

Environmental Notification Form

For Office Use Only

EEA#: 16218

MEPA Analyst: Anne Canaday

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: **EASTON- CORRIDOR IMPROVEMENTS ON DEPOT STREET (ROUTE 123), FROM NEWELL CIRCLE TO WASHINGTON STREET (ROUTE 138)**

Street Address: **Depot Street from 420 feet southwest of its intersection with Fox Ridge Road to its intersection with Washington Street**

Municipality: **Easton**

Watershed: **Taunton River**

Universal Transverse Mercator Coordinates:

Start: N: 325003 E: 4655297

End: N: 328049 E: 4656567

Start: Latitude: 42°1'48.89"N

Longitude: 71°6'50.35"W

End: Latitude: 42°2'32.48"N

Longitude: 71°4'39.35"W

Estimated commencement date:

Spring 2021

Estimated completion date:

Spring 2023

Project Type: **Transportation**

Status of project design: **75** %complete

Proponent: **MassDOT Highway Division and Town of Easton**

Street Address: **10 Park Plaza, Room 4260**

Municipality: **Boston**

State: **MA**

Zip Code: **02116**

Name of Contact Person: **Bryan Cordeiro**

Firm/Agency: **MassDOT Highway Division
Environmental Services**

Street Address: **10 Park Plaza, Room 4260**

Municipality: **Boston**

State: **MA**

Zip Code: **02116**

Phone: **(857)368-8813** Fax:

E-mail: **Bryan.Cordeiro@dot.state.ma.us**

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?

Yes 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))

Yes No

a Special Review Procedure? (see 301CMR 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

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

301 CMR 11.03:

- (6)(b)(1)(b) – widening of an existing roadway by four or more feet for one-half or more miles.
- (6)(b)(2)(b) – cut five or more living public shade trees of 14 or more inches in diameter at breast height
- (11)(b) – Any project within a designated ACEC, unless the Project consists solely of one single family dwelling

Which State Agency Permits will the project require?

No State Agency Permits are required for this Project.

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:

No land transfer from an Agency of the Commonwealth will be required for the project. It is assumed that project’s construction costs will be funded by MassDOT Highway Division (20%) and the Federal Highway Administration (80%).

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	13.9		
New acres of land altered		0.3	
Acres of impervious area	9.5	2.0	11.5
Square feet of new bordering vegetated wetlands alteration		49	
Square feet of new other wetland alteration		0	
Acres of new non-water dependent use of tidelands or waterways		0	
STRUCTURES			
Gross square footage	n/a	n/a	n/a
Number of housing units	n/a	n/a	n/a
Maximum height (feet)	n/a	n/a	n/a
TRANSPORTATION			
Vehicle trips per day	n/a	n/a	n/a
Parking spaces	n/a	n/a	n/a
WASTEWATER			
Water Use (Gallons per day)	n/a	n/a	n/a
Water withdrawal (GPD)	n/a	n/a	n/a

Wastewater generation/treatment (GPD)	n/a	n/a	n/a
Length of water mains (miles)	n/a	n/a	n/a
Length of sewer mains (miles)	n/a	n/a	n/a
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

PROJECT DESCRIPTION:

The purpose of this project is to improve vehicular, pedestrian and bicycle safety and provide efficient traffic operations in the corridor. Proposed improvements include roadway widening and pavement rehabilitation, sidewalk reconstruction, installation of a new traffic signal at one location, new signs and pavement markings. The project also includes drainage improvements, possible detention basins and utility poles relocation. In addition to the MassDOT portion of work, the Town is also planning to replace water main along the corridor.

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

Land use along Depot Street and along intersecting side streets is primarily residential. Easton's Center School is located along Depot Street just west of Center Street. The Easton Civil War Monument is located at the intersection of Depot Street, Center Street and Porter Street and the Evangelical Congregational Church of Easton is located on the northeast corner of this intersection.

Depot Street is a town-owned regional roadway functionally classified as a principal arterial, connecting Easton with neighboring communities of Plymouth and Mansfield. Route 106, an urban principal arterial route, intersects Depot Street approximately ½ mile west of the project limit and provides access from Route 24 to the southern half of Easton. Depot Street intersects Route 138 at the project's eastern limit, at which point Route 123 is carried by Route 138 to the north. Center Street and Central Street are both classified as urban minor arterials and Purchase Street is classified as an urban collector. All remaining side streets are classified as local roads under Town of Easton jurisdiction.

Sidewalks, grass strips and curbing vary throughout the project area. Typically, there is an asphalt sidewalk on one side of the road, separated from the road by vertical granite curb or an asphalt berm. On the south side of Depot Street, from Newell Circle to Center Street, existing sidewalks are typically between five and six feet in width. Grass strips vary in location and width along this section. From Center Street to the eastern project limit, no sidewalks are present, but an asphalt berm is provided on both sides of the street. Curb reveal is limited throughout the project.

Pavement condition is fair to poor along the project corridor. Pavement is generally deteriorating with rutting, settlement and patching along the gutterline. Pavement markings are fair within the project limits. Utility poles are located on the south side of Depot Street from Newell Circle to the project limit. The poles are generally located at the back of sidewalk for sections of roadway where sidewalks are present and offset one foot from the edge of pavement where no sidewalks are present.

All intersections along Depot Street currently operate unsignalized with the side street approaches under stop control, and the southbound right turns at Center Street and Central Street operating under yield control.

Describe the proposed project and its programmatic and physical elements:

The project study area, shown in Figure 1, is located in the eastern portion of Easton, Massachusetts. The project extends along Depot Street (Route 123) from Newell Circle to Washington Street (Route 138), a distance of approximately 2 miles.

The Depot Street corridor has physical and operational deficiencies which require improvements for safe and efficient vehicular, bicycle, and pedestrian use. The proposed improvements will address these deficiencies. Based on examination of existing conditions, deficiencies, existing and future traffic volumes, and discussions with State and Town officials, the following proposed improvements were developed to address the existing deficiencies.

- Provide a typical 32-foot roadway width for Depot Street within the project limits. This will be striped for an 11-foot travel lane and a five-foot shoulder in each direction.
- Provide an additional lane for eastbound left turning vehicles at Black Brook Road, Center Street and Central Street.
- Provide an additional lane for westbound left turning vehicles at the Center School Driveway.
- Provide a more distinguished right-turn lane for southbound vehicles on Central Street. This will include a channelizing island and new striping.
- Realign Center Street to form a perpendicular intersection with Depot Street.
- Install new traffic signal at the Depot Street, Center Street and Porter Street intersection, including full actuation and pedestrian indications and pushbuttons.
- Provide a minimum five-foot paved sidewalk on the southerly side of Depot Street.
- Install granite curb on the southerly side of Depot Street as well as at several intersecting side streets.
- Provide new or upgraded wheelchair ramps and crosswalks at all intersections.
- Make improvements to the existing drainage system utilizing deep sump catch basins throughout roadway corridor and installing new trunk lines, as necessary, to convey flows from widened roadway. Low Impact Development (LID) techniques including country drainage and infiltration swales will be utilized where appropriate and Best Management Practices (BMPs), including detention/retention and infiltration, will be implemented to treat stormwater to the maximum extent practicable.
- Provide new pavement markings and signs throughout project. Pavement marking will include bicycle pavement markings in the shoulders.
- Relocate utility poles at locations of roadway widening.

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 the project is to make operational and safety improvements to pedestrian, bicycle and vehicular traffic within the project corridor in compliance with the MassDOT Healthy Transportation Policy and current MassDOT design directives. The need for the project stems from the existing operational and safety deficiencies along the corridor.

The alternatives were evaluated based on the purpose and need of the project, as well as the MEPA thresholds exceeded by each alternative. The alternatives were reviewed for impacts to historic resources, public shade trees, the Hockomuck Swamp Area of Critical Environmental Concern (ACEC), rare species habitat, wetlands, stone walls, and roadway widening. The preferred alternative was selected because it best met the project's purpose and need, while limiting the impacts to the environment.