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.: 13858
MEPA Analyst: A. Eglington
Phone: 617-626- X 1024

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: **Wellesley-Newton-Weston I-95 Resurfacing and Median Reconstruction**		
Street: **I-95 (Route 128)**		
Municipality: **Wellesley-Newton-Weston**	Watershed: **Charles River Watershed**	
Universal Tranverse Mercator Coordinates: **UTM 19 315757E 4687573N to UTM 19 313042E 4692587N (WGS84/NAD83)**	Latitude: **42° 19' 07"N to 42° 21' 47"N** Longitude: **71° 14' 09"W to 71° 16' 13"W (WGS84/NAD83)**	
Estimated commencement date: **Spring 2007**	Estimated completion date: **Fall 2008**	
Approximate cost: **$7,500,000**	Status of project design: **75** %comple	
Proponent: **MassHighway**		
Street: **10 Park Plaza**		
Municipality: **Boston**	State: **MA**	Zip Code: **02116**
Name of Contact Person From Whom Copies of this ENF May Be Obtained: **Lori A. Macdonald**		
Firm/Agency: **MassHighway**	Street: **10 Park Plaza, Room 4260**	
Municipality: **Boston**	State: **MA**	Zip Code: **02116**
Phone: **617-973-7764**	Fax: **617-973-8879**	E-mail: **lori.macdonald@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): **90% of the Construction Costs are funded under Federal Interstate Maintenance Funds with the remaining 10% coming from Massachusetts Transportation Bond Funds.**

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 Checklist under the National Environmental Policy Act & National Pollution Discharge and Elimination Systems Construction General Permit**

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	67.2		
New acres of land altered			
Acres of impervious area	58.3	8.9	67.2
Square feet of new bordering vegetated wetlands alteration			
Square feet of new other wetland alteration			
Acres of new non-water dependent use of tidelands or waterways			
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			

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:

Requests for Determination of Applicability under the Massachusetts Wetlands Protection Act

Length of water/sewer mains (in miles)				

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

MassHighway's Cultural Resources Unit has reviewed the project and determined that due to the nature of the work, the project is exempt from further review under Appendix 1(1) 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.*)

MassHighway is proposing safety and maintenance improvements along Route I-95 (State Route 128) from just north of the Route 9 Interchange in Wellesley to the Weston/Waltham town line, a distance of 3.81 miles. Route I-95 is a part of the National Highway System and is a part of the continuous major highway connection from New York City and points south, through Connecticut and Rhode Island, through Massachusetts, and northward to New Hampshire and Maine. Route I-95 forms a part of the major circumferential highway of the Route 128 Boston metropolitan highway system and is a heavily traveled commuter route serving several major employment areas both within and immediately north and south of the project limits. The route supports an average daily traffic volume 179,000 vehicles in the southbound direction and the northbound direction with a maximum posted speed limit of 55 miles per hour.

Within the project limits, the 120 foot wide I-95 right of way carries four 12-foot travel lanes, a 10-foot outside paved shoulder and a 2-foot inside paved shoulder in

each direction. The northbound and southbound lanes are separated by a 20 foot wide densely compacted unpaved median and steel guardrail. Currently, drop inlets and perforated pipe are located within the median connect to the existing drainage system. This stretch of Route I-95 has below minimum inside shoulder width with a history of vehicles vaulting over the existing guardrail into oncoming traffic. The existing paved surface is in poor condition.

The scope of the work includes cold planing and paving the existing roadway surface, removing and discarding existing guardrail in the median, excavating the median and installing concrete median safety barriers in order to prevent vehicles from crossing over into oncoming traffic. The existing unpaved densely compacted median will be paved to provide a high speed shoulder varying from 2 feet up to 10 foot wide in each direction so that disabled vehicles have a place of refuge.

Additional work elements include removing and discarding guardrail, installing new guardrail and end treatments, adjusting and rebuilding drainage structures, constructing bituminous berm, removing and resetting granite edging, installing frames and grates and granite edging to replace existing curb inlet frames and grates, unclassified excavation, fine grading and compacting, installing dense graded crushed stone for shoulders, replacing scored concrete pavement at gores, and installing traffic data collection stations, traffic management equipment, pavement markings, slotted pavement markers and rumble strips. Also included in this contract are repairs to bridges such as repairing bridge joints where needed, removing and resetting bridge curb as required, removing bridge pavement, membrane waterproofing and overlaying the bridge decks with hot mix asphalt dense binder course for bridges.

The median will be elevated to drain toward the roadway. Existing drainage inlets in the median will be removed from the median and new deep-sump catch basins will be located at the edge of the high-speed travel lane. The road grades will not change and, therefore, there is no change to drainage patterns. Since increased flow from each sub area is expected to be minimal, no changes to existing pipe sizes or outlets are required. No new direct untreated drainage discharge points are proposed. No direct impacts to wetland resource areas will occur as a result of the proposed improvements. In accordance with the Massachusetts Wetlands Protection Act Regulations, Requests for Determination of Applicability will be filed within each community where work will occur within wetland buffer zone. It is anticipated that Negative Determinations will be issued by each community. Prior to the start of construction, a Construction General Permit will be secured in accordance with the National Pollution Discharge and Elimination Systems program. As a part of that permit, a Stormwater Pollution Prevention Plan will be drafted and put into place to ensure that any sediment disturbed during construction remains within the right of way. As a part of the program, erosion control measures will include the installation of hay bales and silt fencing and loaming and seeding of any disturbed areas. All work will be conducted within the existing right of way.