

**Commonwealth of Massachusetts**  
**Executive Office of Environmental Affairs ■ MEPA Office**

**ENF**

**Environmental  
Notification Form**

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>
EOEA No.: <i>13821</i> MEPA Analyst: <i>Briony Angus</i> Phone: 617-626- <i>1029</i>

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: South Street Reconstruction Project		
Street: South Street		
Municipality: Dalton	Watershed: Housatonic	
Universal Transverse Mercator Coordinates: 4701392.125N (start); 4703524.664N (end), Zone 18 648767.113E (start); 649785.175E (end), Zone 18	Latitude: 42:27:9 (start); 42:28:17 (end)	Longitude: -72:11:27 (start); -73:20:41(end)
Estimated commencement date: 4/1/2007	Estimated completion date: 10/1/2008	
Approximate cost: \$5.9 million	Status of project design: 75 %complete	
Proponent: Massachusetts Highway Department		
Street: 10 Park Plaza		
Municipality: Boston	State: MA	Zip Code: 02122
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Jess Lavallee		
Firm/Agency: MassHighway	Street: 10 Park Plaza	
Municipality: Boston	State: MA	Zip Code: 02122
Phone: 617.973.7442	Fax: 617.973.8879	E-mail: Jessica.lavallee@mhd.state.ma.us

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?  
 Yes  No
- Has this project been filed with MEPA before?  
 Yes (EOEA No. \_\_\_\_\_)  No
- Has any project on this site been filed with MEPA before?  
 Yes (EOEA No. \_\_\_\_\_)  No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- |  |                              |  |
|--|------------------------------|--|
| a Single EIR? (see 301 CMR 11.06(8))           | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| a Special Review Procedure? (see 301CMR 11.09) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| a Waiver of mandatory EIR? (see 301 CMR 11.11) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| a Phase I Waiver? (see 301 CMR 11.11)          | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): Massachusetts Highway Department (\$5.9 million): 2006 & 2007 TIP - 80% Federally Funded and 20% State Funded.

Are you requesting coordinated review with any other federal, state, regional, or local agency?  
 Yes (Specify: )  No

List Local or Federal Permits and Approvals:  
MA Wetlands Protection Act Order of Conditions; Army Corps of Engineers Section 404 Category I MA PGP (non-reporting); EPA National Pollution Discharge Elimination System Permit, NEPA Categorical Exclusion, Section 4 f Evaluation

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- |                                 |                                       |  |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land   | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands      |
| <input type="checkbox"/> Water  | <input type="checkbox"/> Wastewater   | <input checked="" type="checkbox"/> Transportation             |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air          | <input type="checkbox"/> Solid & Hazardous Waste               |
| <input type="checkbox"/> ACEC   | <input type="checkbox"/> Regulations  | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
<b>LAND</b>				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i>
Total site acreage	14.6			
New acres of land altered		2.3		
Acres of impervious area	8.1	0.78	8.88	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
<b>STRUCTURES</b>				
Gross square footage	1,900	-1,900	0	
Number of housing units	1	-1	0	
Maximum height (in feet)	30	-30	0	
<b>TRANSPORTATION</b>				
Vehicle trips per day	0	0	0	
Parking spaces	0	20	20	
<b>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	0	0	0	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	0	0	0	
Length of water/sewer mains (in miles)	0	0.31	0.31	

**CONSERVATION LAND:** Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify \_\_\_\_\_)  No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify \_\_\_\_\_)  No

**RARE SPECIES:** Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of

Rare Species, or Exemplary Natural Communities?

Yes (Specify \_\_\_\_\_ )  No

The Massachusetts Natural Heritage and Endangered Species Program (NHESP) Atlas, dated July 1, 2003, and MassGIS online mapping (data updated June 2005) were consulted during the preparation of this ENF. According to these sources, there are no mapped rare species habitat area at, or in close proximity to, the proposed project area.

**HISTORICAL /ARCHAEOLOGICAL RESOURCES:** Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify)  No

A review of the State/National Registers of Historic Places revealed three listed properties, districts or sites within or adjacent to the project area. The Crane Museum (Old Stone Mill Rag Room) is located off main and South Streets, is the oldest extant Crane and Co. and has been designated as a National Historic Landmark. The property will not be impacted by the proposed project. The Dalton Grange Hall #23, a one and a half story gable roof building constructed in 1879 and located at the intersection of South Street and Grange Hall Road, had been listed individually in the National Register but was demolished in 1980s. At the site of the former Grange hall a large boulder with two metal plaques commemorates the building. The monument will not be disturbed as a result of the proposed project. The National Register-listed Cranesville Historic District encompasses the northerly end of the project area, beginning at Porter Avenue and extends north beyond the bounds of the project area. A review of the Inventory of Historic and Archaeological Assets of the Commonwealth revealed only one inventoried property within the project area not included in the Cranesville Historic District: Browie Apartment House. However, it appears that the house, a 2 story clapboard, side-gable building reportedly constructed in 1789, has been either moved or demolished because its former site (as indicated on the inventory form map) is now occupies by a single-story ranch house and a late 20<sup>th</sup> century "McMansion". The vacant house at 1125 South Street, whose demolition is proposed as a part of this project, is neither listed in the National Register of Historic Places nor included in the Inventory of Historic and Archaeological Assets of the Commonwealth and even though the structure appears to have been located on the site since at least 1858, the loss of integrity and lack of architectural distinction and apparent historical insignificance, the house does not meet the criteria for individual listing in the National Register of Historic Places, nor would it contribute to any possible historic district. The existing 9.8 foot span culvert (D-01-021), which presently carries South Street over Barton Brook was constructed in the late 19<sup>th</sup> century and expanded in presumably the early 20<sup>th</sup> century. The culvert has been reviewed and evaluated for eligibility for listing in the National Register of Historic Places by MassHighway's Historic Bridge Specialist and has been found to be "Not Eligible" for inclusion on the National Register. Little or no archaeological potential can be ascribed to the project impact area based on the nature of the proposed work and the absence of recorded prehistoric archaeological sites, unfavorable environmental attributes (i.e. embankments) and the effects of past roadway, drainage and utility construction and roadside development.

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify \_\_\_\_\_ )  No

**AREAS OF CRITICAL ENVIRONMENTAL CONCERN:** Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify \_\_\_\_\_ )  No

**PROJECT DESCRIPTION:** The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

*Project Description:*

The proposed project involves the reconstruction of a 1.7-mile section of South Street in Dalton, beginning at

Division Road, at the Dalton/Pittsfield town line, and extending north to Main Street, (State Routes 8 and 9). The average daily traffic in 2001 was 7,830 and is expected to be 9,554 by the year 2021. The existing roadway surface is deteriorating and the horizontal and vertical alignments do not meet current minimum safety requirements. The existing paved varies from 24.5 feet to 26.9 feet with two 12-13 foot travel lanes and no defined shoulder, which provides little room for bicycle traffic. There is currently no continuous sidewalk along the corridor. MassHighway is proposing to reconstruct and slightly realign the roadway in order to improve vehicular, bicyclist, and pedestrian safety along the project route.

The project involves widening the existing 24.5 to 26.9-foot roadway by 6.7 feet for a total width of 31.2 feet. The increased width of the roadway will accommodate 4-foot shoulders on either side of the roadway and two 11.6-foot travel lanes. The roadway will be raised or lowered slightly (not more than 3 feet) in sections throughout the project area to improve its vertical alignment. An existing sidewalk on the west side of South Street will be reconstructed and extended to run the length of the project area. Greenridge Park currently does not have any provisions for parking. As part of the South Street reconstruction project a paved parking area is proposed to accommodate park visitors. An additional paved surface behind the parking spaces as well as a divider island has been provided to allow vehicles to back out from parking spaces without backing into oncoming traffic. To provide the space required for the additional pavement and island, the project will encroach upon the park by approximately 20 feet. The Town of Dalton's Select Board in a letter dated April 26, 2006 (see attached letter) voted to unanimously approve the moving of the fence at Greenridge Park to facilitate the South Street Reconstruction Project to include off Street parking for visitors of the Park. MassHighway's Right of Way Section has determined that since the ROW entails temporary easements to construct parking spaces, and cars park there now, this would not be considered a change in use, and therefore will not require special legislation.

Geometric improvements are proposed at two intersections. At the southern boundary of the project area, the offset intersection of Hubbard Avenue and Division Road with South Street (which turns into East Street at the Pittsfield border) will be reconfigured to align Hubbard Avenue and Division Road. The realignment will require the demolition of *vacant* single-family residence at the northeast corner of the intersection (1125 South Street). The northeast corner will be widened approximately 33 feet and the southwest corner will be widened approximately 5 feet at the widest points; both will taper to meet the existing roadway. An existing traffic island at the southeast corner of the intersection will be reconfigured and two small traffic islands will be constructed near Hubbard Avenue. The existing traffic signals will be upgraded. The intersection of Grange Hall Road with South Street will also be reconfigured. The existing Y intersection with a large triangular island at its center will be converted into a more standard T intersection, whose easterly (Grange Hall Road) leg will curve around the stone monument located at the center of the present island.

Additional project work includes full depth pavement reconstruction, pavement cold planing and overlay, fence replacement, driveway and walkway reconstruction, landscaping, and installation of guardrail, curbing, wheel chair ramps and pavement markings. The Designer anticipates the removal of 37 Public Shade Trees and was granted a design waiver to minimize shoulder widths to reduce further impacts to Public Shade Trees and help maintain the New England neighborhood character. As many as 60 or 70 trees could be removed as part of this project to accommodate slope work, roadway widening and sidewalk construction if a design waiver were not granted. Several land takings will be required to accommodate the roadway widening and realignment; temporary construction easements are proposed throughout the project area. Currently, 17 trees are proposed as mitigation as a part of the project of which 11 will be planted within the Cranesville Historic District. All trees will be planted within the roadway right-of-way (see enclosed *draft* Landscape Plan). The proposed planting plan is currently under review with MassHighway's Landscaping Section to determine suitable location and planting design.

*Project Impacts to Stormwater:*

The proposed roadway reconstruction project will not result in any new untreated stormwater point discharges and will not cause erosion to wetlands and waters. Post-development discharge rates will exceed pre-development discharge rates. However, the drainage system is designed to control the 2- and 10-year storm

events. The roadway reconstruction project will result in an increase of approximately 33,976(0.78 acres) square feet of impervious area and, therefore, the project will not meet the standard. The proposed redevelopment project includes the replacement and/or construction of 125 stormwater control structures (i.e., catchbasins), 97 of which will be deep sump hooded catchbasins. In addition to catchbasins with deep sumps, the project area is subject to street sweeping twice per year (spring and fall). This project does not contain land uses with higher potential pollutants as described in DEP's Stormwater Management Policy. The proposed project meets the definition of redevelopment because the project includes widening less than a single lane, it adds shoulders, and corrects substandard intersections, drainage, and repaving. As such, while the proposed redevelopment project includes an increase in impervious area, the proposed design incorporates changes to improve stormwater runoff conditions, such as curbing to eliminate sheet flow, deep sump hooded catchbasins, and street sweeping. A summary of project compliance with respect to the standards of the Stormwater Management Policy follows: the project complies with Standards 5, 6, 8, and 9; the project does not fully comply with Standards 1, 2, 3, and 4. Erosion and sediment controls are incorporated into the project. Stormwater controls are proposed for this project.

#### *Project Impacts to Wetlands:*

Portions of the proposed project are located within the Riverfront Area of the Housatonic River and Barton Brook. An existing, 9.8-foot span culvert (D-01-021) that presently carries South Street over Barton Brook, will be replaced as part of the proposed project. The original portion of this culvert is a stone arch apparently constructed sometime in the late 19<sup>th</sup> century, has been extended westerly with a (presumably early 20<sup>th</sup> century) concrete arch and easterly with a structural metal plate arch extension apparently dating from 1960. The wingwalls/retaining walls and easterly headwall are deteriorated split-fieldstone while the headwall on the westerly face is concrete. In order to accommodate the proposed widening of the roadway, a new concrete box culvert is proposed to replace the existing mongrel structure. The proposed new culvert will have a width of 9 feet and a height of 10 feet and will be embedded at least one foot below grade. Concrete wingwalls/retaining walls will replace the existing split-fieldstone wingwalls. Minor impacts to wetland resources will occur as a result of the culvert replacement at Barton Brook. A Notice of Intent was filed with the Dalton Conservation Commission and a hearing was held on 2.28.06 and the Order of Conditions was issued on 3.28.2006. The table on the following page summarizes impacts, both temporary and permanent, to wetland resource areas.

#### *Project Impacts to Cultural Resources:*

Proposed work within the National Register-listed Cranesville Historic District will include full depth reconstruction of the roadway including up to 6.7 foot widening, slight realignment of the roadway, sidewalk reconstruction, installation of drainage improvements, wheelchair ramp construction and guardrail replacement. The widening and slight realignment of the roadway, coupled with the subsequent shifting of the sidewalk, will necessitate the removal of 11 trees within the historic district. The following trees slated for removal are located within the existing town layout lines and are adjacent to the following contributing properties: 192 Main St.; 5 Porter Avenue; and 54, 68, 191, 201, 209, and 217 South Street. One tree to be removed, a pine tree adjacent to 6 Porter Avenue, is located outside the town layout line. All eleven trees (6 maples, 1 pine, 1 oak, 1 poplar and 1 ash) will be replaced in-kind in locations as close to their former positions as is feasible (see enclosed Landscape Plan). A second maple tree, located adjacent to 68 South Street and shown on the project plans as scheduled for removal, has already been removed by other parties. In order to avoid impacts to the house at 67 South Street, which is located close to the roadway, the proposed roadway widening will shift to the east, necessitating a small sliver property taking from 68 and 78 South Street and the reconstruction of a concrete staircase and walkway in front of 78 South Street. Guardrail to be installed within the historic district will replace existing deteriorated concrete post and cable guardrail; weathering steel will be utilized to reduce its visual impact. The roadway widening along South Street, the tree replacements, and the minor land taking will have minor, but adverse, effects on the National Register-listed Cranesville Historic District.

In letters dated July 16, 2004 and March 25, 2006, the Dalton Historical Commission was solicited for comments on the project. In addition, letters dated January 21, 2005 and June 1, 2005 were sent to the

Schaghticoke Tribal Nation. The MassHighway Cultural Resources Unit has review the project under Section 106 of the National Historical Preservation Act and determined that the proposed improvements will have an Adverse Effect on the Cranesville Historic District. The Effect Finding along with the draft Memorandum of Agreement outlining mitigation measures was submitted to the Federal Highway Administration on March 31, 2006 for review, approval and transmittal to the Massachusetts State Historic Preservation Officer for their signature. Mitigation measures disclosed in the Memorandum of Agreement include photo documentation of character-defining features of the Cranesville Historic District prior to construction in order to preserve a historic record of the properties.

The costs associated with finding an alternate site for an entirely new road, procuring said property, and initiating permitting, design, and construction have not been calculated. Conservatively, that effort would run into the millions of dollars. It does not seem reasonable for such costs to be considered or derived, as the roadway at which the proposed work is to occur is already in-place, yet is deteriorating due to inadequate subgrades and drainage.