

Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

Environmental
ENF Notification Form

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>	
EOEA No.:	<u>14462</u>
MEPA Analyst:	<u>Holly Johnson</u>
Phone:	617-626- <u>1023</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: Route 140 at I-495 Southbound On-Ramp Interchange Improvement Project		
Street: Route 140 at I-495, Interchange 11		
Municipality: Mansfield	Watershed : Taunton	
Universal Transverse Mercator Coordinates: 4652120N; 316917E	Latitude: 41° 59' 59.9"N	Longitude: 71°12' 37.6"W
Estimated commencement date: September 2009	Estimated completion date: December 2010	
Approximate cost: \$2,702,600	Status of project design: 75% %complete	
Proponent: Massachusetts Highway Department		
Street: 10 Park Plaza		
Municipality: Boston	State: MA	Zip Code: 02116-3973
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Michael Trepanier		
Firm/Agency: MassHighway	Street: 10 Park Plaza	
Municipality: Boston	State: MA	Zip Code: 02116-3973
Phone: 617-973-8250	Fax: 617-973-8879	E-mail: Michael.Trepanier@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 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): It is anticipated that MassHighway will fund 20% and the Federal Highway Administration will fund 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: NEPA Categorical Exclusion, U.S. Army Corps of Engineers Section 404 Programmatic General Permit, Mansfield Conservation Commission Wetlands Protection Act Order of Conditions, NPDES Construction 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 checked="" 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 type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: <hr/> <hr/> <hr/> <hr/>
Total site acreage	6.8 acres			
New acres of land altered		3.6 acres		
Acres of impervious area	1.7 acres	1 acre	2.7 acres	
Square feet of new bordering vegetated wetlands alteration		2,870 SF		
Square feet of new other wetland alteration:				
Riverfront Bank Land Under Water		36,620 SF 48 LF 93 SF		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage	NA	NA	NA	
Number of housing units	NA	NA	NA	
Maximum height (in feet)	NA	NA	NA	
TRANSPORTATION				
Vehicle trips per day **This is an interchange improvement project designed to relieve congestion and improve operations of existing traffic.	**	**	**	
Parking spaces	NA	NA	NA	
WASTEWATER				
Gallons/day (GPD) of water use	NA	NA	NA	
GPD water withdrawal	NA	NA	NA	
GPD wastewater generation/ treatment	NA	NA	NA	
Length of water/sewer mains (in miles)	NA	NA	NA	

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 (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) proposes to construct a new southbound (SB) on-ramp from Route 140 to I-495 in Mansfield Massachusetts at Interchange 11. (Figure 1, USGS Locus and Figure 2, OrthoPhoto). The proposed ramp would be a diamond ramp (slip ramp) type design and would add a third leg to the existing two leg partial diamond configuration. The proposed ramp would extend from Route 140 south of I-495 easterly before merging with the southbound travel lanes of I-495. The ramp intersection with Route 140 would be opposite the terminus of the existing I-495 southbound off-ramp. Route 140 will be widened to add an additional southbound through lane and a signalized left turn lane. The existing I-495 southbound off-ramp and the northbound (NB) on-ramp will be widened to provide two-lane right turn and left turn lanes at the respective ramp terminals, which will be signalized.

This portion of I-495 was first constructed in the early 1980's. The interchange with Route 140 in Mansfield was constructed as two separate interchanges connected by a collector/distributor (C/D) road. The result is a trumpet interchange with the northern section of Route 140 (Interchange 12) and a partial diamond interchange with the southern leg of Route 140 (Interchange 11), connected by C/D roads. Interchange 11 does not have ramps in the southeast and northeast quadrants.

Along Route 140, north of the project area, land use is residential, becoming more thickly developed as Rt. 140 approaches downtown Mansfield. Mansfield Airport is approximately one half mile northeast of the project area. To the south of the interchange, land along Route 140 is a lightly developed mix of residential and commercial approaching downtown Norton. The Tweeter Center for the Performing Arts is approximately 1,800 feet south of the interchange along Route 140. The Great Woods Conservation Area is west of the interchange and will not be affected. In the southeast quadrant of the interchange there are several residential single family homes and a barn. The project will require right-of-way acquisitions and demolition of four of these residential properties.

The construction of a southbound on-ramp would allow local traffic seeking to go south on I-495 to avoid traveling on a circuitous route through Downtown Norton along Route 123. It is anticipated that this connection would not only provide for easier access to southbound travel lanes of I-495 but also help relieve traffic congestion on Route 140 (South Main Street) and Route 123.

Alternatives

The Southeast Regional Planning and Economic Development District (SRPEDD) identified this interchange as a study site in the 1993 and 1997 Regional Transportation Plans, subsequently; several planning and feasibility studies have been prepared to evaluate this interchange for improvements. A concept study was completed in 1998. A preliminary and detailed ramp feasibility analysis was prepared in 2002 and 2006 respectively. These studies evaluated 3 alternatives for on-ramps to SB I-495 and 6 alternatives for off-ramps from NB I-495. None of the NB alternatives are being advanced at this time. However, construction of the SB on-ramp would not preclude any future project to complete the diamond interchange with a NB off-ramp.

Transportation System Management measures have been assessed. Widening Routes 140 and 123 with an additional travel lane in each direction to address congestion on the local roads was deemed not feasible due to physical and environmental constraints. Ramp metering was considered to improve operations on I-495 but would have the potential to divert more traffic to the local street system. It was determined that Transportation Demand Management (TDM) measures would not address the issues relative to lack of access to SB I-495.

The No Build would not address the existing congestion issues on local roads in the area and the lack of access to SB I-495 at the interchange. Traffic is steadily increasing and projected to increase because of zoned commercial districts and new land use in the area. Construction of a new ramp is expected to divert a substantial amount of traffic from the local street network.

Three alternatives for on-ramps to SB I-495 were evaluated in the March 2006 *Route 140/Interstate 495 – Detailed Feasibility Study prepared for The Park at Great Woods Corporation*. Alternative S1 (Preferred Alternative) would provide a new on-ramp from Route 140 to I-495 SB in the southeast quadrant of the interchange. Alternative S2 would provide a new on ramp and a new loop off-ramp. Alternative S3 would provide a new on-ramp from Reservoir Street. Alternatives S2 and S3 have been deemed unfeasible because of significant environmental and land taking impacts as well as operational issues. Based on operational and environmental evaluations of these alternatives, and input from the town officials and residents of Mansfield and Norton, MassHighway has identified the Alternative S1 alignment as the Preferred Alternative.

Stormwater Management

The existing roadway drainage system collects runoff with catchbasins and discharges to paved waterways, drainage swales and ultimately to adjacent wetlands and streams. The proposed drainage system for the new slip ramp will incorporate deep sump catchbasins, a biofilter swale and wet ponds. The drainage system will comply with the current stormwater regulations.

Environmental Resources, Impacts, Mitigation, and Permits Required

Wetland resources within the project area include Bordering Vegetated Wetland (BVW), Riverfront Area of the Rumford River and the Back Bay Brook, an unnamed perennial stream, and an intermittent stream system. The BVW vegetation is typical of a Red Maple Swamp with shrubs such a highbush

blueberry and winterberry, with an understory of ferns and skunk cabbage. The River and streams flow into the Norton Reservoir to the south. The Norton Reservoir is not a public water supply.

It is anticipated that the project will involve 2,870 SF of unavoidable impacts to BVW. Slopes have been steepened to minimize these impacts. Headwalls/culverts for the intermittent stream and the unnamed brook will need to be extended which will impact 48 LF of Bank and 93 SF of Land Under Water. The project will be within the Buffer Zone and the Riverfront area of the Rumford River and the Back Bay Brook but there will no direct impacts to these resources. Coldwater fisheries and wetland resources of these streams will not be affected. Wetland mitigation and intermittent stream replication is included in the project. A Notice of Intent will be filed with the Mansfield Conservation Commission. It is expected that an Order of Conditions (OOC) will be issued for the project. Also, because the project's cumulative impacts to wetland resource areas are less than 5,000 square feet, the OOC will serve at the Section 401 Water Quality Certificate for the project. Furthermore, this project will require an U.S. Army Corps of Engineers Programmatic General Permit (PGP). It is anticipated that this project will qualify as a non-reporting Category I PGP action.

The Great Woods Conservation Area, owned by the Town of Mansfield, and designated as open space, is located west of the project area and will not be impacted by the project. All work within the western quadrant of the project will occur within the existing State Highway Layout.

The Canoe River Aquifer Area of Critical Environmental Concern (ACEC) is northeast of the project area and is located outside of the project limits and therefore, will not be impacted.

According to the latest Massachusetts Natural Heritage and Endangered Species Program (MNHESP) Maps and a letter from the MA Division of Fisheries & Wildlife (dated May 5, 2008), the project area is not located within Priority Habitat of Rare Species and/or Estimated Habitats of Rare Wildlife and Certified Vernal Pools.

MEPA Review

This project requires the filing of an Environmental Notification Form (ENF) in accordance with the Massachusetts Environmental Policy Act (MEPA) Regulations pursuant to 301 CMR 11.03(3)(b)1.f. because the project involves the alteration of one-half or more acres of any other wetland. The project also exceeds the MEPA review threshold pursuant to 301 CMR 11.03(6)(b)2.a. because the project involves the alteration of bank or terrain located ten or more feet from the existing roadway for one-half or more miles.