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.: 13845
MEPA Analyst: D. Buckley
Phone: 617-626- X 1044

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: Agawam Rotary (Route 5/Route 57) Interchange Project		
Street: Route 5 and Route 57		
Municipality: Agawam		Watershed: Connecticut
Universal Tranverse Mercator Coordinates: 18 699352E 4661567N Springfield South Quad		Latitude: 42° 04′ Longitude: 72°35′
Estimated commencement date: 2008		Estimated completion date: 2010
Approximate cost: $11,000,000		Status of project design: Pre-25 Percent
Proponent: Massachusetts Highway Department		
Street: 10 Park Plaza		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Grace Arthur		
Firm/Agency: Massachusetts Highway Dept.	Street: 10 Park Plaza, Room 4260	
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 projects are typically 80 percent federally funded and 20 percent state funded

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

List Local or Federal Permits and Approvals: Section 106 of the National Historic Preservation Act, National Environmental Policy Act (Categorical Exclusion), NPDES Construction General Permit, MA Wetlands Protection Act - Order of Conditions.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):
The proposed project does not exceed any MEPA review thresholds. This ENF is being submitted for informational purposes only.

- ☐ 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	21 acres		
New acres of land altered		- 0.4 acres	
Acres of impervious area	6.3 acres		
Square feet of new bordering vegetated wetlands alteration		None	
Square feet of new other wetland alteration		None	
Acres of new non-water dependent use of tidelands or waterways		None	
STRUCTURES			
Gross square footage			
Number of housing units			
Maximum height (in feet)			
TRANSPORTATION			
Vehicle trips per day			
Parking spaces			
WASTEWATER			
Gallons/day (GPD) of water use			
GPD water withdrawal			
GPD wastewater generation/ treatment			
Length of water/sewer mains			

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:

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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 **Project is within Estimated Habitat (WH228) and Priority Habitat (PH 44)**) ☐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

The Massachusetts Highway Department (MassHighway) is proposing the Route 5/Route 57 Interchange Project in Agawam (referred to as the Agawam Rotary Project). The purpose of the project is to relieve traffic congestion and improve safety at the Agawam Rotary.

The Agawam Rotary serves traffic from Route 5, Route 57, and Meadow Street (see Figures 1 and 3). In its existing configuration, through traffic on Route 5 proceeds directly over the rotary. All other traffic to and from Route 5, Route 57, and Meadow Street must use the rotary and connector ramps (except Route 57 eastbound to Route 5 southbound which uses a separate ramp south of the rotary). Traffic counts indicate that over 40,000 vehicles use the Agawam Rotary daily, including 2,700 vehicles during the morning peak hour and 3,100 vehicles during the evening peak hour.

A factor in the worsening traffic conditions at the Agawam Rotary is the changing traffic patterns within the project area. Previously, the main traffic movement through the Agawam Rotary was via Route 5 between Springfield (from I-91) and West Springfield. More recently, however, more vehicles are traveling between I-91 and residential and business destinations in Southwick and Agawam (particularly Six Flags New England), via Route 57.

MassHighway initiated the highway planning process by conducting a traffic study, titled *Summary of Alternatives, Agawam Rotary, Intersection of Routes 5, 57, River Road and Meadow Road.* The purpose of this study was to collect data on existing and future traffic conditions at the rotary and develop alternatives for the improvement of traffic operations and safety. MassHighway's Traffic Study found the following deficiencies in traffic operations at the rotary:

- Route 5 traffic (northbound and southbound) entering the Agawam Rotary operates at Level of Service (LOS) E or LOS F during the morning and evening peak hour; The Route 57 eastbound to Route 5 southbound entrance ramp operates at LOS E during the morning peak hour;

Vehicles entering the rotary from Meadow Street (west side of rotary) have difficulty weaving through the heavy volumes of rotary traffic bound for Route 57;
Because of congestion at the Agawam Rotary, traffic on the Route 5 northbound exit ramp can back up over 500 feet, well onto the South End Bridge.

As a result of the high volume of traffic and awkward roadway geometry, the Agawam Rotary has the greatest number of accidents in the Town of Agawam; an average of 43 accidents per year. This location ranks as #63 on MassHighway's statewide list of the top 1,000 accident locations.

During the development of MassHighway's traffic study, six alternative designs (Figures 4 through 10 and Appendix A) were developed to improve traffic operations and safety at the Agawam Rotary. These alternatives, and the No-Build condition, were evaluated for traffic operations, adherence to MassHighway design criteria, environmental impacts, and cost. Each of the alternatives is forecast to operate at an acceptable level of service.

After coordinating review of these alternatives with the Town of Agawam, the City of Springfield, and the Western Massachusetts Economic Development Council (EDC), Alternative 1A was chosen as the preferred alternative because it would provide a safe, cost-effective design having an acceptable level of service, with minor environmental impacts and no land takings. A description of all alternatives is provided in Appendix A.

MassHighway has modified Alternative 1A to further improve traffic operations and safety. Alternative 1A Modified is now the preferred alternative. As seen on Figure 4, Alternative 1A Modified features:

- Construction of a flyover ramp (left-hand exit) from Route 5 northbound to Route 57 westbound.
  Reconstruction of Route 5 southbound as an at-grade intersection with Route 57;
- Construction of a roadway connection from Meadow Street (east side of rotary) to the new Route 5 southbound/Route 57 intersection, including a new Route 5 underpass; and
  a modified roadway connection from Meadow Street (west side of rotary) to Route 5 southbound.

After construction, the pavement within the discontinued portions of the rotary will be removed. In addition, MassHighway intends to incorporate a bikeway connection from the Connecticut Riverwalk bikeway along Meadow Street/River Road (east side of rotary) across the interchange area to the Meadow Street neighborhood (west side of rotary).

Few environmental resources exist within the Agawam Rotary Project area. There are no wetland resources, floodplains, historic or archeological sites within the project area. A small wetland area exists east of Route 5, adjacent to the Westfield River, but it is outside the project limits. An area mapped as Priority Habitat of Rare Species (PH 44) intersects a

previously developed, upland area in eastern portion of the project area. The Massachusetts Natural Heritage and Endangered Species Program indicated in their letter, dated April 27, 2006, (Appendix B) that Bald Eagles, a state-listed rare species, have been found in the vicinity of the project area.

In accordance with its Type I Noise Policy, MassHighway conducted an acoustical analysis to determine if the proposed improvements will result in noise impacts to adjacent residential properties. This analysis concluded that the neighborhood adjacent to Route 57 encompassing Alhambra Circle North, Alhambra Circle South and Barney Street is impacted by highway noise and that the construction of a noise barrier in this neighborhood is feasible and reasonable. If acceptable to the residents of the neighborhood, a noise barrier approximately 12 feet high and 1,900 feet long, will be constructed to reduce highway noise levels. The location of the proposed noise barrier is depicted on Figure 11.

The Agawam Rotary Project complies with the Commonwealth's Fix-It-First Policy. The Fix-It-First Policy is a statewide commitment to the repair and maintenance of our infrastructure such as roads, bridges, transit systems, public housing, historic structures, public parks, skating rinks, and swimming pools.

The proposed project does not exceed any MEPA review thresholds. This ENF is being submitted for informational purposes only.