

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

**Environmental Notification Form**

<p><i>For Office Use Only</i></p> <p>EEA#: <u>16182</u></p> <p>MEPA Analyst: <u>Purvi Patel</u></p>
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*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: SPRINGFIELD – Berkshire Avenue at Cottage & Harvey Streets		
Street Address: 715 – 855 Berkshire Avenue		
Municipality: Springfield	Watershed: Mona Lake (MA36094)	
Universal Transverse Mercator Coordinates:	Latitude: 42.142396	Longitude: -72.522825
Estimated commencement date: 02/05/2021	Estimated completion date: 02/05/2022	
Project Type: Transportation	Status of project design: 100% complete	
Proponent: City of Springfield		
Street Address: 70 Tapley Street		
Municipality: Springfield	State: MA	Zip Code: 01104
Name of Contact Person: Bryan Cordeiro		
Firm/Agency: MassDOT	Street Address: 10 Park Plaza	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: 857-368-8813	Fax:	Bryan.Cordeiro@dot.state.ma.us
<p>Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>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: N/A</p> <p>a Single EIR? (see 301 CMR 11.06(8)) <input type="checkbox"/> Yes <input type="checkbox"/> No  a Special Review Procedure? (see 301CMR 11.09) <input type="checkbox"/> Yes <input type="checkbox"/> No  a Waiver of mandatory EIR? (see 301 CMR 11.11) <input type="checkbox"/> Yes <input type="checkbox"/> No  a Phase I Waiver? (see 301 CMR 11.11) <input type="checkbox"/> Yes <input type="checkbox"/> No  <i>(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)</i></p> <p>Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?  (6) Transportation, 7.2.b – cut 5 or more living public shade trees ≥ 14 inches.  Which State Agency Permits will the project require?  N/A</p> <p>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:  MassDOT – Highway Division – 20% Construction Funding  (FHWA – 80% Construction Funding)</p>		

<b>Summary of Project Size &amp; Environmental Impacts</b>	<b>Existing</b>	<b>Change</b>	<b>Total</b>
<b>LAND</b>			
Total site acreage	3.84		
New acres of land altered		0 sf of altered resource	
Acres of impervious area	3.34	+0.15 new impervious	3.49
Square feet of new bordering vegetated wetlands alteration		0 sf of altered resource	
Square feet of new other wetland alteration		0 sf	
Acres of new non-water dependent use of tidelands or waterways		0 sf	
<b>STRUCTURES</b>			
Gross square footage	N/A	0	N/A
Number of housing units	N/A	0	N/A
Maximum height (feet)	N/A	0	N/A
<b>TRANSPORTATION</b>			
Vehicle trips per day	ADT = 21,500	0	21,500
Parking spaces	0	0	0
<b>WASTEWATER</b>			
Water Use (Gallons per day)	N/A	0	N/A
Water withdrawal (GPD)	N/A	0	N/A
Wastewater generation/treatment (GPD)	N/A	0	N/A
Length of water mains (miles)	N/A	0	N/A
Length of sewer mains (miles)	N/A	0	N/A
<p>Has this project been filed with MEPA before?  <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No</p>			
<p>Has any project on this site been filed with MEPA before?  <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No</p>			

## **GENERAL PROJECT INFORMATION – all proponents must fill out this section**

### **PROJECT DESCRIPTION:**

Describe the existing conditions and land uses on the project site:

*Berkshire Avenue, an urban minor arterial, has two lanes in each direction. It mainly runs in a north/south direction. It begins at State Street and continues northerly where it connects with Page Boulevard. The speed limit along Berkshire Avenue is 35 miles per hour (mph) for both directions. The land use within the study area along Berkshire Avenue is a mix of commercial, industrial, and residential. There are sidewalks (with marked crosswalks at Cottage St. and Harvey St.) on both sides with a grass strip (tree belt/snow shelf) between the roadway and sidewalk. There are numerous large trees within the grass strip. The width of the roadway is approximately 54' and consistently carries a 1' shoulder on each side of the roadway. The lane widths average approximately 13' each. A local PVT (Pioneer Valley Transit Authority) bus route runs along Berkshire Avenue. Within the project areas there are 3 bus stops, none of which have facilities meeting ADA standards. There are no wetland resource areas located within the project area, however Berkshire Avenue near Mona Lake is within a 100' BVW buffer zone.*

*Berkshire Avenue is owned and maintained by the City, except for the Berkshire Avenue bridge over the CSX Railroad tracks between Harvey and Cottage Streets. Many Massachusetts bridges over railroad tracks became state highway under Chapter 634 of the Acts of 1971. This Bridge (S-24-018) was one of those bridges. The bridge creates a vertical crest along Berkshire Avenue, a contributing factor to stopping sight distances in both directions.*

*Cottage Street, an urban minor arterial, has one lane in each direction. It primarily runs in an east/west direction. It begins at a stop-controlled, T-style intersection with Berkshire Avenue and continues westerly where it connects with Roosevelt Avenue. At the Cottage-Berkshire intersection, there is a private driveway entering Berkshire Avenue from the east, as well as private driveways entering both sides of Cottage Street. The speed limit along Cottage Street is 30 mph for both directions. The land use is a mix of commercial and industrial, with large truck traffic observed. There are few sidewalks and/or pedestrian facilities currently along Cottage Street outside the project area. The roadway width of Cottage Street is approximately 38' and consistently carries a 1' shoulder on each side of the roadway. There is one lane in each direction that typically is 18' in width. Cottage Street is also under local jurisdiction. Some improvements have recently been completed on Cottage Street near the New PVT (Pioneer Valley Transit Authority) Bus Maintenance & Operations Facility.*

*Harvey Street is a local road consisting of one lane in each direction. It runs in an east/west direction beginning at a signal controlled, T-style intersection with Berkshire Avenue and continuing easterly to Boston Road. There are no private driveways in the immediate vicinity the Berkshire-Harvey intersection, although the closest driveway enters Berkshire Avenue from the west at approximately 100 feet southbound. The speed limit along Harvey Street is 30 mph. The land use is primarily residential, with some commercial properties at the intersections at each end of the street. There are sidewalks on both sides with a grass strip (tree belt/snow shelf) between the roadway and sidewalk. Most of the roadway has lane widths of 11' with 4' shoulders (unmarked) in each direction.*

Describe the proposed project and its programmatic and physical elements:

*The following improvements are proposed to provide more extensive accommodation for non-vehicular users, thus increasing the safety for all users of the roadway. The proposed project is designed to meet modern roadway design standards.*

*Bicycle Accommodation – 5' Bike lanes with marked crossings will be provided on all roadway sections within the limits of this project. The approaches to Berkshire Ave. on Harvey St. and Cottage St. will be widened to provide space for this accommodation, while the existing shoulders on Berkshire Ave. will be repurposed as a bike lane. To promote safety and comfort for cyclists at intersections, bike boxes and shared left-turn lanes will be provided.*

*Local Transit Accommodation – PVRTA (Pioneer Valley Transit Authority) B6 bus line runs through the project area along Berkshire Avenue. The B6 line begins at Union Station in Downtown Springfield and extends to Ludlow, MA, servicing Berkshire Avenue from Bay Street to Page Boulevard/Berkshire Street. There are (3) existing B6 bus stops within the project area. As part of this project, new concrete bus landing pads (compliant with ADA/AAB regulations) will be provided at each stop.*

*Pedestrian Accommodation – New sidewalks will be provided in both directions along Cottage St., while existing sidewalks and pedestrian ramps within the limits of this project will be reconstructed to ADA/AAB standards. New and improved traffic signals and crosswalks (all directions) are to be provided for pedestrians at the intersections of Berkshire Ave. at Cottage St. and at Harvey St.. Current conditions do not allow for any crossing of Berkshire Ave at these locations. The combination of these measures will allow for safer, more extensive pedestrian access to local businesses and transit stops.*

*Berkshire Ave at Harvey St. – Pavement resurfacing and reconstruction of curbing and sidewalks; bike lane in both directions and a bike box at the northbound approach. Replacement of traffic signal equipment and signs.*

*Berkshire Ave. between Harvey St. and Cottage St. – Pavement resurfacing and reconstruction of curbing and sidewalks, except on MassDOT Bridge S-24-018; provide bike lane in both directions, remove certain designated public shade trees and plant replacement public shade trees; remove and replace chain link fence located behind the roadway sidewalks, and install traffic control interconnection conduit and wiring between the Harvey Street and Cottage Street intersections.*

*Berkshire Ave. at Cottage St. – Pavement resurfacing and reconstruction of curbing and sidewalks; bike lane in both directions and a bike box at the southbound approach. Construction of new traffic signal equipment and signing; left-through and right-through lanes in both directions.*

*Harvey St. – Minor widening on both sides of Harvey Street to provide separate left and right turn lanes at the Berkshire Avenue intersection; provide bike lane in both directions, bike box for right-turning cyclists and sharrow markings in the left lane for left-turning cyclists. Reconstruct the sidewalks on both sides.*

*Cottage St. – Minor widening on the south side of Cottage Street to provide separate left and right turn lanes at the Berkshire Avenue intersection; provide bike lane in both directions, bike box for right-turning cyclists and sharrow markings in the left lane for left-turning cyclists. Reconstruct the sidewalks on both sides.*

*NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.*

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

*The purpose of this project is to address safety and operations on Berkshire Avenue at intersections with Cottage Street and Harvey Street. An additional focus will be upgrading and expanding facilities for bicycles and pedestrians within project limits in compliance with MassDOT's Healthy Transportation Policy.*

*The project site consists of Berkshire Avenue and two (2) intersections (Cottage Street and Harvey Street). At existing ADT, the Berkshire-Harvey intersection operates at LOS B (a.m.) and C (p.m.). At existing ADT, the Berkshire-Cottage intersection operates at LOS C (a.m.) and D (p.m.). There is a need to move traffic more efficiently at the Berkshire-Cottage intersection, as it is currently inadequate for maintaining flow at the existing ADT. There is also a safety concern for motorists at the Berkshire-Cottage intersection, as it is ranked 188 on MassDOT's 2016 Top Crash Locations Report (from 01/2012-12/2015 there was a crash rate of 1.88 per million vehicles).*

*The existing facilities on Berkshire Avenue include 4 travel lanes with narrow shoulders and sidewalks on both sides. Cottage Street includes 2 travel lanes with narrow shoulders and is unsignalized (stop-controlled) at Berkshire Avenue. Harvey Street includes 2 travel lanes with narrow shoulders and is signalized at Berkshire Avenue. The shoulder lanes are poorly identified throughout due to worn pavement markings. Sidewalks extend on both sides of Harvey Street only (none on Cottage Street). There are accessibility concerns with the sidewalks on Berkshire Avenue due to a lack of ADA compliant curb ramps and sections of disrepair due to tree root uplift. There are no existing facilities dedicated to bicycle travel within the project limits, requiring cyclists to use travel lanes with motorists or unmarked shoulders. There are three (3) existing local bus stops on Berkshire Avenue within the project limits, with no accessible boarding platforms meeting ADA requirements. Berkshire Avenue has not been overlain since 2007, however pavement conditions are considered fair, with some potholes, cracking, and utility patching present.*

As part of the analysis of this project, two (2) alternatives were investigated, as follows:

- *Alternate I - Build*
- *Alternate II – No Build*

#### **Alternate I – Build**

*The advantages of this alternative include reduction in traffic congestion and reduction in vehicle emissions by installation of a new traffic control signal system at the Berkshire Avenue intersection with Cottage Street. Safety is expected to improve as the statewide crash rate (circa 2016) for signalized intersections is 0.77 per million vehicles. This new traffic control signal installation will be interconnected and coordinated with the adjacent existing traffic controls signal system, also to be upgraded as part of this project, at the Berkshire Avenue intersection with Harvey Street. This is critical due to the proximity of the intersections to each other.*