

ENF

**Environmental
Notification Form**

For Office Use Only
Executive Office of Environmental Affairs

EOEA No.: 13604
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 Goddard Memorial Drive from Apricot Street to Airport Drive in Worcester		
Street: Goddard Memorial Drive		
Municipality: Worcester, MA	Watershed: Blackstone River	
Universal Transverse Mercator Coordinates: 19 263658E, 4683443N to 19 264481E4680617N (WGS84/NAD83)	Latitude: 42° 14' 32"N to 42° 16' 03" N Longitude: 71° 51' 17"W to 71° 51' 57"W	
Estimated commencement date: Spring 2006	Estimated completion date: Fall 2007	
Approximate cost: \$4.7 million	Status of project design: 75 %complete	
Proponent: MassHighway/City of Worcester		
Street: 10 Park Plaza		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Jessica Lavallee		
Firm/Agency: Massachusetts Highway Dept.	Street: 10 Park Plaza, Room 4260	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: (617) 973-7442	Fax: (617) 973-8879	E-mail: jessica.lavallee@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): The Massachusetts Highway Department is funding 20% and the Federal Highway Administration is funding 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: National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges for Construction Activities, a Categorical Exclusion Evaluation in accordance with the National Environmental Policy Act, and U.S. Army

Corps of Engineers 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
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding 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:</i> <u>NPDES Stormwater Construction Permit from U.S. EPA/MA DEP</u>
Total site acreage	25.8 acres			
New acres of land altered		4.18 acres		
Acres of impervious area	17.22 acres	2.00 acre	19.22 acres	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
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	8,200	0	8,200	
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)	2.26 miles-water 1.54 miles-sewer	0	2.26 miles-water 1.54 miles-sewer	

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 An Estimated Habitat for Rare Wildlife (WH4069) and Priority Habitat for Rare Species (PH 832) are shown on the Massachusetts Natural Heritage and Endangered Species Program (MNHESP) 2004 Atlas. In correspondence of July 29, 2004, the MNHESP indicated that the state-threatened marbled salamander (*Ambystoma opacum*) and the spotted turtle (*Clemmys guttata*), a state species of special concern, have been identified in the vicinity of the project (see attached correspondence). A habitat field survey for these rare species was performed on October 7, 2004 by Baystate Environmental Consultants. The evaluation revealed no suitable habitat for either of these two species within the right-of-way (within 50 feet of the centerline), which defines the limits for the proposed improvements. The project is unlikely to have the potential to impact preferred upland habitat for these species. The project area is in close proximity to Goddard Memorial Drive and has disturbed areas that are not suitable habitat for the two State listed species. Coordination with the MNHESP will be performed in filing for the Notice of Intent under the Massachusetts Wetlands Protection Act.)

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 A review of the State/National Registers of Historic Places revealed no listed properties within or immediately adjacent to the project area. A review of the Inventory of Historic and Archaeological Assets of the Commonwealth revealed no inventoried buildings within or immediately adjacent to the project area. MassHighway's Cultural Resource Unit staff has determined that no review with the MA SHPO is required for the project under the terms of Stipulation VB of the executed revised Section 106 Programmatic Agreement (see attached form). The documentation is on file at MassHighway, and no further Section 106 review is necessary.

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.)

Project Description

The Massachusetts Highway Department and the City of Worcester are proposing to reconstruct and resurface approximately 2 miles of Goddard Memorial Drive in the City of Worcester. Goddard Memorial Drive is a major north-south urban minor arterial that extends approximately 2.1 miles north from Route 9 to intersect Airport Drive on the Worcester Regional Airport property, which is the primary access into the airport (Figure 1). The roadway is a non-state highway that is owned and maintained by the City of Worcester. Average Daily Traffic on Goddard Memorial Drive totalled 8,180 vehicles per day (VPD) in 2000 and is anticipated to increase to 12,200 VPD in 2020. Goddard Memorial Drive provides the only access from the south to Airport Drive, and this route provides connections between Route 9 on the south and another major east-west route, Route 122, to the north. Airport Drive is scheduled to be reconstructed in 2005 as part of a separate previously reviewed project (EOEA No. 13330). An Environmental Notification Form has been filed for the Goddard Memorial Drive Reconstruction Project, because the project will result in an alteration of bank or terrain 10 feet or more from the existing roadway for a distance of one-half mile or more (301 CMR 11.03(6)(b)2.a.).

Existing Conditions: Goddard Memorial Drive consists of two travel lanes (one 12-foot travel lane and

one 14-foot travel lane) in each direction. The existing roadway lacks paved shoulders and includes a 20-foot raised median and a 4- to 5-foot sidewalk on the east side. At several locations, the median width is reduced to accommodate turning lanes into adjoining cross-streets and properties. The section of Goddard Memorial Drive to be reconstructed extends north of Apricot Street to the intersection with Airport Drive. The project also includes reconstruction of approximately ¼ mile of Airport Drive adjoining the intersection with Goddard Memorial Drive.

Goddard Memorial Drive adjoins the airport property on the north, and, south of the airport, the roadway accommodates commercial/industrial uses, such as the Worcester Airport Industrial Park (Figure 2). Adjoining uses on the south approaching the intersection with Apricot Street include several residential developments and conserved open space within the city-owned Cider Mill Park and adjoining conservation land within the Marois property. There are nineteen driveway entrances and exits along this portion of Goddard Memorial Drive. The existing roadway lacks paved shoulders and does not meet current design and safety criteria. Deterioration of the roadway pavement has resulted in rutting and settlement, resulting in a poor driving surface. Steep side slopes adjoin the roadway in a number of locations as it weaves and climbs approximately 300 feet from its southern terminus at Route 9 to its northern terminus at Airport Drive on Tatnuck Hill. These slopes contribute to a number of drainage problems along the roadway, including off-site drainage that discharges onto the roadway, resulting in sheet flow across the travel lanes, and drainage inlets that have settled.

Proposed Improvements: The proposed project includes full-depth pavement reconstruction of Goddard Memorial Drive to incorporate 4-foot outside shoulders and 2-foot inside shoulders. The width of the raised median would be narrowed from 20 feet to 14 feet to minimize the need for widening beyond the existing edge of pavement. No major changes in horizontal or vertical alignment are proposed. The project includes minor modifications to, or addition of, turning lanes in several locations. The improvements to the southeastern end of Airport Drive include roadway reconstruction along a 450-foot section to create a more uniform approach at the intersection with Airport Drive, and 5-foot shoulders will be added on 650 feet of Airport Drive to the northwest. The number of travel lanes will not be changed. The proposed roadway and drainage improvements will be located entirely within the existing roadway right-of-way, with the exception of minor driveway regrading. A design exception has been granted by MassHighway for use of 2-foot and 4-foot shoulders on Goddard Memorial Drive to minimize property and environmental impacts.

The Goddard Memorial Drive Reconstruction Project is considered to be a redevelopment project under the Massachusetts Stormwater Management Policy. As defined by the policy, redevelopment projects include: "maintenance and improvement of existing roadways, including widening less than a single lane, adding shoulders ... and repaving." In accordance with the policy, the project will comply with the stormwater management standards to the maximum extent practicable and stormwater management systems will be designed to improve existing conditions. The existing roadway drainage discharges through a closed drainage system into a series of four retention basins that infiltrate and treat roadway runoff. This system will be retained by constructing new catch basins along the proposed curb line. Existing catch basins would be retained wherever possible, or would be reconstructed to function as a drain manhole, or removed. Each new or reconstructed catch basin will be fitted with deep sumps and hoods designed to prevent floatable materials and debris from entering the storm drain system. The proposed hooded, deep sump catch basins meet MassHighway's Stormwater Policy which calls for the use of hoods in catch basins where the roadway passes through commercial areas. Existing catch basins to remain have deep sumps and hoods.

The project will involve work in the 100-foot buffer zone of wetland resource areas. No wetland impacts will occur as a result of the project. A Notice of Intent was filed with the Worcester Conservation Commission in accordance with the Massachusetts Wetlands Protection Act Regulations on May 11, 2005. The Worcester Conservation Commission hearing is scheduled for June 13, 2005.

Other Alternatives Considered

Alternatives to the proposed action that were considered include:

- No Build,
- Reconstruction to include full width inside (4-foot) shoulders and outside (8-foot) shoulders to

meet design criteria, and

- Other design alternatives involving varying combinations of shoulder and median widths.

No Build: The existing roadway and drainage conditions warrant improvements to correct pavement deterioration and existing drainage and flooding problems. The configuration of the existing road does not meet current design standards. Pavement deterioration is exacerbated by existing flooding and runoff problems, which would continue to undermine the existing roadway pavement under the No Build.

Full-Width Reconstruction: Reconstruction to full-width 4-foot inside and 8-foot outside shoulders and a 14-foot median to meet current geometric design criteria was considered. However, this reconstruction would involve greater impacts, including 3.5 acres of impact to adjoining property and parkland. Full-width reconstruction would result in almost an acre of clearing and roughly 9,000 square feet of wetlands alterations. This alternative would cost approximately \$515,000 more than the preferred alternative. This option would also result in a greater area of paved surface. Reducing the pavement area would minimize increases in stormwater runoff, which is currently a problem for this area of the city.

Full-Width Shoulder Reconstruction with Narrower Median: An alternative was considered to provide full-width 4-foot inside shoulders and 8-foot outside shoulders to meet geometric design criteria and a narrower 11-foot median. This option would require widening the roadway beyond the existing graded area and would require taking 2 acres of property, including parkland. This reconstruction option would require clearing approximately ½ acre of hillside and filling roughly 6,000 square feet of wetlands. This option would also cost roughly \$450,000 more than the preferred alternative. The greater area of pavement associated with this option would result in increased stormwater runoff.

Reconstruction with Intermediate-Width Shoulders (8-foot or 6-foot outside shoulders with 2-foot inside shoulders) and Full-Width Median: Two different options were considered that would reconstruct the roadway to include either 8-foot or 6-foot outside shoulders with narrower 2-foot inside shoulders, and a full-width (14-foot) median. These options would result in a reduction of impacts, but would still involve between ¼ to 1½ acres of property takings, including parkland impacts. Under these options, clearing between 0.1 to ¼ acre of forest, and filling of between roughly 1,000 to 4,000 square feet of wetlands would be required. These options would also cost between approximately \$132,000 and \$312,500 more than the preferred alternative.

Proposed Reconstruction: The proposed reconstruction involves use of 4-foot outside shoulders and 2-foot inside shoulders, with a 14-foot median. Under the proposed improvements, no property or wetland impacts outside of the roadway right-of-way are anticipated to occur with the exception of minor driveway regrading.

The Goddard Memorial Drive Reconstruction project is listed on the Central Massachusetts Metropolitan Planning Organization's (CMMPO) endorsed 2005-2009 *Transportation Improvement Program* (TIP). The TIP is a financially constrained planning document that lists all highway, bridge, transit and intermodal projects in the Central Massachusetts planning region that are programmed to receive federal-aid funding. The projects in the TIP have been developed from the conforming 2003 Central Massachusetts Regional Transportation Plan (RTP). Both the CMMPO's 2003 RTP and the 2005-2009 TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

Municipal actions listed in the Central Massachusetts Regional Planning Commission's 2020 Growth Strategy include: *"Resolve the issue of improved access to the Airport...."* The reconstruction of Goddard Memorial Drive, in combination with the previously approved reconstruction of Airport Drive, will afford improved access to the Worcester Regional Airport and is consistent with the Commonwealth's Transportation Policy of "Fix-It First," involving repair of existing infrastructure.

The project is consistent with the State Bicycle Plan and the State Pedestrian Plan. The proposed roadway reconstruction will accommodate bicycle/pedestrian access by providing 4-foot outside shoulders that conform to AASHTO guidance for minimum widths (4-foot shoulders) to accommodate bicycle usage. The project also includes widening and upgrades to the existing sidewalk on the east side of Goddard Memorial Drive, as well as installation of bicycle ramps on curbing at the crosswalk at the Apricot Street intersection.

The project is also consistent with state and local policies related to public transit. The area is serviced by bus transit operated by the Worcester Regional Transit Authority. Route 19S provides hourly weekday service between the Airport Industrial Park on Coppage Drive off Goddard Memorial Drive on a route that extends south on Goddard Memorial Drive to downtown Worcester. Less frequent service is available on this route on weekends. A bus pullout area in front of the Worcester Airport Industrial Park on Goddard Memorial Drive southbound is being considered as part of the proposed reconstruction project to accommodate bus transit.