



*The Commonwealth of Massachusetts*  
*Executive Office of Energy and Environmental Affairs*  
*100 Cambridge Street, Suite 900*  
*Boston, MA 02114*

Charles D. Baker  
GOVERNOR

Karyn E. Polito  
LIEUTENANT GOVERNOR

Matthew A. Beaton  
SECRETARY

Tel: (617) 626-1000  
Fax: (617) 626-1081  
<http://www.mass.gov/eea>

October 26, 2018

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Intersection Improvements at Bay Street and Berkshire Avenue  
PROJECT MUNICIPALITY : Springfield  
PROJECT WATERSHED : Chicopee River  
EEA NUMBER : 15919  
PROJECT PROPONENT : City of Springfield  
DATE NOTICED IN MONITOR : September 25, 2018

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project involves the full-depth pavement reconstruction of approximately 1,700 linear feet (lf) of roadway at the intersection of Bay Street and Berkshire Avenue. The project includes the reconstruction of sections of Bay Street from 625 feet (ft) to the east and 850 ft to the west of the intersection and sections of Berkshire Avenue extending 200 ft in both directions. The project will improve safety, traffic operations and pedestrians and bicycle accessibility by providing turning lanes, bicycle lanes and sidewalks meeting the standards of the Americans with Disabilities Act (ADA) on both sides of the streets. Bay Street will be reconfigured to include 5-ft bicycle lanes, 5-ft sidewalks, an 11-ft through lane and 10-ft dedicated turning lanes onto Berkshire Avenue northbound. The existing 5-ft sidewalks on Berkshire Avenue will be reconstructed, with two 11-ft travel lanes and a 5-ft bicycle lane in each direction. The project also includes new signals, utility relocation, re-striping, stormwater management improvements and landscaping. A bus

shelter located on the southbound lane of Berkshire Street north of the intersection will be relocated to a new bus pull-out on the westbound side of Bay Street west of the intersection.

### Project Site

The intersection is located in a primarily residential area in the central section of Springfield and provides important north-south and east-west connections. Commercial uses occupy land on the east side of the intersection and single- and multi-family dwellings are located on the west side. Bay Street includes 14- to 16-ft travel lanes and 5-ft sidewalks on both sides of the street west of the intersection and on its south side east of the intersection. Berkshire Avenue is a four-lane roadway with 11-ft inside lanes, 16-ft outside lanes and 5-ft sidewalks on both sides of the road. The sidewalks along both streets are separated from the roadway by grassy strips. The Pioneer Valley Transit Authority (PVTa) maintains a bus stop on the southbound lane of Berkshire Avenue north of the intersection.

The intersection includes two sites listed in the Massachusetts Historical Commission's (MHC) *Inventory of Historic and Archaeological Assets of the Commonwealth*, including the Berbay Circle residential area (SPR.O) at the southwest corner of the intersection and the Chamberlin-Bradley House (SPR.3385) at the eastern end of the Bay Street reconstruction area.

### Environmental Impacts and Mitigation

Environmental impacts associated with the project include increasing impervious area by approximately 0.29 acres and removing 13 public shade trees with a diameter at breast height of 14 inches or more. Measures to avoid, minimize and mitigate Damage to the Environment include planting 32 trees within the project corridor; improved bicycle and pedestrian facilities; stormwater management system improvements; and construction-period mitigation measures including sedimentation and erosion controls; and the use of recycled material in pavement.

### Permitting and Jurisdiction

This project is subject to MEPA review and preparation of an ENF pursuant to 301 CMR 11.03(6)(b)(2)(b) because it requires a State Agency Action and will require the cutting of five or more living public shade trees of 14 or more inches in diameter at breast height (13 trees).

The project may require review by MHC pursuant to Section 106 of the National Historic Preservation Act and may require a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the U.S. Environmental Protection Agency (EPA).

Because the City of Springfield (City) is seeking State Financial Assistance from Massachusetts Department of Transportation (MassDOT), MEPA jurisdiction is broad and extends to those aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

## Review of the ENF

The ENF provided a description of existing and proposed conditions and provided preliminary project plans. It reviewed alternatives to the project and identified measures to avoid, minimize and mitigate environmental impacts.

The ENF included an alternatives analysis that reviewed two alternatives to the project. One alternative would resurface and restripe the pavement and upgrade the traffic signals. This alternative would not impact any street trees, minimize new impervious area and provide some level of improvement to traffic operations. This alternative was rejected because it would not provide turning lanes, bicycle facilities or add ADA-compliant sidewalks. A second alternative would replace the intersection with a roundabout. This alternative would improve traffic flow and safety and provide pedestrian and bicycle facilities, including accessible sidewalks. The alternative was rejected because it would impact a large number of public shade trees, increase impervious area and require the acquisition of a significant area of right-of-way, including land associated with existing businesses.

The Preferred Alternative will balance the need for roadway infrastructure and operational improvements while minimizing impacts to public shade trees, pervious area and the need for temporary and permanent easements. The project will improve traffic flow by providing turning lanes, improving the visibility and timing of signals and relocating the bus stop to a location that will cause fewer backups. It will provide ADA-compliant sidewalks and bicycle lanes. Project impacts will be mitigated by planting new shade trees and upgrading the stormwater management system in compliance with Massachusetts Department of Environmental Protection (MassDEP)'s Stormwater Management Standards (SMS) for redevelopment projects, including deep-sump catch basins with hoods. I encourage the City to consider the use of infiltration Best Management Practices (BMPs) or Low Impact Development (LID) techniques such as rain gardens or bioswales within the grassy areas between the roadway and sidewalk to provide additional water quality improvements.

## *Construction*

The project will include the use of sedimentation and erosion controls to prevent water quality impacts during construction. It must comply with Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, s.54. I encourage the City to recycle and reuse construction and demolition (C&D) debris. If oil and/or hazardous materials are identified during construction, notification must be provided to MassDEP pursuant to the Massachusetts Contingency Plan (310 CMR 40.0000). To reduce construction-period air emissions, I encourage the City to require its construction contractors to use equipment manufactured to Tier 4 federal emission standards which are the most stringent emissions standards available for off-road engines. If equipment is not available in the Tier 4 configuration, the Proponent should consider equipment with after-engine emissions controls, such as oxidation catalysts or diesel particulate filters.

## Conclusion

Based on a review of the ENF and comments received, and in consultation with State Agencies, I have determined that the ENF has sufficiently defined the nature and general elements of the project for the purposes of MEPA review and demonstrated that the project's environmental impacts will be avoided, minimized and/or mitigated to the extent practicable.

October 26, 2018

Date



\_\_\_\_\_  
Matthew A. Beaton

Comments received:

10/16/2018 Massachusetts Department of Environmental Protection (MassDEP) – Western Regional Office (WERO)

MAB/AJS/ajs



# Department of Environmental Protection

Western Regional Office • 436 Dwight Street, Springfield MA 01103 • 413-784-1100

Charles D. Baker  
Governor

Karyn E. Polito  
Lieutenant Governor

Matthew A. Beaton  
Secretary

Martin Suuberg  
Commissioner

October 16, 2018

Matthew A. Beaton., Secretary  
Executive Office of Energy & Environmental Affairs  
Massachusetts Environmental Policy Act Office  
Alex Strycky, EEA No. 15919  
100 Cambridge Street, 9<sup>th</sup> Floor  
Boston, MA 02114-2524

Re: Bay Street and Berkshire - ENF  
Springfield, MA

Dear Secretary Beaton,

The Massachusetts Department of Environmental Protection (MassDEP), Western Regional Office (WERO) appreciates the opportunity to comment on the Environmental Notification Form (ENF) submitted for the Bay Street and Berkshire project located in Springfield, MA (EEA #15919). The applicable MassDEP regulatory and permitting considerations regarding air pollution, solid waste, and waste site cleanup are discussed.

## **I. Project Description**

The City of Springfield (Proponent) proposes reconfiguration of the intersection, widening and resurfacing the roadway, sidewalk installation/improvement for pedestrian and bike traffic, addition of signals and improvement to drainage. No new discharge points directly to resource areas are proposed.

Potential environmental impacts associated with this project include:

- 0.29 acres of increased impervious surface, and
- Removal of 11 shade trees.

## **II. Required Mass DEP Permits and/or Applicable Regulations**

### Wastewater

314 CMR 7.00

### Air Pollution

310 CMR 7.00

### Solid Waste

310 CMR 16.00

### Bureau of Waste Site Cleanup

310 CMR 40.000

This information is available in alternate format. Contact Michelle Waters-Ekanem, Director of Diversity/Civil Rights at 617-292-5751.

TTY# MassRelay Service 1-800-439-2370

MassDEP Website: [www.mass.gov/dep](http://www.mass.gov/dep)

### **III. Permit Discussion**

#### **Bureau of Water Resources**

##### Wetlands & Waterways

Based on the information provided, this project is not subject to the Wetlands Protection Act (WPA) and the associated regulations.

##### Stormwater

Regulations require that when proposing a redevelopment project subject to the *Stormwater Management Standards*, Proponents shall consider environmentally sensitive site design and planning and upgrades as feasible. Existing infrastructure will be reused however, the Proponent proposes new deep sump catch basins with hoods.

##### Drinking Water and Wastewater

Any upgrades to water or wastewater infrastructure should be coordinated with the Water and Sewer Commission

#### **Bureau of Air and Waste**

##### Air Quality

##### Construction and Demolition Activities

The construction activity must conform to current Air Pollution Control Regulations. The proponent should implement measures to alleviate dust, noise, and odor nuisance conditions that may occur during the construction and demolition activities. Such measures must comply with the MassDEP's Bureau of Waste Prevention Regulations 310 CMR 7.01, 7.09, and 7.10.

##### Asbestos

If any portion of the proposed project involves removal or abatement of regulated asbestos-containing material, an asbestos removal notification (AQ04) must be sent to MassDEP using the asbestos notification form ANF 001, at least 10 working days prior to initiating work. The handling and removal of asbestos from a facility and/or facility component must adhere to the requirements at 310 CMR 7.15.

The Proponent is also referred to the document *Asbestos Cement Pipe Guidance Document and Conditional Enforcement Discretion* which may be found at the following web site: <https://www.mass.gov/files/documents/2016/08/wc/acpguid.pdf>.

##### Construction Period Air Quality Mitigation Measures

MassDEP recommends that the project Proponent participate in the MassDEP Diesel Retrofit Program. IN addition, all non-road engines shall be operated using only ultra low sulfur diesel (ULSD) with a sulfur content of 15 ppm pursuant to 40 CFR 80.510.

##### Solid Waste

The Proponent is advised to properly manage and dispose of all solid waste generated by this proposed project pursuant to 310 CMR 16.00 and 310 CMR 19.000, including the regulations at 310 CMR 19.017 (waste ban).

The BUD regulations at 310 CMR 19.060 establish levels of assessment for four categories of beneficial use. These regulations would be applicable to reuse of any materials generated by this project that would otherwise be considered solid waste.

Asphalt, brick and concrete (ABC) generated through crushing and reuse on-site must be handled in accordance with regulation and policy. Otherwise, the proponent would need to obtain a site assignment and facility permit for the crushing activity and a Beneficial Use Determination for the reuse of the crushed material. More information regarding the handling of ABC, and a copy of the 30-day notification form may be found at the following website:

<http://www.mass.gov/eea/docs/dep/recycle/approvals/swnotify.pdf>.

If the Proponent determines that the nature of any soils excavated require management as a hazardous or solid waste, please refer to COMM-97-001 *"Reuse and Disposal of Contaminated Soil at Massachusetts Landfills"*

The project proponent should be advised that construction activity at the site comply with Solid Waste provisions including M.G.L. Chapter 40, Section 54.

#### Hazardous Waste

If any hazardous waste, including waste oil, is generated at the site, the Proponent must ensure that such generation is properly registered and any hazardous wastes generated is properly managed in accordance with 310 CMR 30.0000.

#### Bureau of Waste Site Cleanup

If soil and/or groundwater contamination is encountered during excavation activities; the MCP details procedures to follow for the parties conducting work. Under the MCP, a Licensed Site Professional is required to oversee assessment of the impacts to the site and work conducted. MassDEP staff are available for guidance.

#### Spills Prevention

A spills contingency plan addressing prevention and management of potential releases of oil and/or hazardous materials from pre- and post-construction activities should be presented to workers at the site and enforced. The plan should include but not be limited to, refueling of machinery, storage of fuels, and potential future on-site activity releases.

#### **IV. Other Comments/Guidance**

If you have any questions regarding this comment letter or pre-permitting, please do not hesitate to contact Catherine Skiba at (413) 755-2119.

Sincerely,

This final document copy is being provided to you electronically by the  
Department of Environmental Protection. A signed copy of this document  
is on file at the DEP office listed on the letterhead.

Michael Gorski  
Regional Director

cc: MEPA File