

ENF Notification Form

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>	
EOEA No.:	<u>14484</u>
MEPA Analyst:	<u>Anne Canaday</u>
Phone:	617-626- <u>1035</u>

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: Goldsmith Street Reconstruction		
Street: Goldsmith Street		
Municipality: Littleton, MA	Watershed: SuAsCo/Merrimack	
Universal Transverse Mercator Coordinates: N4712328 E297489	Latitude: 42d 32.21m Longitude: 71d 27.96 m	
Estimated commencement date: 3/2009	Estimated completion date: 7/2010	
Approximate cost: \$3,300,000	Status of project design: 100	%complete
Proponent: Town of Littleton Board of Selectmen		
Street: 37 Shattuck Street, P.O. Box 1305		
Municipality: Littleton	State: MA	Zip Code: 01460
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Robert Prud'homme		
Firm/Agency: S E A Consultants Inc.	Street: 2 Wall Street, Suite 450	
Municipality: Manchester	State: NH	Zip Code: 03101
Phone: 603-623-4400	Fax: 603-623-4401	E-mail: rob.prud'homme@seacon.com

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

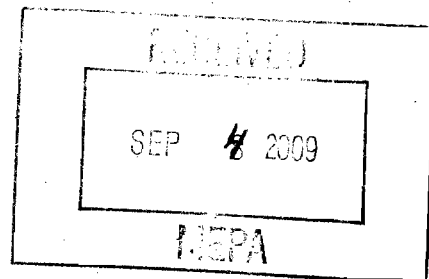
Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8)) Yes No

a Special Review Procedure? (see 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): _____

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
LAND				<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: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Total site acreage	8.67			
New acres of land altered		0.42		
Acres of impervious area	5.58	0.42	6.0	
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		
STRUCTURES				
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	
TRANSPORTATION				
Vehicle trips per day	4,800	0	4,800	
Parking spaces	N/A	N/A	N/A	
WASTEWATER				
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.*)

See attached description.

Project Description: Goldsmith Street Reconstruction, Littleton, MA

The Goldsmith Street reconstruction project begins at the intersection with Route 2A/110 and continues southerly a distance of approximately 2.27 kilometers (1.45 miles), ending at the intersection with Shaker Lane.

Approximately 118 private properties abut the project area. The abutting land use along Goldsmith Street is primarily dense residential. The Goldsmith Street public right-of-way is approximately 15.24 meters (50 feet). Goldsmith Street is classified under the Federal Aid System as a "rural major collector". Goldsmith Street carries two lanes of traffic and currently serves approximately 4,800 vehicles per day. The existing roadway pavement condition is very poor, with areas badly broken, potholes, horizontal and longitudinal cracking, and areas of patching evident. Existing roadway patches ride rough. Existing sidewalks are cracked, broken, and settled in many areas.

The proposed work consists of earth excavation, full depth bituminous concrete pavement construction, drainage system improvements, concrete sidewalk construction, granite and bituminous curb installation, bituminous concrete driveway construction, pavement markings, signing, landscaping, and other incidental items necessary to complete the required work.

The Goldsmith Street existing typical section has a paved width varying between 8.0 meters (26 feet) to 8.5 meters (28 feet). There is an existing bituminous concrete sidewalk on the east side of the roadway from the intersection with King Street (Route 2A/110) to the intersection with Maple Hurst Road, and on the west side of the roadway from the intersection with Maple Hurst Road to the intersection with Shaker Lane.

Goldsmith Street will be widened to provide a uniform paved width of 9.0 meters. The roadway section will consist of two 3.25-meter travel lanes with two 1.25-meter paved shoulders. This proposed section conforms to the Massachusetts Highway Department's minimum roadway section widths criteria for a rural collector. A 1.7-meter sidewalk will be provided on the east side of the roadway from the intersection with Route 2A/110 to the intersection with Maple Hurst Road, and on the west side of the roadway from the intersection with Maple Hurst Road to the intersection with Shaker Lane.

Drainage systems exist at various locations along the project corridor, however they are sparsely located and in poor condition. The lack of adequate drainage provisions along the project corridor is of significant concern as a cause of pavement stress and failure, and a safety hazard during times of inclement weather. Drainage system improvements are proposed as part of this project to accommodate the roadway drainage and to reduce or eliminate the otherwise adverse impacts of roadway runoff onto adjacent properties. Curbing on both sides of the roadway is proposed through the length of the corridor. Therefore, a closed drainage system is proposed to capture and convey roadway runoff to adequate discharge locations. Where possible, the existing drainage system will be maintained.

The only MEPA threshold triggered for this project is the removal of public shade trees within the roadway right-of-way. In order to meet the criteria for consistent travel lane widths, 23 public shade trees (14 inches or greater in diameter) have to be removed. Since 2004, eight public shade trees were removed that were diseased or damaged and posed a threat to the public. The project will plant 25 new shade trees (3-4 inch caliper) and 40 shrubs along the reconstructed roadway to mitigate the removal of the existing trees.

END