

**ENF Environmental Notification Form**

*For Office Use Only*  
*Executive Office of Environmental Affairs*  
 EOE No.: 12763  
 MEPA Analyst: JANET HUTCHINS  
 Phone: 617-626-1023

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: Reed Road Improvements and Intersection Upgrade Project		
Street: Reed Road, Marlboro Street, Forest Avenue, Cherry Street, and Main Street		
Municipality: Hudson, MA	Watershed: Assabet River	
Universal Transverse Mercator Coordinates: East: 289702.77 North: 4694476.88	Latitude: 71 33 15.21 Longitude: 42 22 33.80	
Estimated commencement date: Oct. 2002	Estimated completion date: Oct. 2003	
Approximate cost: \$1,425,000	Status of project design: 60 %complete	
Proponent: Town of Hudson, Massachusetts – Department of Public Works		
Street: 1 Municipal Drive		
Municipality: Hudson	State: MA	Zip Code: 01749
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Tim Sullivan		
Firm/Agency: Earth Tech	Street: 300 Baker Ave., Suite 300	
Municipality: Concord	State: MA	Zip Code: 01742
Phone: 978-371-4216	Fax: 978-371-7889	E-mail: timothy_sullivan@earthtech.com

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 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

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): Commonwealth of Massachusetts - Public Works Economic Development (PWED) Grant in the amount of \$1,425,000

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

List Local or Federal Permits and Approvals: Conservation Commission, generic 401 Water Quality

Certification, Department of the Army Section 404 Programmatic General Permit.  
 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
<b>LAND</b>				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superceding Order of Conditions <input type="checkbox"/> Chapter 91 License <input checked="" 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 type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: _____ _____ _____ _____ _____
Total site acreage	N/A Roadway Project			
New acres of land altered		1.32		
Acres of impervious area	2.05	1.14	3.19	
Square feet of new bordering vegetated wetlands alteration		444		
Square feet of new other wetland alteration		None		
Acres of new non-water dependent use of tidelands or waterways		None		
<b>STRUCTURES</b>				
Gross square footage	N/A	N/A	N/A	
Number of housing units	N/A	N/A	N/A	
Maximum height (in 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>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	N/A	N/A	N/A	
GPD water withdrawal	N/A	N/A	N/A	
GPD wastewater generation/ treatment	N/A	N/A	N/A	
Length of water/sewer mains (in miles)	N/A	N/A	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

In November 1996 the Town of Hudson submitted a Public Works Economic Development Grant Program (PWED) application to the Commonwealth of Massachusetts in an effort to secure funding for traffic improvements at three locations. The purpose of this multiple site project is twofold. First, improvements at these locations will provide an alternate truck route allowing traffic to bypass substandard bridges located on Broad Street, Houghton Street and Forest Avenue and minimize damage to the structures. Second, the project will reduce the volume of traffic entering the Town of Hudson's Central Business District (CBD) and surrounding residential neighborhoods thereby improving vehicular and pedestrian conditions during peak travel hours.

### **Reed Road**

Currently, Reed Road is classified as a local road with a 50-foot right-of-way (ROW) servicing one lane of travel in each direction. The proposed project is to widen the existing roadway from 20-feet to 32-feet for a length of 1,700-feet. The widening will accommodate a new left turn lane from Reed Road to Marlboro Street and allow for a design speed of 30mph for the Reed Road. Geometric improvements will be made along the current Reed Road corridor to accommodate increased truck traffic. Marlboro Street north of the Reed Road intersection will also be widened from 32-feet to 41-feet to accommodate a right turn lane to Reed Road. The intersection upgrade has been designed to accommodate future traffic conditions.

### **Forest Avenue/Marlboro Street Intersection**

This intersection is located approximately 5,000 feet north of Reed Road and forms a "T" where Marlboro Street terminates at Forest Avenue. Both roadways provide one lane of traffic in each direction within a 50-foot ROW. The proposed project is to widen Forest Avenue and Marlboro Street to accommodate a left turn lane on Forest Avenue westbound and a right turn lane on Marlboro Street. Geometric improvements and a full traffic signal will also be constructed at the intersection. The intersection upgrade has been designed to accommodate future traffic conditions.

### **Cherry Street**

Currently, Cherry Street is a dead end roadway that parallels Main Street. Land use along Cherry Street is primarily commercial/industrial with some residential housing closer to Vila Do Porta Boulevard. Cherry Street provides one lane of travel in each direction within a 40-foot ROW. The proposed project is to provide a new roadway connection between Cherry Street and Main Street (Route 62) to minimize truck traffic along Cherry Street. The new connection will cross the future route of the Assabet River Rail Trail (ARRT). However, this project will not have a negative impact on the ARRT project.

Although all three locations are funded together and form a single project, only the Reed Road portion exceeds a MEPA review threshold. A total of 23 public shade trees with a diameter at breast height of greater than 14 inches will be removed along Reed Road. While a number of stone walls will be disturbed to accomplish this project, all but 20 linear feet will be reconstructed once the project is completed. In addition, 444 square feet of Bordering Vegetated Wetland (BVW) will be impacted in the Reed Road portion of the project. A replication area of 596 square feet will be constructed immediately adjacent to the Reed Road impact. This will more than meet the replication requirements of the Massachusetts Wetlands Protection Act.

One alternative to the proposed project would be the eventual replacement of the three substandard bridges. The cost associated with bridge replacement prohibits it from being a viable option. In addition, replacement of these bridges would likely have much more impact on wetland resource areas. Any widening of Reed Road at Marlboro Street would result in a loss of some Public Shade Trees and a direct impact to wetlands. The project has been designed to minimize impacts to wetlands to the extent possible. All direct wetland impacts will be mitigated at a ratio of at least 1:1 in accordance with the Massachusetts Wetlands Protection Act. The loss of Public Shade Trees and impacts to existing stone walls has also been minimized to only those impacts necessary to accomplish the project. Another alternative would be the no-build option. This alternative would result in excessive impacts to vehicular and pedestrian traffic in the town's CBD in the future.