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.: 13072
MEPA Analyst: Nick Zavolas
Phone: 617-626-1030

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: Reconstruction of Route 20 and Route 27/126		
Street: Boston Post Road (Route 20) and Cochituate Road (Route 27/126)		
Municipality: Wayland	Watershed: Concord & Sudbury	
Universal Tranverse Mercator Coordinates: State Plane NAD 1983 Begin Project: N 901406.5776 E 211277.3192 End Project: N 901429.7647 E 211686.6287	Latitude: 42 21 47 N Longitude: 71 21 47 W Latitude: 42 21 48 N Longitude: 71 21 29 W	
Estimated commencement date: November 2003	Estimated completion date: December 2004	
Approximate cost: $400,000	Status of project design: 75% complete	
Proponent: Massachusetts Highway Department and the Town of Wayland		
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: Ms. Grace Arthur		
Firm/Agency: Massachusetts Highway Dept.	Street: 10 Park Plaza	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: (617) 973-8251	Fax: (617) 973-8879	E-mail: Grace.Arthur@mhd.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): MassHighway – 20% and FHWA 80%

Are you requesting coordinated review with any other federal, state, regional, or local agency?
☐ Yes (Specify_____) ☒ No

List Local or Federal Permits and Approvals: Categorical Exclusion (CE) Checklist, Order of Conditions

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

☒ Land
☐ Water
☐ Energy
☐ ACEC
☐ Rare Species
☐ Wastewater
☐ Air
☐ Regulations
☐ Wetlands, Waterways, & Tidelands
☐ Transportation
☐ Solid & Hazardous Waste
☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	4.7		
New acres of land altered		0.1	
Acres of impervious area	3.7	0.1	3.8
Square feet of new bordering vegetated wetlands alteration		0.0	
Square feet of new other wetland alteration		0.0	
Acres of new non-water dependent use of tidelands or waterways		0.0	
STRUCTURES			
Gross square footage	0	0	0
Number of housing units	0	0	0
Maximum height (in feet)	0	0	0
TRANSPORTATION			
Vehicle trips per day	23,100 - Route 20 25,000 – Route 27/126	0	23,100 - Route 20 25,000 – Rte. 27/126
Parking spaces	0.0	0	0.0
WASTEWATER			
Gallons/day (GPD) of water use	0	0	0
GPD water withdrawal	0	0	0
GPD wastewater generation/ treatment	0	0	0
Length of water/sewer mains (in miles)	0	0	0

State Permits & Approvals

☒ Order of Conditions
☐ Superseding Order of Conditions
☐ Chapter 91 License
☐ 401 Water Quality Certification
☐ MHD or MDC Access Permit
☐ Water Management Act Permit
☐ New Source Approval

☐ DEP or MWRA Sewer Connection/ Extension Permit
☐ Other Permits (*including Legislative Approvals*) – Specify:

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 3,289 square feet of land is required from the Town of Wayland Park Department) ☐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 12 Cochituate Road) ☐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 Massachusetts Highway Department, in conjunction with the Town of Wayland, proposes to reconstruct the intersection of Boston Post Road (Route 20) with Cochituate Road (Route 27/126). Work under this Contract consists primarily of the improvement of the signal system at the intersection of Routes 20 & 27/126. Additional work includes minor box widening; cold planing the existing roadway surfaces and resurfacing with Class I Bituminous Concrete; rebuilding sidewalks; adjusting drainage structures and granite curbing; and updating signs. Incidental work includes placing pavement markings and instituting traffic control during construction operations. Bicycle lanes are not proposed but width is provided for shared lane and shoulder use for bicycles and motor vehicles.

Work on Route 20 begins approximately 245.36 m (805 feet) west of the intersection with Cochituate Road and extends 171.91 m (564 feet) east of Cochituate Road, a total length of 417.27 m (1,369 feet). Work on Route 27 begins 206.35 m (677 feet) north of the intersection with Route 20. There is a small section of work, 39.9 m (131 feet), on Route 126 before it joins with Route 27 north of the intersection with Route 20. Work on Route 27/126 then extends south of the intersection with Route 20 for approximately 120.40 m (395 feet). Pelham Island Road, which travels in a northeasterly/southwesterly direction, intersects Route 20 and ends when it intersects with Route 126/27. There is approximately 112.78 m (370 feet) of work to be done on Pelham Island Road southwest of Route 20 and 112.17 m (368 feet) of work to be done on Pelham Island Road northeast of Route 20 to where it then intersects with Route 126/27.

Boston Post Road (Route 20) east of the intersection with Route 27/126 has an average daily traffic of 23,100 while Cochituate Road (Routes 27 and 126) has an average daily traffic of 25,000. Land use within the project limits is a mixture of residential, commercial along with parkland and church properties.

The existing Route 20 roadway cross section west of Route 27/126 consists of one travel lane in each direction and is approximately 10.06 m (33') in width. The proposed Route 20 cross section from the beginning of the project to Pelham Island Road consists of one 3.51 m (11'-6") lane with 0.99 meter (3'-3") shoulders in each direction. There are 1.83 m (6 foot) sidewalks on both sides of the road. The proposed cross section from Pelham Island Road to Route 27/126 consists of one travel 3.51 m (11'-6") travel lane westbound, one eastbound 3.35 m (11'-0") left turn lane, one 3.51 m (11'-6") eastbound travel lane and one 3.35 m (11'-0") right turn lane. On the westbound side there is a 0.99 m (3'-3") shoulder while on the eastbound side there is a 0.51 m (1'-8") shoulder. There is a 1.83 m (6 foot) sidewalk on the eastbound side of Route 20. The existing

roadway cross section of Route 20 east of Route 27/126 consists of one travel lane in each direction and is approximately 9.60 m (31'-6") in width. The proposed roadway cross section east of Route 126/27 consists of one 3.51 m (11'-6") travel lane in each direction with 0.99 m (3'-3") shoulders and a 1.68 m (5'-6") sidewalk on the south side of Route 20.

The existing roadway cross section of Route 126/27 consists of one travel lane in each direction and is approximately 12.19 m (40') in width. The proposed roadway cross section of Route 126/27 consists of one 3.51 m (11'-6") travel lane in each direction with a 3.35 m (11'-0") exclusive left turn lane and 0.99 m (3'-3") shoulders on both sides of the road. On the southbound side of Route 126/27, there is a 1.83 m (6 foot) sidewalk while on the northbound side there is a 1.98 m (6'-6") sidewalk.

The existing roadway cross section of Pelham Island Road south of Route 20 consists of one travel lane in each direction and is approximately 6.40 m (21"-0") wide. The proposed cross section south of Route 20 consists of one 3.14 m (10'-4") travel lane in each direction with a 1.83 m (6'-0") sidewalk on the east side of the road. The proposed cross section north of Route 20 consists of one 3.81 m (12'-6") southwesterly travel lane with 0.99 m (3'-3") shoulders and an 2.49 m (8'-2") parking lane on the west side of the road. There is also a 1.83 m (6'-0") sidewalk on the west side of the road.

No filling, dredging or altering any wetlands is proposed as part of this project. However, protective measures will be undertaken as part of the construction operations to ensure that no infringement into bordering wetlands or waterways will occur. All milled pavement material will be removed from the project and recycled or disposed of in accordance with all applicable environmental laws and regulations. The roadway will be swept clean at the end of each working day. No borrow material or excavated soil or pavement material will be stockpiled within 30.48 m (100 feet) of any wetland or waterway. There are wetland areas located alongside Route 20, in the Northeast and Southwest corners of the intersection of RTES. 20 & 27/126. We will be working within the buffer zone of these wetlands. Hay bales and silt fences will be used along these buffer zones to ensure that no impacts occur.

The project is proposed in order to address safety concerns for pedestrians, bicyclists and vehicular traffic. New signals will be equipped with push button actuated pedestrian crossing signals. Bicycle traffic should also be made safer by providing a defined shoulder, creating a buffer space where bicycles can ride. It is also expected that there will be improvements to air quality caused by a reduction in the amount of stopped traffic with vehicles while waiting for traffic congestion to be relieved.

Existing drainage will be upgraded with catch basins installed at the proposed curb line according to Massachusetts Highway Department criteria for location and spacing requirements. Catch basins will be constructed with 1.2 m (four foot) sumps and those which are within the limits of the on-street parking will be equipped with hoods over the outlets to reduce the passage of volatile substances into the adjacent wetland system.

The MEPA threshold met with this proposed design is the conversion of 305.55 square meters (3,289 square feet) of land owned by the Town of Wayland Park Department. This land is required in order to relieve congestion by providing an exclusive right turn lane at the eastbound approach to the intersection. The land was transferred through legislation to the Town's Board of Selectmen for highway purposes, approved on August 3, 2002 (see attached legislation authorizing the transfer). This right turn lane is required to make capacity improvements at the intersection, which are vital to the success of the project. The conversion of land represents an increase in the impervious area of 0.1 acres over the length of the project. The parcel was used for the display of a town – owned signboard and was never used for active or passive recreation. See attached letter from the Town's Board of Selectmen.

An alternative to this project would be to simply replace the existing traffic signal and reconstruct the intersection and sidewalks in their existing footprints. While this would not require the transfer of land, it would not achieve the objective of improving capacity at the intersection and in turn, safety would be compromised. The unsafe condition potentially occurs when vehicles are forced to wait in traffic, driver frustration entices motorists to attempt unsafe movements in order to bypass the congestion. If the signal were replaced and the roadway built within its own footprint, it would require that capacity improvements be made at alternative routes to relieve the congestion at the Route 20 and 126/27 intersection. This option was ruled out, as it is preferable to have traffic utilizing this intersection rather than being diverted to other more residential streets.

The other alternative would be the no build. This would result in greater congestion over time as traffic volumes increase, resulting in more hazardous conditions.