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April 10, 2009

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

PROJECT NAME: West Street (Route 116) Reconstruction and Related Work  
PROJECT MUNICIPALITY: Amherst  
PROJECT WATERSHED: Connecticut  
EEA NUMBER: 14378  
PROJECT PROPONENT: Massachusetts Highway Department,  
Town of Amherst Department of Public Works  
DATE NOTICED IN MONITOR: March 11, 2009

Pursuant to the Massachusetts Environmental Policy Act (MEPA) (G. L. c. 30, ss. 61-62I) 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).

Project Description

As described in the Environmental Notification Form (ENF) and supplemental materials, the project consists of the reconstruction and rehabilitation of 0.98 miles of Route 116 (West Street), from its the intersection with Country Corners Road, northerly to 900 feet north of its intersection with the Hampshire Country driveway in Amherst. The project also includes Bay Road, from 350 feet east of its intersection with Route 116 and West Bay Road to 800 feet west of its intersection with Route 116. The purpose of the project is to improve safety, traffic flow and provide pedestrian and bicycle accessibility. Roadway improvements include pavement rehabilitation (reclamation and/or overlays), minor road widening, installation of two single lane roundabouts, construction of a new shared use (pedestrian/bicycle) path, and improved signage and pavement markings. The project will result in the alteration of 12,000 square feet (sf) of Bordering Vegetated Wetlands (BVW) and the cutting of ten living public shade trees of 14 or

more inches in diameter at breast height (dbh) for the construction, widening or maintenance of a roadway.

### Jurisdiction and Permitting

The project is subject to review pursuant to Sections 11.03(3)(b)(1)(d) and 11.03(6)(b)(2)(b) of the MEPA regulations because it is being undertaken by a state agency and will result in the alteration of more than 5,000 sf of BVW and the cutting of more than five living public shade trees of 14 or more inches in dbh. The project will require an Order of Conditions from the Amherst Conservation Commission (and in the case of an appeal, a Superseding Order of Conditions from the Massachusetts Department of Environmental Protection (MassDEP)), a 401 Water Quality Certificate from the MassDEP, review by the Massachusetts Historical Commission (MHC) under Section 106 of the National Historic Preservation Act, a Massachusetts Programmatic General Permit from the Army Corps of Engineers (ACOE), a National Environmental Policy Act Categorical Exclusion from the Federal Highway Administration, and a National Pollutant Discharge Elimination System Construction General Permit issued by the United States Environmental Protection Agency.

The project will be undertaken by and financed in part by the Massachusetts Highway Department (MassHighway), a State agency. Therefore, MEPA jurisdiction for this project is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

### Traffic and Transportation

The project is not designed to increase roadway capacity, but to improve the safety and traffic flow of this portion of Route 116. The proposed typical section for West Street includes one 11-foot travel lane with a 4-foot shoulder in each direction. In addition, a 10-foot multiuse, pervious, recreational path will be provided on the west side of West Street throughout the project limits for pedestrian and bicycle use. New wheelchair ramps and new crosswalks will be provided at each intersection along the minor street approaches. New pavement markings and signing will be employed including warning signs to alert motorists of intersecting side streets and upcoming roundabouts. The proposed design includes median islands which are expected to delineate the transition from the two-lane roadway into the roundabout areas.

The intersections of West Street at West Bay Road, and West Street and Bay road are proposed as single lane roundabouts with proposed outside diameters of 160 feet. The project will examine the possibility of expanding to double lane roundabouts.

The Town may consider installing traffic signal conduit during the reconstruction in anticipation that traffic signals may be installed in the future. The existing right turn lane into College Drive is proposed to be extended and widened to meet design standards and improve safety and a left turn lane has been added.

The project will require the removal of ten public shade trees along the edge of the roadway to allow for widening or grading. MassHighway should work with the Town of Amherst to mitigate the loss of these public shade trees.

### Wetlands

Wetland impacts are estimated to include approximately 12,000 sf of BVW. The Proponent proposes to mitigate impacts to the BVW by creating a wetlands replication area. The Proponent should ensure their wetlands replication plan demonstrates compliance with the Massachusetts Inland Wetland Replication Guidelines and the 401 WQC. Portions of the project may qualify as a limited project in association with the Massachusetts Wetlands Protection Act regulations (310 CMR 10.53). I encourage the Proponent to work with MassDEP to ensure that wetlands impacts are avoided and minimized to the maximum extent feasible or that appropriate mitigation is provided.

### Stormwater

The Proponent is subject to the Redevelopment Standard of the Stormwater Management Regulations (SMR) and their stormwater management plan should be designed to meet the SMR for a redevelopment project to the maximum extent practicable. According to the ENF, the project will result in an increase of 2.8 acres of impervious surface area. Stormwater runoff from the roadway will be diverted through drainage swales prior to discharge into stormwater pipes and/or collected in catch basins connected to the storm sewer. The Proponent will need to work closely with MassDEP during final project design to ensure that the Proponent's stormwater management plan is consistent with MassDEP's Stormwater Management Policy guidelines, and contains adequate stormwater pollution protection measures to prevent or minimize impacts to resource areas.

I encourage MassHighway to use Best Management Practices (BMPs) to minimize construction period erosion and sedimentation and to design the project to accommodate future stormwater mitigation measures if future work in wetland resource areas is required. The project will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) consistent with the NPDES Construction General Permit.

### Historic Resources

Although a review of the State Register of Historic Places and the Inventory of Historic and Archaeological Assets of the Commonwealth disclosed no listed properties within or immediately adjacent to the project area, MassHighway has identified several inventoried properties in the vicinity of the project. MassHighway is proposing an intensive locational archaeological survey and will evaluate the project's impact on historic and archaeological resources in coordination with MHC.

### Construction Period Impacts

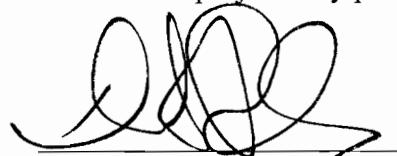
I strongly encourage the Proponent to utilize BMPs during the construction period to limit impact to wetland resource areas. The Proponent should evaluate construction period impacts, including erosion and sedimentation, air quality and solid waste disposal and commit to measures to minimize construction impacts. MassDEP has noted that demolition and construction activities must comply with both MassDEP Solid Waste and Air Quality control regulations. I advise the Proponent to carefully review MassDEP's comments and commit to ensure that the project is consistent with the applicable Solid Waste and Air Quality control regulations.

Conclusion

Based on the information in the ENF and after consultation with relevant public agencies, I find that no further MEPA review is required at this time. The project may proceed to state permitting.

April 10, 2009

Date



Ian A. Bowles

Comments received:

03/30/2009 Massachusetts Department of Environmental Protection – WERO

IAB/PPP/ppp