

Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office
ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
 EOEA No.: *14212*
 MEPA Analyst: *Aisling Eglinton*
 Phone: 617-626-*1024*

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Reconstruction of Springfield Street and Bridge Street Intersection		
Street: Springfield Street		
Municipality: Palmer	Watershed: Chicopee	
Universal Transverse Mercator Coordinates: Start: x: 716150 y: 4672550 Finish: x: 717550 y: 4672900	Latitude: 42° 10' 36"N to 42° 10' 45"N Longitude: 72° 22' 28"N to 72° 23' 41"N	
Estimated commencement date: Dec 2008	Estimated completion date: Nov 2009	
Approximate cost: \$5.0 Million	Status of project design: 100 %complete	
Proponent: MassHighway Department/Town of Palmer		
Street: 10 Park Plaza, Room 4260		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Michael Furlong		
Firm/Agency: MassHighway Department	Street: 10 Park Plaza	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: (617) 973-8067	Fax: (617) 973-8879	E-mail: Michael.Furlong@mhd.state.ma.us

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301 CMR 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

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): **It is anticipated that MassHighway will fund 20% and the Federal Highway Administration will fund 80% of the construction costs.**

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals:

Order of Conditions (Palmer Conservation Commission); Massachusetts Endangered Species Act Review (Natural Heritage Endangered Species Program); NEPA Categorical Exclusion Checklist (Federal Highway Administration); Section 106 Review (Massachusetts Historical Commission)

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superceding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input checked="" type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify: See Local and Federal permits previous page</i>
Total site acreage	8.7 acres			
New acres of land altered		8.7 acres		
Acres of impervious area	5.6 acres	0.2 acres	5.8 acres	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland		0		
Acres of new non-water dependent use of tidelands or waterways		None		
STRUCTURES				
Gross square footage	N/A			
Number of housing units	N/A			
Maximum height (in feet)	N/A			
TRANSPORTATION				
Vehicle trips per day	4,600	0	4,600	
Parking spaces	None	None	None	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	N/A			
GPD water withdrawal	N/A			
GPD wastewater generation/ treatment	N/A			
Length of water/sewer mains (in miles)	N/A			

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____ Wood Turtle _____) No

The 2006 Massachusetts Natural Heritage Atlas shows portions of the project area within estimated habitat and priority habitat for the wood turtle (*Glyptemys insculpata*). The project has undergone Project Review by the Natural Heritage Endangered Species Program (NHESP). Correspondence from the NHESP is attached. Actions to comply with the Massachusetts Endangered Species Act and to avoid a "take" of an endangered species are as follows: 1) the project has been modified to include sloped instead of vertical curbing, 2) a wildlife biologist has developed a Wood Turtle Protection Plan pre-approved by NHESP which will be included in the contract documents.

HISTORICAL / ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No

The project has been reviewed by MassHighway's Cultural Resources Unit (CRU) to assess its impacts to historical, cultural and archaeological resources. The CRU has determined there are no National Register-listed or -eligible properties within the project area. Project impacts are limited to the existing paved surface roadway surface, sidewalks, guardrails, graded shoulders and embankments. Little or no archaeological potential can be ascribed to the project area based on the absence of recorded sites in the immediate vicinity of the project area, the effects of past roadway construction, roadside development, and the presence of unfavorable environmental conditions. The project requires no further review under Section V.B. ("No Effect on National Register-listed or -eligible properties") of the amended Section 106 Programmatic Agreement.

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

The Town of Palmer is proposing to replace a portion of roadway located along Springfield Street and upgrade the intersection of Main Street, Springfield Street, and Bridge Street in Palmer, Massachusetts. The Springfield Street corridor is classified as a "Rural Major Collector". The project corridor is residential in nature and is moderately settled. The roadway carries two lanes of traffic and currently serves approximately 4,600 vehicles per day.

An Environmental Notification Form in accordance with the Massachusetts Environmental Protection Act is required for the project in accordance with the MEPA Regulations 301 CMR 11.03 (6)(b)2.b., because the project involves the cutting five or more living public shade trees of 14 or more inches in diameter at breast height.

Purpose and Need: The project will address poor pavement, failing guardrail, limited sight lines, and the need for a traffic signal and lane realignment at the intersection of Bridge Street. The project also includes extending the existing southern sidewalk from New Hampshire Avenue to the Wilbraham town line.

Existing Conditions:

Section 1- Springfield St from Wilbraham to New Hampshire Ave.

The section of Springfield Street to be reconstructed is residential in nature and is moderately settled. The road lies within a 1966 65.6-foot County Layout. The existing roadway carries one lane in each direction and ranges in width from 31 feet to 32 feet curb to curb with pavement in fair to poor condition. The drainage system is a closed system which conveys roadway runoff to adjacent discharge locations. Asphalt curb is located along both sides of the road for the entire project length. Highway guardrail exists along the roadway and consists of timber post with steel W-rail. The existing guardrail is in very poor condition. A 3.2-foot cement concrete sidewalk in poor condition and a grass strip is located on the south side of the road from a point just east of Three Rivers Road to the end of the project at New Hampshire Avenue. The areas adjoining the roadway generally consist of residential lawns, forested upland, and some wetlands. A portion of this Section lies within Priority Habitat, between approximately 344 Springfield Street and 156 Springfield Street.

Section 2- Intersection of Main Street, Springfield Street and Bridge Street.

The second segment of the project consists of the intersection of Springfield Street, Main Street, and Bridge Street. Main Street and Springfield Street are classified as Rural Major Collectors, each carrying one lane of traffic in each direction. Bridge Street is classified as a Rural Major Collector controlled by stop signs, and carrying one lane of traffic each direction except on the northern leg of the intersection, where the southbound approach widens to provide two lanes (a left turning lane and a through lane). A railroad crossing is located across Main Street, approximately 60 meters east of the intersection. There are no gates at this crossing, although there are overhead railroad warning beacons. Cement concrete sidewalks with granite curbing line both sides of each street at this intersection. The width of the sidewalks and the amount of reveal vary throughout. Utility poles are located at the front of the sidewalks. Crosswalks are located across all four legs of the intersection.

Proposed Improvements: This project involves the reconstruction of the two segments of the Springfield Street corridor in the Three Rivers neighborhood of Palmer. The first segment is comprised of a 1.25 mile section of Springfield Street from New Hampshire Avenue on the east to the Wilbraham Town Line on the west. The second segment of the project is comprised of the reconstruction, realignment, and signalization of the intersection at Springfield, Main, and Bridge Streets, which is located approximately ½ mile east of New Hampshire Avenue.

Work on the first segment of the project along the 1.25 mile section of Springfield Street includes full depth reconstruction of the existing paved roadway, removal and resetting of existing guardrails, reconstruction of existing cement concrete sidewalks and construction of new wheelchair ramps along the eastbound side of the roadway, and reconstruction of existing driveway aprons. Sloped granite curbs will be installed along the eastbound side of the roadway and concrete berms will be installed along the westbound side. Stone walls will be removed and reset as necessary. Drainage work includes installation of new catch basins and drain pipes.

Sections of the existing paved roadway will be widened within the existing highway layout from two to four feet to create a uniform thirty-two foot travel surface. An approximately 250-foot long section of Springfield Street at a sharp curve across from the intersection of Three Rivers Road, however, will be

widened by a maximum of fifteen feet within the existing highway layout and will then taper back to meet the existing roadway width. This section of Springfield Street passes between a backwater of the Chicopee River on the north and a small pond on the south, with steep embankments at both sides of the roadway. Both embankments will be cleared of vegetation and paved with riprap. Hay bales and silt fences will be installed at the bottom of the slopes and elsewhere within the project area to control erosion and prevent sedimentation into resource areas.

Work on the second segment of the project at the intersection of Springfield, Main, and Bridge Streets and Palmer Road includes cold planing and resurfacing of the existing paved roadway for approximately 100 feet west along Springfield Street, 100 feet east along Main Street, 100 feet south along Palmer Road, and approximately 300 feet north along Bridge Street. An abandoned railroad track that passes across Bridge Street near the northerly limit of the project area will be removed. New mast arm traffic signals will be installed at the intersection, which presently is not signalized.

Geometric improvements to the intersection include narrowing Bridge Street north of the intersection to create a more even alignment with Palmer Road south of the intersection. The easterly side of Bridge Street will be bumped out by twelve feet beginning at the intersection with Main Street, and then will taper down to meet the existing roadway width at the project limit. The westerly side of Bridge Street will be widened by six feet beginning at the intersection with Springfield Street, and then will taper out to meet the existing roadway width. The northwesterly and southeasterly corners of the intersection will be rounded to improve the turning radii at those locations. New concrete cement sidewalks will be constructed or reconstructed to replace existing sidewalks removed as a result of the roadway realignment. New wheelchair ramps and new driveway aprons will be constructed at all sidewalks at the intersection. Portions of the easterly side of Bridge Street, where the existing sidewalk is to be removed and not replaced, will be covered with loam and seeded with grass.

All work will be undertaken within the existing highway layout and no property takings are required.

Alternatives Analysis: The alternatives examined were the No Build, Resurfacing Only and the Proposed Reconstruction. The No Build option would only result in continued deterioration of a sub-standard roadway and intersection and thus, is not a viable choice. Resurfacing the roadway would be a short term benefit but would not address the safety issues associated with the intersection of Springfield Street and Bridge Street. Due to the severe deterioration of the roadway the preferred and most prudent alternative is reconstruction of this roadway, resulting in improved operation and safety. All the widening will take place within the city's right-of-way.

Avoidance, Minimization and Mitigation Measures: The project has been reviewed by MassHighway's Cultural Resources Unit (CRU) to assess its impacts to historical, cultural and archaeological resources. The CRU has determined there are no National Register-listed or -eligible properties within the project area. Project impacts are limited to the existing paved surface roadway surface, sidewalks, guardrails, graded shoulders and embankments. Little or no archaeological potential can be ascribed to the project area based on the absence of recorded sites in the immediate vicinity of the project area, the effects of past roadway construction, roadside development, and the presence of unfavorable environmental conditions. The project requires no further review under Section V.B. ("No Effect on National Register-listed or -eligible properties") of the amended Section 106 Programmatic Agreement.

The project has been designed in order to avoid and minimize impacts to adjacent wetland resource areas, to the greatest extent possible. The project will primarily involve reconstruction of the existing roadway and intersection. There will be no alteration of bordering vegetated wetlands. Haybales and silt fence will be installed upgradient of wetland resource areas to delineate the limit of work and to control erosion and prevent sedimentation. Roadway reconstruction within portions of the Riverfront area will include restoration of some paved areas with vegetation. The project has been reviewed by Massachusetts Fish and Wildlife Natural Heritage and Endangered Species Program (NHESP). NHESP has approved a Work Plan (Wood Turtle Protection Plan) to protect state listed wood turtle habitat. The Work Plan was developed by a wildlife biologist in consultation with NHESP and will be included with the project's contract documents.

The project, as proposed, will maintain and improve the existing roadway, resulting in drainage system

and roadway safety improvements. Pursuant to the Massachusetts Wetlands Protection Act Regulations (310 CMR 10.53 (3)(f)) this work falls under the description of a "limited" status project. A Notice of Intent has been filed for work within Buffer zone of BVW, Bordering Land Subject to Flooding, and Riverfront area. All work will conform to the general performance standards of the Massachusetts Wetlands Protection Act (MGL c. 131 § 40) and its implementing regulations at 310 CMR 10.00. Furthermore, this project is considered a redevelopment project pursuant to the DEP Stormwater Management Policy. On August 21, 2007, the Palmer Conservation Commission issued an Order of Conditions for the project with special conditions.

The design proposes 24 existing trees be removed. 13 of those existing trees measure 14" or more at breast height. Removed trees will be replaced to the extent practicable. The proposed design includes six different varieties of trees.

Other permitting requirements for the project include a NPDES General Construction Notice of Intent (NOI) and a National Environmental Policy Act (NEPA) Programmatic Categorical Exclusion.

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1))
 ___ Yes X No; if yes, specify each threshold:

II. Impacts and Permits

A. Describe, in acres, the current and proposed character of the project site, as follows:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Footprint of buildings	<u>N/A</u>		
Roadways, parking, and other paved areas	<u>5.6 acres</u>	<u>0.2 acres</u>	<u>5.8 acres</u>
Other altered areas (describe)	<u>None</u>		
Undeveloped areas	<u>None</u>		

B. Has any part of the project site been in active agricultural use in the last three years?
 ___ Yes X No; if yes, how many acres of land in agricultural use (with agricultural soils) will be converted to nonagricultural use?

C. Is any part of the project site currently or proposed to be in active forestry use?
 ___ Yes X No; if yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a DEM-approved forest management plan:

D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97? ___ Yes X No; if yes, describe:

E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction? ___ Yes X No; if yes, does the project involve the release or modification of such restriction? ___ Yes ___ No; if yes, describe:

F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A? ___ Yes X No; if yes, describe:

G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B? Yes ___ No X ; if yes, describe:

H. Describe the project's stormwater impacts and, if applicable, measures that the project will take to comply with the standards found in DEP's Stormwater Management Policy:

The proposed project is a roadway reconstruction project meeting the criteria for a