

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

Environmental Notification Form

For Office Use Only EEA#: _____ MEPA Analyst: _____

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: Northampton- Roundabout construction at intersection routes 5/10 (North King Street) and Hatfield Street										
Street Address: Intersection Routes 5/10 (North King Street) and Hatfield Street										
Municipality: Northampton	Watershed: Connecticut									
Universal Transverse Mercator Coordinates: E694124.96, N4690790.29	Latitude: 42.345161 Longitude: -72.643278									
Estimated commencement date: Spring 2021	Estimated completion date: Summer 2023									
Project Type: Intersection Improvement	Status of project design: 100 %complete									
Proponent: MassDOT Highway Division and the Town of Northampton										
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								
<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:</p> <table><tr><td>a Single EIR? (see 301 CMR 11.06(8))</td><td><input type="checkbox"/> Yes <input type="checkbox"/> No</td></tr><tr><td>a Special Review Procedure? (see 301CMR 11.09)</td><td><input type="checkbox"/> Yes <input type="checkbox"/> No</td></tr><tr><td>a Waiver of mandatory EIR? (see 301 CMR 11.11)</td><td><input type="checkbox"/> Yes <input type="checkbox"/> No</td></tr><tr><td>a Phase I Waiver? (see 301 CMR 11.11)</td><td><input type="checkbox"/> Yes <input type="checkbox"/> No</td></tr></table> <p>(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)</p> <p>Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?</p> <p>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.</p> <p>Which State Agency Permits will the project require?</p> <p>No State Agency Permits are required.</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
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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									

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 this Project. The Massachusetts Department of Transportation (MassDOT) Highway Division will be funding 20% and the Federal Highway Administration (FHWA) will be funding 80% of the construction costs.

Summary of Project Size & Environmental Impacts

	Existing	Change	Total
LAND			
Total site acreage	6.571		
New acres of land altered		1.27	
Acres of impervious area	3.69	0.57	4.26
Square feet of new bordering vegetated wetlands alteration		N/A	
Square feet of new other wetland alteration		N/A	
Acres of new non-water dependent use of tidelands or waterways		N/A	
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 – all proponents must fill out this section

PROJECT DESCRIPTION:

Existing Conditions

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

North King Street (Route 5 and Route 10) is classified as an Urban Minor Arterial with two 12-foot travel lanes, one in each direction. Pavement width varies from 41 to 44 feet. There are

no delineated parking areas along the North King Street Project limits. The posted speed limit is 40 miles per hour for the southbound movement north of Hatfield Street. North of the intersection, the northbound posted speed limit is 45 miles per hour. South of the intersection, the southbound movement in the vicinity of the Project does not have a posted speed limit. Pavement markings along North King Street are deteriorating.

Along the western limits of the Project area, the north/south road is Hatfield Street. Hatfield Street is classified as an Urban Collector Roadway and the roadway consists of two 12-foot travel lanes. There are no delineated parking areas along the Hatfield Street Project limits. Additionally, there are no delineated pavement markings for the lanes along Hatfield Street with the exception of a worn stop line at its intersection with North King Street. The posted speed limit is 30 miles per hour.

North King Street is intersected by Hatfield Street forming a “Y” intersection that is controlled by a STOP sign on the northbound movement on Hatfield Street. The existing “Y” shaped intersection geometry layout promotes excessive speeds from the southbound North King Street right turn movement. The Project area does not feature continuous sidewalks or dedicated bicycle features. The existing shoulders are less than 5-feet wide in several areas. Additionally, the intersection of North King Street and Hatfield Street is experiencing significant traffic delays and vehicle queues as a result of the heavy traffic volumes from the Hatfield Street approach.

Project Description

Describe the proposed project and its programmatic and physical elements:

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.

The Purpose of the Project is to modernize and improve congestion and multimodal accommodations at the North King Street/Hatfield Street intersection. A traffic analysis was conducted at the intersection, which concluded that Hatfield Street operates at a substandard level of service (LOS)- a measurement of the vehicle delay exhibited at a roadway facility (measured from LOS A to LOS F). During morning and evening weekday and midday weekend peak hours, Hatfield Street operates at LOS F. Additionally, the existing intersection has substandard roadway geometry (poor sight distances, turning radii, etc.) The Project area currently does not meet MassDOT’s Healthy Transportation Policy, which requires sidewalks and bicycle lanes (shoulders at least 5 feet in width) for each travel direction. There are no sidewalks within the Project limits and Hatfield Street does not have adequate shoulder width for bicycle travel.

Intersection Improvements:

The proposed Project includes the construction of a roundabout, which would realign Hatfield

Street into North King Street to promote safer intersections and turning movements, new pedestrian sidewalks, new roadway surface with curbing, and appropriate utility relocation/adjustments. Additional drainage system improvements will be provided to the new intersection to manage and treat stormwater during precipitation events.

Hatfield Street Improvements:

Beginning at the intersection of Hatfield Street and Cooke Avenue, a new sidewalk will be installed on the east side of the existing roadway to connect the existing sidewalk on Cooke Avenue to the intersection of Hatfield Street and North King Street. Near its intersection with North King Street, Hatfield Street will be realigned west of the existing roadway to include safer turning movements into the proposed roundabout. Drainage structures, fire hydrants, and utility poles will be relocated or adjusted in this area to accommodate the new roadway.

North King Street (north of intersection) Improvements:

Along North King Street to the north of the intersection, the western edge of roadway will be adjusted to involve the construction of a pedestrian sidewalk. For the first 700 feet north of the intersection improvements, the roadway will be reconstructed. For the remaining 350 feet, the west travel lane will be resurfaced through mill and overlay to provide an improved travel surface.

North King Street (south of intersection) Improvements:

South of the intersection on North King Street, the roadway will be resurfaced. Sidewalk and curbing will be constructed along the west edge of the roadway, providing pedestrian access along North King Street.

Determination of MEPA Review:

Upon MassDOT review of the Project through its design process, the exceedance of the public shade tree threshold was not identified as the trees were not shown on the existing conditions survey plans for the Project. Prior to the commencement of construction, MassDOT was made aware that several trees proposed to be removed were located within public roadway layout, thereby qualifying them as public shade trees. MassDOT immediately engaged MEPA about the need to file an ENF for this Project. MassDOT is committed to satisfying MEPA requirements prior to the commencement of construction. No earth work has occurred at this time beyond an archaeological survey, which is a planning/design activity.

Alternatives

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:

NOTE: The purpose of the alternatives analysis is to consider what effect changing the parameters and/or

siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.

The following alternatives were evaluated against the goal of meeting the purpose and need of the Project, while limiting impacts to properties and environmental resources to the maximum extent practicable. The purpose of the Project is to improve congestion and multimodal accommodations at the North King Street/Hatfield Street intersection.

No-Build Alternative: The No-Build Alternative does not meet the purpose and need of the Project since it would result in substandard LOS at the intersection. Therefore, this alternative was dismissed.

Alternative 1- Signalized Intersection Improvement: The signalized intersection improvement includes the realignment of Hatfield Street to provide a T-intersection with North King Street. This alternative would include a right-turn only lane for the southbound approach into the intersection, the addition of bike accommodations, exclusive signalized pedestrian movements, a sidewalk along the western sides of North King Street and Hatfield Street, and WB-67 design vehicle accommodations. This alternative would improve congestion by increasing the LOS from LOS F to LOS B; however, the signalization of the intersection would require an additional traffic control for a private driveway located on the eastern side of the intersection. In order to create a safe and fluent T-intersection, additional property acquisition would be required from businesses adjacent to Hatfield Street, or additional tree removal would be required. Therefore, this alternative does not best meet the purpose and need of the Project when compared to the roundabout alternative.

Preferred Alternative- Modern Roundabout Improvements: The modern roundabout intersection improvement includes the realignment of Hatfield Street to provide a perpendicular movement to North King Street, and development of all way yield traffic control. This alternative would include WB-67 design vehicle accommodations, the addition of bike accommodations, and sidewalks along the western sides of North King Street and Hatfield Street. It would improve LOS from LOS F to LOS B during weekday peak hours and LOS A during midday weekend peak hours. Additionally, the roundabout provides a higher performing LOS B compared to Alternative 1. This alternative would require less property acquisition than Alternative 1, and the removal of a similar number of public shade trees (14 trees over 14" diameter). In accordance with Section 106 of the National Historic Preservation Act, an intensive archaeological survey was conducted to determine if any portion of the Project site contains significant archaeological resources. The results of the surveys determined that an area immediately west of Hatfield Street, which is proposed to be impacted by the roundabout, contains a moderate density of artifacts including utilized flake and hammerstone recovered from the site. Based on these results, the site was further evaluated to assess their potential eligibility for inclusion in the National Register of Historic Places where it was determined to be eligible. The site has been named the "Skibiski Site". Due to the Project's proposed impacts to the Skibiski Site, the Project results in an adverse effect to the National Register-eligible site. Through consultation with the State Historic Preservation Officer, Tribal Historic Preservation