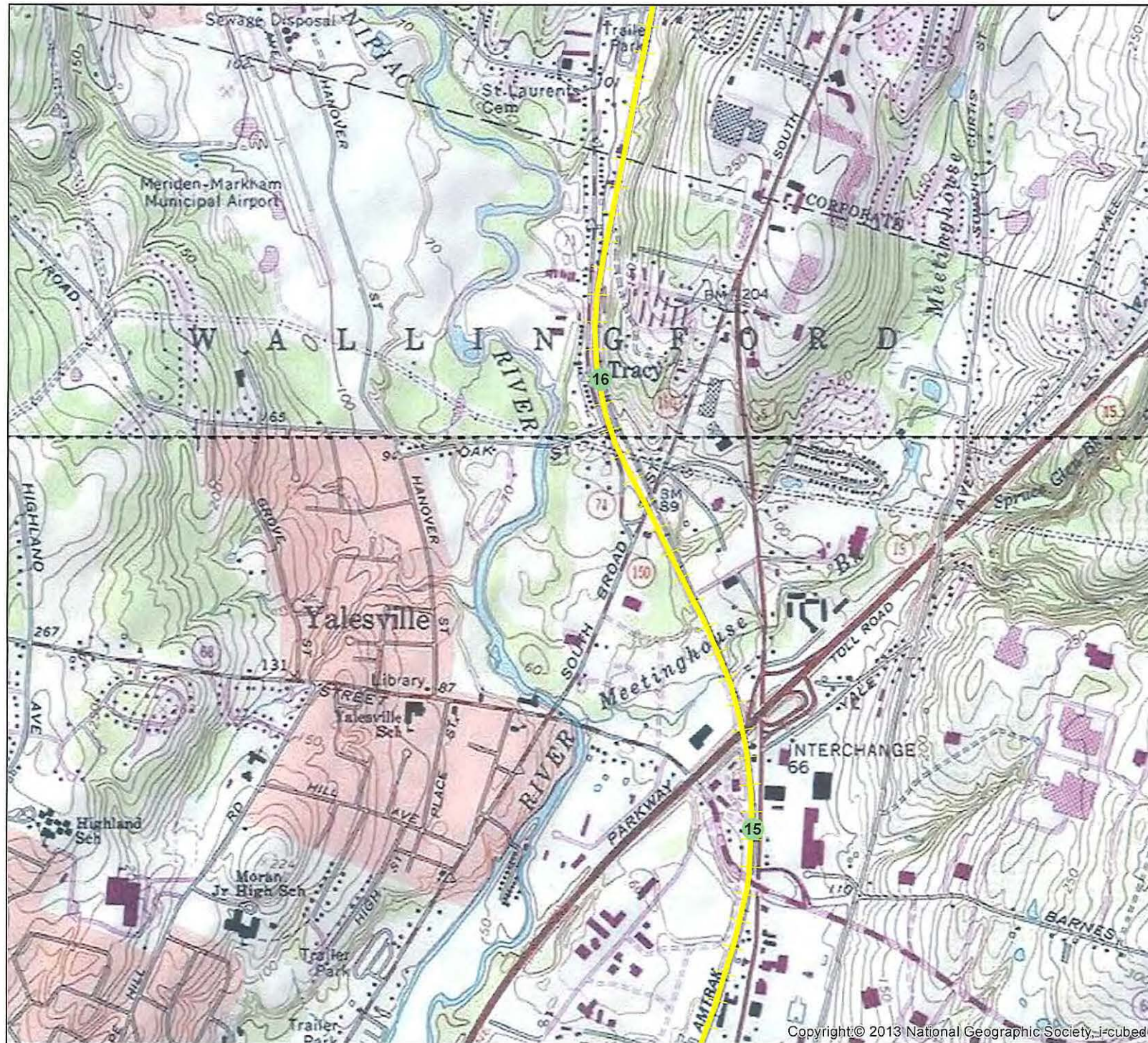
Wallingford,  
Meriden

1:24,000



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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 8**

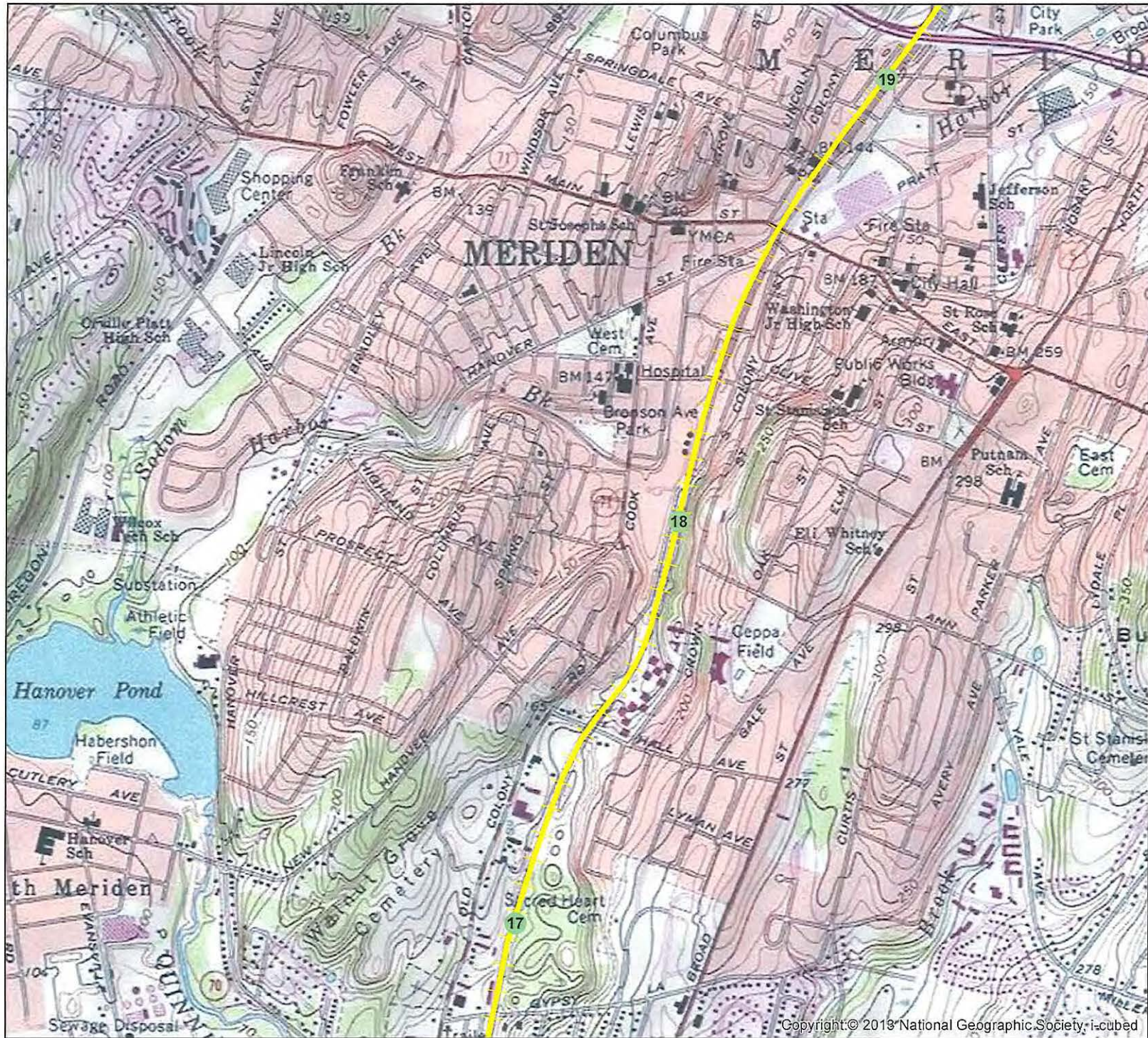
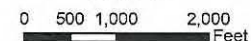
**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:





Meriden  
1:24,000



**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 9**

**Legend**

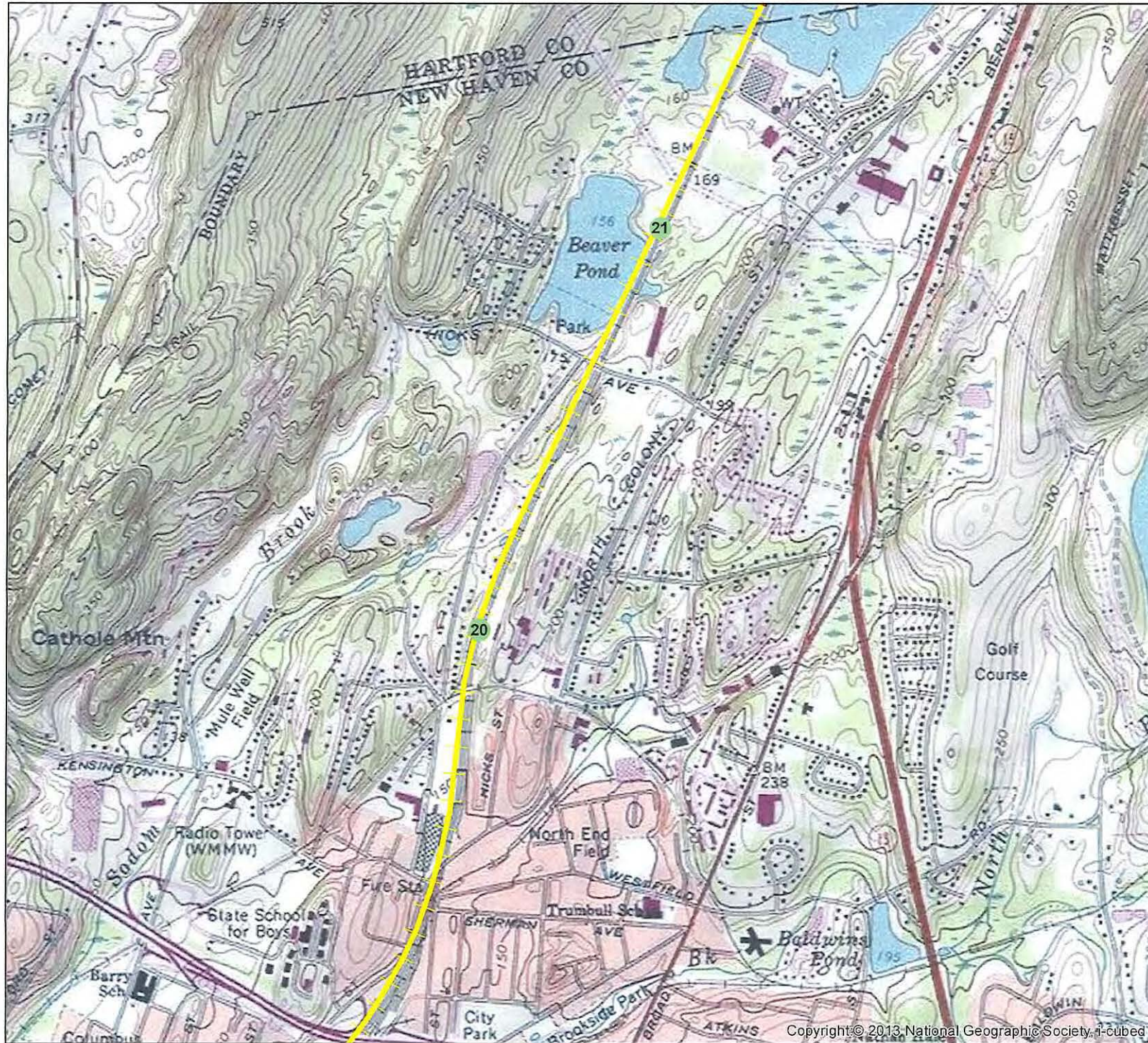
-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:

Meriden  
1:24,000





0 500 1,000 2,000  
Feet



**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 10**

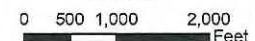
**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



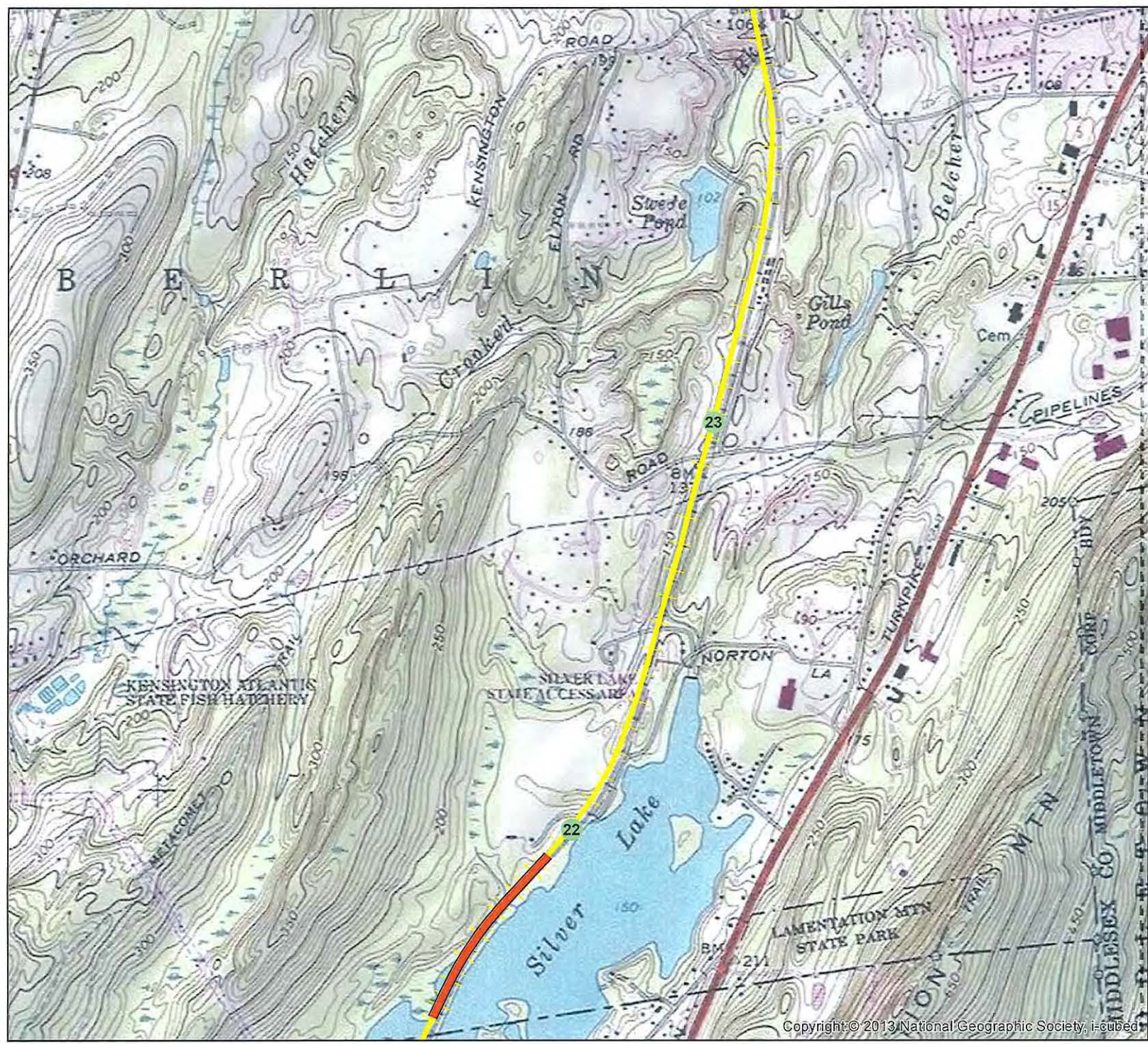
USGS Quadrangle:

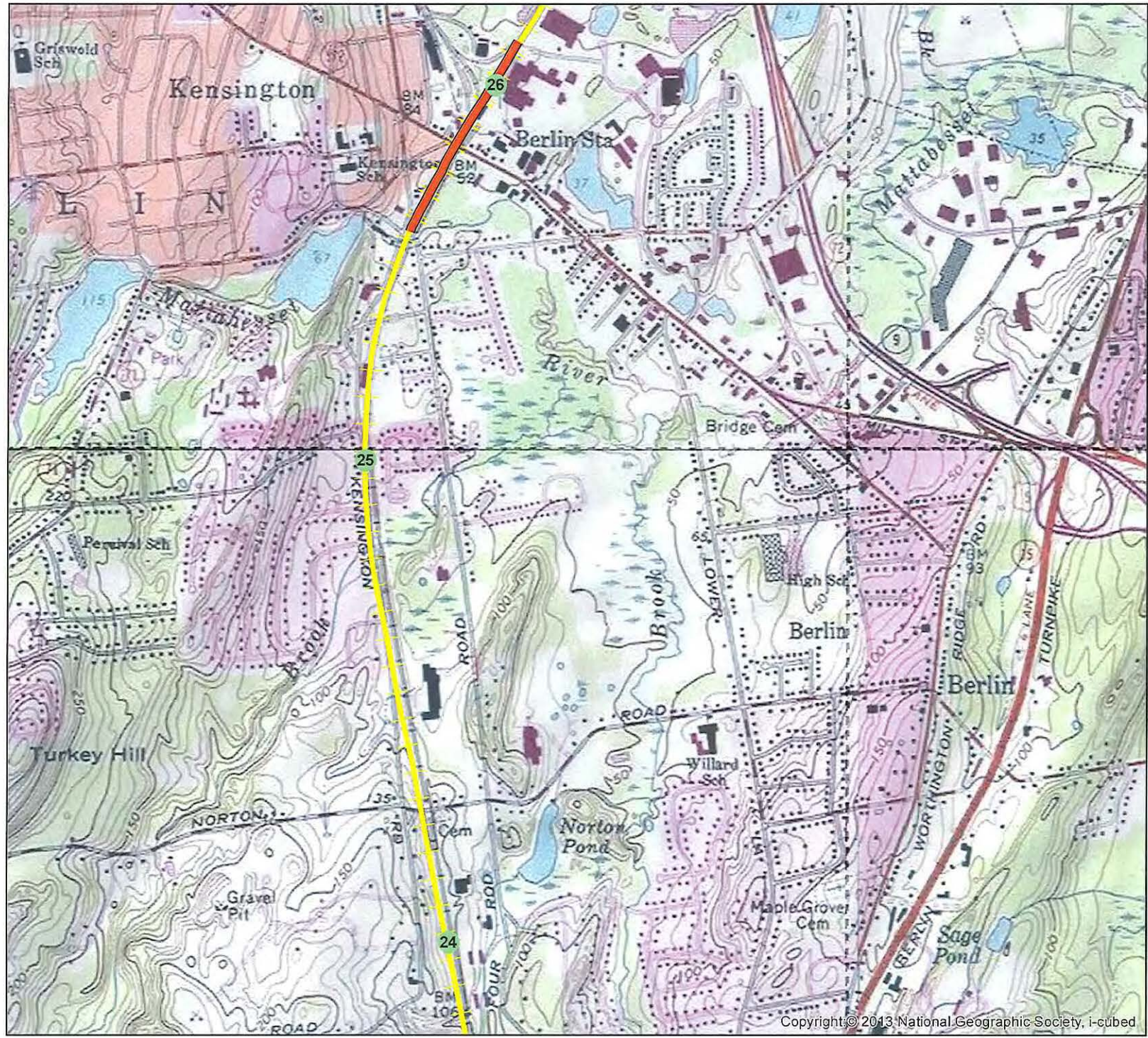
Meriden  
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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 11**

**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:

Meriden,  
New Britain





1:24,000



**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 12**

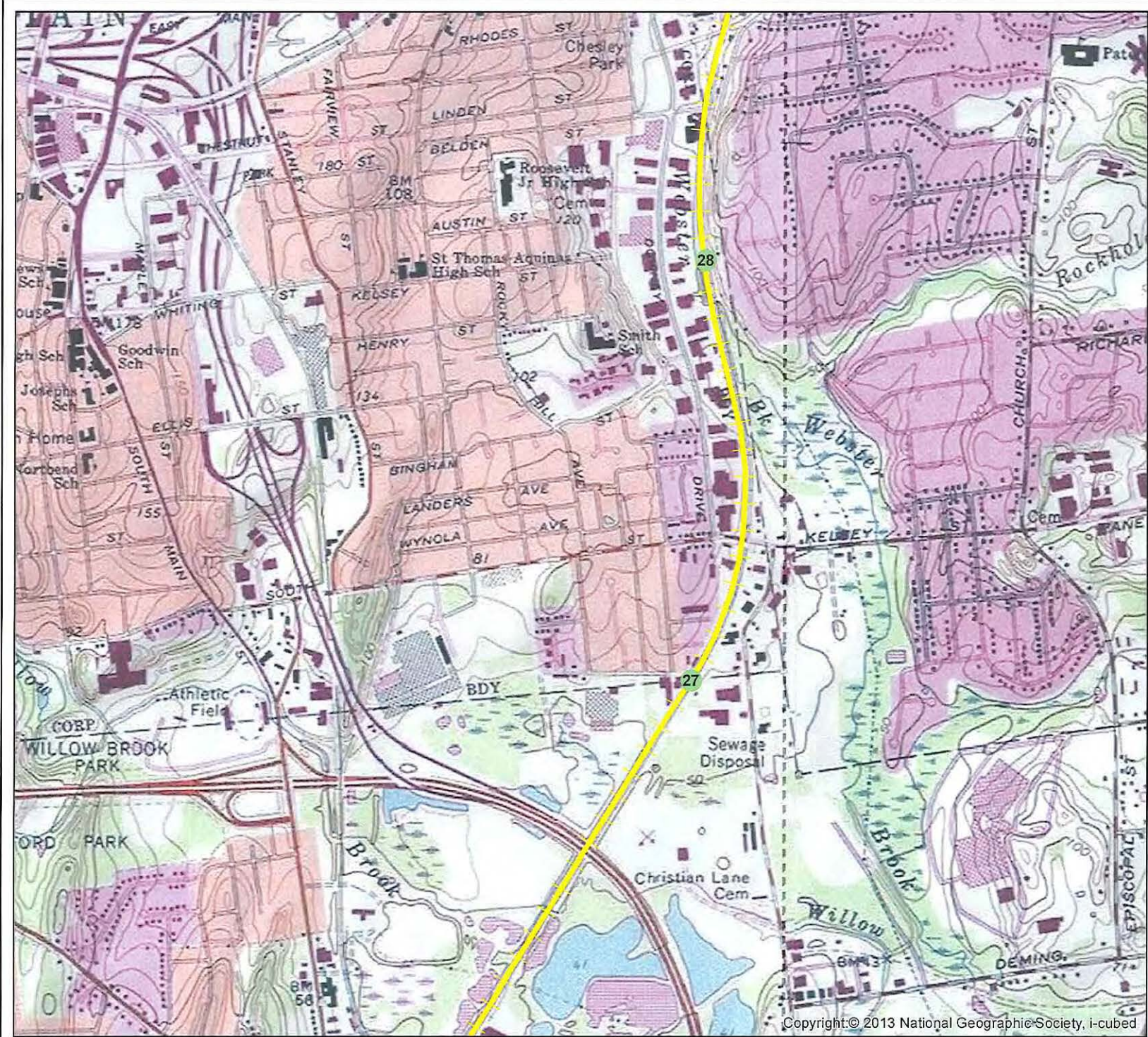
**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:

New Britain  
1:24,000



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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 13**

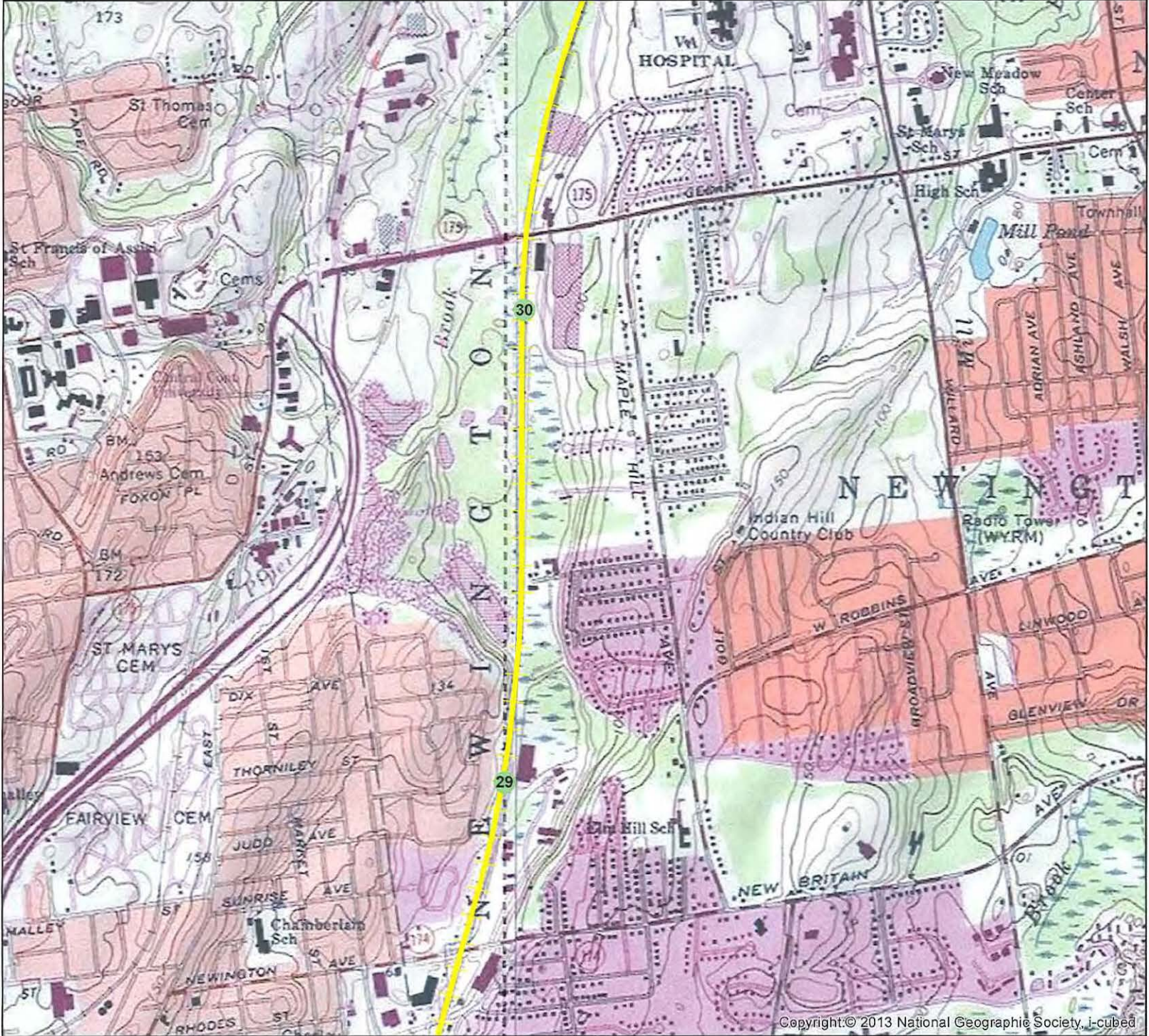
**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:  
New Britain,  
Hartford South





1:24,000



**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 14**

**Legend**

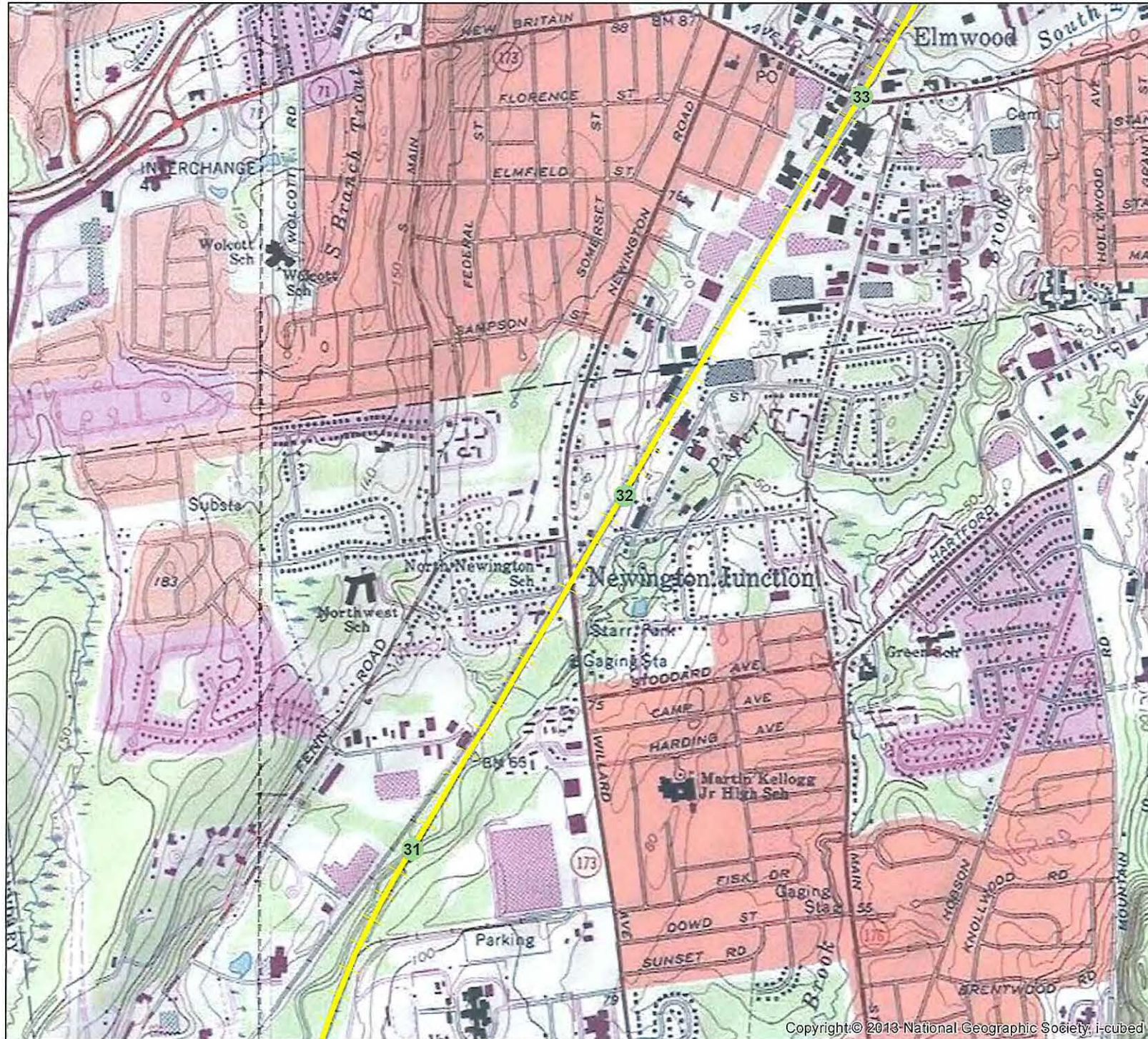
-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:

Hartford South  
1:24,000

0 500 1,000 2,000  
Feet







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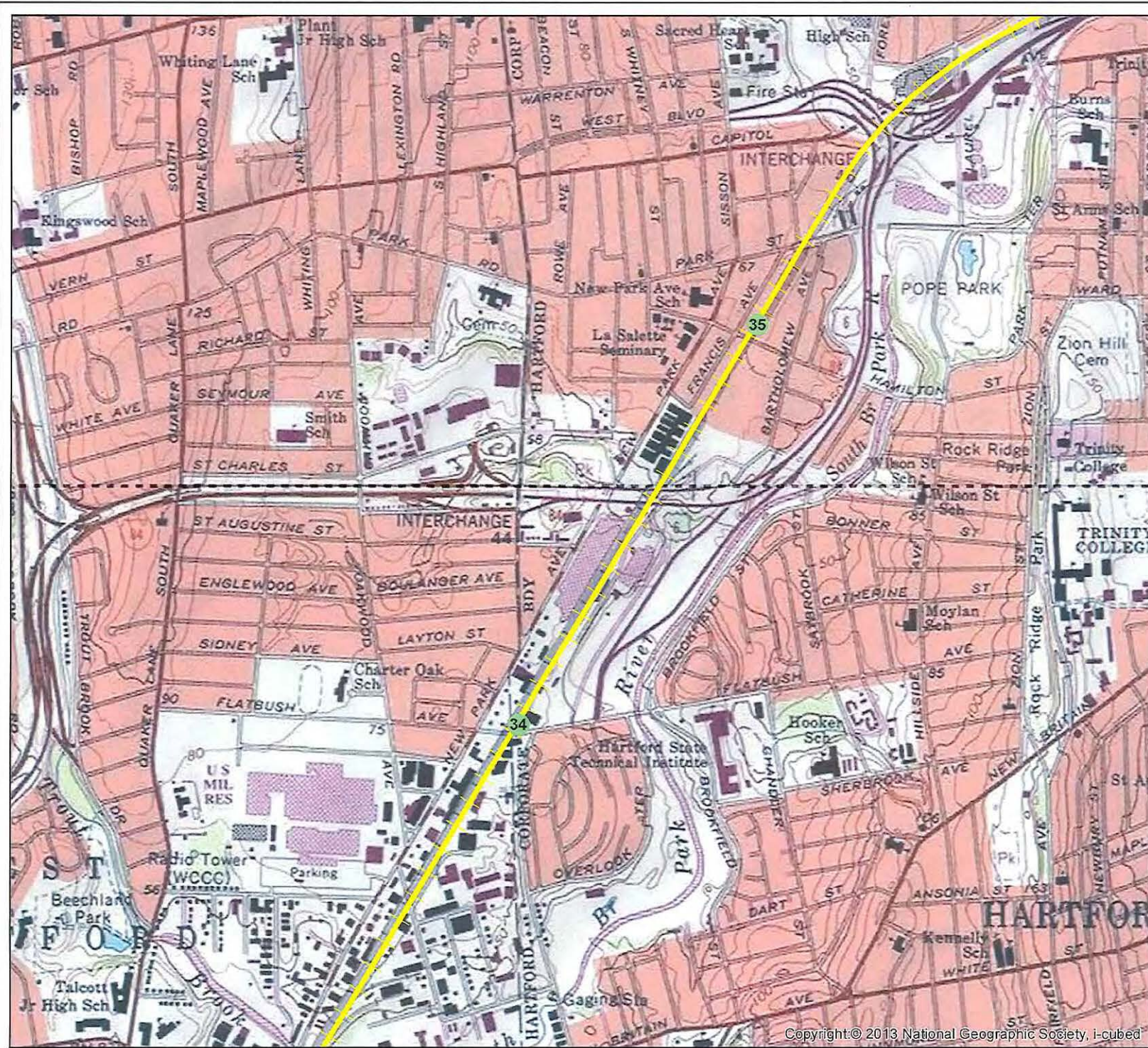
**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 15**

- Legend**
-  New Haven-Hartford-Springfield Railroad
  -  Mile Marker
  -  Track Surfacing and Re-alignment Activity
  -  Track Panel Construction at Grade Crossing







USGS Quadrangle:  
Hartford South  
1:24,000  
0 500 1,000 2,000 Feet

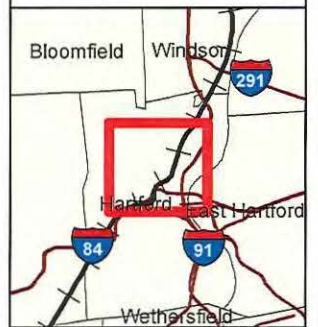


**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 16**

**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



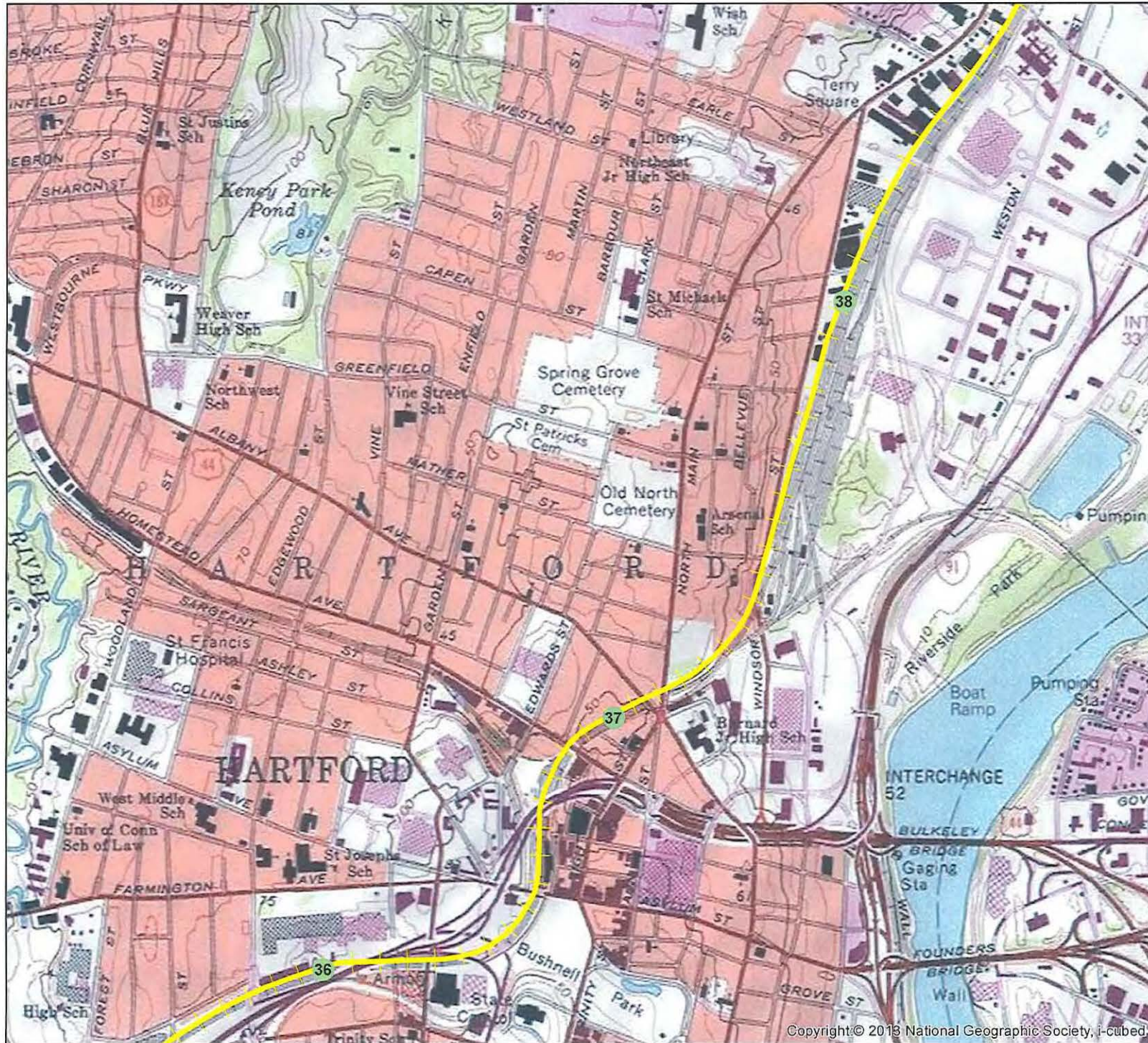
USGS Quadrangle:

Hartford North  
1:24,000

0 500 1,000 2,000  
Feet





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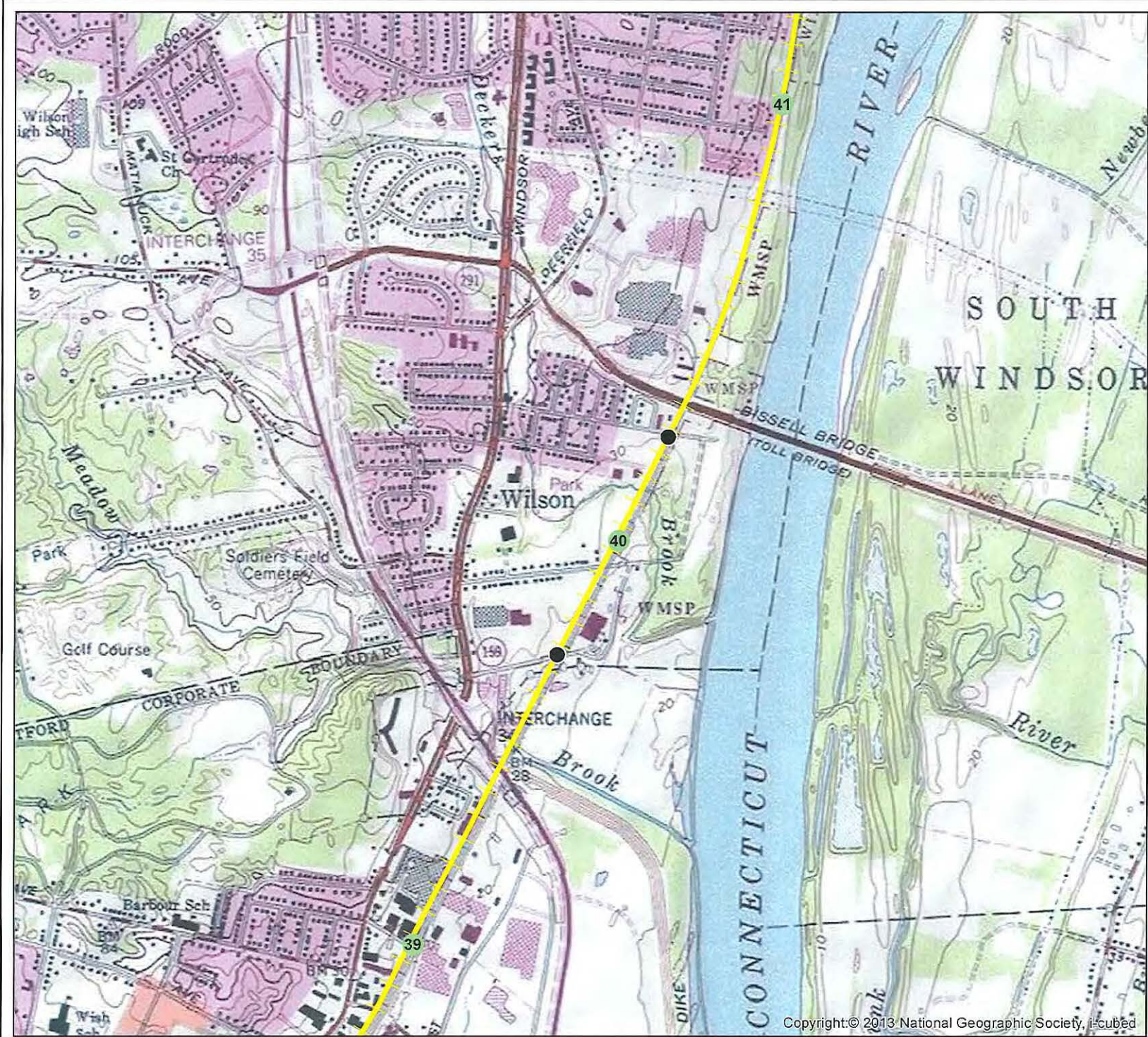
**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 17**

- Legend**
-  New Haven-Hartford-Springfield Railroad
  -  Mile Marker
  -  Track Surfacing and Re-alignment Activity
  -  Track Panel Construction at Grade Crossing



USGS Quadrangle:  
Hartford North  
1:24,000  
0 500 1,000 2,000 Feet







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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 18**

**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



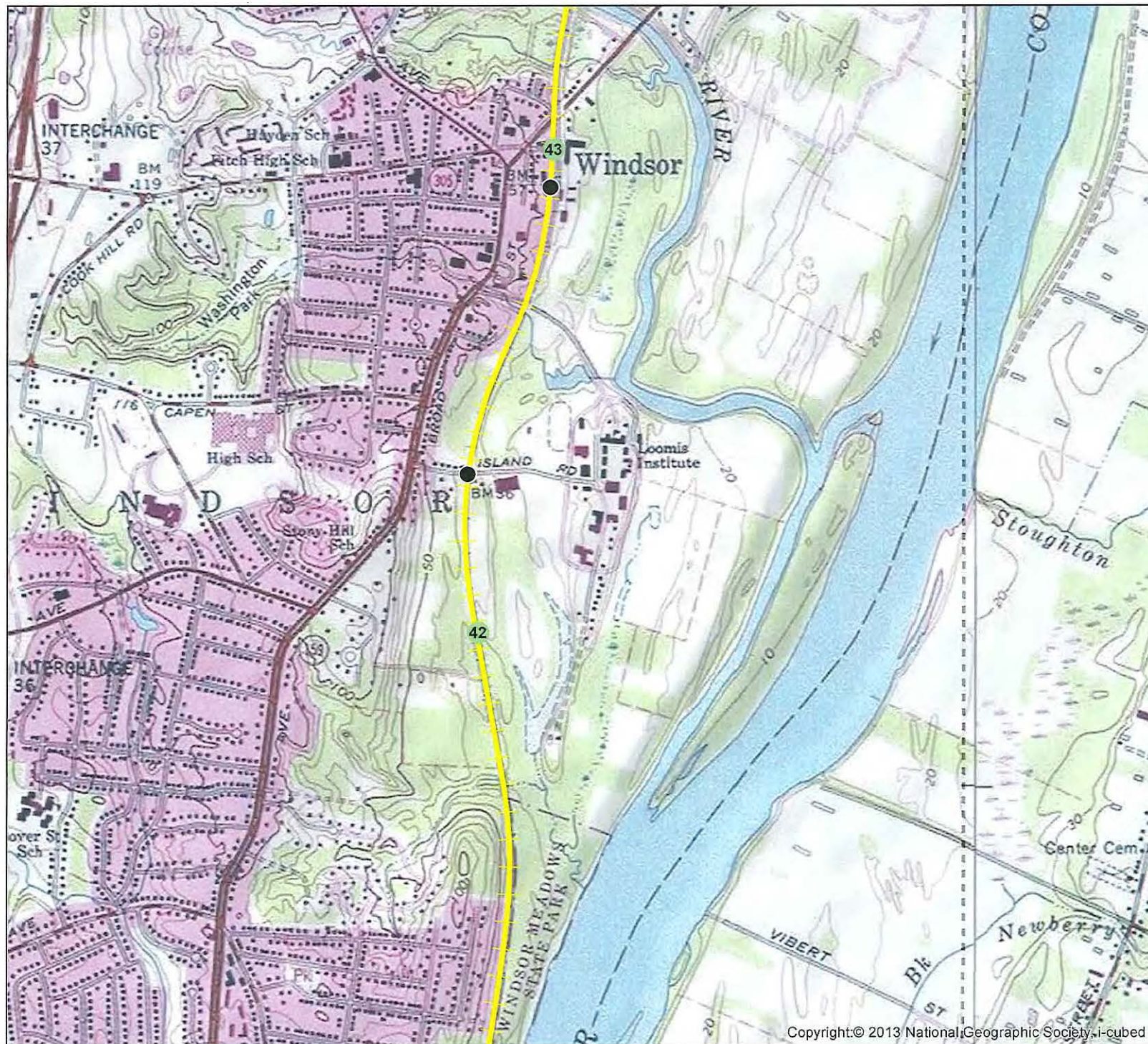
USGS Quadrangle:

Hartford North  
1:24,000

0 500 1,000 2,000  
Feet



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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 19**

**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing

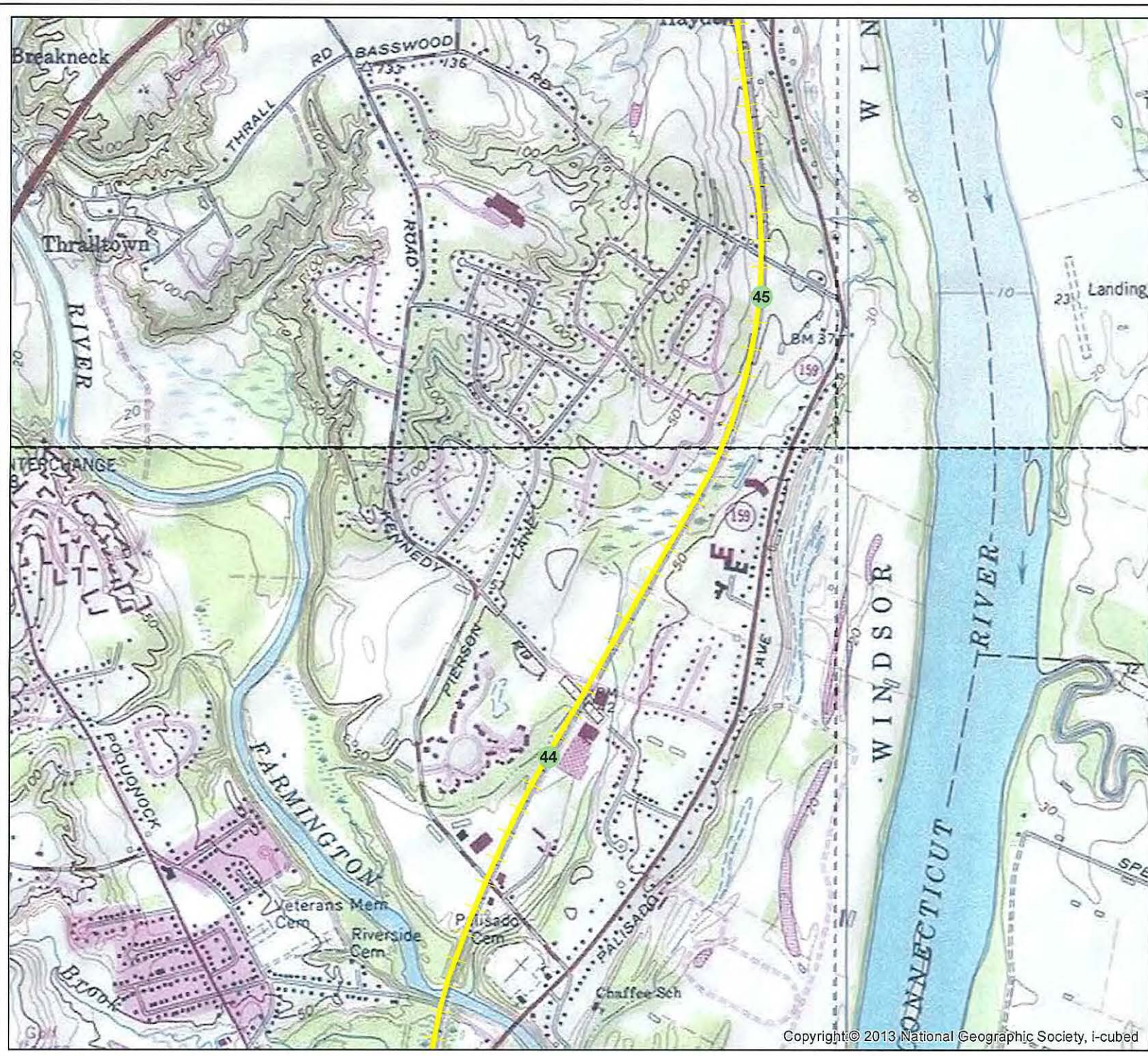


USGS Quadrangle:  
Hartford North,  
Windsor Locks

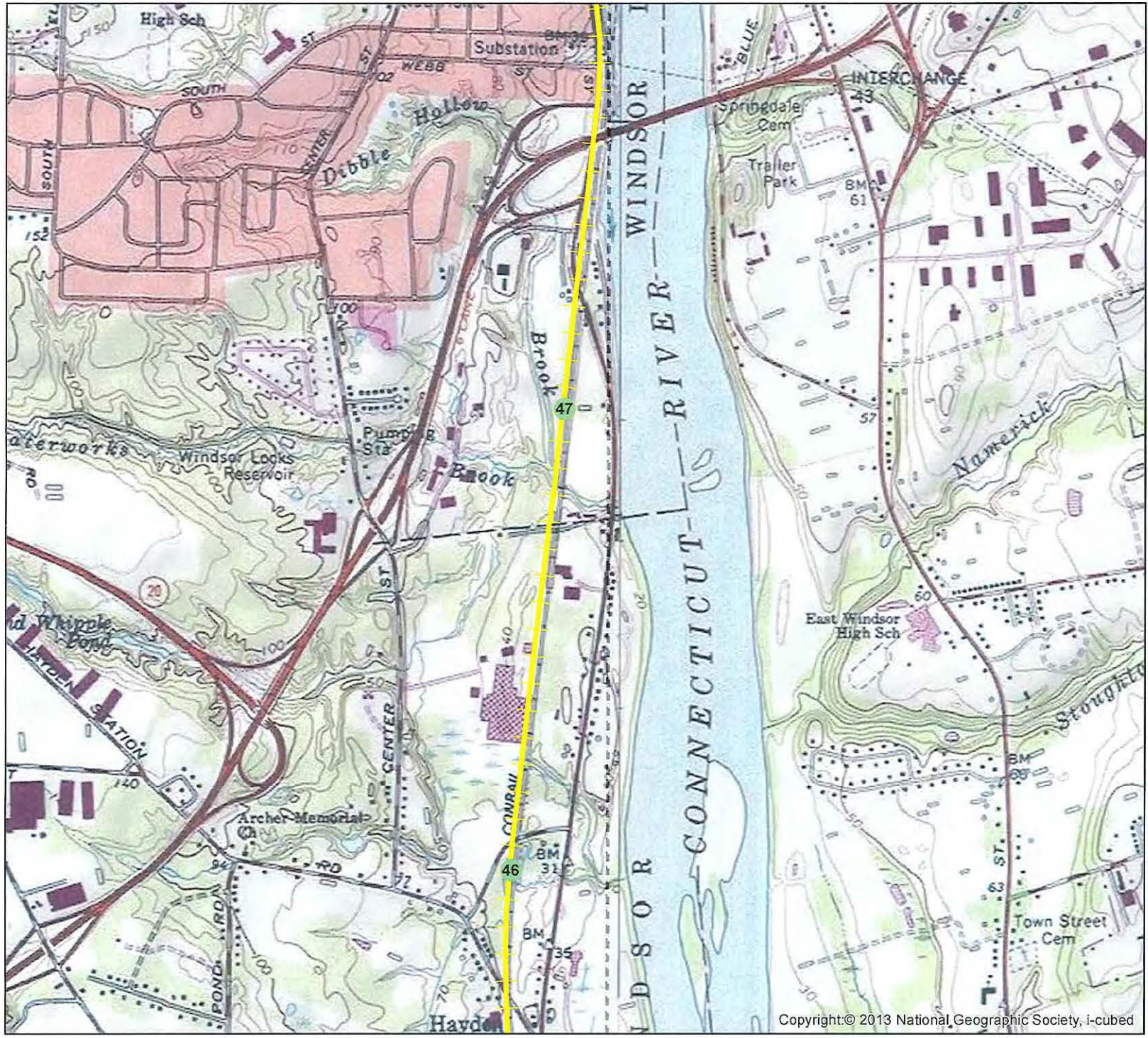
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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 20**

**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:





Windsor Locks  
1:24,000



**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 21**

**Legend**

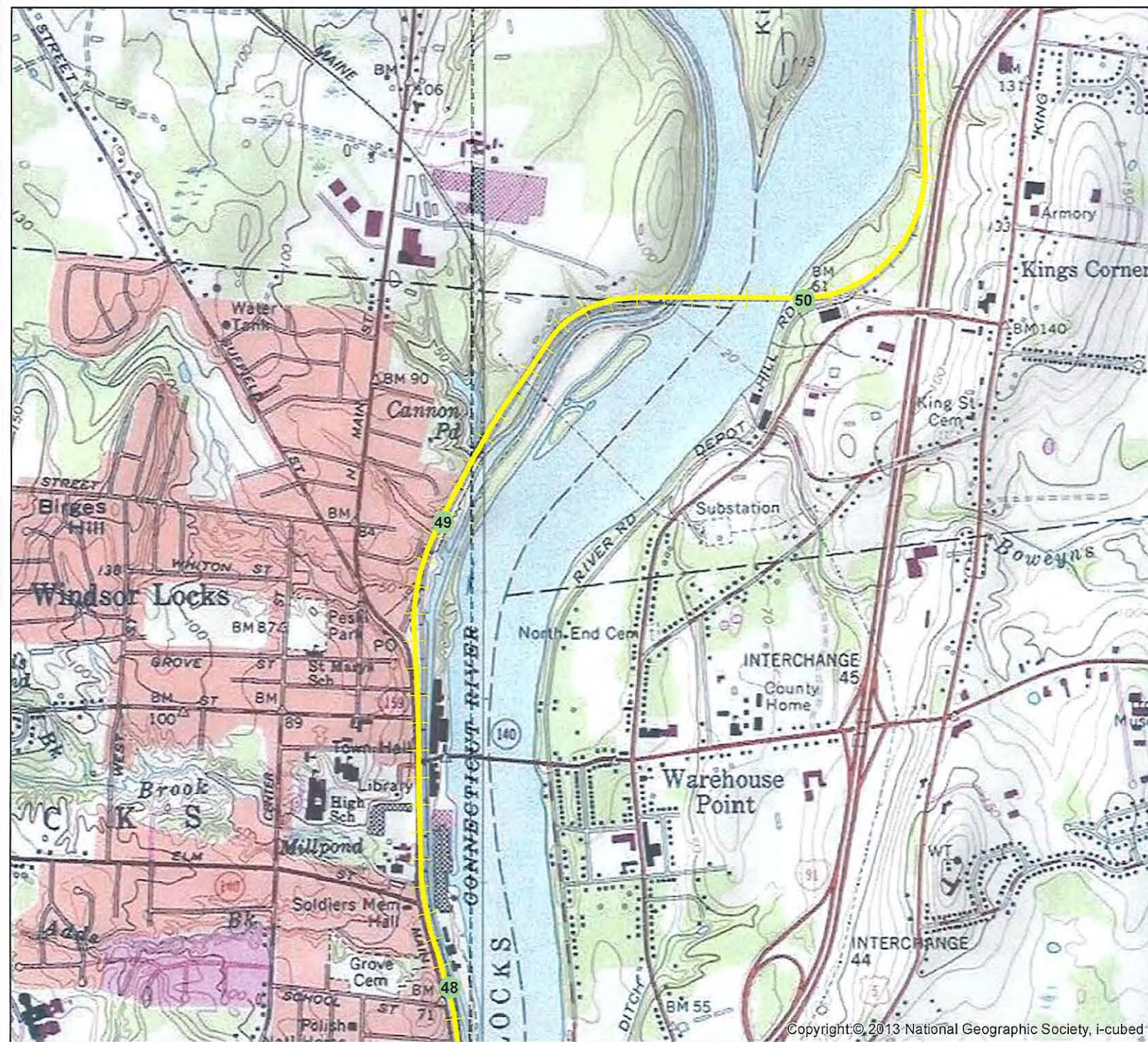
-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



USGS Quadrangle:  
Windsor Locks,  
Broad Brook



1:24,000

0 500 1,000 2,000  
Feet



**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 22**

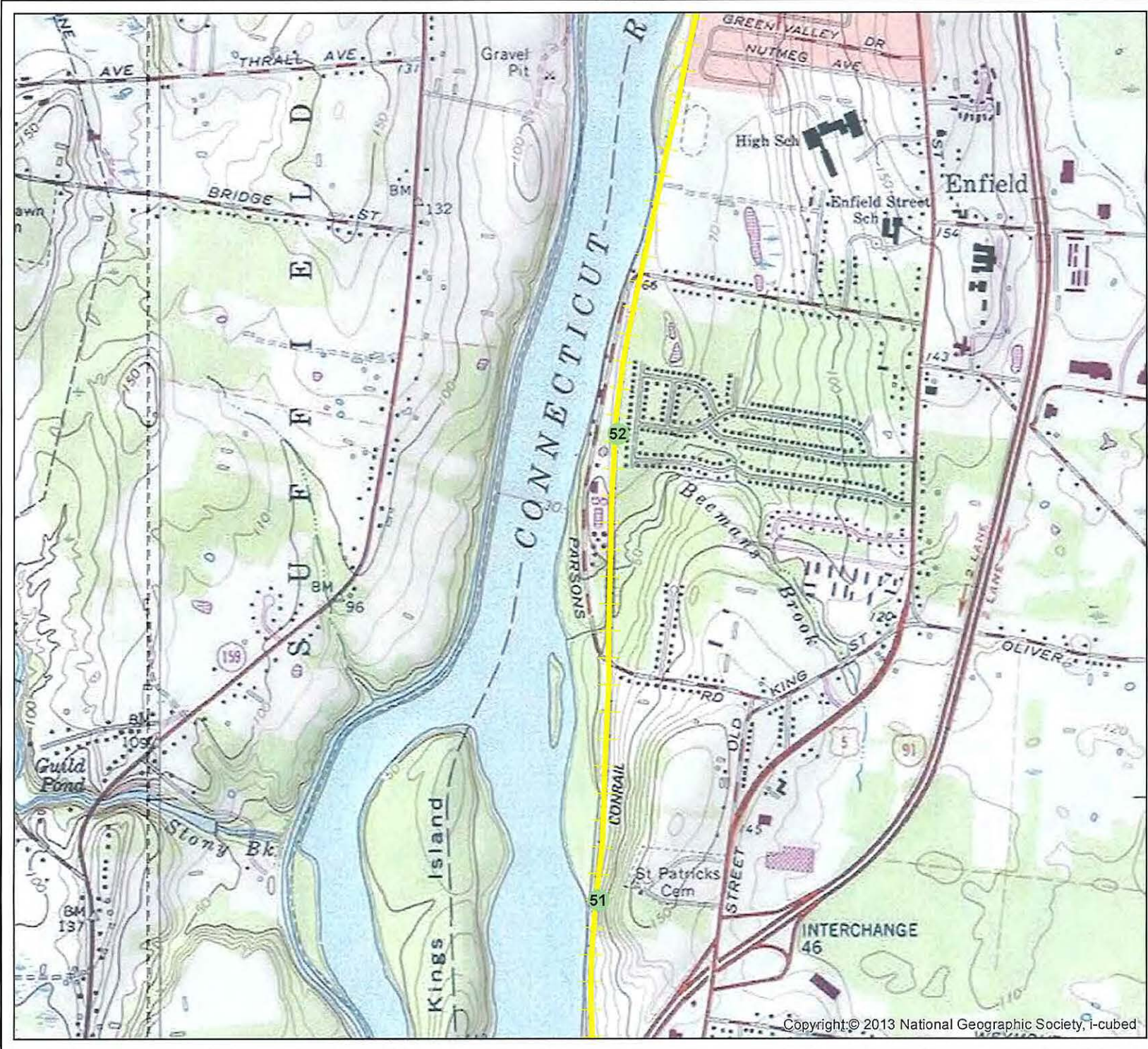
- Legend**
-  New Haven-Hartford-Springfield Railroad
  -  Mile Marker
  -  Track Surfacing and Re-alignment Activity
  -  Track Panel Construction at Grade Crossing



USGS Quadrangle:  
Broad Brook  
1:24,000  
0 500 1,000 2,000 Feet



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



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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 23**

**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing



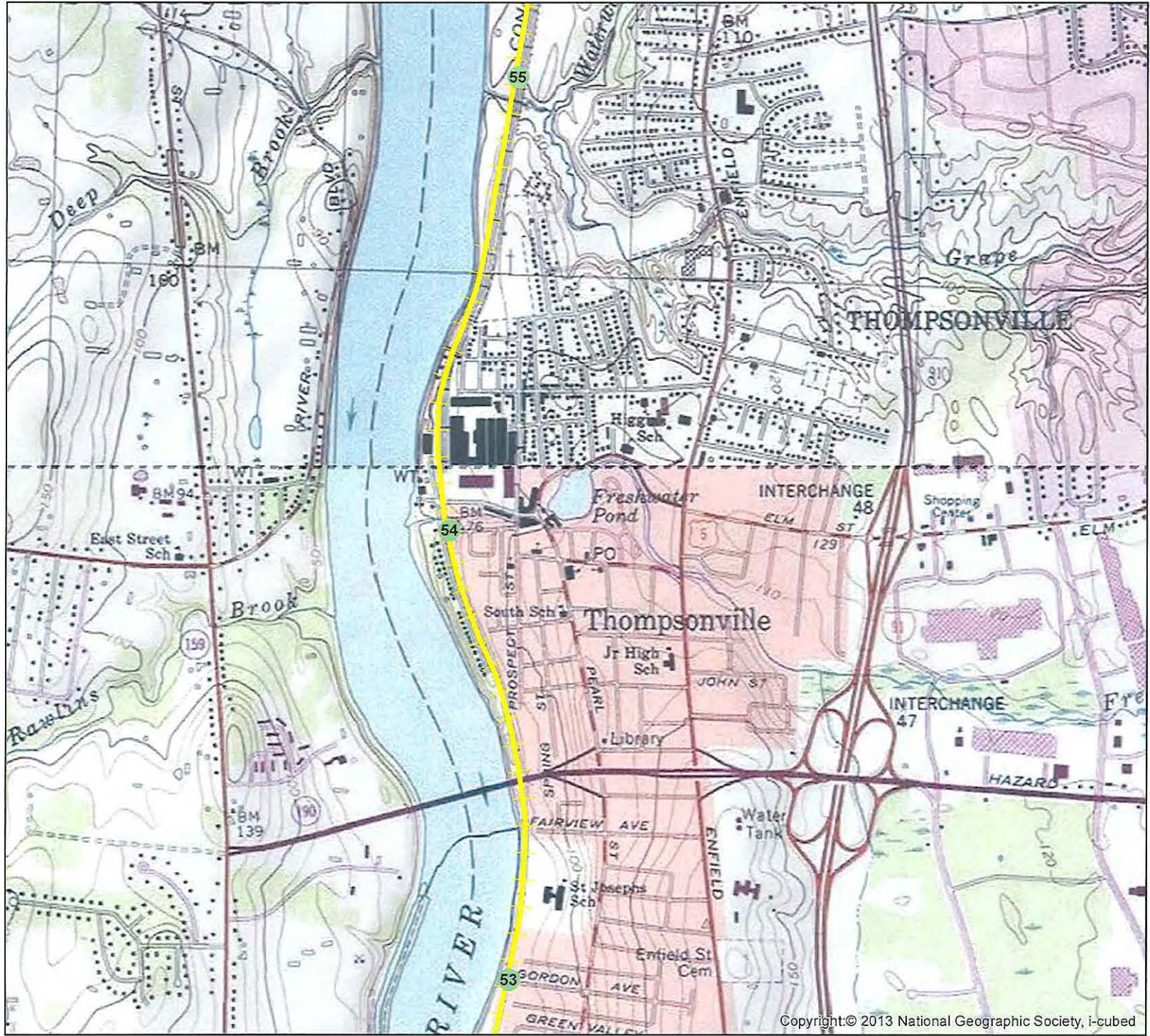
USGS Quadrangle:  
Broad Brook,  
Springfield South

1:24,000

0 500 1,000 2,000 Feet



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





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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 24**

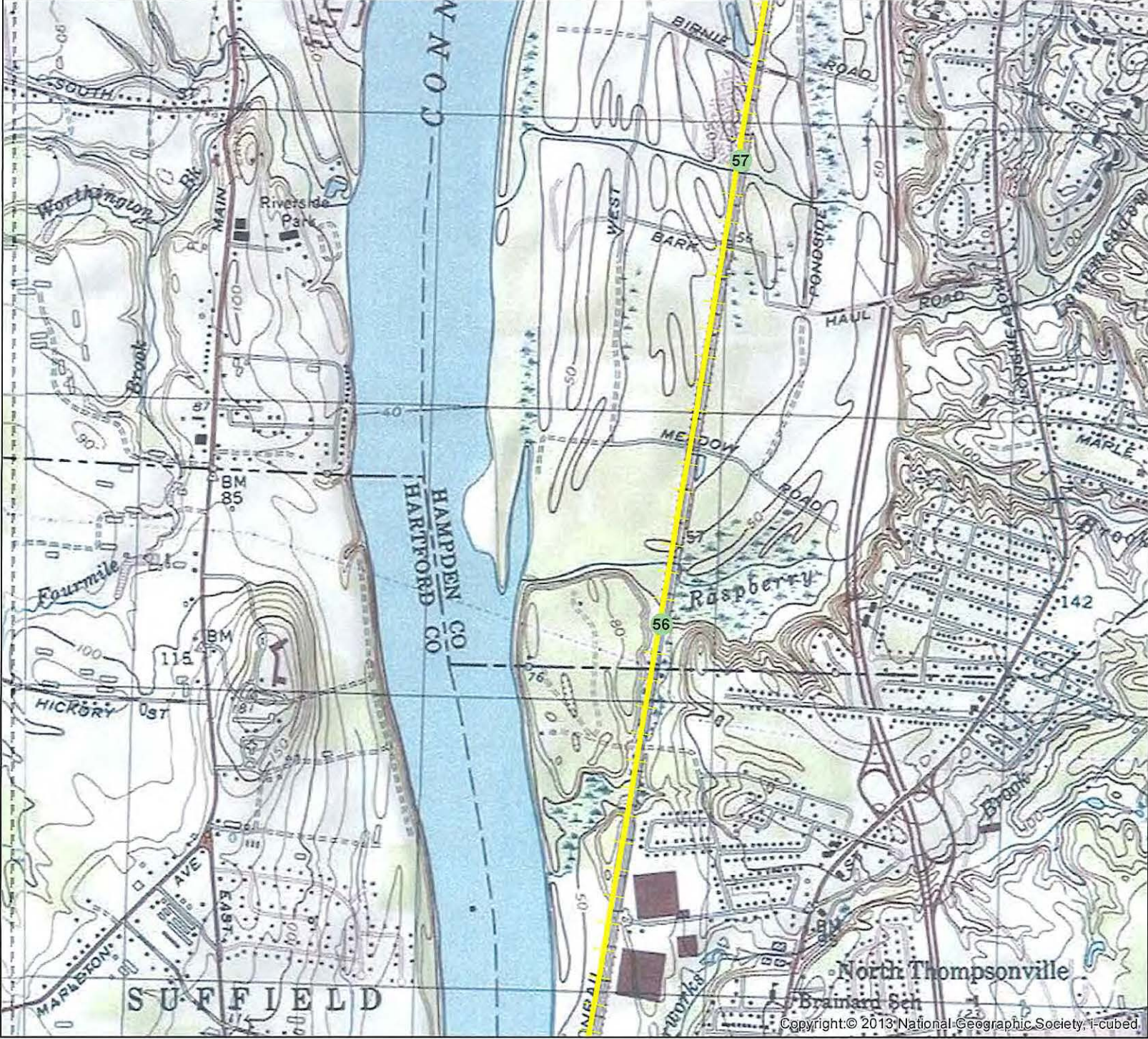
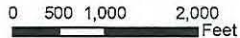
**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing

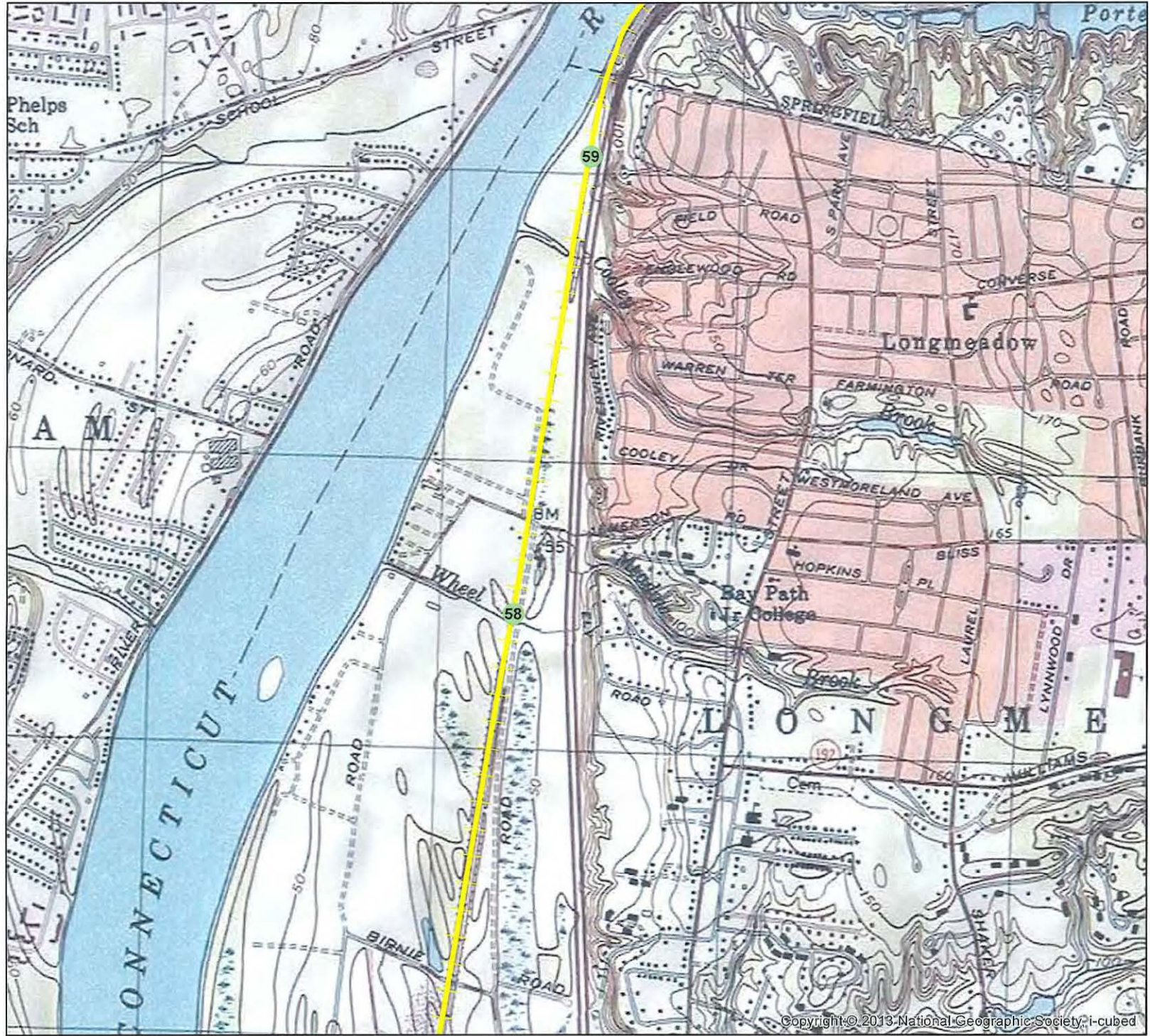


USGS Quadrangle:

Springfield South  
1:24,000



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**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 25**

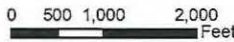
**Legend**

-  New Haven-Hartford-Springfield Railroad
-  Mile Marker
-  Track Surfacing and Re-alignment Activity
-  Track Panel Construction at Grade Crossing







USGS Quadrangle:

Springfield South  
1:24,000



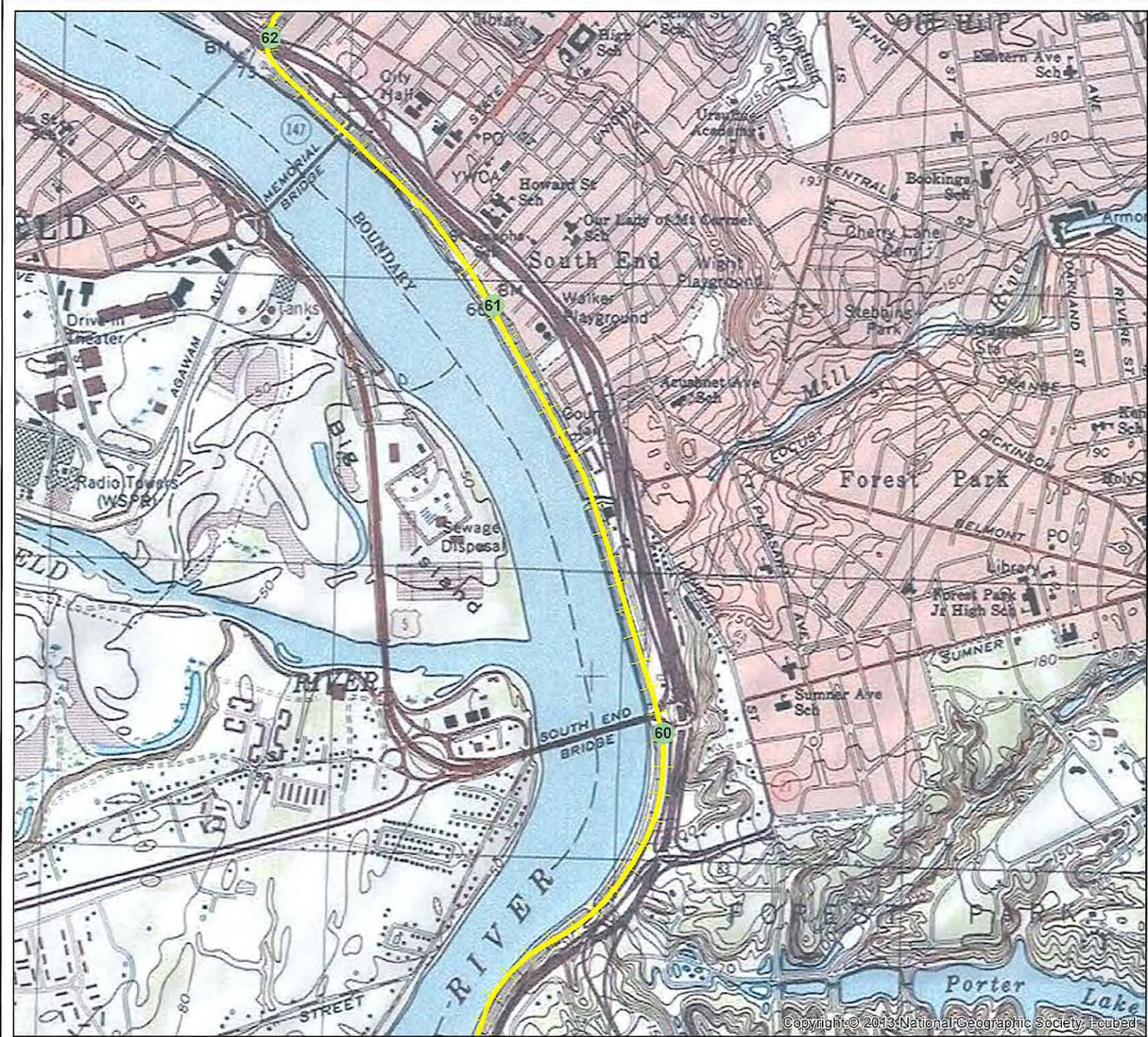
**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

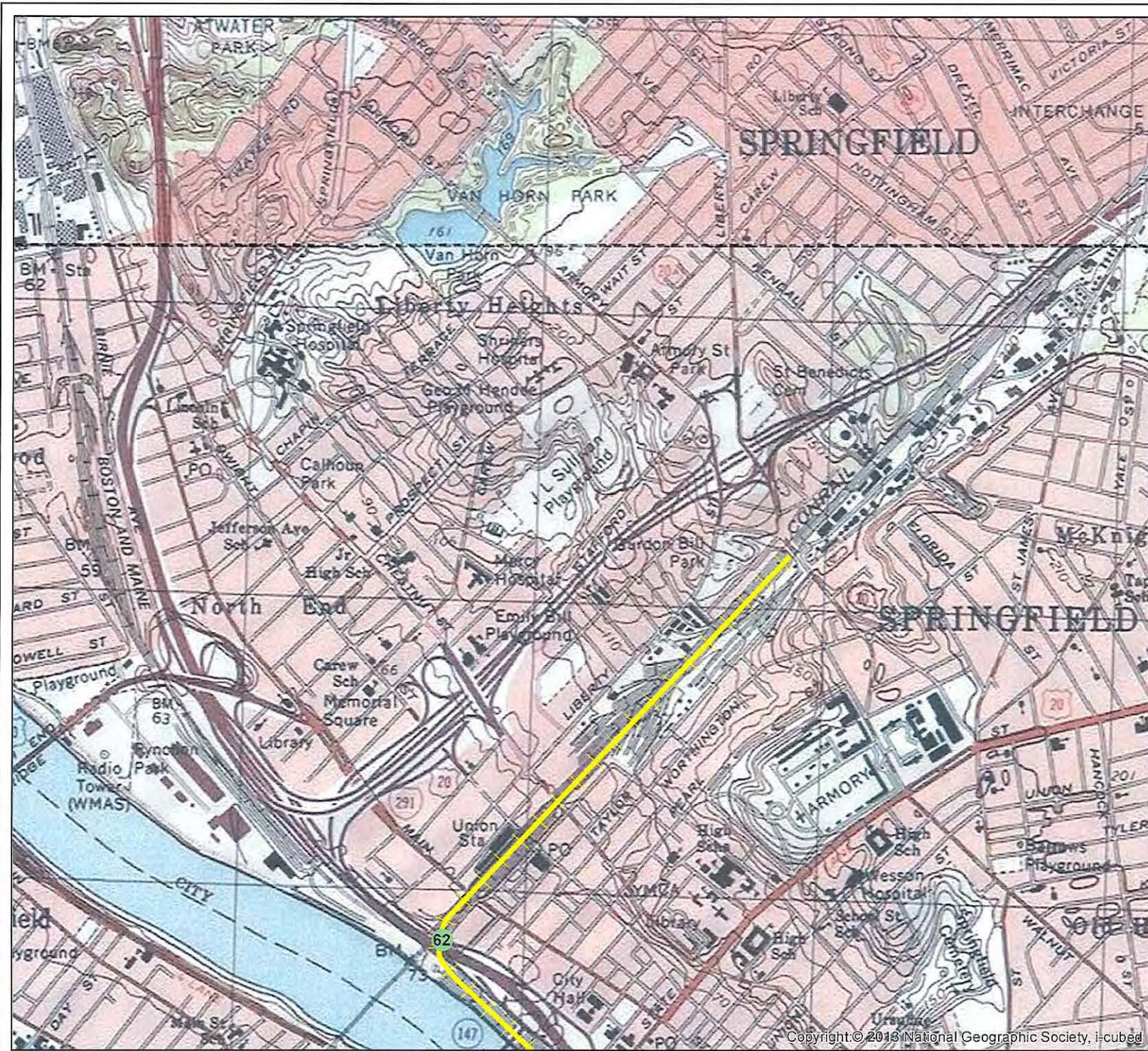
**Attachment B  
Vicinity Map  
Sheet 26**

- Legend**
-  New Haven-Hartford-Springfield Railroad
  -  Mile Marker
  -  Track Surfacing and Re-alignment Activity
  -  Track Panel Construction at Grade Crossing








USGS Quadrangle:  
Springfield South  
1:24,000  
0 500 1,000 2,000 Feet





**New Haven –  
Hartford –  
Springfield Rail  
Program: Main Line  
Improvements**

**Attachment B  
Vicinity Map  
Sheet 27**

- Legend**
-  New Haven-Hartford-Springfield Railroad
  -  Mile Marker
  -  Track Surfacing and Re-alignment Activity
  -  Track Panel Construction at Grade Crossing
- 



USGS Quadrangle:  
Springfield South  
1:24,000

0 500 1,000 2,000 Feet

