

Commonwealth of Massachusetts
Executive Office of Environmental
Affairs ■ MEPA Office

ENF Environmental
Notification Form

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>	
EOEA No.:	<u>13600</u>
MEPA Analyst:	<u>Ashling Eglinton</u>
Phone:	617-626- <u>1024</u>

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: Brooks Station Road Reconstruction		
Street: Brooks Station Rd/Boylston Ave		
Municipality: Town of Princeton	Watershed: Nashua River	
Universal Transverse Mercator Coordinates: Start: 906381.4632 N 166589.4712 E End: 910929.6474 N 168968.7056 E	Latitude and Longitude Start: Lat: 42° 27' 00" N Long: 71° 53' 00" W End: Lat: 42° 26' 52" N Long: 71° 52' 37" W	
Estimated commencement date: Sum '05	Estimated completion date: Fall '06	
Approximate cost: \$1,900,000	Status of project design: 75%	
Proponent: Commonwealth of Massachusetts Highway Department		
10 Park Plaza		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Robert W. Best Jr., Environmental Analyst		
Firm/Agency: Massachusetts Highway Department	Street: 10 Park Plaza, Room 4260	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: 617.973.7434	Fax: 617.973.8879	E-mail: matthew.desorbo@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 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): 80% Federal Highway Administration Funding, 20% Massachusetts Transportation Program

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 Federal Highway Administration
Categorical Exclusion Check List, Princeton Conservation Commission Order of Conditions, National Pollution
Discharge Elimination System Construction General Permit, Storm Water Pollution Prevention Plan.

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"/> Superseding 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: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Total site acreage				
New acres of land altered				
Acres of impervious area	10.76	1.01	11.77	
Square feet of new bordering vegetated wetlands alteration		856		
Square feet of new other wetland alteration		9431		
Acres of new non-water dependent use of tidelands or waterways				
STRUCTURES				
Gross square footage				
Number of housing units				
Maximum height (in feet)				
TRANSPORTATION				
Vehicle trips per day	1200	0	1200	
Parking spaces				
WASTEWATER				
Gallons/day (GPD) of water use				
GPD water withdrawal				
GPD wastewater generation/treatment				
Length of water/sewer mains (in miles)				

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 Spotted Turtle (*Clemmys guttata*) No

According to a letter written by Thomas W. French, Ph. D. of the Division of Fisheries & Wildlife on June 23, 2004, the project results in the alteration of an existing habitat as a result of the work proposed at Cobb Brook. The Contractor will only be allowed to work within this habitat during periods that will not endanger said habitat or affect migration. As requested by DF&W the culvert will be installed within the streambed so that turtle passage is not impeded. Erosion controls will also be installed throughout the project site to protect resources from sedimentation. A copy of this ENF will be forwarded to the Division of Fisheries & Wildlife for their comment.

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

In accordance with the Section 106 Programmatic Agreement, the MassHighway Cultural Resources Unit(CRU) conducted a review of the project plans and information compiled from the Massachusetts Historical Commission (MHC) statewide inventory and site files. This review was intended to identify State/National Register-listed properties, or National Register-eligible structures, buildings, districts or archaeological sites within or adjacent to the project area. The review did not find any State/National Register-listed properties, or National Register-eligible structures, buildings, districts or archaeological sites within or adjacent to the project area. Please see attached CRU determination dated 4/22/05.

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 in conjunction with the town of Princeton Massachusetts proposes to reconstruct Brooks Station Road from the Princeton/Rutland Town line proceeding north to the intersection with Conner Lane and Radford Road. The project continues along Boylston Avenue to the intersection of Hubbardston Road (Route 62) and Worcester Road (Route 31), for a distance of approximately 3.4 miles. The proposed project will improve safety conditions along Brooks Station Road by standardizing lane width, adding usable shoulders, creating bicycle accommodations, improving roadway sight distance, and installation of W-beam highway guard rail. An Environmental Notification Form (ENF) is required because the proposed work involves the widening of an existing roadway by four or more feet for one-half or more miles (301 CMR 11.03(6)(b)(1b) and cutting five or more living public shade trees measuring 14 or more inches in diameter at breast height. (301 CMR 11.03(6)(b)(2b)).

Existing Conditions

Brooks Station Road is functionally classified as a Rural Minor Collector in the Town of Princeton.

The existing roadway cross section consists of one lane in each direction, which varies in width from 10.5 feet to 14 feet and grass shoulders. Existing pavement width varies from 21 feet to 28 feet. Currently sidewalks do not exist within the project limits. There are five intersections along Brook Station Road; Lovers Lane; Ball Hill Road; Matthews Lane (two locations), Conner Lane/Radford Road, and Hubbardston Road/Worcester Road. All side streets entering Brooks Station Road are controlled using stop signs. The Ball Hill Road intersection is a four-way stop intersection with a flashing red/yellow beacon supported with a span wire over the intersection. There is an active railroad crossing (Providence & Worcester Railroad) controlled by warning signs and flashing signals. Based on vehicle traffic counts performed by MassHighway, Brooks Station Road carries approximately 1100 vehicles per day. Properties within the project corridor are primarily residential. The project is also located within 100 feet of several vegetated wetland sites.

Purpose and Need

Brooks Station Road is located in a particular rural section of the Town of Princeton, Massachusetts. Due to poor roadway drainage the roadway is in disrepair. Several cross culverts are in need of replacement. Brooks Station Road lacks standardized lane widths and roadway alignment. Sight distance is compromised by substandard geometric roadway alignment. Bicycle operations are compromised by substandard lane widths and the absence of usable roadway shoulders. This project as proposed will correct Brooks Station Road operational deficiencies as well as improve safety conditions through the corridor. This project is consistent with the "Fix It First" and "Communities First" Policies of Massachusetts by improving safety and traffic operations along a main route from the town of Rutland to the town of Princeton on an existing roadway. Because of the rural location of this project public transportation does not service this corridor. However, standardized roadway lane widths and paved shoulders will benefit school bus operations serving the residential community on Brooks Station Road. Regional transportation is greatly improved by this project by repairing a link between two neighboring towns.

Proposed Improvements

Proposed roadway improvements include existing pavement reclamation, full-depth pavement widening to include standardized lane widths and paved shoulders, replacement of existing culverts, minor geometric improvements, pavement overlay, new W-beam highway guard, installation of new roadway signs and installation of new pavement markings. The proposed typical section for the entire project will consist of one 11-foot wide travel lane with a 3 foot paved shoulder in each direction. In areas where there is W-beam guardrail, the proposed typical section will have an additional 1.6-foot gravel area

The proposed project site does not include sidewalks or pedestrian facilities. The corridor is primarily rural residential and does not warrant sidewalks. Therefore, due to the existing undeveloped state of the project site, and the absence of public support, sidewalks are not proposed as part of this project. Incorporating sidewalks into this corridor would increase impacts to wetland resources as well as require right-of-way takings. A sidewalk is proposed however, along Boylston Avenue from the Route 62 intersection to a driveway that serves a senior center, a distance of approximately 650 feet. Existing driveways will be maintained. All existing driveways will be paved from the edge of pavement to the right-of-way line as directed by the Resident Construction Engineer.

A majority of the proposed work is located within the 100-foot buffer zone at several locations throughout the project corridor. Direct impacts to wetland resources will occur with the complete replacement of all cross culverts and head walls. There is approximately 856 sq ft of existing Bordering Vegetated Wetland (BVW) that will be altered as a result of drainage improvements. It is intended to replicate the impacted BVW at the specific location of loss. Riprap will be placed as a part of the culvert replacement activities as scour protection. A

Notice of Intent was filed with the Princeton Conservation Commission, subsequently the Commission granted an Order of Condition for the proposed project on April 19, 2005. The Order of Condition was granted for the entire proposed project including the replacement of culverts, work within the buffer zone of wetland resource areas and drainage system modifications. MassHighway will file a Massachusetts Department of Environmental Protection Individual Water Quality Certificate, as well as obtain clearance under the U.S. Army Corps of Engineers Programmatic General Permit for the cumulative impacts to wetland resource areas: 9,431 square feet of temporary impacts to land under water and 856 square feet permit impacts to BVW. The proposed project will involve over 1 acre of earth disturbance and therefore, a Stormwater Construction General Permit in accordance with EPA's NPDES Phase II is required. In addition, a Storm Water Pollution Prevention Plan is required. MassHighway will obtain all required permits to construct the project.

The existing drainage system consists of catch basins collecting surface runoff and transporting drainage to a point of discharge. Since there is no curb or berm along Brooks Station Road, a majority of the storm runoff sheet flows off the road surface across the shoulder into grass swales before entering streams or wetland areas.

As part of the project, and at the request of the town DPW, all of the existing catch basins will be removed and outlet pipes abandoned. It is the intent to maintain the country drainage and utilize grass swales to deliver storm runoff to streams and wetland areas in order to reduce maintenance costs and effort to the town.

Mitigation will include installation of temporary hay bales and silt fence along the top or toe of slopes, adjacent to the BVW during and after the construction period until such time as slopes are stabilized with permanent vegetation. Mitigation of the existing stream during construction will include the installation of a turbidity barrier at the downstream end and stone check dams where required.

Alternatives Analysis: Several other alternatives for this project were studied including the following:

1. Alternative 1 consisted of only cold planning and resurfacing the existing roadway. This alternative did not include storm water drainage improvements or the addition of paved shoulders. This alternative was not selected because it did not address the following: Safety issues associated with roadway width and the absence of paved shoulders, failed stormwater system allowing untreated storm water to enter wetland resources adjacent to the roadway, and the collapsing cross culverts located under the roadway.
2. Alternative 2 consisted of maintaining the existing roadway structure and patching deteriorated sections of existing road with new pavement. This alternative was not selected because it did not address the following: Safety issues associated with roadway width and the absence of paved shoulders, failed stormwater system allowing untreated storm water to enter wetland resources adjacent to the roadway. This alternative did not address the collapsing cross culverts located under the roadway. If this alternative was selected the road would continue to deteriorate to a condition that would disrupt regional transportation between two communities.

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits