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.: 13784
MEPA Analyst: Bethany Angus
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: Route 115 Roadway Improvements		
Street: **Route 115 (Needham Street - Rte 1), Norfolk, Route 140, Wrentham/Foxborough**		
Municipality: **Norfolk**	Watershed: **Charles River**	
Universal Tranverse Mercator Coordinates:	Latitude: **042 05' 26" N** Longitude: **071 17' 56" W**	
Estimated commencement date: **2007**	Estimated completion date: **2008**	
Approximate cost: **$6.2 million**	Status of project design: **75%complete**	
Proponent: **Norfolk Department of Public Works**		
Street: **33 Medway Branch**		
Municipality: **Norfolk**	State: **MA**	Zip Code: **02056**
Name of Contact Person From Whom Copies of this ENF May Be Obtained: **James Hall**		
Firm/Agency: **Coler & Colantonio, Inc.**	Street: **101 Accord Park Drive**	
Municipality: **Norwell**	State: **MA**	Zip Code: **02061**
Phone: **781- 792-2221**	Fax:**781-982-5490**	E-mail: **jameshall@col-col.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): **The MassHighway Department and Federal Highway Administration (FHWA) will provide all funding for the project.**

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

List Local or Federal Permits and Approvals: **NOI, NPDES, NEPA Checklist**

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

- ☐ Land
- ☐ Water
- ☐ Energy
- ☐ ACEC
- ☐ Rare Species
- ☐ Wastewater
- ☐ Air
- ☐ Regulations
- ☐ Wetlands, Waterways, & Tidelands
- ☒ Transportation
- ☐ Solid & Hazardous Waste
- ☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	20.4		
New acres of land altered			
Acres of impervious area	7.3	4.4	11.7
Square feet of new bordering vegetated wetlands alteration		3,352	
Square feet of new other wetland alteration		0	
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 (in feet)	0	0	0
TRANSPORTATION			
Vehicle trips per day	10,440	Proposed project is roadway improvement	No new traffic will be generated
Parking spaces	N/A	N/A	N/A
WASTEWATER			
Gallons/day (GPD) of water use	0	0	0
GPD water withdrawal	0	0	0
GPD wastewater generation/ treatment	0	0	0

State Permits & Approvals

- ☒ Order of Conditions
- ☐ Superseding Order of Conditions
- ☐ Chapter 91 License
- ☐ 401 Water Quality Certification
- ☐ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☐ DEP or MWRA Sewer Connection/ Extension Permit
- ☐ Other Permits (*including Legislative Approvals*) – Specify:

Length of water/sewer mains (in miles)	0	0	0	

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_____) ☒No

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

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 ☒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.*)

(a) The Town of Norfolk Department of Public Works (DPW) and Massachusetts Highway Department proposes to improve Route 115 for a distance of approximately 4.51 kilometers (2.8 miles) between Needham Street and Route 1/Washington Street located southwest of the Norfolk Town Center, as well as a section of Route 140/Turner Road in Wrentham and Foxborough. Improvements include widening both the northbound and southbound lanes by approximately 1.22 meters (4 feet) and adding an approximately 1.52 meter-wide (5-feet) sidewalk on the east side of the road, accounting for approximately 3.96 meters (13 feet) of new impervious surface for the entire length of the roadway. Although the road will be located solely within the existing right-of-way, approximately 10-15 feet of disturbance and potential fill to create the new cut-banks and appropriate slopes for the road widening may be required on one or both sides of the road.

Route 115 crosses the 200-foot Riverfront Area of the Stop River and its unnamed perennial tributary as well as Stony Brook and its unnamed perennial tributary. The project is considered a limited project under 310 CMR 10.53(3)f and proposed activities have been minimized to the extent feasible to protect the interests identified in the WPA. No work is proposed to occur within the 100-year floodplain of either the Stop River or Stony Brook, and existing box culverts associated with these stream systems will not be impacted by roadway improvements. Riverfront Area associated with these two

waterbodies, as well as the two unnamed perennial tributaries associated with these drainages, will be minimized through the installation of concrete retaining walls proposed for the bordering vegetated wetland resources associated with these stream systems.

The project also meets the criteria of *redevelopment of previously developed Riverfront Area* under the WPA 310 CMR 10.58(5) as the proposed expansion of Route 115 will result in the improvement of stormwater treatment along the project corridor. The underground storm drainage system will be installed with hooded, deep-sump catch basins to facilitate entrapment of sediment and separation of oil/gas pollutants prior to discharge into adjacent roadsides areas. Existing corrugated metal culverts associated with storm drainage and steam flow beneath the road will be upgraded to reinforced concrete conduits and existing retaining/head walls will be replaced with new concrete forms and/or stone blocks in high visibility areas.

(b) Alternatives were considered to avoid and/or minimize impacts to the 200-foot Riverfront Area and the 100-foot Buffer Zone of wetland resource areas. One alternative is the no-build option. However, the existing roadway footprint is relatively narrow in some areas and certain intersections do not allow for the smooth flow of traffic. In addition, extending the service life of Route 115 will not be achieved.

Simple resurfacing of the existing roadway was considered but is not an option that will achieve the project goals of improving traffic flow and safety, although extending the service life of the road will be realized. However, improving safety for pedestrians, cyclists and motorists will not occur with this alternative.

A design consisting of full depth construction and/or pavement reclamation was considered as this alternative allows for greater geometric changes. However, the alternative resulted in additional wetland impacts, limited benefits in pavement service life, and little or no real safety improvements over the current proposal. Therefore, this alternative was rejected.

The proposed project has been designed to have as little adverse affect on resource areas as possible. The proposed design will improve existing traffic and safety conditions along Route 115 while minimizing impacts to the 200-foot Riverfront Area and the 100-foot and 50-foot Buffer Zones. Retaining walls along most wetland resource areas will reduce impacts to these resources as well as Riverfront Areas and help to protect the interests of the WPA.