

ENF Environmental Notification Form

For Office Use Only Executive Office of Environmental Affairs	
EOEA No.:	12921
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 Manley Street		
Street: Manley Street		
Municipality: West Bridgewater	Watershed: Taunton	
Universal Transverse Mercator Coordinates: Start x: 330250, y: 4652900 Finish x: 329600, y: 4657300	Latitude: 42°00'44"N to 42°03'03"N Longitude: 71°03'04"W to 71°03'39"W	
Estimated commencement date: Fall 03	Estimated completion date: Fall 04	
Approximate cost: \$3,000,000	Status of project design: 75% design phase	
Proponent: Massachusetts Highway Department and the Town of West Bridgewater		
Street: 10 Park Plaza, Room 4260 (MassHighway Address)		
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	
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): **FHWA 80%, MassHighway 20%**

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

List Local or Federal Permits and Approvals: **West Bridgewater Conservation Commission, Order of Conditions, ACOE PGPI.**

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? **MassHighway's CRS will coordinate its review with the MHC in compliance with state Chapter 254 or Federal Section 106 (as appropriate).**

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: Hockomock Swamp ACEC) 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 Town of West Bridgewater, in conjunction with the Massachusetts Highway Department, proposes to reconstruct Manley Street, from the intersection with West Center Street (Route 106), northerly a distance of 4.42 kilometers (2.76 miles), to the Brockton city line. Manley Street is classified as an Urban Arterial roadway, carrying two lanes of traffic and serves approximately 6,900 vehicles per day (ADT). The public right of way varies from 18.25 meters (60 feet) south of West Street, to 15 meters (50 feet) north of West Street. The existing roadway varies in width from 8.5 meters (28 feet) from Route 106 to West Street, 7.3 meters (24 feet) from West Street to Walnut Street, and 6.5 meters (22 feet) to the Brockton city line. The first two miles of the corridor, from West Center Street (Route 106) to Walnut Street, is a blend of commercial and industrial usage with industrial usage being primary. The last 0.7 miles of the corridor, from Walnut Street to the Brockton city line, is entirely residential in character. There are sporadic areas of existing curb or berm at the intersections and driveway locations throughout the project. There are no existing provisions for pedestrian travel or accessibility within the project corridor. Overall, the existing pavement condition is poor with areas of rutting, cracking, and raveling evident.

Throughout the length of the corridor, the minimum travel lanes and usable shoulders widths are proposed. From the access drive to Shawmut Mills to the Brockton City line, a sidewalk is proposed. The typical cross-section without proposed sidewalk will provide a uniform paved width of 9.0 meters (29.5 feet). This paved width consists of 3.5 meter (11.5 foot) travel lanes with 2.5 meter (8 foot) "usable shoulders". The shoulder will consist of a 1.0 meter (3.28 foot) paved area in conjunction with a 1.5 meter (4.9 ft) area of grass. The typical cross-section with a 1.525 meter (5 foot) sidewalk achieves a paved roadway width of 10.5 meters (34.5 feet) which includes two 3.5 meter (11.5 feet) travel lanes, with a 2.5 meter (8 foot) paved shoulder adjacent to the sidewalk locations and a 2.5 meter (8 foot) "usable shoulder" on the roadway locations without a proposed sidewalk. This shoulder will consist of a 1 meter (3.28 foot) paved area, in conjunction with a 0.5 meter (1.64 foot) bituminous concrete berm, and a 1 meter (3.28 foot) area of grass.

The typical sections were determined from the results of an environmental impact alternative analysis. The project corridor is severely constrained by adjacent areas of Bordering Vegetated Wetlands. In addition, these wetland areas contain public drinking water supply well fields. As a result, three typical sections were studied during the preliminary design process. The first typical cross-section

proposed desirable travel lanes/usable shoulders with sidewalk along the entire project length, with an approximate resulting wetland impact of 42,000 square feet. The second typical cross-section proposed minimum travel lanes/usable shoulders with sidewalk along the entire project length, with an approximate resulting wetland impact of 27,000 square feet. The third and current typical cross-section proposes minimum travel lanes/usable shoulders with sidewalk along a partial project length with a resulting wetland impact of 4,489 square feet. The third alternative would provide for a limited roadway pavement width increase of approximately 1.4 feet on average along the first section of roadway between Route 106 to West Street, and would result in a significant reduction in adjacent wetland impacts. Based on these comparisons, it was felt that the proposed section, using minimum standards, was justified to allow for a significant reduction in wetland resource area impacts along the project corridor, while conforming with minimum roadway section widths criteria for an urban arterial.

There are existing cross culverts within the project corridor, carrying several intermittent streams and the perennial Coweaset Brook. Country drainage predominates through the Manley Street corridor with a limited number of catch basins. The proposed drainage system will be a combination of open "country" drainage and deep sump catch basins. A closed drainage system, comprised of deep sump catch basins will be established along areas with proposed sidewalk. The reveal in front of the granite curbing at sidewalk locations prevent stormwater from being directed naturally off of the roadway and as a result catch basins are required at sidewalk locations. Catch basins discharging into Bordering Vegetated Wetland buffer zone areas will be equipped with deep sumps for the removal of 25% of total suspended solids (TSS). In addition, discharge locations to buffer zones will be established with vegetated swales for additional TSS removal. Country drainage, as typically requested by regulatory reviewers, will begin at the Route 106 area and will continue to the access drive to Shawmut Mills, a distance of approximately 6,665 linear feet (2,032 meters). BMP's incorporated into the construction phase of the project, to prevent sediment from entering resource areas, include the use of temporary sedimentation basins, and typical haybale and silt fence along resource areas.

The project, as proposed, will maintain and improve the existing roadway, including widening (limited to less than a single lane width) resulting in drainage system and road safety improvements. Work as proposed includes earth excavation, excavation by cold planer, full depth bituminous concrete pavement reconstruction, drainage system upgrade, bituminous concrete berm installation, guardrail installation, pavement marking and signage installation, landscaping, and other incidental work.

Other on-site and off-site alternatives for the reconstruction of Manley Street would not be practical. Adjacent areas consist of private property. It would be cost prohibitive to purchase the adjacent land to bypass impacts to wetland areas, if possible. Furthermore, intermittent and perennial streams generally run perpendicular to the roadway and shifting the existing roadway would significantly impact wetland resource areas associated with these streams. Pavement overlay was also considered as an option. This option would allow the underlying failing pavement conditions to exist and would not correct existing drainage problems. The preferred option is to correct the sub-standard drainage problems and poor pavement conditions while minimizing potential impacts to wetlands to the greatest extent practical as proposed.

The project is subject to MEPA review because it requires "the removal of more than 5 living public shade trees 14 or more inches DBH" (301 CMR 11.03(6)(b) 2.b) and "the widening of an existing roadway by four or more feet for one-half mile or more miles"(301 CMR 11.03(6)(b) 1.b). In addition, the southern part of the project is located within an ACEC (301 CMR 11.03(11)(b)).