



**Environmental
 Notification Form**

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| <i>For Office Use Only</i> Executive Office of Environmental Affairs | |
| EOEA No.: | <u>12920</u> |
| MEPA Analyst: | <u>ARTHUR PUGSLEY</u> |
| Phone: 617-626- | <u>1029</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: Maple Street Reconstruction Project | | |
| Street: Maple Street / Burncoat Street | | |
| Municipality: West Boylston / Worcester | Watershed: Nashua and Blackstone | |
| Universal Transverse Mercator Coordinates: 0270550 E 0271000E 4690200 N to 4693000N | Latitude: 17° 20' 0" | 17° 20' 50" |
| | Longitude: 71° 46' 50" | to 71° 46' 45" |
| Estimated commencement date: Spring 2004 | Estimated completion date: Fall 2004 | |
| Approximate cost: \$750,000 | Status of project design: 75% complete | |
| Proponent: Massachusetts Highway Department/Town of West Boylston | | |
| 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: Grace Arthur | | |
| Firm/Agency: MassHighway | 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 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):
100% State Funding Massachusetts Highway Department

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

List Local or Federal Permits and Approvals: ACOE's 404 permit, DEP's Individual 401 Water Quality Cert., Order of Conditions from local Conservation Commission.

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 checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superceding Order of Conditions <input type="checkbox"/> Chapter 91 License <input checked="" 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 (.8 mile X 10meters) | 3.2 Acres | | | |
| New acres of land altered | | .64* | | |
| Acres of impervious area | 2.1 Acres | .58 Acres | 2.68 Acres | |
| Square feet of new bordering vegetated wetlands alteration | | 0 | | |
| Square feet of new other wetland alteration | | 10 lf** | | |
| Acres of new non-water dependent use of tidelands or waterways | | 0 | | |
| STRUCTURES | | | | |
| Gross square footage | N/A | | | |
| Number of housing units | N/A | | | |
| Maximum height (in feet) | N/A | | | |
| TRANSPORTATION | | | | |
| Vehicle trips per day | 974 vpd | 0 | 974 vpd | |
| Parking spaces | N/A | | | |
| WATER/WASTEWATER | | | | |
| Gallons/day (GPD) of water use | N/A | | | |
| GPD water withdrawal | N/A | | | |
| GPD wastewater generation/ treatment | N/A | | | |
| Length of water/sewer mains (in miles) | N/A | | | |

*This project will include a minimal amount of slope work adjacent to the proposed edge of road.

** Bank impacts to an intermittent stream due to a culvert extension

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 See attached letter from Natural Heritage

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

In compliance with state Chapter 254 and /or federal Section 106, as applicable, MassHighway's Cultural Resource Section will coordinate its review with the Mass. State Historic Preservation Office for potential impacts to National / State Register listed or National Register eligible properties.

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 (MassHighway), in conjunction with the town of West Boylston, proposes improvements to Maple Street / Burncoat Street in the Town of West Boylston and the City of Worcester. The Project begins approximately 150 meters (492 feet) south of the Worcester / West Boylston municipal boundary, proceeds north and terminates at the intersection of Shrewsbury Street. This project is necessary due to the roadway's deteriorated pavement and inadequate drainage and the safety concerns those conditions present to the users of the roadway.

Maple Street is a 1.315 kilometer (0.8 mile) long, urban collector that serves as the primary means of access to several residential areas and is a secondary access between the City of Worcester and the town of West Boylston. Maple Street is a residential roadway that has an average daily traffic count of 974 vehicles. The existing roadway width varies from 5.5 meters (18 feet) to 7.5 meters (24.5 feet). A proposed 8.5 meter (28 ft) paved width is proposed. This will include travel lane widths of 3.25 meters (10.5 feet) with 1.00 meter (3.3 ft) paved shoulders. The paved shoulder will accommodate bicycle travel. There are no sidewalks on Maple Street and none are proposed.

The majority of Maple Street will be reconstructed by means of a reclamation process that pulverizes the existing pavement into a gravel like material. Additional material will be excavated to accommodate the widened roadway surface. A new bituminous concrete structure will be placed on top of the reclaimed base.

The existing drainage system along Maple Street is inadequate and is in various stages of disrepair. Existing deteriorated drainage lines will be replaced with pipes of adequate size. Additional drainage structures and appurtenances will be placed to rectify water problems while retaining the existing drainage patterns and outlets. Stone aprons will be placed at various waterway outlets for scour

protection and stormwater velocity reduction.

Construction activities will also include cold planing the adjacent side road approaches and at the project limits. Side road approaches and driveway aprons will be reconstructed or resurfaced. Existing guardrail will be replaced or upgraded as necessary. Existing signage will be replaced in-kind with new signs with new breakaway post assemblies. Pavement markings will be placed on the new pavement using thermoplastic type application.

Most of the work will be within the existing roadway layout except for minor slope and/or drainage easements that will be acquired by the town. Access to abutting property and existing travel patterns will not change.

Several roadway design alternatives were considered for this project. The No Build and Resurfacing Only alternatives would not address the safety and structural deficiencies of the existing roadway surface and consequently existing maintenance and safety issues would remain unresolved. MassHighway Design Standards for an urban collector would create considerable impacts to abutting residential properties and the environment.

This project is applying MassHighway's new design standards, developed especially for low volume/low speed roads, therefore reducing impacts to residential properties and the environment. The revised standards allow for reduced travel lane and shoulder widths below those conventionally required. The reduced pavement widths lessen the amount of new impervious area created which in turn improves the quantity of stormwater runoff and reduces the potential for water quality degradation. The reduced pavement width minimizes the amount of vegetation and number of trees that need to be removed to only those necessary to ensure a suitably safe passage. The reduced width lessens the area of easement takings on abutting properties. Most importantly, the reduced width sustains the roadways rural character and keeps travel speeds down. This roadway reconstruction project will repair and correct existing safety deficiencies of the road while maintaining its existing alignment, design speed and residential character.

To improve the roadway's safety, an existing hazardous vertical curve located near the Worcester / West Boylston townline (Station 11+40) will be eliminated and reconstructed to today's standards. A new drainage system, required to alleviate street flooding and icing, will keep standing water from forming on the roadway and thereby serve to improve water quality by reducing the quantities of sand and deicing agents currently applied during freeze and thaw cycles.

Due to the proximity of wetland resource areas within the project limits in West Boylston, A Notice of Intent (NOI) will be filed with the West Boylston Conservation Commission. Best Management Practices will be incorporated in future design and construction level documents to ensure that the performance standards of the Massachusetts Wetland Protection Act are met. This information will be included in the NOI and construction bid documents.

This project will require the removal of more than five living public shade trees greater than 14-inch dbh and widening of an existing roadway by four or more feet in excess of a ½ mile. Therefore, pursuant to 301 CMR 11.03(6)(b) - 1(b) & 2(b) an Environmental Notification Form (ENF) is required. The proposed work represents the reconstruction and reclamation of an existing roadway.