



# *The Commonwealth of Massachusetts*

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May 26, 2006

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

PROJECT NAME: Route 115 Roadway Improvements  
PROJECT MUNICIPALITY: Norfolk  
PROJECT WATERSHED: Charles River  
EOEA NUMBER: 13784  
PROJECT PROPONENT: Norfolk Department of Public Works  
DATE NOTICED IN MONITOR: April 26, 2006

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 Town of Norfolk Department of Public Works (DPW) in conjunction with the Massachusetts Highway Department (MHD) proposes to improve Route 115 (Pine/Pond Street) for a distance of approximately 2.8 miles between Needham Street and Route 1/Washington Street located southwest of the Norfolk Town Center. Route 115 is classified as an Urban Minor Arterial and consists of two travel lanes with no delineated paved shoulder and varying edge treatments. Three intermittent streams associated with nine wetland resource areas are located along the roadway corridor.

Improvements include widening both the northbound and southbound lanes by approximately 4 feet and the addition of a 5-foot wide sidewalk on the east side of the road, accounting for approximately 13 feet of new impervious surface for the entire length of the roadway. Turner Road, the southernmost portion of Route 115 that intersects Route 140 in the Town of Wrentham and Foxboro will also be upgraded as part of this project. No wetland

resource areas are located along this portion of the project route. The objective of the project is to upgrade the existing roadway to improve service life and traffic flow as well as to increase safety for pedestrians, cyclists and motorists.

The project is undergoing review pursuant to Sections 11.03(6)(b)(1)(a) and 11.03(6)(b)(2)(b) of the MEPA Regulations because it involves the widening of an existing roadway by four or more feet for one-half or more miles and because the project will result in the removal of more than 5 public shade trees measuring fourteen or more inches in diameter breast height (dbh). The project requires a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the U.S. Environmental Protection Agency (EPA); a Construction Access Permit from the Massachusetts Highway Department (MHD); and an Order of Conditions (OOC) from the Norfolk Conservation Commission. Project construction will be funded by MHD and the Federal Highway Administration (FHWA). Because the proponent is seeking financial assistance from the Commonwealth, MEPA jurisdiction is broad and extends to all aspects of the project that may cause significant damage to the environment. The project is also undergoing review pursuant to the National Environmental Policy Act (NEPA).

The stormwater management system for the project has been designed in accordance with the Department of Environmental Protection's Stormwater Management Policy (SMP). The project meets the definition of a "redevelopment" project as defined in Standard 7 of the Stormwater Management Policy. In the ENF, the proponent outlines how it will meet Stormwater Management Standards and how the project will improve existing conditions.

Current storm drainage off Route 115 occurs primarily as overland flow from existing paved road surfaces, although a closed drainage system exists in the commercial area just south of the Route 1A intersection. The project will improve existing road drainage patterns through the installation of a closed drainage system for the entire project area. An underground storm drainage system with hooded, deep-sump catch basins will be installed to facilitate entrapment of sediments and separation of oil and gas pollutants prior to discharge into wetland areas. The Town of Norfolk will maintain the catch basins in accordance with their municipal maintenance plan.

Existing corrugated metal culverts beneath Route 115 with associated roadside ditches and stream channels flowing under the road will be upgraded to reinforced concrete conduits, and existing retaining/head walls will be replaced with new concrete forms or stone blocks in areas of higher visibility. Box culverts at the Stop River and Stony Brook will not be replaced during the roadway improvements.

Portions of the proposed work will impact jurisdictional wetland resource areas. Wetland resource areas in the project area include Bordering Vegetated Wetlands (BVW), Isolated Vegetated Wetland (IVW), Inland Bank, Bordering Land Subject to Flooding (BLSF) and Riverfront Area. The roadway design has been developed to reduce impacts to wetland resource areas to the greatest extent feasible. Retaining walls will be constructed along the existing roadside toe of slope adjacent to wetland areas in order to allow land expansion while limiting the overall cumulative impacts to wetland resource areas to approximately 3,352 square feet of

BVW. Impacts to BVW areas will be mitigated by replicating new wetlands at a ratio of 2:1, as required in the Town of Norfolk local wetlands bylaw. The proponent has submitted a wetland replication plan with the ENF.

The project will also involve work within buffer zone and the Riverfront Area. The proponent has committed to installing erosion and sedimentation controls prior to construction to prevent sedimentation from entering resource areas. The proponent has filed a Notice of Intent with the Norfolk Conservation Commission for the project. The proposed work qualifies as a limited project under the MA Wetlands Protection Act (310 CMR 10.53(3)(f)). The proposed work will result in the removal of 98 public shade trees as a result of the road widening. 19 of these trees are located in wetland areas.

Based on a review of the information provided by the proponent and after consultation with the relevant public agencies, I find that the potential impacts of this project do not warrant further MEPA review.

May 26, 2006

Date

  
Stephen R. Pritchard

No comments received

SRP/BA/ba