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February 6, 2009

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS ON
THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Macy Street (Route 110) Improvements Project
PROJECT MUNICIPALITY : Amesbury and Salisbury
PROJECT WATERSHED : Merrimack River
EOEA NUMBER : 14356
PROJECT MASSHIGHWAY : Massachusetts Highway Department
DATE NOTICED IN MONITOR : January 7, 2009

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the Massachusetts Highway Department (MassHighway), the Proponent, proposes to construct one to two new lanes of roadway and geometric modifications and improvements to existing roadway segments involving resurfacing and widening from three to four lanes with turn lanes and new or reconstructed sidewalks within a 1.01-mile section of the existing state highway corridor of Macy Street (Route 110) located in Amesbury and Salisbury.

The Amesbury portion (approximately 4,767 linear feet (lf)) of the project begins at the Route 110/Interstate 495 northbound ramp signalized intersection and extends eastward to include the Route 110/Rocky Hill Road signalized intersection, the Route 110/Elm Street/Clarks Road signalized intersection, and the Interstate 95/Route 110 northbound off-ramps at the Amesbury/Salisbury town line.

The Salisbury portion of the project begins at the Amesbury/Salisbury town line and extends eastward (approximately 561 lf) to include the Interstate 95/Route 110 northbound on-ramps intersection, and the Route 110/Rabbit Road/Merrill Street signalized intersection in Salisbury. The project will require approximately twenty-five separate permanent and temporary use easements for parcels of property (1.05 acres total) located within the project corridor.

The ENF includes the following proposed roadway and intersection improvement measures:

- Road widening by approximately 17 feet to provide two through lanes, and exclusive left-turn and right-turn lanes in each direction;
- Modifications to the geometry and traffic signal timing of three existing intersections;
- New traffic signage and pavement markings; and,
- Construction of approximately 1,800 lf of new 5.5 foot-wide sidewalk, reconstruction of approximately 1,620 lf of existing sidewalk and construction of crosswalks at each of the three existing intersections to join existing sidewalks throughout the project corridor.

Jurisdiction

The project is undergoing review pursuant to section 11.03 (6)(b)(1)(b) of the MEPA regulations, because it involves the widening of an existing roadway by four or more feet for one-half or more miles (5,328 linear feet total). The project will require an Order of Conditions from the Amesbury and Salisbury Conservation Commissions, and hence a Superseding Order from the Department of Environmental Protection (MassDEP) if the local Order is appealed. The project may require a Section 404 Programmatic General Permit (PGP) from the U.S. Army Corps of Engineers (ACOE). Because MassHighway is a State Agency, MEPA jurisdiction extends to all aspects of the project that may cause significant Damage to the Environment as defined in the MEPA regulations.

Wetlands

The project will result in impacts to approximately 4,855 square feet (sf) of bordering vegetated wetlands (BVW), approximately 410 lf of inland bank, 1,845 sf (2,700 cubic feet (cf)) of bordering land subject to flooding (BLSF), and approximately 51,660 sf of Riverfront Area associated with the proposed roadway widening and relocation of an existing culverted intermittent stream. MassHighway proposes to relocate three separate segments of the intermittent stream located on the south side of Route 110 across from the Carriage Town Marketplace, the east and west side of Elm Street north of the Route 110/Elm Street/Clarks Road intersection, and the east side of Rabbit Road north of the Route 110/Rabbit Road/Merrill Street intersection. MassHighway has reduced the impacts to BVW to less than 5,000 square feet with the use of retaining walls north and south of the Carriagetown Marketplace in the areas where highway

widening is proposed.

MassHighway has proposed to construct approximately 5,130 sf of wetland replication located on the north side of Route 110 and west of the Route 110/Macey Street/Clarks Road intersection in Amesbury, and approximately 8,000 cf of mitigation for project impacts to BLSF resource areas.

Stormwater/Flood Plain

According to the ENF, the project will result in an increase of approximately 1.2 acres of impervious surface area. The increase in stormwater runoff generated by the project will be mitigated by existing stormwater management infrastructure located within the project corridor and MassHighway's proposed implementation of Best Management Practices (BMPs) including the installation of new deep sump catch basins and a grass swale. Stormwater from the project corridor will continue to be discharged from drainage manholes and deep-sump catch basins to existing headwalls, culverts and adjacent wetlands resource areas along Route 110, Elm Street and Rabbit Road. The stormwater management system for the project corridor will be maintained by MassHighway.

As described in the comments received from MassDEP, the wetlands and intermittent stream system adjacent to the project corridor are within the Powwow River watershed, which is identified as an impaired waterbody on the *Massachusetts 2008 Integrated List of Waters*. These waters are impaired with pathogens, suspended solids, noxious aquatic plants, and turbidity and are designated as Category 5 Waters requiring a total maximum daily load (TMDL) under the federal Clean Water Act to develop a plan for water quality improvements. According to MassDEP, the project is subject to full compliance with the stormwater performance standards in the Stormwater Management Regulations (SMR). Drainage from areas where less than a lane of new pavement is proposed, however, would be subject to the Redevelopment Standard, which requires a demonstration that the performance standards have been met to the greatest extent practicable. MassDEP has indicated that the ENF has not provided sufficient information to demonstrate that MassHighway's proposed stormwater management system has been designed to comply with MassDEP's SMR. BMPs will need to be included with the proposed catch basins for compliance with the SMR to control water quality, improve infiltration, and control peak rates of runoff from new paved surfaces. MassHighway will need to provide MassDEP with additional information during the permitting process to demonstrate compliance with the applicable performance standards under MassDEP's Wetlands Regulations and Stormwater Management Regulations.

Mitigation

MassHighway must consult with MassDEP and the Amesbury and Salisbury Conservation Commissions to finalize MassHighway's proposed drainage improvements and the mitigation of impacts to wetland resource areas.

Overall, MassHighway appears to have designed the project to minimize its impacts, particularly to wetlands resource areas and stormwater drainage. Based on a review of the information provided by MassHighway and after consultation with the relevant public agencies, I find that the potential impacts of this project do not warrant the preparation of an EIR. MassHighway can resolve the remaining issues during the permitting process.

February 6, 2009

DATE



Ian A Bowles, Secretary

Comments received:

01/27/09 Department of Environmental Protection (MassDEP) – NERO

EEA ENF# 14356

IAB/NCZ/ncz