

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

**Environmental Notification Form**

|                            |
|----------------------------|
| <i>For Office Use Only</i> |
| 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.*

|  |  |   |
|--|--|---|
| <b>Project Name: Reclamation on Route 122A (Main Street), from Providence Road to the Sutton town line</b> |  |   |
| <b>Street Address: Main Street (Route 122A) roadway layout</b>   |  |   |
| <b>Municipality: Grafton, MA</b>   | <b>Watershed: Blackstone</b>                         |   |
| <b>Universal Transverse Mercator Coordinates:<br/>19T 276526.66 m E 4673050.78 m N</b>                     | <b>Latitude: 42.17770°<br/>Longitude: -71.70582°</b> |   |
| <b>Estimated commencement date: August 2021</b>  | <b>Estimated completion date: May 2023</b>           |   |
| <b>Project Type: Highway Reconstruction – No Added Capacity</b>  | <b>Status of project design: 75% complete</b>        |   |
| <b>Proponent: Massachusetts Department of Transportation in conjunction with the Town of Grafton</b>       |  |   |
| <b>Street Address: 10 Park Plaza</b>   |  |   |
| <b>Municipality: Boston</b>  | <b>State: MA</b>                                     | <b>Zip Code: 02116</b>                            |
| <b>Name of Contact Person: Bryan Cordeiro</b>  |  |   |
| <b>Firm/Agency: MassDOT</b>  | <b>Street Address: 10 Park Plaza</b>                 |   |
| <b>Municipality: Boston</b>  | <b>State: MA</b>                                     | <b>Zip Code: 02116</b>                            |
| <b>Phone: 857-368-8813</b>   | <b>Fax: 857-368-0609</b>                             | <b>E-mail:<br/>Bryan.Cordeiro@dot.state.ma.us</b> |

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))            | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| a Special Review Procedure? (see 301 CMR 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 |

*(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)?  
**11.03(6)(b)2.b. – cut five or more living public shade trees of 14 or more inches in diameter at breast height**

Which State Agency Permits will the project require?  
**Order of Conditions from Grafton Conservation Commission**

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:

**Construction funding from Massachusetts Department of Transportation – Highway Division**

| Summary of Project Size & Environmental Impacts  | Existing | Change   | Total  |
|--|----------|--|--------|
| <b>LAND</b>  |          |  |        |
| Total site acreage   | 16.125   |  |        |
| New acres of land altered  |          | 2.36   |        |
| Acres of impervious area   | 10.118   | 0.91   | 11.028 |
| Square feet of new bordering vegetated wetlands alteration   |          | 65 (temporary)   |        |
| Square feet of new other wetland alteration  |          | 25,300 bordering land subject to flooding (temporary)<br>1,140 riverfront area (permanent)<br>35,560 riverfront area (temporary) |        |
| Acres of new non-water dependent use of tidelands or waterways   |          | 0  |        |
| <b>STRUCTURES</b>  |          |  |        |
| 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    |
| <b>TRANSPORTATION</b>  |          |  |        |
| Vehicle trips per day  | N/A      | N/A  | N/A    |
| Parking spaces   | N/A      | N/A  | N/A    |
| <b>WASTEWATER</b>  |          |  |        |
| 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?<br><input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No             |          |  |        |
| Has any project on this site been filed with MEPA before?<br><input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No |          |  |        |

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

### **PROJECT DESCRIPTION:**

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

The site of the proposed Project is located along Main Street (Route 122A) in South Grafton, Massachusetts. The Project begins at the Grafton/Sutton Town Line and continues easterly for approximately 2.05 miles along Main Street to its intersection of Providence Road/Route 122A. For the majority of the Project, Main Street has an existing cross-section width of approximately 32 feet consisting of two 11-foot travel lanes-, one lane in each direction, and variable shoulders (1- to 5-feet) running in an east/west direction through South Grafton. To the west, Route 122A continues through Sutton and Millbury connecting with Route 146, while to the east, Main Street connects with Providence Road (Route 122). Land use in the Project area is primarily residential with some retail and commercial use. There are also civic, cultural and recreational resources located within the Project limits. These facilities include the Grafton Fire Department's Station 3, South Grafton Elementary School, Saint James Church, Mill Villages Park, the Polish National Home and the South Grafton Community House. In general, sidewalks are provided along both sides of the Main Street corridor between Murray Avenue and Cross Street, however they are in poor condition and in most cases do not meet current Americans with Disabilities Act (ADA) standards. For the remainder of the corridor a sidewalk is provided on the north (westbound) side of Main Street only.

Both Main Street (Route 122A) and Providence Road (Route 122) are classified as Urban Minor Arterials while Pleasant Street and Ferry Street are classified as Urban Minor Collectors. All other roadways intersecting Main Street are local roadways. The average pavement width along Main Street Route 122A varies between 30 to 34 feet curb to curb with the posted speed limit varying between 25 and 30 mph. The majority of Main Street and intersecting side streets within the Project limits are owned and maintained by the Town of Grafton. The following streets are private and are not owned by the Town: Spring Hill Drive, Pine Hill Road, Dendee Drive, Railroad Court and Zgonis Drive. The pavement is in poor condition along the majority of the corridor, with poor subgrade conditions identified in many areas. The segment of Main Street between the east end of Elmwood Street and the Blackstone River was identified as having a concrete subbase.

There are two bridges located within the Project limits which are under the jurisdiction of the State, Bridge G-08-011 which spans the Providence and Worcester Railroad and Bridge G-08-009 which crosses the Blackstone River. There are no signalized intersections within the study area.

Describe the proposed project and its programmatic and physical elements:

The proposed Project will consist of reconstructing Main Street (Route 122A) and conducting related improvements to roadway features. The typical section for Main Street will have two 11-foot travel lanes, 5-foot shoulders for bicycle accommodation, and 5.5-foot sidewalks. In addition, a 7-foot parking lane is included in select destination areas to maintain on-street parking. In summary, the improvements along this section of Main Street include:

- Reconstruction and rehabilitation of the existing pavement;
- Minor widening to accommodate 5-foot bicycle lanes and to smooth the existing alignment;
- Installation of new granite curbing
- Reconstruction/rebuilding of existing stone retaining walls.
- Installation/resetting of guardrail
- Modifications to utilities including the drainage system
- New signing and striping including flashing beacons within the school zone.
- New hot mix asphalt sidewalks and cement concrete wheelchair ramps
- New crosswalks with bulb outs in areas of parking

No structural modifications are proposed to either bridge structure within the Project limits.

Specific intersection improvements are proposed at the following locations:

- Elmwood Street (west leg): The intersection is proposed to be realigned slightly to the east to help reduce entrance/exiting speeds. The entrance on the east side of Wenc Square will be blocked off to improve pedestrian connectivity. Additional landscaping will be provided on both sides of Elmwood Street.
- Elmwood Street (east leg): Elmwood Street will be realigned to the west to provide separation from the intersection of Sunnyside Terrace. In addition a new emergency/pedestrian signal will be installed across on the east side of Sunnyside Terrace to better facilitate pedestrian crossings of Main Street and to make it safer for emergency vehicles to exit the Fire Station.
- Murray Avenue and Ferry Street will both be realigned slightly to provide more of a 90-degree angle for entering and exiting vehicles.

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 general maintenance of the existing roadway, to improve bicycle and pedestrian accommodations including improved access to the South Grafton Elementary School, and overall safety for all roadway users along the portion of Route 122A in the Project limits. This is needed as the Project limits currently lack eastbound sidewalks, ADA/Architectural Access Board (AAB) accessible amenities, and portions of the existing pavement is in poor condition. A Project goal is to focus on upgrading and expanding facilities for bicyclists and pedestrians within the Project limits in compliance with MassDOT's Healthy Transportation Policy. Significant consideration was given to the proposed alignment of Main Street, particularly in the areas where existing steep slopes and retaining walls are adjacent to the roadway. Wherever possible, impacts to abutters and adjacent businesses will be minimized, existing retaining walls will be maintained. With the proposed improvements to bicycle accommodations, this Project will help connect three identified pockets along the corridor that have been scored as having high potential for everyday biking trips.

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:

#### **Alternative 1 – The No-build Alternative**

The No-build Alternative would result in no improvement to the condition of the Roadway, bicycle or pedestrian access and accommodations. The No-build alternative will not meet the purpose and need for the Project, and thus was not considered as the Preferred Alternative.

#### **Alternative 2 – Modifications to sidewalks throughout Project limits**

Initially, the Project design called for consistent 5.5-foot sidewalks, 5-foot bicycle lanes and bringing the existing roadway geometry up to current standards throughout the entire length of the Project limits. This would have required removal of the existing reinforced concrete roadway base, installation of a new stone masonry head wall in one location, widening of the existing bridges over the CSX rail line and the Blackstone Canal, and significantly larger easement areas Project-wide. This would have increased the areas of wetland impacts (both permanent and temporary) by approximately 500 square feet. Therefore, this alternative was dismissed.

#### **Alternative 3 – the Proposed Project/Preferred Alternative**

The preferred alternative has been designed to address the Project's purpose and need while minimizing impacts to environmental resources and right-of-way requirements. The improvements along this section of Main Street include: reconstruction and rehabilitation of the existing pavement, including minor widening; modifications to utilities including the drainage system; the upgrade of pedestrian accommodations, through