

For Office Use Only
Executive Office of Environmental Affairs
 EOE A No.: 14493
 MEPA Analyst: Bill GAGE
 Phone: 617-626-1085

ENF Environmental Notification Form

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: Town Roadway Improvement Project		
Street: Main Street (Route 20) /Broad Street (Route 10/202)		
Municipality: Westfield	Watershed: Westfield	
Universal Transverse Mercator Coordinates:	Latitude:	Longitude:
4665220N/687312E to 4665672N/686042E	42.116927	-72.733883
4665710N/686043E to 4664898N/686184E	42.121152	-72.748751
	42.114208	-72.747396
Estimated commencement date: Fall 2009	Estimated completion date: 2011	
Approximate cost: \$9.5 million	Status of project design: 75 %complete	
Proponent: MassHighway		
Street: 10 Park Plaza		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Jessie Wilson		
Firm/Agency: MassHighway	Street: 10 Park Plaza	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: (617) 973-8281	Fax: (617) 973-8879	E-mail: Jessie.Wilson@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)) Yes No
 - a Special Review Procedure? (see 301 CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

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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): **It is anticipated that the Massachusetts Highway Department will fund 20% and the Federal Highway Administration will fund 80% of the construction costs.**

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

List Local or Federal Permits and Approvals: National Environmental Policy Act Categorical Exclusion - Federal Highway Administration; Order of Conditions - Westfield Conservation Commission; Section 106 of the National Historic Preservation Act/Clearance - Massachusetts Historical Commission; NPDES General Construction Permit - US Environmental Protection Agency

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 (301.11.03 (6)(b)1.b.), (301.11.03(6)(b)2.b) |
| <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
LAND				<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	21.7 acres			
New acres of land altered		1.68 acres		
Acres of impervious area	16.07 acres	1.06 acres	17.13 acres	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		705 sf Riverfront 9,330 sf BLSF 17.5 sf Bank		
Acres of new non-water dependent use of tidelands or waterways		N/A		
STRUCTURES				
Gross square footage	N/A	N/A	N/A	
Number of housing units	N/A	N/A	N/A	
Maximum height (in feet)	N/A	N/A	N/A	
TRANSPORTATION				
Vehicle trips per day	38,485 (year 2001)	4,000	42,485 (year 2011)	
Parking spaces	69	-4	65	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	N/A	N/A	N/A	
GPD water withdrawal	N/A	N/A	N/A	
GPD wastewater generation/treatment	N/A	N/A	N/A	
Length of water/sewer mains (in miles)	N/A	N/A	N/A	

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 (PH 1337 and EH 76) No

According to the Massachusetts Natural Heritage Program (NHESP), the eastern end of the project area is within Priority Habitat PH 1337 and Estimated Habitat of Rare Wildlife EH 76. A letter from the NHESP dated June 15, 2009 (attached), states the Triangle Floater (*Alasmidonta undulata*) and the Creeper (*Strophitus undulates*) are found to be within the project area. The project will be reviewed under MESA through the Notice of Intent (Streamlined Review) process.

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 project plans, the State and National Registers of Historic Places and information compiled from the Massachusetts Historical Commission (MHC)'s statewide inventory and site files by MassHighway's Cultural Resources Unit (CRU) staff has revealed that the north east limits of the project area will pass through two National Register-listed Districts: the Westfield Center Commercial Historic District, and The United States Whip Company Complex on Elm Street. The project route will also pass by one National Register-listed property, the Landlord Fowler Tavern at 171 Main Street. Additionally, the project route will run by as many as three (3) areas and thirty three (33) properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth.

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

Yes (Specify _____) No

No recorded archaeological sites have been identified in the immediate vicinity of the project area. CRU staff will evaluate project impacts to National Register-listed or -eligible properties within the project's Area of Potential Effect (APE), and will coordinate their review with the MHC under the terms of the amended Section 106 Programmatic Agreement.

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.)

The Massachusetts Highway Department (MassHighway), in conjunction with the City of Westfield, proposes to reconstruct and improve 1.7 miles of roadway involving portions of Main Street, Broad Street, South Broad Street, and Park Square in downtown Westfield. The project limits are as follows:

- Main Street - from Park Square east to a point approximately 568 feet east of Exchange Street for a total distance of 4133 feet;
- Elm Street - from Park Square north approximately 328 feet to Thomas Street;

- **Broad Street - from Park Square south approximately 1,771 feet to the East Silver Street/West Silver Street Intersection;**
- **South Broad Street - from the East Silver Street/West Silver Street Intersection south approximately 443 feet; and**
- **Meadow Street – from Main Street to a point approximately 508 feet north along Meadow Street.**

Purpose of Project

The purpose of the proposed project is to improve traffic flow, and safety for vehicles, cyclists, and pedestrians within downtown Westfield. Main Street is a primary route entering the city from the east, and South Broad Street/Broad Street is a primary north-south arterial into the downtown. Combined, these roadways carry approximately 38,485 vehicles per day (vpd), and their existing 2-lane cross-sections are not able to service this demand. Many of the intersections along Main Street and Broad Street are not signalized. The intersections that are signalized are not coordinated properly to efficiently process the traffic volume within the project limits, and all existing signal equipment is in need of pedestrian safety upgrades. In addition, the existing traffic flow through the Park Square area is a major contributor to congestion within the City of Westfield. Providing improved lane delineation and signalization will reduce driver confusion and promote safe and efficient traffic operations through the Park Square area.

In addition to inadequate capacity, other factors that contribute to unsafe conditions within the project area, include poor sight distances and poorly controlled access. According to police accident data, there were 97 accidents within the project area during the period of 1997 to 1999. The project area also lacks safe pedestrian facilities. Out-dated signals, a lack of crosswalks, and substandard handicap access ramps pose safety hazards for pedestrians.

Project Area Conditions

The following table summarizes the existing and proposed conditions within the project area.

Existing and Proposed Conditions

Roadway	Existing Conditions			Proposed Conditions		
	Turning Lanes	Roadway Width (m)	Roadway Width (ft)	Turning Lanes	Roadway Width (m)	Roadway Width (ft)
Main Street	No	12.3	40.4	Yes ¹	15.5	50.9
Elm Street	No	19.5 to 21	64 to 68.9	No	19.5	64
Broad Street	No	13.7	45	Yes ²	14.0	45.9
South Broad Street	No	9 to 12	35.4 to 39.4	Yes ³	9 to 13.5	41.0 to 44.3
Meadow Street	No	9 to 10	29.5 to 32.8	No	9 to 10	29.5 to 32.8

¹ Main Street eastbound left-turn onto Free Street northbound; Main Street westbound left-turn onto Stop & Shop driveway southbound; Stop & Shop Driveway northbound left-turn onto Main Street westbound; Main Street westbound left-turn onto Noble Street southbound.

² Broad Street southbound left-turn onto East Silver Street eastbound; West Silver Street eastbound left-turn onto Broad Street northbound.

³ South Broad Street northbound left-turn onto West Silver Street westbound.

Surrounding land use adjacent to all of the roadways in the project area consists of commercial and residential development.

Proposed Improvements

Proposed roadway improvements consist of minor widening along Main Street, Broad Street, South

Broad Street, and Elm Street to accommodate turning lanes, full depth pavement reclamation, cold plane and pavement overlay, and pavement restriping. Granite curbs are proposed along both sides of Main Street, Elm Street, Broad Street, and South Broad Street, as well as reconstruction of cement sidewalks at various locations throughout the project area.

To improve pedestrian safety, MassHighway is proposing to reconstruct 5 foot wide sidewalks at various locations throughout the project area. New handicap accessible crosswalks (with pedestrian signal phases and bicycle detectors) are proposed at various locations along Main Street and Broad Street. Wheel chair ramps and crosswalks will be installed at appropriate locations to meet current ADA/AAB access standards. To further enhance safety, and with concurrence from the public business owners, curb cuts have been consolidated to the extent practicable.

Intersection improvements will consist of traffic signal upgrades, dedicated right- and left-turn lanes, and pavement restriping. MassHighway proposes installation of signals at 7 intersections along Main Street and 2 intersections along Broad Street. Traffic signal upgrades will include fully actuated traffic signals with appropriate timing phasing for peak hour volume requirements, optically programmed signal heads where applicable, new vehicle detectors to meet current standards, and emergency vehicle pre-emption.

The signalized intersections to be improved are:

- Main Street's Intersections with Elm Street/School Street/Park Square, Broad Street/Park Square, Stop & Shop Driveway/Free Street, White Street, George Street, Meadow Street, and Noble Street; and**
- Broad Street's intersections with East Silver Street/West Silver Street, and Court Street/Park Square.**

The project involves the removal of 25 parking spaces on the north end of Park Square to accommodate an extension of the existing planted median. The City of Westfield will acquire the property identified as 33 Main Street (currently occupied by a gas station) and the adjacent property, located on the south side of Main Street next to the existing Stop & Shop parking area. The existing structure is proposed for demolition to accommodate 21 new parking spaces. There will be a minimal loss of on-street parking within the project area due to parking restrictions at signalized intersections which are not currently being enforced.

The relocation of the existing parking spaces provides a more unified, pedestrian-safe town center common, call the Park Square Green. The newly configured Park Square Green will be defined by low granite seat walls at the back of the sidewalk along Elm Street and Broad Street. Within these walls are common green spaces surrounded by a stone dust pathway. The pathway serves as a viewing area for the many memorials and monuments within the park, as well as a circulation area for the yearly Arts Festival. Decorative park lighting will be located throughout the park at key entries and stairways.

Several new improvements are proposed to enhance the Park Square Green. These improvements include a gazebo structure at the north end of the park, an interactive fountain at the south end of the park, plaza space, and a reflecting pool at the foot of the historic General Shepherd statue. In addition to these improvements, a "pocket park" is proposed at the entry to the Athenaeum building on the west side of Elm Street. Additional items such as specialty paving, decorative street lights, benches, bike racks, bollards and trash receptacles are proposed throughout the project areas.

Currently the space is not a significant resource for parks and recreation; however, the alterations are directed toward creating opportunities for local groups to conduct performances and art exhibits as well as Farmer's Markets activities. These uses are enhanced by the 50% expansion of the available program space, as well as amenities such as a stage and pavilion space.

The project also involves the demolition of a railroad bridge that carries an abandoned railway over Main Street between Free Street and Mechanic Street. In order to accommodate the proposed roadway and sidewalk reconstruction, the entire superstructure and two granite block piers are proposed for removal. The two granite block abutments are to remain in place. The bridge is scheduled to be replaced as part

of the Columbia Greenway project in the future.

The proposed project exceeds the Massachusetts Environmental Policy Act (MEPA) review threshold for Transportation. In accordance with the MEPA regulations (301 CMR 11.03(6)(b)1.b. and 301 CMR 11.03(6)(b)2.b) an Environmental Notification Form is required because the project involves the widening of an existing roadway by four or more feet for one-half or more miles and the removal of five or more living public shade trees of 14 or more inches in diameter at breast height.

Environmental Impacts

The proposed project will have minor environmental impacts. Proposed roadway widening will result in the increase of 1.06 acres of impervious surface, and the loss of 32 public shade trees. Other impacts will be minor and temporary, such as construction noise and air quality impacts. The project will require the filing of a Notice of Intent with the Westfield Conservation Commission for impacts to Bank of the Westfield and Little River (17.5 linear feet) and alteration of 705 square feet of Riverfront Area.

Public Shade Trees to be Removed

LOCATION	STATION	OFFSET	SIZE	TYPE	NUMBER
Broad Street	111+11	LT	91 cm	Maple	1
	111+97	LT	45 cm	Chestnut	1
	200+27	RT	91 cm	Maple	1
	201+59	LT	51 cm	Elm	1
	201+63	LT	46 cm	Maple	1
	201+72	LT	61 cm	Oak	1
	201+72	LT	51 cm	Maple	1
	201+75	LT	41 cm	Maple	1
	201+93	LT	51 cm	Linden	1
	201+95	LT	36 cm	Maple	1
	202+06	LT	46 cm	Elm	1
	202+10	LT	91 cm	Elm	1
	202+19	LT	46 cm	Maple	1
	Main Street	302+13	LT	36 cm	Maple
305+20		LT	102 cm	Maple	1
305+64		LT	91 cm	Maple	1
305+80		LT	61 cm	Maple	1
305+89		LT	76cm	Maple	1
306+00		LT	91 cm	Maple	1
306+14		LT	102 cm	Maple	1
306+24		LT	91 cm	Maple	1
306+56		LT	122 cm	Maple	1
308+94		LT	41 cm	Spruce	1
309+28		RT	46 cm	Maple	1
309+55		LT	61 cm	Maple	1
309+77		LT	37 cm	Maple	1
310+02		LT	41 cm	Birch	1
310+14		LT	41 cm	Maple	1
311+49	RT	51 cm	Maple	1	
Elm Street	14+93	RT	46 cm	NA	1
	14+97	RT	46 cm	Maple	1
	15+17	RT	36 cm	Maple	1

Alternatives

Several alternatives to the proposed project were considered.

No Build Alternative: Under this alternative, no improvements would be constructed. This alternative was rejected because it would not address the project area roadway's existing capacity or safety deficiencies.

Replacement In-Kind: Under this alternative, the roadway would be rebuilt without providing additional lanes, or modifications to the horizontal or vertical roadway alignment. Sidewalks would not be reconstructed. This alternative was rejected because it does not address the roadway's capacity and

safety needs.

MassHighway Standard Design: The City of Westfield has applied to MassHighway for a design exception from MassHighway for reduced shoulder width from the standard 8.2 foot width to a 3.3 foot width. The reduced shoulder width will occur along Main Street from Park Square to the project limits approximately 568 feet east of Exchange Street. Constructing the roadway with the design exception has been selected as the preferred alternative because it will correct the existing deficiencies within the corridor, while minimizing impacts to public shade trees and private property.

Hourglass Cross Section: Flow and accident analysis of project area intersections shows that four travel lanes are needed at intersections to allow for adequate traffic flow. Although it would be possible to taper the roadway down to two lanes for short distances between intersections, this concept was dismissed because it would create an "hourglass" cross section requiring increased merge movements, which can be confusing to motorists who expect a uniform cross section. Furthermore, it would not provide for future traffic demand.