

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.: 13089
 MEPA Analyst: BILL GAGE
 Phone: 617-626-1025

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 a portion of Depot Street (Rte. 123)	
Street Depot Street (Route 123)	
Municipality: Easton	Watershed: Black Brook
Universal Tranverse Mercator Coordinates:	Latitude: 42° 46' 55" Longitude: 71° 6' 00"
Estimated commencement date: 3/2004	Estimated completion date: 11/2004
Approximate cost: \$1.3 million	Status of project design: 90 %complete
Proponent: Easton D.P.W.	
Street: 417 Bay Road	State: MA Zip Code: 02375
Municipality: Easton	
Name of Contact Person From Whom Copies of this ENF May Be Obtained:	
Maurice G. Goulet	
Firm/Agency: D.P.W.	Street: 417 Bay Road
Municipality: Easton	State: MA Zip Code: 02375
Phone: (508)230-0802	Fax: (508)238-6485 E-mail: mgoulet@easton.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 11.05(8)) Yes No
 - a Special Review Procedure? (see 301 CMR 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):
Mass Highway Department

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

List Local or Federal Permits and Approvals: Conservation Commission and Board of Selectmen

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03): See Sheet 4 of ENF.

- | | | |
|--|---|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input checked="" type="checkbox"/> ACEC | <input checked="" 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 type="checkbox"/> Other Permits (including Legislative Approvals) – Specify:
Total site acreage	4,535			
New acres of land altered		1.36		
Acres of impervious area	3,855	0.68	4,535	
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	none			
Number of housing units	N/A			
Maximum height (in feet)	N/A			
TRANSPORTATION				
Vehicle trips per day	20,000	none	20,000	
Parking spaces	none	none	none	
WATER/WASTEWATER				
Gallons/day (GPD) of water use				
GPD water withdrawal				
GPD wastewater generation/treatment				
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

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 See project description below) 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.*)

See supplemental information sheet

ENVIRONMENTAL NOTIFICATION FORM SUPPLEMENTAL INFORMATION SHEET

Page 3. – Project Description

a. PROJECT SITE

The project will begin about 34 meters (110 feet) northeasterly from the Depot Street/Bay Road intersection and will extend northeasterly along Depot Street (Route 123) for 1110 meters (3642 feet) to Fox Ridge Road in Easton.

b. ON-SITE AND OFF-SITE IMPACTS AND MITIGATION

The project involves the reconstruction of existing Depot Street to meet the requirements of federal funding for the National Highway System of which it is a part. The work, all of which is proposed to be completed within the existing right of way, without encroaching upon abutting wetlands which are, in part, a portion of an Area of Critical Environmental Concern, has been designed in an environmentally friendly manner, both as to drainage and traffic issues.

Roadway widening will provide for minimum paved shoulders and required obstruction free areas adjacent to the road edges. Drainage structures with deep sumps will be built at new road edges, and older ones removed. Existing structures to remain are proposed to be grout sealed to retain solids from drainage in sumps. The project will look at ways to improve roadway drainage outflow into wetlands.

Minor roadway realignment is to be accomplished within existing right of way at two locations to allow motorists to pass by left-turning vehicles. At Cross Street, a corner rounding will meet the turning requirements for school bus turns. New sign and pavement markings will complete the work.

The existing roadway pavement will be reclaimed, supplemented with suitable materials and replaced. Some of the road widening will need excavation and backfilling, all without encroachment upon wetlands. The existing sidewalk along the south side of Depot Street will be removed and replaced, with granite curb and pedestrian convenience ramps added where needed.

There are no known endangered species in the area, and it is free from sites of known historic significance.

The project will have short term impacts which will include:

- interruptions to traffic flow
- construction noise, dust and air contamination issues arising from use of construction machinery
- use of raw materials (such as sand and stone) for roadway work
- drainage reconstruction

Mitigating factors for short term impacts include:

- portable changeable message signs to alert motorists to construction activities
- limitations on the contractors hours of work and on the length of delays to traffic when work is authorized
- maintenance of two-way traffic during the construction process and use of traffic police
- re-use of construction materials on site through roadway reclamation practices
- maintenance of existing drainage structures until new ones are on line
- temporary paving of waterways between road edges and new drain structures pending completion of road work
- required program of dust control using both water and calcium chloride when needed
- proper maintenance of construction equipment to reduce noise and air contamination issues

The alternative to this project is to not undertake the work. This is not a feasible one from the viewpoint of the Town of Easton, as the existing roadway, last reconstructed over twenty years ago in a manner unsuited to handle current traffic volumes, has deteriorated severely in recent winters. Two pavement overlays have not been a suitable answer to roadway deterioration, as the road way base structure has severely failed and needs to be reconstructed. Failure to rebuild this road will force great numbers of motorists away from this National Highway System roadway to use long detours over already crowded roadways and over local residential streets which are totally unsuited for such traffic.

ENVIRONMENTAL NOTIFICATION FORM
SUPPLEMENTAL INFORMATION SHEET
(continued)

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LAND SECTION

I. Thresholds/Permits

The roadway reconstruction project will be designed and constructed by the Town of Easton and the work will be funded using federal highway funds, as the road is a part of the National Highway System. The project has been programmed for funding pending submission of approved plans.

The work will be done within the Hockomock ACEC with minor impacts to the ACEC.

II. Impacts and Permits

H. Stormwater impacts

The existing roadway drainage system has proved to be adequate for the area, and the catchment area will not be altered, except for a small increase in impervious area as noted. The changes to existing impervious areas are distributed along the length of the roadway project, and they do not add significant drainage flow to the existing roadway drainage system any point. Two additional catch basins are proposed near the east end of the work area to collect water from the roadway surfaces. Catch basins with deep sumps will be built at new road edges, replacing older ones. The walls of existing basins to remain will be sealed with grout for containment of sediments. Outflow treatment from the existing road drainage system will be added as per MassHighway standards. Catchment areas for drainage will not measurably change. The project is not expected to have any measurable storm water impacts.

K. Describe the project's other impacts on land:

The positive impact of an improvement to a major roadway through the Town of Easton is involved. Decreases in interruptions to traffic flow at two left turn locations should help at those areas. Traffic volumes are not expected to significantly change. Construction impacts will occur, but will be relatively short-lived. Maximum re-use of existing roadway materials is being included.

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WETLANDS, WATERWAYS, AND TIDELANDS SECTION

I. Thresholds/Permits

A. Approximately 0.68 acres of increased impervious surfaces will be constructed adjacent to the Hockomock ACEC, without intrusion into the ACEC.

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II. Wetlands Impacts and Permits

- B. 1. Construction noise and construction air impacts – short term (Temporary)
2. Roadway and sidewalk improvements suitable for a standard 20 year design period (Permanent)

3. Roadway runoff improvements with an updated, improved drainage system – (Permanent)
4. Increase in impervious surfaces by 0.68 acre to meet design and safety requirements – (Permanent)
5. Alteration of 0.68 acres immediately adjacent to road edges or sidewalks, and its restoration – (Permanent)

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II. Wetlands Impacts and Permits

F. The removal of four trees, all of which are remote from wetlands, should not have any significant impact upon wetlands. All construction will take place in cleared areas, within grassed areas.

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ROADWAYS AND OTHER TRANSPORTATION FACILITIES SECTION

III. Consistency

The project is subject to both state and federal review as to its consistency with their design standards. The requirements of the National Highway System are being followed to meet the requirements for highway funding, the project has been programmed through both state and regional planning agency cooperation. The design will accommodate all vehicle, pedestrian, bicycle and other requirements of the highway design program. The project has also been designed in a manner so as to have a minimum effect upon environmental issues.