

Commonwealth of Massachusetts

Executive Office of Environmental Affairs ■ MEPA Office

ENF

Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs

EOEA No.: *14397*
MEPA Analyst: *Rick Bourrie*
Phone: 617-626-*1130*

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: Roadway Reconstruction of Pulaski Boulevard | | |
| Street: Pulaski Boulevard | | |
| Municipality: Bellingham | Watershed: Peter's River | |
| Universal Transverse Mercator Coordinates: Start: 2833810 N, 658581 E End: 2833838 N, 667760 E | Latitude: 42.0244° N to 42.0242° N Longitude: 71.4911° W to 71.4572° W | |
| Estimated commencement date: 2010 | Estimated completion date: 2012 | |
| Approximate cost: \$10,800,000.00 | Status of project design: 100 %complete | |
| Proponent: MassHighway | | |
| Street: 10 Park Plaza, Room 4260 | | |
| Municipality: Boston | State: MA | Zip Code: 02116 |
| Name of Contact Person From Whom Copies of this ENF May Be Obtained: Benjamin Nichols | | |
| Firm/Agency: MassHighway | Street: 10 Park Plaza, Room 4260 | |
| Municipality: Boston | State: MA | Zip Code: 02116 |
| Phone: (617) 973-8245 | Fax: 617-973-8879 | E-mail: benjamin.nichols@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 301CMR 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

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): **The Massachusetts Highway Department is funding 20%, and the Federal Highway Administration is funding 80% of the construction costs.**

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Are you requesting coordinated review with any other federal, state, regional, or local agency? **MAR 27 2009**

MEPA

Yes (Specify _____) No

List Local or Federal Permits and Approvals:

Permits Obtained: Order of Conditions from the Bellingham Conservation Commission (9/24/08) attached, U.S. Army Corps of Engineers (ACOE) Programmatic General Permit (PGP I) (6/23/08) attached, U.S. Fish & Wildlife Determination – obtained per instructions provided on the U.S. Fish and Wildlife Service's New England Field Office website

Permits To be submitted: NPDES - Storm Water General Permit, a Categorical Exclusion (CE) in accordance with the National Environmental Policy Act

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 checked="" 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 |
|--|----------|---|--------|--|
| 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 checked="" type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: MESA (NHESP) Determination (4/28/08) attached |
| Total site acreage | 26.60 | | | |
| New acres of land altered | | 1.98 | | |
| Acres of impervious area | 16.68 | 1.98 | 18.66 | |
| Square feet of new bordering vegetated wetlands alteration | | 4,950 sq ft | | |
| Square feet of new other wetland alteration | | 10,175 sq ft BLSF 100 lf Bank 202,2640 sq ft Riverfront Area 50 lf LUW (680 sq ft) | | |
| Acres of new non-water dependent use of tidelands or waterways | | 0 | | |
| 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 | 13,900 | No Change | 13,900 | |
| Parking spaces | N/A | N/A | N/A | |

| 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 (Priority Habitat for State-Protected Rare Species) No

According to the Natural Heritage & Endangered Species Program (NHESP) of the Massachusetts Division of Fisheries & Wildlife, a portion of the proposed project site is located within the actual habitat of the American Brook Lamprey (*Lampetra appendix*), a species listed as "Threatened" pursuant to the MESA.

However, NHESP has determined that provided the proposed replacement culvert maintains the same hydraulic conditions of Peter's River and the water quality of Peter's River and Arnold's Brook is not impaired, this project will not result in an adverse effect to the actual resource area habitat of the American Brook Lamprey and will not result in a "take" pursuant to MESA.

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/National Registers of Historic Places and information compiled from the Massachusetts Historical Commission (MHC)'s statewide inventory by MassHighway's Cultural Resources Unit (CRU) staff disclosed no State/National Registers-listed properties or inventoried buildings, structures or areas within or immediately adjacent to the project area. The closest inventoried property, a stone arch bridge (BEL.906), is located several hundred feet away from the project area. CRU staff will evaluate project impacts to National Register-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.

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.*)

Introduction

The Massachusetts Highway Department (MassHighway) and the town of Bellingham propose a reconstruction and signal upgrade project on Pulaski Boulevard from Orchard Street to the Franklin town line, an approximate distance of 2.3 miles. The Harpin Street, Center Street, Lake Street and Locust Street intersections with Pulaski Boulevard are major intersections included in the project limits. The Pulaski Boulevard/South Main Street (Route 126)/Wrentham Road intersection (Crooks Corner) and the Wrentham Road/Paine Street intersection, located south of Crooks Corner, are also included in the project limits. The total project length including major side street approaches is approximately 2.8 miles. The land use on Pulaski Boulevard is commercial at Crooks Corner and at the intersection with Lake Street. Land use is residential on other portions of Pulaski Boulevard and on the adjacent streets.

The purpose of this project is to improve vehicular and pedestrian safety along the Pulaski Boulevard corridor with a new signal, geometric and alignment improvements, as well as provide accessibility in compliance with the Americans with Disabilities Act. A secondary purpose includes construction of new stormwater management systems to mitigate impacts of roadway widening and improve the water quality of the runoff before it enters adjacent wetland systems.

Existing Conditions

Pulaski Boulevard has an inconsistent roadway width ranging from 25-30 feet. The roadway has no shoulders and sidewalks are limited. Various roadway hazards exist such as trees and hydrants and do not provide for any driver error. Both vertical and horizontal roadway alignments are substandard on some sections. The box culvert over Peter's River was built in 1928, is deteriorating, and needs replacing.

The existing drainage system within the project limits is undersized and not well maintained. There is little to no curbing or edging to delineate the edge of the roadway and to prevent roadside erosion in some areas. There is no closed drainage system and no stormwater detention to facilitate drainage of the roadway and to eliminate stormwater ponding at the edge of the roadway. The lack of detention does not allow for any treatment of stormwater before exiting to the various outlets. Runoff flows directly to the various wetlands and rivers within or adjacent to the project limits.

Proposed Improvements

The intersection at Crooks Corner will be improved with better geometry, enhanced timing of the signals, as well as safer pedestrian access. The intersection of Pulaski Boulevard and Center Street will be signalized and the roadways channelized to optimize efficiency.

In general, the construction scope of work will be as follows:

- Geometric improvements, roadway widening and pavement rehabilitation
- Improved traffic signal at Crooks Corner and new traffic signal at intersection of Pulaski and Center Street including new crosswalks
- Construction/reconstruction of sidewalks, wheelchair ramps, and driveway aprons and walls where necessary
- Removing and resetting, or installing new granite curbs and bituminous berms where necessary

- **Constructing new drainage system**
- **Installing new pavement markings and signs**
- **Replacement of existing box culvert located west of Lake Street at Peters River**
- **Planting trees and grass**

Street sweeping, deep sump catchbasins with hoods, sediment traps, and detention basins are Best Management Practices (BMP) proposed to mitigate peak rate increases, to provide infiltration and required total suspended solids (TSS) removal for stormwater runoff within the project limits.

Mitigation: 103 trees and 92 shrubs will be planted as part of mitigation for this project.

The 4,950 square feet of impacts to BVW will be mitigated with 5,728 square feet of replication area. The 582 cubic feet of temporary impacts to Bordering Land Subject to Flooding will be replaced with 2,204 cubic feet of replacement area.

Silt fence with haybales will be installed in specific locations to control sediments within the construction limits.

Alternative Analysis

Two alternatives were considered for this project.

- 1. Designing larger roadway cross sections was one alternative considered. However, this alternative would cause an unneeded amount of impact to abutting properties and would require the removal of an increased number of trees.**
- 2. Pavement Rehabilitation was the second alternative considered. However, pavement rehabilitation would not meet the various safety goals of the project.**

Preferred Alternative: The preferred alternative improves vehicular and pedestrian safety along the Pulaski Boulevard corridor while minimizing the amount of impact to abutting properties. A waiver was obtained to provide a narrower cross section (32' instead of 40'). The narrower roadway width minimizes impact to abutting properties and wetlands while requiring the removal of fewer trees and maintaining successful traffic operations. 68 additional trees will be planted due to the decreased roadway width.