



The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Ian A. Bowles
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
<http://www.mass.gov/envir>

March 21, 2008

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Grafton Street (Rt. 140) Improvement Project
PROJECT MUNICIPALITY : Shrewsbury
PROJECT WATERSHED : Blackstone River
EOEA NUMBER : 14192
PROJECT PROPONENT : Massachusetts Highway Department, Town of
Shrewsbury
DATE NOTICED IN MONITOR : February 20, 2008

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

As described in the Environmental Notification Form (ENF), the project involves the reconstruction of approximately 8,300 linear feet (lf) of Grafton Street from the Grafton Street/Main Street intersection south to the Grafton Street/Route 9 intersection including Grafton Circle in Shrewsbury. Proposed activities within the 10.93-acre project corridor include: realignment and repaving of the existing roadway for two 12.0 foot wide travel lanes and shoulders (4.5 feet); replacement of existing bituminous sidewalk with 6.0 feet wide concrete sidewalks with granite curbing and wheelchair ramps on both sides of Grafton Street from the Grafton Street/Grafton Circle intersection to the Grafton Street/Main Street intersection, installation of 1 new traffic signal (Grafton Street/Lake Street intersection), and an upgrade of an existing traffic signal located at the Grafton Circle/Grafton Street intersection. The project will also include the construction of drainage improvements including the relocation of existing catch basins and the installation of new deep sump hooded catch basins and manholes. As currently designed, the project will require the taking of approximately 946.4 square feet (sf) of land from 12 separate property owners abutting Grafton Street.

The project proposes to cut five or more (approximately 13 shade trees total) living public shade trees 14 or more inches in diameter at breast height and thus warrants MEPA review pursuant to Section 11.03(6)(b)(2)(b). The project is also undergoing review pursuant to Section 11.03 (6)(b)(1)(b), because it involves the widening an existing roadway by more than four feet for a distance of more than one half mile. The project requires and has received an Order of Conditions from the Shrewsbury Conservation Commission in April 2006. Because MassHighway is a state agency and involves state funding or financial assistance from the Commonwealth, MEPA jurisdiction extends to all aspects of the project that may cause significant Damage to the Environment.

Overall, MassHighway appears to have designed the project to minimize its impacts, particularly to wetlands, stormwater drainage, and public shade trees. The project will increase the amount of paved area by approximately 0.5 acre. MassHighway has proposed to implement Best Management Practices (BMPs) to mitigate increases in stormwater runoff generated by the project. All proposed stormwater BMPs will be maintained by the Town of Shrewsbury.

Wetlands

The project includes the replacement of an existing culvert at Big Bummet Brook with a pre-cast concrete (4' x 3') box culvert. The upstream and downstream headwalls of the culvert will be replaced. As currently designed, the project will result in permanent impacts to approximately 240 sf of bordering vegetated wetlands (BVW), 597 sf of land under water wetlands (LUWW), 100-foot wetland buffer (10,400 sf), and approximately 38,900 sf of Riverfront Area. In their comments, MassDEP and the Natural Heritage and Endangered Species Program (NHESP) have indicated that the design and installation of the proposed new box culvert must be of an open bottom design as required by the United States Army Corps of Engineers' (ACOE) Stream Crossing Standards, and will need to be consistent with MassDEP's culvert replacement recommendations described in Massachusetts River and Stream Crossing Standards: Technical Guidelines, August 6, 2004.

Stormwater/Drainage

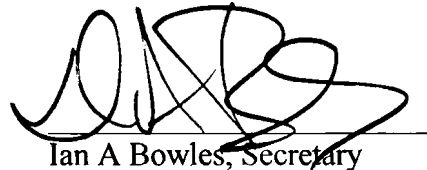
According to the ENF, the project will result in an increase of approximately 20,000 sf of new impervious surface area. The minor increase in stormwater runoff generated by the project will be mitigated by the implementation of Best Management Practices (BMPs) within the project corridor including 36 new deep sump hooded catch basins, drainage manholes, and a new stone culvert headwall. Catch basins and sediment traps located throughout the project corridor will be maintained by the MassHighway. Stormwater from the project corridor will continue to be discharged from deep-sump catch basins, drainage manholes to Big Bummet Brook and adjacent wetlands resource areas via existing outfalls located along Grafton Street.

Mitigation

In follow-up to the MEPA site visit for this project, the MassHighway supplemented the ENF with additional information, including MassHighway's proposal to install approximately 13 new shade trees in on-site and off-site locations throughout Shrewsbury as mitigation for the project's proposed removal of 13 existing shade trees. I commend MassHighway's mitigation plan and encourage the MassHighway to consult with abutting property owners and the Shrewsbury Conservation Commission in the development and scheduling of any shade tree planting activities. The MassHighway must consult with MassDEP and the Shrewsbury Conservation Commission to finalize MassHighway's proposed drainage improvements and the mitigation of impacts to wetland resource areas, Riverfront Area and public shade trees.

Based on a review of the information provided by MassHighway and after consultation with the relevant public agencies, I find that the potential impacts of this project do not warrant the preparation of an EIR. MassHighway can resolve the remaining issues during the process of final design and during the permitting process.

March 21, 2008
DATE



Ian A Bowles, Secretary

Comments received:

03/04/08	Department of Environmental Protection (MassDEP) - CERO
03/06/08	Town of Shrewsbury, Conservation Commission
03/06/08	Town of Shrewsbury, Planning Board
03/12/08	Natural Heritage and Endangered Species Program (NHESP)
3/14/08	Massachusetts Highway Department

ENF# 14192
IAB/NCZ/ncz