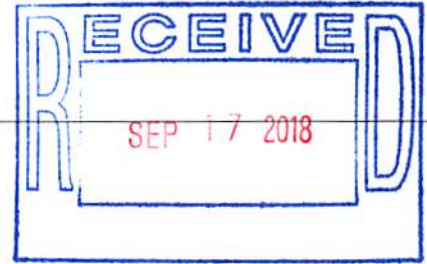


Commonwealth of Massachusetts
 Executive Office of Energy and Environmental Affairs
 Massachusetts Environmental Policy Act (MEPA) Office



Environmental Notification Form

For Office Use Only

EEA#: 15919

MEPA Analyst: Alex Strysky

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: INTERSECTION IMPROVEMENTS AT BAY STREET AND BERKSHIRE AVENUE		
Street Address: Bay Street and Berkshire Avenue		
Municipality: City of Springfield	Watershed: Chicopee	
Universal Transverse Mercator Coordinates: Zone 18; 4667237.08 N; 703756.80 E	Latitude: 42.130769 Longitude: -72.534716	
Estimated commencement date: 01/2020	Estimated completion date: 05/2021	
Project Type: Traffic Signals	Status of project design: 75%complete	
Proponent: City of Springfield Department of Public Works		
Street Address: 70 Tapley Street		
Municipality: Springfield	State: MA	Zip Code: 01104
Name of Contact Person: Matthew Sokop, PE		
Firm/Agency: Springfield DPW	Street Address: 70 Tapley Street	
Municipality: City of Springfield	State: MA	Zip Code: 01104
Phone: 413-426-6114	Fax:	E-mail: msokop@springfieldcityhall.com
Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:		
a Single EIR? (see 301 CMR 11.06(8))	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Special Review Procedure? (see 301CMR 11.09)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Phase I Waiver? (see 301 CMR 11.11)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<i>(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)</i>		
Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)? 301 CMR 11.03(6)(b)2.b. – Cut five or more living public shade trees of 14 or more inches in diameter at breast height. Project proposes to cut 12 public shade trees.		
Which State Agency Permits will the project require? None		

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:

The project is anticipated to receive federal funding under the Highway Safety Improvement Program (HSIP). MassDOT – Highway Division is expected to contribute 10% of funding and the Federal Highway Administration is expected to contribute 90% of the construction costs. There will be no land transfers from an Agency of the Commonwealth.

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	2.88		
New acres of land altered		0.29	
Acres of impervious area	2.14	0.29	2.43
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	None		
Maximum height (feet)	None		
TRANSPORTATION			
Vehicle trips per day	None		
Parking spaces	None		
WASTEWATER			
Water Use (Gallons per day)	None		
Water withdrawal (GPD)	None		
Wastewater generation/treatment (GPD)	None		
Length of water mains (miles)	None		
Length of sewer mains (miles)	None		
Has this project been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			
Has any project on this site been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			

GENERAL PROJECT INFORMATION – all proponents must fill out this section

Describe the existing conditions and land uses on the project site

The City of Springfield Department of Public Works (DPW) proposes intersection improvements at the Bay Street and Berkshire Avenue intersection. Proposed improvements include the addition of turning lanes, traffic signal upgrades, bicycle lanes, a bus pullout, and new and reconstructed sidewalks and wheelchair ramps. The purpose of the project is to improve safety, congestion, and operations at the Bay Street and Berkshire Avenue intersection. The lack of turning lanes and outdated post-mounted traffic signals has created unsafe conditions over the years and significant traffic congestion and queuing. During peak evening hours when the Springfield Central High School is dismissed, major queuing occurs eastbound along Bay Street. The intersection has also been identified as a high crash rate intersection by MassDOT's Highway Safety Improvement Program (HSIP) Crash Cluster Database.

The project limits on Bay Street extend approximately 625 feet east and 850 feet west of Berkshire Avenue. Along Berkshire Avenue the project extends approximately 200 feet north and 200 feet south of Bay Street. The overall project length is approximately 1,700 feet.

The Bay Street and Berkshire Avenue intersection is a four-way signalized intersection providing vital connections for the Springfield community.

Bay Street is a two lane roadway with 14 to 16-foot travel lanes and 5-foot sidewalks on both sides west of the intersection and one side east of the intersection. Berkshire Avenue is a four lane roadway with 11-foot inside lanes, 16-foot outside lanes, a 5-foot sidewalk on both sides within the project limits. Grass belts separate all sidewalks from the roadway. No turning lanes, shoulders or bicycle lanes exist at the intersection. All traffic signals at the intersection are post mounted fixtures. Stormwater runoff in the project area collects in catch basins which drain into an existing City drainage system.

Adjacent land use consists of a mix of residential and commercial areas. In the northwest corner of the intersection the Robinson Gardens Apartments, a Springfield Housing Authority community. Also in the northwest corner of the intersection, the Pioneer Valley Transit Authority (PVTA) has a scheduled stop (B6) and bus shelter along Berkshire Avenue. A restaurant and associated parking lot is present in the northeast corner of the intersection. A gas station is located on the southeast corner. Residential homes are present in the southwest corner.

Describe the proposed project and its programmatic and physical elements

The City of Springfield DPW proposes intersection improvements at the Bay Street and Berkshire Avenue intersection. Proposed improvements include geometric widening of the intersection to provide turning lanes, traffic signal and timing upgrades, bicycle lanes, bus pullout, and new and reconstructed sidewalks and wheelchair ramps.

Bay Street will be widened at the intersection to include dedicated turning lanes onto Berkshire Avenue from eastbound and westbound approaches. Bay Street will consist of a 10-foot turning lane, 11-foot through travel lane, 5-foot bicycle lanes, and 5-foot sidewalks. Berkshire Avenue will be striped as two 11-foot through travel lanes and a 5-foot bicycle lane,

and the existing sidewalks will be reconstructed to meet ADA standards. The grass belts separating sidewalk from roadway will be reconstructed along both streets, where there is adequate width between the edge of road and sidewalk.

All proposed widening will consist of full depth pavement reconstruction. Improvements to the traffic signal system will include new overhead and post-mounted signals, emergency vehicle pre-emption, new signal controller and cabinets, pedestrian push button mounts and pedestrian countdown motions.

Additional work includes; resurfacing, re-grading, utility relocation, installation of curbing, new and reconstructed ADA/AAB compliant sidewalks and wheelchair ramps, re-striping roadway, installation of reflectorized signage, parking lot re-striping, stormwater system improvements, landscaping, and other incidental work as directed by the resident engineer.

The filing of an Environmental Notification Form (ENF) is required for the cutting of 12 living public shade trees of 14 or more inches in diameter at breast height.

Summary of Impacts

Wetlands: No impacts to wetlands will occur. All work is located outside buffer zones.

Rare Species: The project does not occur within mapped Estimated or Priority Habitat

Noise: The project is not a Type I or Type II action requiring a noise assessment.

Vegetation: The project proposes to widen the intersection and therefore reduce the area of landscaping adjacent to the intersection. Widening will remove 11 living public shade trees.

Stormwater: The project will increase the impervious area by 0.29 acres (12,615 square feet). The improvements include the addition of turning lanes and upgrades to the existing stormwater management system. Stormwater runoff in the project area collects in catch basins which drain into an existing City drainage system.

Alternatives Analysis

Alternative A: No Build

As part of this alternative, no improvements would be made to the Bay Street and Berkshire Avenue intersection. The existing intersection would continue to operate solely with post-mounted signals and no dedicated turning lanes. Congestion at the intersection would continue during peak evening hours. Although this alternative avoids impact to public shade trees, it does not address the purpose and need of the project.

Alternative B: Pavement Rehabilitation & Signal Upgrades

This alternative proposes to rehabilitate the existing roadway with resurfacing, re-striping of the existing lanes, and signal upgrades. This alternative would minimize impacts to public shade trees and improve some traffic congestion and visibility issues of the roadway, however, this option would not achieve the purpose of the project. Alternative B would not provide geometric improvements, add additional turning lanes, or provide ADA/AAB compliant sidewalks and safe bicycle facilities. The safety deficiencies associated with the intersections and traffic congestion experienced during peak evening hours would not be addressed.

Alternative C: Roundabout

This alternative proposes to construct a roundabout in place of the signalized intersection. The roundabout was considered a feasible alternative as an operations analysis showed better actions than a signal. This alternative requires significant geometric alterations, however provides improved traffic flow and ADA/AAB compliant sidewalks and bicycle facilities. The purpose and need of the project would be addressed as the safety deficiencies associated with the intersection would be improved. However, this alternative was not chosen because a significant amount of right-of-way would need to be acquired by the City of Springfield. An adjacent operating business would need to be acquired by eminent domain. This alternative would also impact a significant amount of public shade trees.

Alternative D: Geometric Improvements & Signal Upgrades (Preferred Alternative)

The chosen alternative represents a balance of infrastructure improvement that address the need for both safety improvements and traffic congestion relief with a context sensitive design. The alternative proposes geometric improvements and signal upgrades to the Bay Street and Berkshire Avenue intersection. This alternative addresses the safety deficiencies associated with the intersections and relieves traffic congestion through the intersection during peak evening hours. Upgrades to the intersection include geometric widening and realignment of the intersection to provide turning lanes, traffic signal and timing upgrades, bicycle lanes, bus pullouts, and new and reconstructed sidewalks and wheelchair ramps. Though this alternative has impacts to public shade trees, the impact has been minimized by avoiding widening at all intersection approaches.

Avoidance, Minimization, & Mitigation

Vegetation: The project will remove 19 living public shade trees. Twelve of the trees have a DBH of 14 inches or more inches. Impacts to living public shade trees have been minimized through the design alternatives process. Nine public shade trees that meet the DBH requirement will be removed along Bay Street. Three public shade trees are proposed to be removed on Berkshire Avenue. To minimize impacts to trees, an additional nine public shade trees with DBHs of 14 inches or greater will be retained and protected during construction. Many smaller trees and shrubs will also be retained and protected. To offset impacts of trees removed, approximately 17 new trees will be planted along Bay Street and Berkshire Avenue at the intersection.

Stormwater: This project is defined as a redevelopment project which requires stormwater standards to be upgraded to the maximum extent practicable, while improving upon existing conditions. Stormwater runoff in the project area collects in catch basins which drain into an existing City drainage system. Proposed improvements include adding hoods and upgrading all catch basins to deep sump catch basins.

Construction Phasing: Construction phasing is proposed to the extent that partial lane closures will be required during construction activities. One lane of traffic in each direction will be maintained at all times. A Stormwater Pollution Prevention Plan (SWPPP) under the Environmental Protection Agency's Construction General Permit has been included for this project.