

EOEA No.: 12792  
MEPA Analyst: Arthur Pugsley  
Phone: 617-626-1029

# 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: <b>Long Pond Road improvement Project</b>		
Street: <b>Long Pond Road</b>		
Municipality: <b>Plymouth</b>	Watershed: <b>South Coastal</b>	
Universal Tranverse Mercator Coordinates: <b>NAD 27: 361480m E, 4643140m N</b>	Latitude: <b>41°55'48"N</b>	Longitude: <b>70°39'28"W</b>
Estimated commencement date: <b>June, 2002</b>	Estimated completion date: <b>May, 2003</b>	
Approximate cost: <b>\$1,662,000</b>	Status of project design: <b>90</b>	%complete
Proponent: <b>Town of Plymouth</b>		
Street: <b>11 Lincoln Street</b>		
Municipality: <b>Plymouth</b>	State: <b>MA</b>	Zip Code: <b>02360</b>
Name of Contact Person From Whom Copies of this ENF May Be Obtained: <b>William P. McGrath</b>		
Firm/Agency: <b>Earth Tech, Inc</b>	Street: <b>196 Baker Avenue</b>	
Municipality: <b>Concord</b>	State: <b>MA</b>	Zip Code: <b>01742</b>
Phone: <b>(978) 371-4088</b>	Fax: <b>(978) 371-4288</b>	E-mail: <b>wmcgrath@earthtech</b>

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?  
 Yes

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): **Public Works Economic Development Grant (PWED) \$1,760,000**

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

List Local or Federal Permits and Approvals:

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             |
| <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
<b>LAND</b>				<input 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 (including Legislative Approvals) – Specify:
Total site acreage	7.78			
New acres of land altered		3.96		
Acres of impervious area	3.82	3.96	7.78	
Square feet of new bordering vegetated wetlands alteration		N/A		
Square feet of new other wetland alteration		N/A		
Acres of new non-water dependent use of tidelands or waterways		N/A		
<b>STRUCTURES</b>				
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	
<b>TRANSPORTATION</b>				
Vehicle trips per day	N/A	N/A	N/A	
Parking spaces	N/A	N/A	N/A	
<b>WATER/WASTEWATER</b>				
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 (Specify \_\_\_\_\_)  No

**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

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.)

The Town of Plymouth proposes to make traffic and roadway improvements through a Public Works Economic Development (PWED) grant. The proposed Long Pond Road Improvement Project consists of significant roadway and pedestrian improvements along Long Pond Road and Camelot Drive specifically addressing such items as improvements to horizontal and vertical geometry and the provision of sidewalks. The project will serve to build upon previous roadway improvements constructed by the Town and the Massachusetts Highway Department along the South Street/Long Pond Road corridor from downtown Plymouth to Route 3. The project will result in an increase in impervious area, primarily on Long Pond Road, due to the construction of two additional travel lanes. The increase in impervious area will cause a corresponding increase in peak runoff rate from the roadway. Accordingly, a new storm drainage system intended to meet the performance standards set forth in the DEP Storm Water Management Policy is being incorporated into the project design. Currently, there is little formal storm drainage on Long Pond Road. The proposed drainage system will improve the existing water quality by utilizing sediment basins, fore bays, deep sump catch basins and leaching catch basins. The filing of an Environmental Notification Form is required pursuant to CMR 11.03(6)(b) "...widening of an existing roadway by four or more feet for one-half or more miles and...cutting 5 or more living public shade trees of 14 or more inches in diameter at breast height."

### Long Pond Road

Improvements along Long Pond Road include approximately 4,300 linear feet of roadway widening, realignment and reconstruction, installation of curbing, sidewalks and drainage facilities and improvements to roadway sideslopes. The project will result in improved horizontal and vertical sight distance and will consolidate the numerous existing driveway curb cuts. The project will begin south of the Route 3 interchange and will tie into improvements at the Home Depot (EOEA # 11120) intersection (opposite the access road to the Plymouth County Correctional Facility) and extend southerly along Long Pond Road to approximately Drew Road. The proposed improvements will consist of a four-lane, 56-foot wide pavement with two 6-foot sidewalks from the beginning of the project to Camelot Drive. South of Camelot Drive the roadway will taper to a two-lane 38-foot wide pavement with one 6-foot sidewalk. The sidewalk will be on the west side of the roadway and will end in the vicinity of the Plymouth County Intermediate School. An exclusive left turn lane will be provided for southbound traffic at the Camelot Drive intersection. This will facilitate traffic movement into the Camelot Industrial Park. Land acquisitions to provide sufficient Right of Way for the project have been completed by the Town.

Currently Long Pond Road within the project area is a two-way, two lane local roadway with an existing pavement width of approximately 28 feet. The existing Right of Way width for Long Pond Road is approximately 50 feet. Land use

within the project area is generally commercial/light industrial in nature. In addition, the Plymouth County Intermediate School directly abuts onto Long Pond Road near the southerly limit of the project. At several locations along Long Pond Road there is inadequate sight distance due to the existing roadway alignment. Also, there are numerous commercial driveway openings along both sides of the corridor. Currently, there is one sidewalk on the westerly side of Camelot Drive extending from a point approximately opposite the County Correctional Facility drive to the entrance drive of the Intermediate School. Generally, there is no formal drainage system on Long Pond Road. While there are some drainage structures along the road, ponding of water is evident at many locations.

Improvements to the intersection of Long Pond Road and the Correctional Facility drive have been completed as part of the Home Depot development. These improvements include installation of a new traffic signal, roadway widening on Long Pond Road and improvements at the Route 3 ramps. Improvements proposed by the Town will meet the improvements made at the intersection.

### **Camelot Drive**

Improvements along Camelot Drive will include pavement reclamation and bituminous concrete surfacing with minor adjustments to the horizontal and vertical alignments. The work will extend from Long Pond Road easterly approximately 1,650 feet. A new sidewalk will be installed on the north side of Camelot Drive within the project limits. Water main improvements will be made to enhance service to the industrial/commercial land. Property acquisitions have been made by the Town to provide a public Right of Way along this section of Camelot Drive.

Camelot Drive serves a large area of commercial/industrial zoned land, as well as, the Town Public Works facility. The area is currently only partially developed. Improvements to the roadway, water main and provision of a continuous public Right of Way will enhance access to this area and serve to promote future development.

Upgraded pedestrian facilities along Long Pond Road and Camelot Drive will serve not only existing and future businesses along the corridor, but will also improve safety and access for students attending the Intermediate School. Overall, the proposed Long Pond Road project will enhance access to and thereby increase development potential of a currently under developed commercial/industrial area of Plymouth. The project will also build on previous improvements made along the South Street/Long Pond Road corridor, as well as, improvements made at the Home Depot site. In addition, it will provide improved access to the Plymouth County Correctional Facility and Plymouth Police Station from the west.

### **Project Alternatives**

#### **No Build Option:**

With the "No Build Option" Long Pond Road will remain a two-way, two-lane roadway through this commercial/industrial area of Plymouth. Traffic demand along the corridor is expected to continue to increase due to both a general growth in background traffic, as well as, future development within the corridor. Capacity analysis indicates that a two-lane section is not sufficient to maintain acceptable Levels of Service (LOS) between Route 3 and Camelot Drive for projected future traffic volumes. Therefore, it would be expected that traffic congestion would worsen along the corridor under the "No Build Option". Additional congestion, coupled with the number of commercial drive openings, and corresponding left turning vehicles, would increase the potential for accidents along the corridor. In addition, lack of adequate roadway capacity would likely hinder growth within this commercial/industrial area.

The "No Build Option" does not address traffic, safety or growth issues along the Long Pond Road corridor and is therefore not considered a feasible option.