

ENF

**Environmental
 Notification Form**

For Office Use Only Executive Office of Environmental Affairs	
EOEA No.:	12768
MEPA Analyst:	Arthur Pussteg
Phone: 617-626-	1029

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 Glendale Road			
Street: Glendale Road			
Municipality: Southampton		Watershed: Manhan River (Connecticut River)	
Universal Tranverse Mercator Coordinates: Phase 1: 180688080E 4680994N to 180688078E 4680217N Phase 2: 180688078E 4680217N to 180688828E 4679345N		Latitude: Phase1 42°15'11.5"N to 42°16'35.5"N Phase2 42°14'43.5"N to 42°15'11.5"N Longitude: Phase1 072°43'12"W to 072°43'.5"W Phase2 072°42'38"N to 072°43'12"N	
Estimated commencement date: Spring 2004		Estimated completion date: Summer 2005	
Approximate cost: \$2.0 million		Status of project design: 75 %complete	
Proponent: Town of Southampton / Massachusetts Highway Department			
Street: 10 Park Plaza			
Municipality: Boston		State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Grace Arthur			
Firm/Agency: MassHighway		Street: 10 Park Plaza – Room 4260	
Municipality: Boston		State: MA	Zip Code: 02116
Phone: (617) 973-8251	Fax: (617) 973-8879	E-mail: Grace.Arthur@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): **MassHighway (20%) and Federal Highway Administration (80%)**

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; Southampton Conservation Commission; Category I Programmatic General Permit; U.S. ACOE**

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 type="checkbox"/> Other Permits (including Legislative Approvals) – Specify:
Total site acreage	6.1 acres			
New acres of land altered		2.0 acres		
Acres of impervious area	4.9 acres	1.4 acres	6.3 acres	
Square feet of new bordering vegetated wetlands alteration		1,377 sf (Phase I)		
Square feet of new other wetland alteration		BLSF-3,545 sf RA-27,145 sf 67 lf Bank (Phase I)		
Acres of new non-water dependent use of tidelands or waterways		N/A		
STRUCTURES				
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	
TRANSPORTATION				
Vehicle trips per day	1,443 (1999)	0	1,443 (1999)	
Parking spaces	N/A	N/A	N/A	
WATER/WASTEWATER				
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 _____

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 Estimated Habitat of Rare Species - Easthampton and Mount Tom Quadrangle) No

The Massachusetts Natural Heritage Endangered Species Program (MNHESP) Atlas (2000-2001) indicates there is estimated habitat of rare wildlife at the northern edge of the project area. The area follows the North Branch of the Manhan River. There is no proposed work on the bridge crossing the river. The MNHESP and the US Fish and Wildlife Service have been contacted. See attached letters.

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

MassHighway's Cultural Resources Section (CRS) will coordinate its review with the Massachusetts Historic Commission in compliance with federal Section 106 or State Chapter 254, as appropriate.

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 Massachusetts Highway Department (MassHighway), in conjunction with the Town of Southamton, proposes to reconstruct and improve a 3.86-kilometer (2.4-mile) segment of Glendale Road, a two-lane roadway in the northeastern portion of Southamton. Glendale Road serves as a connector between Route 10 to the south and Route 66 to the north. The Pioneer Valley Planning Commission (PVPC) has estimated the 1999 average daily traffic (ADT) on the busiest stretch of Glendale Road to be 1,443 vehicles per day (vpd). MassHighway proposes to construct the project in two phases.

Phase I includes the segment of Glendale Road from Pomeroy Meadow Road north to the bridge crossing the North Branch of the Manhan River, a distance of approximately 2.7 kilometers (1.68 miles). This section is functionally classified as a Rural Major Collector. The width of the roadway is variable, ranging from 5.0- to 9.0-meters (16.4- to 29.5-feet) with an approximate average width of 6.5 meters (21.3-feet). This width includes a 2.5- to 3.75-meter (8.2- to 12.3-foot) travel lane and a 0 to 0.8-meter (3.3-foot) shoulder in either direction. Phase II includes the segment of Glendale Road from Pomeroy Meadow Road south to Route 10, a distance of approximately 1.15 kilometers (0.72-miles). This section, classified as an Urban Local Road, varies in width from 5.5 to 7.0-meters (18.0- to 23.0-feet). Drainage for both portions of the project is mainly open (i.e. "over the shoulder" drainage) with few existing drainage structures.

The Town of Southamton has received approval from the MassHighway Project Review Committee for Phase I. The design of Phase I is currently at the 75% stage. The Phase II portion of the project has not yet been approved for MassHighway funding, however, design and planning of Phase II is continuing with the goal of providing uniformity to the Glendale Road corridor within the Town of Southamton.

Both phases of the project will be constructed to meet MassHighway's geometric design criteria for a *Low Speed/Low Volume* roadway. The proposed work for both phases includes full-depth pavement reconstruction and widening, new pavement markings, drainage improvements, and minor horizontal and vertical realignments. Proposed improvements will accommodate bicycles and pedestrians. Particularly beneficial to bicycle and pedestrian travel and safety are the proposed widened shoulders, improved pavement, and increased sight distances. The proposed width of the roadway for Phase I is 8- to 9-meters (26.3- to 29.5-feet). This will provide a 3- to 3.5-meter (9.8- to 11.5-foot) lane and a one-meter (3.28-foot) shoulder in each direction. The width of the Phase II portion is proposed to be 8.0-meters, consisting of 3.0-meter (9.9-foot) lanes and 1.0-meter (3.3-foot) shoulders.

The proposed project has already undergone a significant amount of public review. MassHighway held a 25% design public hearing in 1999 at which public comments were heard and considered.

The existing roadway drainage system will be upgraded and improved to handle the increased amount of runoff from the widened roadway. Treatment of stormwater runoff will be improved and the project has been designed to meet the Department of Environmental Protection's goal of removing 80 percent of total suspended solids (TSS) from roadway runoff. Both Phases include the installation of a closed drainage system, consisting of catch basins, manholes and water quality swales. Catch basins will be 1.2-meter (4-foot) deep sump catch basins. Drainage swales will be constructed at all locations where slopes and distance to discharge points allow. Fourteen (14) new discharge points will be constructed. All new discharge points will consist of flared end sections and riprap aprons to dissipate flows and allow settling of roadway pollutants.

Phase I of the proposed project will result in only a minor amount (1,377 square feet) of alteration to Bordering Vegetated Wetland (BVW). This alteration will be mitigated for through the creation of a wetland replication area. There are few wetland areas adjacent to the Phase II portion of the corridor, therefore, it is anticipated that the BVW alteration for Phase II of the project will be minimal.

Alternatives: The following alternatives to the proposed project were considered.

No Build Alternative This alternative was rejected because it would not address the roadway's safety, or drainage deficiencies.

Ten-Meter (32.8-foot) Cross Section This alternative would include two 3.75-meter (12.3-foot) travel lanes with 1.25-meter (4.1-foot) shoulders. While this alternative would meet MassHighway's recommended cross-section width for an Urban Collector it was rejected because of its excessive environmental impacts. This alternative would have resulted in far greater impacts to BVW and trees.

Eight- to Nine-Meter (26.2 to 29.5-foot) Cross Section (Proposed Alternative) This alternative involves the reconstruction and widening of Glendale Road to a width of 8 to 9-meters. This reduced cross-section width is possible because Glendale Road qualifies for MassHighway's *Low Speed/Low Volume* design criteria. Use of this reduced cross section width limited the amount of BVW alteration and tree loss.

An Environmental Notification Form (ENF) is required for this project pursuant to 301 CMR11.03 (6)(b)2.b and 11.03(6)(b)1.b. The project will require the cutting of 5 or more living public shade trees of fourteen or more inches in diameter at breast height, and will widen an existing roadway by four or more feet for more than one-half mile.