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: **Rehabilitation and Related Work on South Main Street (Route 126)**		
Street Address: **South Main Street (Route 126) from Douglas Dr. to the Mechanic St**.		
Municipality: **Bellingham**	Watershed:	
Universal Transverse Mercator Coordinates: **Zone 19T 260296/ E 4689353**	Latitude: **42° 04 ‘ 31” (Blackstone St. intersection)** Longitude: **071° 28’ 34” (Blackstone St. intersection**)	
Estimated commencement date:	Estimated completion date:	
Project Type: **Road Reconstruction**	Status of project design: **100%**	
Proponent: **Town of Bellingham – DPW / MassDOT Highway Division**		
Street Address:		
Municipality: **Bellingham**	State: **MA**	Zip Code: **02019**
Name of Contact Person: **Bryan Cordeiro**		
Firm/Agency: **Mass. Dept. Transportation**	Street Address: : **10 Park Plaza**	
Municipality: **Boston**	State: **MA**	Zip Code: **02116**
Phone: **774-993-9632**	Fax: **781-982-4590**	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)?
Transportation:
(11.03(6)(b)(1)(b) – widening of an existing roadway by four or more feet for one-half or more miles;

Which State Agency Permits will the project require?
None

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:
Funding FFY2022: The project is programmed to receive construction funding through the MassDOT Transportation Improvement Program (TIP (80% federal, 20% state).

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	9.9 Ac		
New acres of land altered			
Acres of impervious area	7.32 Ac	1.23 Ac alter/increase	8.55Ac
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration		Riverfront Area – 10,019 s.f. of work; includes 828 s.f. of new impervious area	
Acres of new non-water dependent use of tidelands or waterways		0	
STRUCTURES			
Gross square footage	0	0	0
Number of housing units	0	0	0
Maximum height (feet)	0	0	0
TRANSPORTATION			
Vehicle trips per day	18,700 ADT (2017)	0	18,700 ADT
Parking spaces	0	0	0
WASTEWATER			
Water Use (Gallons per day)	0	0	0
Water withdrawal (GPD)	0	0	0
Wastewater generation/treatment (GPD)	0	0	0
Length of water mains (miles)	0	0	0
Length of sewer mains (miles)	0	0	0

Has this project been filed with MEPA before?
☐ Yes (EEA #_____) ☒No

Has any project on this site been filed with MEPA before?
☐ Yes (EEA #_____) ☒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 Massachusetts Department of Transportation – Highway Division (MassDOT) and Town of Bellingham Department of Public Works (DPW) are proposing the rehabilitation of the roadway surface along South Main Street (Route 126), from Douglas Drive to Mechanic Street (Route 140) in the Town of Bellingham, Massachusetts (See Section III – Figure 1, Locus Map).

South Main Street is functionally classified as an Urban Principal Arterial and a NHS-Map 21 arterial, providing access to Route 140 and Interstate-495 to the north and the City of Woonsocket, RI to the south (See Section III – Figure 1, Locus Map). The project begins 500 feet south of Douglas Drive and continues north to the intersection of Blackstone Street and South Main Street. The project extends further north from the Blackstone Street intersection to just south of the intersection with Mechanic Street. Lakeview Pond is located near the southerly end of the project, and there are several small wooded wetlands adjacent to the project limits. The posted speed limit of 35 mph is not consistent with the speed regulations which indicate a 45 mph speed limit throughout the corridor. There currently are not any parking restriction signs along South Main Street to regulate parking.

The primary land use along the corridor is single-family residential with some commercial and educational uses. At the middle of the project, in the vicinity of the four-way signalized intersection with Blackstone Street, is the Bellingham Middle School and a gas station. The Bellingham Middle school is primarily accessed off Blackstone Street just east of South Main Street. Further east on Blackstone Street are athletic fields and the Bellingham High School. A farm, including farm animals' pens and crop-fields, account for almost all the frontage along the west side of South Main Street south of Blackstone Street up to the southerly project limit. It should also be noted that the Saint Blaise Church and a private kindergarten/ pre-K school are located near the northern project limits. Within the project limits, there are seven intersections with side streets, all of which are classified as local roads. These side streets provide access to small residential neighborhoods, with the exception of the eastern approach of Blackstone Street, which provides access to the Bellingham Public Middle and High School and associated athletic fields and acts as a cut-through to access Route 140.

South Main Street is two lane roadway throughout the project, with the exception of the intersection at Blackstone Street where a right turn lane on the northbound approach and a left turn lane on the southbound approach are provided. Between the southerly project limits and Blackstone Street, the paved width varies between 27 and 31 feet with approximately 13-foot lanes and delineated shoulders varying between 1 and 3 feet. At the southern approach to Blackstone Street, South Main Street begins to widen to 54 feet to accommodate an additional right turn lane and gore area. The paved width at the northern approach is approximately 41 feet wide to accommodate the left turn lane and then tapers back down to the typical two-lane section north of Blackstone Street. Between this point and Potter Drive, the road width varies between 27 and 30 feet with 12.5 feet lanes and delineated shoulders varying between 2 and 4 feet. Between Potter Drive and the northerly project limits, the road width varies between 30 and 36 feet that accommodates lanes varying in width between 13 and 14.5 feet with delineated shoulders between 3.5 and 6 feet. At the northerly project limits, as South Main Street approaches Mechanic Street, the roadway begins to taper out to accommodate an additional turn lane at the intersection with Mechanic Street. There are sidewalks located on the east side of the road throughout the project limits extending between Easy Street and Mechanic Street. Additionally, there are sidewalks on both sides of Blackstone Street east of South Main Street, on the south side of Blackstone Street west and on the west side of South Main Street between Potter Drive and Mechanic Street. The existing South Main Street corridor does not meet current MassDOT criteria for Complete Streets and does not accommodate all roadway users due to the narrow shoulder widths and lack of sidewalks on both sides of the roadway.

Stormwater runoff along the roadway is collected by multiple closed drainage systems consisting of catch basins

and manholes. The condition of the structures varies widely with several structures being damaged to the point where a steel plate has been cemented over the structure as a temporary means of repair. Inlets are often located offset from the edge of pavement and into the sidewalk or driveway aprons. Catch basin to catch basin connections are frequent along South Main Street. Stormwater collected along South Main Street is conveyed to four outlet points.

A total of 76 vehicle crashes occurred within the project limits during the three year study period (2013-2015). When factoring in the traffic volumes and length of the roadway, this portion of South Main Street has a slightly higher crash rate than comparable roadways (urban principal arterials) in Massachusetts. Approximately 49% of the accidents reported were rear end collisions. The most notable location for crashes occurred at the intersection with Easy Street which saw 16 accidents during the study period.

Describe the proposed project and its programmatic and physical elements: _____

The project is needed to improve roadway conditions and safety for all roadway users including vehicles, bicycles, and pedestrians. The proposed reconstruction work will extend the service life of South Main Street (Route 126), improve traffic control devices and provide safety improvements such as installing new signs and thermoplastic pavement markings at travel lanes/crosswalks, replace/construct sections of the sidewalks to provide sidewalks on both sides of the roadway, as well as road widening to accommodate a 5 ft. minimum shoulder for bicyclists and new left turns lanes on South Main Street at the intersection with Douglas Drive and Easy Street. Reconstruction of portions of the existing underground storm drainage system, including replacing all catch basins and construction of a bio-retention basin near the Middle School at the intersection with Blackstone Street, will also occur as identified on proposed Site Plans (See Section V).

Road Cross Section

The existing pavement thickness and condition on the majority of South Main Street (Route 126) is inadequate. Therefore, pavement reclamation is recommended for the majority of South Main Street, with the only exception being at the approaches to the Blackstone Street intersection where it is proposed to mill and overlay the road. It is proposed to have 12-foot lanes with a minimum of 5-foot shoulder for bike accommodations throughout the entirety of South Main Street, with the exception at the southern approach to Blackstone Street which will have a 11-foot lane with a 11-foot right turn lane. At the northern approach to the Blackstone Street intersection, a 11-foot left turn lane is proposed. At the southerly end of the project, 11-foot left turn lanes are proposed for the intersections of Easy Street and Douglas Drive to help alleviate congestion and address the history of rear end crashes. A 5-foot wide minimum sidewalk is proposed on both sides of South Main Street throughout the entirety of the project. Portions of the sidewalk network will feature a 3 feet wide grassed strip between the roadway curbline and the sidewalk to provide a safer and more comfortable pedestrian experience.

Bicycle & Pedestrian Accommodations

The proposed improvements include reconstructing the existing sidewalks along South Main Street and extending the sidewalk along the westerly side of South Main Street from the southern project limits to Potter Drive. Wheelchair ramps, compliant with MassDOT and ADA/AAB standards will be installed at each proposed crosswalk location. These proposed improvements will provide continuous accessible pedestrian accommodations on both sides of South Main Street within the project limits.

The proposed design includes relocating the existing skewed mid-block crosswalk at the southern project limits between Easy Street and Douglas Street. Additionally, the two mid-block crosswalks located 500 to 600 feet south of the northern project limits that are separated by just 110 feet will be consolidated into one crosswalk located to maximize sight distance for approaching vehicles.

A solid white edge line is proposed to define the outer edge of the travel lanes and delineate a minimum 5-foot wide shoulder for bicycle travel. These wider shoulders will provide a dedicated space for bicycles to travel in along the corridor without impeding traffic flow. Bicycle detection and corresponding signage will be provided at the traffic signal at Blackstone Street.

Stormwater Drainage Improvements

The majority of the existing drainage system, including pipe and structures, will be removed and replaced within the project limits. A total of forty-three (43) deep-sump catch basins with oil eliminator hoods and one (1) stormwater bio-retention basin with a sediment forebay is proposed in this project to improve stormwater quality treatment as well as provide a measure of groundwater recharge. Approximately 4,800 feet of new drainage pipe, consisting of reinforced concrete pipe and ductile iron pipe is proposed to replace the existing deteriorated clay pipes. The bio-retention basin and sediment forebay, to be located at the front lawn of the Bellingham Middle School, is sized to treat runoff from approximately 2,100 linear feet of South Main Street under the proposed conditions.

The practicality of installing more stormwater treatment devices (i.e. rain garden, outlet sediment traps, swales etc.) has been evaluated as a part of this project. However, due to the presence of poor draining soils, limited right of way, residential abutting land use, and the rolling terrain of the project site, additional stormwater Best Management Practices (BMP's) are not proposed for this project. More discussion as to the alternatives considered is included in the Stormwater Engineering Report available on request.

Safety Improvements

The main safety enhancements associated with this project consist of roadway widening for bicycle accommodations and the installation/ reconstruction of sidewalks on both sides of South Main Street throughout the project. Providing a minimum of 5-foot-wide shoulders throughout the project will increase safety for bicyclists by giving them a separate marked lane that will reduce conflict with vehicular traffic. Providing a sidewalk on each side of the road while providing an appropriate amount of crossing locations will increase pedestrian mobility and safety which is crucial in the project area which runs through a school zone.

In order to reduce the potential for rear end collisions near Easy Street, it is proposed to add left turn lanes for southbound traffic at the Easy Street and Douglas Drive intersections. This allows for a separate marked lane for vehicles which could prevent sudden stopping and turning, resulting in less rear end and angle collisions. Research of local and state crash reports has indicated the intersection at Easy Street experiences a high level of collisions. In addition, the left turn lanes will accommodate future development that is proposed off of Easy Street and Douglas Drive.

Existing traffic signs that are in poor condition, or that are not warranted, will be removed or replaced as needed. New signs conforming to the provisions of the MUTCD and MassDOT will be installed. These signs will be consistent with the proposed roadway design.

Thermoplastic pavement markings are proposed to delineate the traveled ways and shoulders. Stop lines will be added at intersections. The yellow centerline will be painted to appropriately designate no passing zones. New crosswalks and stop lines with stop signs will be provided at each of the STOP controlled minor street intersections along the project.

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 alternatives_____

The project is needed to: improve roadway conditions and safety for all roadway users (vehicles, bicycles, and pedestrians); extend the service life of South Main Street (Route 126); improve traffic control devices and provide safety improvements (install new signs and thermoplastic pavement markings at travel lanes/crosswalks); replace/construct sections of the sidewalks to provide sidewalks on both sides of the roadway; road widening to accommodate a 5 ft. minimum shoulder for bicyclists; reconstruct portions of the existing underground storm drainage system, including replacing all catch basins and construct a bio-retention basin with sediment forebay near the Middle School. Alternatives were considered to avoid and/or minimize impacts to wetland and waterbody resource areas and their associated 100-foot buffer zones in accordance with MEPA regulations 301 CMR 11.00 as well as the thresholds exceeded associated with (11.03(6)(b)(1)(b) – *widening of an existing roadway by four or more feet for one-half or more miles).* No impacts to BVW, Bank or Land Under

Waterbodies and Waterways (LUWW) are anticipated with this project, and no culverts associated with intermittent or perennial waterbodies are proposed to be replaced/upgraded with the roadway improvements. Adverse impacts are to be minimized and mitigated to the greatest extent feasible.

No Action Alternative

One alternative is the no-build option. However, the existing pavement thickness and condition is inadequate, and there is not a continuous sidewalk for the entire length of the corridor. Storm drainage along much of the road is collected by an old deteriorated system with minimal treatment to water quality. In addition, the no-build option does not extend the service life of the project roadways and will not meet the purpose and need parameters of the project which is the key reason it was not selected.

Road Design Considerations

Simple Resurfacing Alternative - Simple resurfacing of the existing roadway was considered to minimize earthworks and potential disruption to abutting resources during construction. However, the pavement is in poor condition and resurfacing would shortly result in reflective cracking, requiring resurfacing or full depth repairs again after several years. Additionally, it will not achieve the project goals of improving pedestrian, bicycle, and vehicular safety along the roadway and improved storm water quality.

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Road Cross Section Modifications - The proposed roadway widening to provide 12 foot travel lanes and 5 foot shoulders for bicycle accommodations as well as 5 foot wide sidewalks on each side of the street are the minimum accommodations that are consistent with MassDOT's Healthy Transportation Initiative and Complete Streets criteria. The minimum shoulder width for a principal arterial roadway is 8 feet per FHWA/ MassDOT guidelines. Wider roadway cross sections, including providing a 8 foot shoulder to meet standard requirements was considered during the planning stage of this project but was decided against to limit the increase in impervious area as well as impacts to private property and upland buffer for BVW/Bank.

Design exceptions for horizontal/vertical roadway curvature/geometry were not considered for the project since there are no alternatives that would be considered to significantly revise the current roadway alignment.

Preferred Alternative

With the proposed alternative, pavement reclamation is recommended throughout the South Main Street (Route 126) corridor due to inadequate pavement thickness and condition, and the existing road will be pulverized and re-graded to be used as the sub-base. The roadway is proposed to be widened to accommodate two 12-foot travel lanes and a 5-foot bicycle lane on each side of the roadway. A 5.5-foot wide sidewalk is proposed on both sides of South Main Street (Route 126). Granite curbing will be constructed adjacent to sidewalk areas to better delineate pedestrian zones and vehicle zones. The improvements are proposed within the existing right-of-way with minimal impacts to private property anticipated. Environmental impacts have been minimized throughout the project to the maximum extent practical while obtaining the project objectives.

The proposed project improves upon the existing conditions of South Main Street (Route 126) in Bellingham and balances impacts to adjacent environmental resources with improvements to accommodations for vehicles, pedestrians, and bicycles. Minor widening is required to achieve 5 ft. shoulders for bicycles and sidewalks on each side of road throughout the corridor.

Installation/upgrades of forty-three (43) deep-sump catch basins are proposed to replace existing, deteriorated stormwater structures/catch basins. A bio-retention basin with a sediment forebay is proposed near the middle of the project just south of Blackstone Street on the Bellingham Middle School property to improve water quality of stormwater discharges as discussed further in the Mitigation Measures section below. Fourteen (14) upgraded units are proposed to be installed with the new underground stormwater collection system that discharges to the unnamed tributary to the Peters River at the southern project limits and will improve water quality to this riparian system.

One perennial waterbody, identified on the USGS Franklin Topographic Map (See Section III – Figure 2, Locus Map) as an unnamed tributary to the Peters River (See Appendix E, Site Photos), flows southeast from Lakeview Pond and crosses South Main Street (Route 126) at the southern project boundary south of Douglas Road. Road overlay/improvements and work associated with the project will result in a total of approximately 10,019 square feet (s.f.) of impact to Riverfront Area associated with the unnamed tributary to the Peters River, much of which exists as paved road (7,474 s.f.). Of this total proposed area of disturbance, 4,424 s.f. is located within the inner 100-foot riparian zone and 5,595 s.f. will occur within the outer 100-foot riparian zone. Approximately 828 s.f. of new impervious/paved area (additional approximately 11% of impervious/paved area) is proposed within the Riverfront Area as a result of road widening with this limited project, approximately 133 s.f. which is located within the inner 100-foot zone and approximately 695 s.f. within the outer 100-foot zone.

Work including roadway widening, sidewalk replacement and drainage improvements will take place within the state and local (100-foot) buffer zone of BVW. Approximately 34,151 square feet (s.f.) (0.78 acre (ac)) of temporary and permanent alteration is proposed, although the majority of this area is existing maintained, disturbed road and paved road surface shoulder. This area includes existing pavement, approximately 21,370 s.f. (0.49 ac), proposed additional pavement of approximately 6,242 s.f. (0.14 ac) and temporary pervious areas (approximately 6,539 s.f. (0.15 ac). In addition, there is a local 25-foot "no disturb" buffer zone associated with BVW and Bank. Proposed area impacts to the 25-foot "no disturb" buffer zone (approximately 4,061 s.f. (0.09 ac), includes existing pavement of approximately 739 s.f. (< 0.01 ac), proposed additional pavement of approximately 1,452 s.f. (0.03 ac) and temporary pervious areas (approximately 1,870 s.f. (0.04 ac)).

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

Vegetated Wetlands and Waterbodies

No impacts to BVW, Bank or Laud Under Waterbodies and Waterways (LUWW) are anticipated with this project, and no culverts associated with intermittent or perennial waterbodies are proposed to be replaced/upgraded with the roadway improvements.

Stormwater Drainage Improvements

A bio-retention basin with a sediment forebay is proposed on South Main Street at Sta. 209+00 RT in the front lawn of the Bellingham Middle School. The bio-retention basin will provide treatment to stormwater runoff (approximately 98,000 square feet of impervious area along this section of road) including TSS removal (90%), nitrogen removal (30%-50%), and phosphorus removal (30%-90%) as well as provide a measure of groundwater recharge and peak rate attenuation. A landscaping schematic has been developed for plantings within the bio-retention basin to improve treatment and aesthetics. Other opportunities to install stormwater BMP's were evaluated but ultimately deemed impractical due to the surrounding topography and suburban land use in areas as well as available right of way. A permanent drainage easement will be needed for construction, access and maintenance of the sediment forebay and bio-retention basin on the property of the Bellingham Middle School.

Construction Phase Mitigation

Erosion and sedimentation control (ESC) measures will be installed at the limits of work within/adjacent to the buffers to inland bank and BVW prior to the commencement of construction. Proposed road improvements/pavement reconstruction will be conducted only after ESC measures are installed and inspected. Installation and maintenance of ESC measures will reduce soil erosion on the project site and prevent sedimentation from occurring both on and off the project alignment. These controls will be inspected and maintained throughout construction and will remain in place until areas are permanently stabilized. Reserve compost filter tubes will be stored in a construction yard/approved work area and installed as needed to control any erosion problems.

During proposed road improvements/pavement reconstruction if dewatering is necessary, dewatering structures consisting of compost filter tubes (approximately 10 x 10 feet) will be constructed (See Section V, Site Plans). Dewatering structures are important to ensure adequate filtration of ground water seepage pumped from excavated stormwater pipe trenches/catch basin holes during roadway construction to avoid impacts to water quality. All dewatering areas will be constructed outside of the 100-foot buffer zone to inland bank/BVW

whenever possible. Existing catch basins and storm grates will be fitted with silt sacks during construction to control flow of sediment-laden water off-site (See Section V, Site Plans).

State Threatened and Endangered Species

The USFWS New England Field Office listed the northern long-eared bat (*Myotis septentrionalis*) as a threatened species in Massachusetts on April 2, 2015, due to significant losses in population numbers as a result of White-nose Syndrome. The species range is identified as statewide in Massachusetts and northern long-eared bats inhabit forested areas during the spring, summer, and fall and hibernate in mines, caves, and even structures such as barns during the winter months. An Interim 4(d) Rule, published in the Federal Register on April 2, 2015, established provisions to allow certain types of construction projects within the range of northern long-eared bats where populations are impacted by White-nose Syndrome.

The USFWS currently relies on the habitat/species data for northern long-eared bats collected by the NHESP, although presence/absence data is limited for New England. On January 14, 2016, the USFWS issued a final 4(d) rule that developed time-of-year (TOY) tree-clearing restrictions to avoid adverse impacts to bats that may be roosting in trees that could be cleared. These include restrictions on: *1) removing a northern long-eared bat known occupied maternity roost tree or any trees within 150 feet of a known occupied maternity roost tree from June 1 through July 31; or 2) removing any trees within 0.25 miles of a northern long-eared bat hibernaculum at any time of year.* There are no minimum acreage tree-clearing thresholds established with the TOY restrictions and the USFWS may require review of tree-clearing areas to ensure no adverse impacts to northern long-eared bats for all projects.

A review of the NHESP Massachusetts Natural Heritage Atlas (August 2017 edition) and Massachusetts GIS data layers (2020) indicate that no Estimated or Priority Habitats of rare-listed wildlife, certified or potential vernal pools, or State BioMap Core or Critical Habitats occur on or immediately adjacent to the project site (See Section III – Figure 3, ACEC & Endangered Species). According to the NHESP Fact Sheets, no northern long-eared bat hibernacula occur within the Town of Bellingham. The proposed work associated with the project within the WPA jurisdiction adjacent to wetland resource areas occurs predominately within/adjacent to paved roadways of South Main Street (Route 126). Although clearing of road-side or private landscaped trees is proposed for the project, any cutting/removal will occur within prescribed work windows and no "incidental takes" or significant adverse impacts to the bats or their habitat are anticipated.

Public Shade Trees

Four (4) public shade tree, identified as those individuals of 14-inch diameter at breast height (Massachusetts Environmental Policy Act Regulations (MEPA) 301 CMR 11.00), within and adjacent to the South Main Street (Route 126) public road right-of-way, will be removed as a result of roadway/sidewalk widening. Clearing of public shade trees has been avoided to the greatest extent practicable, and a number of public shade trees as well as a numerous smaller trees, will be preserved within the existing road right-of-way.

If the project is proposed to be constructed in phases, please describe each phase: ___**NA**___

The project is not proposed to be constructed in phases.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

☐ Yes (Specify_____)

☒ No

if yes, does the ACEC have an approved Resource Management Plan? ___ Yes ___ No;

If yes, describe how the project complies with this plan.

_____

Will there be stormwater runoff or discharge to the designated ACEC? ___ Yes ___ No;

If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC.

_____