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of Transportation
**Federal Transit
Administration**

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MAR 21 2002

Mr. James Byrnes
Acting Commissioner
Connecticut Department
of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

DEPARTMENT OF TRANSPORTATION

MAR 26 2002

COMMISSIONER'S OFFICE

Re: **Record of Decision
New Britain – Hartford Busway
Hartford County, Connecticut**

Dear Mr. Byrnes:

Based upon a review of the environmental documentation, the Federal Transit Administration (FTA) has issued a Record of Decision (ROD) for the New Britain – Hartford Busway project. The proposed project involves the construction of a bus rapid transit facility in a 9.4-mile corridor between downtown New Britain and downtown Hartford. This new facility is expected to greatly enhance the passenger environment and amenities for transit patrons.

Please be advised that in accordance with 40 CFR 1506.6 (b), the Connecticut Department of Transportation (ConnDOT) is required to make this ROD available to all affected Federal, state and local governmental entities as well as to interested individuals.

Please let me know if you have any questions. The FTA looks forward to continuing to work with ConnDOT on this important transit improvement.

Sincerely,

Richard H. Doyle
Regional Administrator

Attachment

RECORD OF DECISION

New Britain – Hartford Busway Hartford County, Connecticut

DECISION

The Federal Transit Administration (FTA) has decided that the requirements of the National Environmental Policy Act of 1969 (NEPA) have been satisfied for the New Britain – Hartford Busway project proposed by the Connecticut Department of Transportation (ConnDOT). This project applies to the Recommended Action described and evaluated in the Final Environmental Impact Statement (FEIS), published by FTA in December 2001.

The facility will be a dedicated Bus Rapid Transit facility (busway) in a 15.1-kilometer (9.4-mile) corridor between downtown New Britain and downtown Hartford, along with any associated improvements to the transit and transportation system that are necessary to make the busway possible. The recommended corridor follows an abandoned rail line from New Britain to Newington Junction. North of Newington Junction, the corridor runs within active Amtrak rights-of-way. A total of up to 12 transit stations (including Union Station in downtown Hartford) would serve the users of this busway. Buses using this corridor would have more competitive travel times when compared with automobiles, since they would bypass congestion on arterial streets and I-84. The facility would permit bus access at intermediate points, so circulator bus routes could readily serve surrounding neighborhoods and then traverse the busway, thus providing a one-seat trip. In addition, the busway will include express, shuttle, circulator and separate feeder bus service. A multi-use trail will be constructed adjacent to the busway from downtown New Britain to the Newington Junction Station and between Park Street and Sigourney Street in Hartford.

Starting from the south and heading north, the recommended busway alignment would begin with a bus-only off-ramp from eastbound Route 72 that would allow buses to directly access a station in downtown New Britain on Columbus Avenue (the former "Greenfields" supermarket). From there, the busway would continue east and north following an abandoned rail line, crossing over Route 9, and crossing Stanley Street at grade. The busway would offer a station near East Main Street, with an at-grade crossing of East Main Street. From there, the busway would continue north, cross Smalley Street at-grade, pass through Fairview Cemetery in a slightly depressed section, and cross under Route 9.

Continuing past Saint Mary's Cemetery, the busway would overpass both East Street and Allen Street, and provide a station just north of Allen Street. The route would continue north, crossing under Route 9 again. From north of Route 9, the route would cross under Route 175 (Cedar Street) to the Cedar Street Station east of Fenn Road. From there, it

would continue to Newington Junction, which is the end of the abandoned rail right-of-way section.

From Newington Junction to the north, the busway would follow the active Amtrak right-of-way. It would pass under the Willard Avenue bridge, with a station in that area (Newington Junction station). The alignment would continue north into the Elmwood section of West Hartford, and overpass both New Britain Avenue and Trout Brook with a station provided north of New Britain Avenue. Continuing northward, the alignment would cross Oakwood Avenue at-grade. A station would be provided in the vicinity of Flatbush Avenue, with the busway overpassing Flatbush Avenue.

The alignment would then cross under I-84, with the proposed New Park Avenue station next to the Stop and Shop supermarket immediately north of I-84 (across from Kane Street). The alignment then would cross Hamilton Street at-grade, and cross over Park Street, with a station at Park Street.

The busway would follow the west side of Amtrak's alignment, passing under the Sisson Avenue interchange, crossing over Capitol Avenue, and under Laurel and Sigourney Streets. In this area, the project would shift Amtrak's existing single track to the east to accommodate the busway. (This track relocation would not preclude Amtrak from adding a second track in the future). The Sigourney Street station would be located between Laurel and Sigourney Streets. The alignment would then cross Flower Street at-grade, pass under Broad Street, and provide a station behind the Legislative Office Building (LOB) parking garage. The alignment would share Amtrak's raised retaining wall above the side of Bushnell Park, pass over Asylum Street, and then come into Union Station on the upper level. From there, the route would ramp down to the intersection of Myrtle, Church and Spruce Streets such that the buses could circulate in downtown Hartford. The design of the alignment in this area would also permit any future busway extensions to radiate out from Union Station.

Approximately 28 new buses will be procured to service this project. No new bus maintenance or bus storage facilities will be required to accommodate these new buses.

BASIS FOR DECISION

The Hartford West Major Investment Study (MIS) process began in 1996 and was completed in 1999. The MIS recommended a hybrid package of improvements, including the New Britain - Hartford Busway as its principal action.

The Draft EIS process for the New Britain - Hartford Busway was initiated in late 1999. The purpose of the Draft EIS was to assess the anticipated environmental impacts of the project as required under the National Environmental Policy Act (NEPA) and the Connecticut Environmental Policy Act (CEPA). As the Draft EIS process progressed, public input was solicited at numerous meetings with individual groups and the general public. Based upon public input, a variety of alignment and station options were

considered. Three alignment options and 21 station options (at 12 locations) were ultimately included in the Draft EIS.

The FTA and ConnDOT published the Draft EIS on March 20, 2001. A 56-day comment period was provided (ending May 18, 2001) for the public and agencies to review the Draft EIS document and provide comments that would be officially entered into the public record. Once the comment period ended, work was initiated on responding to all the comments received and composing the Final EIS, which identifies ConnDOT's recommended action.

The Final EIS notice of availability was published in the Federal Register on December 21, 2001. Copies of the Final EIS were distributed to all Federal, State, and local agencies, private organizations, as well as members of the public who provided substantive comments on the Draft EIS or who requested a copy. The comment period ended on January 22, 2002.

ALTERNATIVES CONSIDERED

Three alignment alternatives were considered in the DEIS for the New Britain-Hartford Corridor: the New Britain-Hartford Busway, the Route 9 Bypass, and the Exclusive Busway in Route 9 Median. Based on the analysis documented in the DEIS, the New Britain - Hartford Busway was selected as the recommended action.

- Alignment Option 1, the New Britain - Hartford Busway." (the Recommended Action), as described above.
- Alignment Option 2, "Route 9 Bypass." This alignment would not have permitted express buses to stop at a station in Downtown New Britain, but would rather continue their routes along Route 9 for several miles in mixed traffic, bypassing New Britain altogether. Exclusive bus-only off- and on-ramps would have been constructed south of Fenn Road in Newington to re-connect to the rail corridors. The exclusive busway would then begin at the Cedar Street station, and contain only nine stations.
- Alignment Option 3, "Exclusive Busway in Route 9 Median." This alignment would have contained the downtown New Britain Station, but rather than continuing through New Britain's East Side, the busway would have run as an exclusive facility in the Route 9 median for about 1.8 kilometers (1.1 miles). It would have bypassed the east side of New Britain and Fairview Cemetery, before re-connecting to the rail corridor north of East Street. This alignment would have contained 11 stations because there would be no station at East Main Street in New Britain.

Rationale for Selecting the Recommended Action's Alignment:

After reviewing the impacts associated with the three alignment options and considering public comment, Alignment Option 1 was selected as the Recommended Action over

Alignment Options 2 and 3. Alignment Option 1 was selected for a variety of reasons. First and foremost, it provides a downtown New Britain station, which was desired by numerous interested parties.

As noted before, the City of New Britain originally made the request that several alignment options be investigated as ways to minimize impacts on the east side of New Britain. The City was an active participant in evaluating the pros and cons of all three-alignment options. The City of New Britain has offered its support for Option 1, contingent on a number of additional conditions.

Compared to Option 2, Option 1 provides a higher level of service to New Britain, which would have been greatly diminished in Option 2's bypass of New Britain, and its three fewer stations. Option 1 avoids the need for local buses destined for the busway to navigate through local New Britain streets, as would be the case in Option 2. As Option 1 would construct a multi-modal center in downtown New Britain, it would improve the situation on Bank Street, where interstate coach buses have to pick up passengers on the street, creating congestion and disorderly conditions. Option 1 also offers redevelopment potential to enhance downtown New Britain. Finally, Option 1 would provide a dedicated bus right-of-way within New Britain, whereas Option 2 would require buses to be routed in mixed traffic on Route 9.

Option 1 was also selected over Option 3 for a number of reasons. Option 3 offered a dedicated busway and a multi-modal downtown New Britain Station like Option 1. However, Option 1 would offer an additional station on the east side of New Britain not included with Option 3, and would offer potential redevelopment opportunities at a vacant industrial site next to that station. Option 1 would also be much more cost effective than Option 3, which would require significant reconstruction of Route 9 median, which contains bedrock.

Public Opportunity to Comment:

The project had an extensive public involvement component leading up to the release of the Draft EIS, involving an Advisory Committee, town and city staffs, and neighborhood groups. The public has been receiving information on the project through a web site, newsletters, a toll-free hotline, email mailings, print ads, and news releases.

Since the release of the Draft EIS, the following activities have taken place:

- The public, organizations, businesses and agencies were afforded a 56-day comment period to comment on the Draft EIS from March 20, 2001 through May 18, 2001. The public could provide comments in writing (by email, by fax, or on a comment form at a hearing/meeting), by email, or through the project web site.
- Two public open house meetings were held on April 3, 2001 in Newington and on April 4, 2001 in West Hartford (Elmwood) to provide information on the project. The public had an opportunity to talk informally with the project team and write

comments on the project. Plan sheets for the project were on display, and a video was provided for the public to watch.

- Two public hearings were held on April 24, 2001 in New Britain and again on April 26, 2001 in Hartford, to take public and private testimony from interested parties. The public hearings were preceded by an open-house session, where plan sheets were on display, and a video was provided for the public to watch.

MEASURES TO MINIMIZE HARM

ConnDOT will design and incorporate all mitigation measures included in the FEIS for the recommended action and those measures identified during final design. FTA will require in any future funding agreement on the project and as a condition of any future grant or Letter of No Prejudice for the project, that all committed mitigation be implemented in accordance with the FEIS. FTA will require that ConnDOT periodically submit written reports on its progress in implementing the mitigation commitments. FTA will monitor this progress through quarterly reports of final engineering and design, land acquisition for the project, and construction of the project. The measures to minimize harm are fully described in the FEIS and are summarized in Attachment A to this document.

With regard to any commitments made in the FEIS concerning operations and fares, FTA may not regulate the operation of the busway and, after a grant is made, may not regulate any charge for the system. 49 U.S.C. § 5324(c). ConnDOT, however, may regulate operations and charges through local decisionmaking.

DETERMINATIONS AND FINDINGS

Section 5324(b) of the Federal Transit Laws, 49 U.S.C. §§ 5301, et seq.

The environmental record for the New Britain - Hartford Busway Project includes the previously referenced Draft and Final Environmental Statements (March 2001 and December 2001, respectively). These documents represent the detailed analysis and findings required by NEPA and by Section 5324(b) of the Federal Transit Laws, 49 U.S.C. §§ 5301, et seq. pertaining to:

- the environmental impact of the proposal;
- adverse environmental effects that cannot be avoided;
- alternatives to the proposal; and
- irreversible and irretrievable impacts on the environment.

On the basis of the evaluation of social, economic and environmental impacts contained in the FEIS and the written and oral comments offered by the public and by other agencies, the FTA has determined in accordance with Section 5324(b)(3)(A) that:

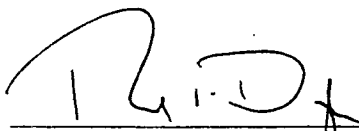
- An adequate opportunity to present views was given to all parties with a significant economic, social, or environmental interest;
- The preservation and enhancement of the environment, and the interest of the community in which the project is located, were considered; and
- No adverse environmental effect is likely to result from the project, or no feasible and prudent alternative to the effect exists and all reasonable steps have been taken to minimize the effect.

Conformity with Air Quality Plans

Section 176(c) of the Clean Air Act, as amended, requires that transportation plans, programs, and federally-funded projects be found to conform to the State Implementation Plan for air quality. This requirement is implemented through regulations of the Environmental Protection Agency which establish the criteria and procedures for demonstrating conformity (40 CFR Part 93). The New Britain-Hartford Busway is included in the current transportation plan for the Hartford area which was found to conform on May 10, 2001. The project is also in the current transportation improvement program which was found to conform on October 1, 2001. The air quality analysis contained in the Final EIS demonstrated that the project-level conformity criteria have been fully met. Predicted carbon monoxide concentrations due to the project are well below the national air quality standard.

No negative air quality impacts are expected due to implementation of the New Britain - Hartford Busway Project. Therefore, the Busway conforms to the SIP. Regional air quality is expected to benefit from reductions in vehicle mile traveled (VMT) associated with the construction of a mass transit facility. Therefore, no mitigation measures are required for potential air quality impacts of project operation.

FTA finds that the project conforms to the air quality plans for the Hartford metropolitan area.



Richard H. Doyle
Regional Administrator

3/13/02

Date

**New Britain – Hartford Busway
Measures to Minimize Harm
Attachment A**

Throughout the NEPA process, ConnDOT has made extensive commitments related to design and construction of the New Britain – Hartford Busway. The following is a summarized list of the project team's (ConnDOT, its consultants and contractors, and FTA) commitments on this project, along with references to where more elaboration on these commitments can be found. Where the term "stakeholders" is mentioned below, this includes the wide variety of interested parties on this project, such as local citizens, town/city staffs, business interests, community groups, regional planning agencies, state regulatory agencies, federal regulatory agencies, and any other such parties. Commitments that follow have been broken into three groups: General Project-Wide Commitments, Station Commitments, and Other Commitments at Specific Locations. There are also references to the specific sections of the FEIS in which these project commitments are discussed in greater detail. At the end of this attachment, a list of permits needed for this project is identified.

With reference to any commitments concerning operations and fares, FTA may not regulate the operation of the busway and, after a grant is made, may not regulate any charge for the system: 49 U.S.C. § 5324(c). ConnDOT, however, may regulate operations and charges through local decisionmaking.

General Project-Wide Commitments:

The project team will:

1. Actively engage stakeholders in providing input on the design of the busway during the design process. An extra effort will be made to reach out to minority and low-income populations to ensure that the project's public involvement meets the spirit of Executive Order 12898 and Title VI of the Civil Rights Act of 1964. Future commitments to meet with stakeholders are mentioned throughout the Final EIS, especially throughout Section 6.4.
2. Encourage efforts by the four communities and the region to extend the multi-use trail system beyond the busway study area. (Section 1.1.2).
3. Design all busway facilities in compliance with the ADA, and stakeholders will have an opportunity to provide input on this issue during the design process. (Section 2.2.1)
4. Incorporate a wide variety of "Defensible Space" measures into the design of the project (Section 2.2.2.) Stakeholders will have opportunities for input on this issue during design.
5. Work with local and state law enforcement agencies during the design phase to ensure proper security is provided at facilities. (Section 2.2.2)

6. Work with stakeholders to provide context-sensitive solutions for the project during the design phase that provide continuity among busway facilities to help establish an identity to the system while also relating to the specific neighborhood. A comprehensive analysis in the form of a Context Sensitive Design Report will be prepared to achieve the best results. This report will catalog local amenities, study vernacular trends, and compile images that describe the local neighborhood fabric. This report will serve as a template to guide the aesthetic design of busway amenities, including stations, bridge structures, screen walls, landscaping, and visible utilities. (Section 2.2.3, 4.11)
7. ConnDOT will work with local communities regarding bridge design features. (Sections 2.2.3, 4.11)
8. Formulate a landscaping plan for all busway facilities during the design phase of the project. ConnDOT will make a commitment to provide stakeholders with opportunities to provide input into the landscaping plan. (Section 2.2.4)
9. In design, preserve as many mature trees as is reasonable and feasible (except for invasive or undesirable species) for the portion of the corridor on the abandoned rail line. Existing vegetation will be augmented where reasonable and feasible. (Section 2.2.4)
10. Make decisions on lighting (pedestrian facilities, parking, station areas, etc.) during the design phase with input from stakeholders. (Section 2.2.5)
11. Determine placement of fixed and variable signs within the busway facility during the design phase, with input from stakeholders. Signs, other than the ITS system, will emphasize graphic, readily understood messages, rather than rely on written messages. (Section 2.2.6)
12. Examine bridges throughout the corridor during the design phase to ensure their adequacy for this project. (Section 2.3.2)
13. Construct a multi-use trail between Downtown New Britain and Newington Junction and between Park Street and Sigourney Street as part of this project. (Sections 2.3.3, 4.12)
14. Encourage Hartford, West Hartford, Newington and CROCOG to complete multi-use trail connections beyond the busway corridor between Newington Junction and Park Street and between Sigourney Street and Union Station. (Section 2.3.3)
15. Actively coordinate with Amtrak, Connecticut Southern railroad, and Guilford Rail throughout the design process. (Sections 2.3.5, 4.14)
16. Design walls at stations next to Amtrak to protect pedestrians from the wind generated by a passing train and any debris that might be kicked up by the train. Visual features of walls will include stakeholder input. (Section 2.4)
17. Incorporate all features of stations as described in greater detail in the descriptions in Sections 2.4.1 through 2.4.12 into station designs during the design process as is reasonable and feasible. Stakeholder input will be solicited actively for all stations during the design process. Specific commitments at each station are described under "Station Commitments" below.
18. Continue working with the four communities as well as the regional planning agencies (CROCOG and CCRPA) in their efforts to encourage TOD, redevelopment and new development that benefit the busway and the communities at large. The

- team will work with any station-area planning efforts that the four communities and regional planning agencies undertake. (Section 2.5, 4.3)
19. Examine alternative bus fuel types and purchase buses that use proven technology, are not cost prohibitive and are practical. (Section 2.6 and 4.2)
 20. Permit emergency vehicles to enter the busway if an emergency on the busway or any adjoining area required it. In addition, during the design process, the team will contact local fire officials and fire hydrants will be located along the busway to meet the fire protection needs. (Section 2.7.1.6)
 21. Continue to coordinate with the Downtown Hartford Circulation Study that is still underway (Section 2.7.2.2)
 22. Provide noise mitigation in the form of noise barriers at four locations: Cottage Place, Cornerstone Condominiums, Willard Avenue area, Francis Avenue, as described in greater detail in Section 4.1. The team will actively coordinate with residents during the design phase of the project to ensure that barriers are attractive and fit into their surroundings. In the case of the property at 225 Smalley Street, ConnDOT will work with the owner to determine ways to mitigate the effects of noise/privacy loss at his property, which likely would not be able to accommodate a noise wall because of sight line limitations at the Smalley Street intersection. (Section 6.4.7, response to citizen comments).
 23. Provide decorative surface treatments and/or landscaping where reasonable and feasible to soften the appearance of noise barriers in residential areas. (Section 4.1; Section 6.4.7, response to citizen comments).
 24. Consider installation of noise barriers at the four mitigation locations cited above in advance of busway construction if feasible and reasonable. (Sections 4.1, 4.15.1)
 25. Review local city/town noise ordinances, if they are relevant, during the design phase of the project and consider if regular busway operations would create any noise that violates local ordinances. Design considerations may be needed to ensure that noise levels generated by the stations themselves do not violate local ordinances. (Section 4.1)
 26. Conduct property acquisition and provide relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. §§ 4601, et seq., and Chapter 135 of the State of Connecticut General Statutes. (Sections 4.3, 4.13)
 27. Mitigate impacts on wetlands as described in greater detail in Section 4.5, with the priority of avoiding, minimizing, and then mitigating wetland impacts in that order of priority. A comprehensive wetland mitigation plan will be formulated in cooperation with ACOE and DEP. Mitigation would emphasize the replacement of the functions and values of the impacted wetlands, and would be provided within the watershed where impacts occurred if possible.
 28. Coordinate with DEP and ACOE during design to determine exact impacts, necessary mitigation, and permit needs on surface waters (Section 4.6)
 29. Produce a stormwater pollution control plan, to be submitted to DEP's Water Management Bureau. A goal of 80 percent removal of total suspended solids from stormwater discharge shall be used in designing and installing stormwater management measures: BMPs will be used both during and post-construction and as part of design. (Section 4.6)

30. Mitigate impacts upon floodplains as described in Section 4.7. The team will evaluate drainage issues during design, and incorporate Best Management Practices.
31. Evaluate the potential for use of pervious surfaces (which allow natural downward drainage, e.g., unpaved or vegetated surfaces) at stations during the design phase to improve groundwater infiltration. The team will consider designing station areas with pervious surfaces where feasible and reasonable. (Section 4.8, 6.4.4 [responses to City of Hartford/NRCS comments])
32. Consult with DEP's Inland Fisheries Division and the US Fish and Wildlife Service during design to determine if fisheries habitat enhancements can be made to locations where culverts are replaced, repaired, or modified. (Section 4.9)
33. Mitigate hazardous/contaminated materials as described in Section 4.10.
34. Provide bicycle racks at all busway stations (Section 4.12).
35. Work with stakeholders during the design phase to determine if bicycle lockers at stations are reasonable and practical. ConnDOT is presently preparing to test bike racks on their new buses in the Stamford Division and will consider future implementation of bus racks if the trial usage in Stamford is successful. (Section 4.12)
36. Make pedestrian improvements that ease access of pedestrians in the immediate vicinity of stations as shown on station concepts shown in Chapter 2. ConnDOT will also push for local communities to make pedestrian improvements beyond the vicinity of busway stations. (Section 4.12, Section 6.4.6 [responses to Parkville Revitalization Association comments])
37. Provide appropriate traffic control at all new at-grade crossings that are created by the project to ensure safe crossings by all modes, including pedestrians and bicycles. (Section 4.12)
38. Follow all of the commitments in mitigation for Amtrak as listed in Section 4.14. These commitments include design requirements, signal design, maintenance concerns, etc.
39. Follow all of the commitments to mitigate construction impacts as listed in Section 4.15. These commitments cover noise, air quality, water quality, traffic flow, property access, utilities, emergency services, visual quality, excess materials, and hazardous materials.
40. Encourage the Connecticut Department of Community and Economic Development and OPM to be involved in any station area planning/TOD efforts. ConnDOT will encourage those state agencies and others to find ways to generate financial support for TOD initiatives. (Section 6.4.3, responses to CRCOG, Section 6.4.6, responses to Parkville Revitalization Association comments).
41. Coordinate with the City of New Britain during the design phase regarding design of all the following within the city: bridges/abutments, station locations/designs, noise remediation efforts, the busway roadway, busway barriers, decorative elements (Section 6.4.4, responses to City of New Britain comments).
42. Determine electronic infrastructure needs for the busway during the design phase. If there were a need for new electronic infrastructure to be installed, ConnDOT would leave excess room available for possible private use if reasonable and feasible. (Section 6.4.6, response to Parkville Revitalization Association comments).

43. Work with stakeholders and the design team to ensure that bike-friendly stairs, if appropriate, are offered at station. (Section 6.4.6, response to Parkville Revitalization Association comments).
44. Coordinate with nearby stakeholders during the design phase to determine if pay phones should be provided at stations. All stations will have emergency call boxes. (Section 6.4.6, response to Parkville Revitalization Association comments).
45. Offer the Parkville Revitalization Association and Real Art Ways opportunities during the design phase and beyond to find ways to provide public art at busway facilities that will enhance the busway experience while being resistant to vandalism. (Section 6.4.6, responses to Parkville Revitalization Association comments).
46. Consider "sustainable parking principles" at stations during the design phase to minimize the need for new parking area, and implement them where feasible and practicable. (Section 6.4.6, responses to Parkville Revitalization Association comments).
47. Coordinate with affected stakeholders during the design process to ensure that covered walkways associated with the busway do not become problem areas for loitering, vandalism, or maintenance. (Section 6.4.6, responses to Parkville Revitalization Association comments).
48. Keep the busway corridor dedicated for transit use, and will not alter the corridor in the future to serve as a regular state roadway open to general traffic. (Section 6.4.7, response to citizen comments).

Station Commitments:

The project team will consider, during the design phase, the provision of a wide variety of station amenities at each station location, with extensive stakeholder input (Section 2.2.7). At all stations, all amenities and features will be provided as outlined in the concept drawing and station descriptions for each station (Sections 2.4.1 through 2.4.12) unless changes are determined to be necessary during the design phase. Stakeholder input will be solicited.

Some additional specific commitments for stations that the project team will make:

Cedar Street Station D1:

49. Consider constructing a station on CCSU property (south of Route 175 and east of Route 9) in the future if CCSU is able to develop the site as an East Campus extension. Additionally, under that scenario, the team will re-evaluate the Cedar Street station for its ridership potential at that time, and the Cedar Street Station would be retained or redeveloped as appropriate. (Section 2.4.4)

Newington Junction Station E1

50. Determine during the design phase how to move, rehabilitate, and re-use an old railroad work building west of the tracks at the Newington Junction station. The

SHPO will be provided oversight of this effort during the design phase (Sections 2.4.5, 5.2.3)

51. Provide signage and other elements to increase this station's visibility from Willard Avenue (Section 6.4.7, response to citizen comments).

Elmwood Station F1

52. Work with the Town of West Hartford in its effort to encourage joint development/co-development at the Elmwood station building. (Section 6.4.7, Citizen letter/comment sheet responses).

New Park Avenue (Kane Street) Station H2

53. Consider use of pervious materials for areas that are not already paved. (Section 6.4.4, responses to City of Hartford/NRCS comments)
54. Design the station to not preclude provision of a future connection to the proposed extension of Bartholomew Avenue under the Westside Access project. (Section 6.4.6, response to Parkville Revitalization Association comments)

Park Street Station I4

55. Encourage efforts on the part of Parkville and the City of Hartford to find redevelopment opportunities for the 17-35 Bartholomew Street site, which is across Amtrak from the station. (Section 6.4.6, responses to Parkville Revitalization Association comments).
56. Take into consideration the need for adequate drainage under the reconstructed Park Street overpass. (Section 6.4.6, responses to Parkville Revitalization Association comments).
57. Require the bridge designer to leave adequate width for the reconstructed portion of the Park Street bridge to accommodate bicycle lanes underneath. (Section 6.4.6, responses to Parkville Revitalization Association comments).
58. Continue to coordinate with Sack Oil during the design phase regarding right of way impacts from the Park Street station. The layout currently being proposed is conceptual. ConnDOT acknowledges the impacts upon this business that the construction of the Park Street Station will create; however, at this time, the actual design of the station has not been definitively determined, and the exact extent of impacts cannot be quantified. A Property Agent will be assigned to Sack Oil once the rights of way process has commenced. This agent will discuss in detail any and all compensation they may be eligible for under the Uniform Relocation Assistance and Real Property Acquisition Policies Act. The agent will determine the possibility for purchasing excess property to reconfigure the site to allow Sack Oil to remain at their current location. (Section 6.4.6, responses to Parkville Revitalization Association comments).

Armory/LOB Station K1

59. Investigate possible improvements to this station layout during the design phase of the project. (Section 6.4.4, responses to City of Hartford).

Other Commitments at Specific Locations:

The project team will:

60. Signalize the intersection of Stanley Street and Dwight Street in New Britain, and the signal will be coordinated with the Stanley Street intersection of the busway corridor. (Section 2.3.4)
61. Lower the grade of the busway through Fairview Cemetery (Section 2.3.6). Consideration will be given to sightlines at the newly created at-grade intersection connecting the two sides of the cemetery. The team will work actively with the Fairview Cemetery Board during the design phase to mitigate the negative effects of the project on the cemetery, including lowering the grade of the busway and providing additional visual screening. Barriers will have visual treatments, such as textured surfaces, landscaping, etc. to soften their appearance. Efforts will be taken during the design and construction phases to retain as many non-invasive mature trees as possible within the busway/cemetery interface. Similar measures will be taken in Saint Mary's Cemetery. (Section 4.11)
62. Grade-separate the area of the busway over East Street and Allen Street (Section 2.3.7)
63. Grade-separate the area of the busway over Flatbush Avenue (Section 2.3.8)
64. Provide photographic and narrative documentation to SHPO of the Amtrak bridge over Trout Brook and Amtrak Culvert near the I-84 Sisson Avenue Interchange. (Section 5.2.3)
65. Assess during the design phase the need for pre-construction archaeological investigations, including remote sensing studies, in Fairview Cemetery to ensure the absence of unmarked graves within the construction area. As recommended by State Historic Preservation Officer, ConnDOT will coordinate with the Office of the State Archaeologist at the University of Connecticut during this pre-construction activity. No impacts to graves are anticipated. However, if it is determined that remote sensing is needed, the project team will pursue these investigations. (Section 5.2.3)

PERMITS NEEDED FOR THE PROJECT

At the current concept level of the busway, the following permits (listed in Table 4.17-1) are anticipated to be needed for the project. Alterations to the busway concept during the design phase could require other permits, or perhaps avoid the need for some of the permits listed below.

Permits Anticipated to be Needed Prior to Construction

| Permit Type | Statutory Authority | Issuing Agency |
|---|------------------------------|----------------------------|
| Clean Water Act of 1972: Section 404 (Impact on Waters [wetlands] of the U.S.) | 33 USC 1251 et. seq. | US Army Corps of Engineers |
| Clean Water Act of 1972: Section 401 (Water Quality Certification) | 33 USC 401 | Connecticut DEP |
| Connecticut Inland Wetland and Watercourses Act | CGS 22a-36 through 22A-45 | Connecticut DEP |
| Flood Management Certification | CGS 25-68(b-h) | Connecticut DEP |
| Stream Channel Encroachment | CGS 22a-342 | Connecticut DEP |
| Water Diversion | CGS 22a-372(e) | Connecticut DEP |
| National Pollution Discharge Elimination System (NPDES) | CGS 22a-430b | Connecticut DEP |