

Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only
 EEA#: 14857
 MEPA Analyst: Holly Johnson

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Intersection Improvements @ Pomeroy Meadow Road, Loudville Road, Glendale Street, West Street		
Street Address: Pomeroy Meadow Road, Loudville Road, Glendale Street, West Street		
Municipality: Easthampton	Watershed: Connecticut	
Universal Transverse Mercator Coordinates: 42.26873N -72.69404W	Latitude: 42°N 16" 7.44"	Longitude: -72° W 41" 38.56"
Estimated commencement date: Spring 2013	Estimated completion date: Fall 2013	
Project Type: Transportation	Status of project design: 75 %complete	
Proponent: City of Easthampton		
Street Address: 109 Hendrick Street		
Municipality: Easthampton	State: MA	Zip Code: 01027
Name of Contact Person: Douglas Vigneau		
Firm/Agency: Vanasse Hangen Brustlin, Inc.	Street Address: 2 Washington Square – Union Station – Suite 219	
Municipality: Worcester	State: MA	Zip Code: 0604
Phone: (508) 752-1001	Fax: (508) 752-1276	E-mail: dvigneau@vhb.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?

Yes No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting: Not Applicable

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

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)? 301 CMR 11.03(1) Land (b)4., Conversion of land in active agricultural use to non-agricultural use, provided the land includes soils classified as prime, state-important or unique by the USDA; 301 CMR 11.03 (3) Wetlands (b)f., alteration of ½ or more acres of any other wetland resource area (i.e., Riverfront Area); and, 301 CMR 11.03 (6), Transportation (b)2.b. in that the project will result in the cutting of five or more public shade trees.

Which State Agency Permits will the project require? No state permits are anticipated to be required.
 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 the project will be constructed with both State and Federal Funds. Typically, MassDOT projects are constructed using 80% Federal funds (FHWA) and 20% State funds.

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	1.92 ¹		
New acres of land altered		2.78	
Acres of impervious area	1.89	0.36	2.25
Square feet of new bordering vegetated wetlands alteration		950	
Square feet of new other wetland alteration		RA - 38,767 ² BLSF - 10,409	
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 (feet)	N/A	N/A	N/A
TRANSPORTATION			
Vehicle trips per day	5,600	0	5,600
Parking spaces	N/A	N/A	N/A
WASTEWATER			
Water Use (Gallons per day)	N/A	N/A	N/A
Water withdrawal (GPD)	N/A	N/A	N/A
Wastewater generation/treatment (GPD)	N/A	N/A	N/A
Length of water mains (miles)	N/A	N/A	N/A
Length of sewer mains (miles)	N/A	N/A	N/A
Has this project been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			
Has any project on this site been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			

1 - Represents roadway pavement width and minimal road shoulders (including guardrail areas) that currently exist.

2 - Total new impervious area within RA amounts to only 918 SF, representing the permanent impact to Riverfront Area.

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

The City of Easthampton proposes to complete roadway improvements to the intersection of Pomeroy Meadow Road, West Street, Loudville Road, and Glendale Road located in Easthampton, Massachusetts. Accident rates at this intersection are excessive due to the irregular profile of the intersection, creating sight distance problems for drivers. The proposed improvements will correct the geometric deficiencies that result in inadequate Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD) and hence, the cause for the higher than average crash rate. The Project will be constructed using a combination of federal and state funding sources.

Describe the existing conditions and land uses on the project site:

The existing conditions of Pomeroy Meadow Road, West Street, Loudville Road and Glendale Street intersect to form a four way unsignalized intersection. Pomeroy Meadow Road and West Street are offset from each other creating an irregular intersection and the profiles of all four roadways are steep creating sight distance problems. The combined length of the four, two lane approaches to be improved is approximately 3,270 linear feet and have following approximate widths: Pomeroy Meadow Road – 20 to 22 feet; West Street- 24 to 25 feet; Loudville Road- 23 to 25 feet; and, Glendale Street- 20 to 22 feet

Pomeroy Meadow Road runs in a northeast-southwest direction to and from the Southampton town boundary. West Street runs in a northeast-southwest direction to and from Route 10 (Northampton Street). Loudville Road runs in a northeast-southwest direction to and from Route 66 (Main Road). Glendale Street runs in a northwest-southeast direction to and from Route 10. West Street and Pomeroy Meadow Road are considered to be the minor approaches to this intersection and are controlled by STOP signs. Land use within the vicinity of the project is primarily agricultural and rural residential. Throughout the Project Area roadway drainage is captured in a combination of both pipes and open roadside swales. The closed drainage system within Loudville Road and West Street discharge to the wetland complex along the east side of West Street.

Describe the proposed project and its programmatic and physical elements:

The primary purpose for the proposed roadway improvements is to reduce the high rate of accidents occurring within the intersection. The crash rate at this intersection exceeds the State and MassDOT-Highway Division District 2 average. Pomeroy Meadow Road and West Street are offset from one another making it difficult for vehicles to navigate the intersection from these side streets. Additionally, vehicles approaching the intersection from Loudville Road reach a vertical crest approximately 150 feet before the intersection creating an unsafe Stopping Sight Distance (SSD) for vehicles traveling southbound on Loudville Road. The inadequate SSD also reduces the Intersection Sight Distance (ISD). The view of Loudville Road from either Pomeroy Meadow Road or West Street is partially obstructed by the vertical crest, other changes in grade adjacent to the roadway edge, and mature trees and other vegetation, all of which create an unsafe ISD. Additionally, stopping sight distances from the three other approaches is inadequate. This combination of circumstances contribute to a higher than average crash rate at this intersection.

Proposed roadway improvements include geometric changes to the intersection to improve the ISD and SSD at the intersection. West Street will be shifted to the south in order to be better aligned with Pomeroy Meadow Road. Changes to the vertical alignment on all legs of the intersection will also occur to improve the ISD and SSD to meet the 40 mph design speed. The vertical alignment of the Pomeroy Meadow approach to the intersection will be raised to increase the SSD at the intersection. Pomeroy Meadow Road receives the greatest vertical alignment shift due to the curve immediately before the intersection. West Street's vertical alignment will be raised slightly to provide an improved driving surface.

A traffic signal is not warranted at this intersection (existing or future) and Pomeroy Meadow Road and West Street will continue to operate under "STOP" sign control. Due to the grade changes, full depth pavement was proposed for the entire length of the project.

From its crossing over the north branch of the Manhan River, Pomeroy Meadow Road will be reconstructed to include two, 10-foot travel lanes with four foot shoulders for a total roadway width of 28 feet. From where West Street crosses over Hannum Brook, West Street will be reconstructed to include two, 11-foot travel lanes with four foot shoulders for a total roadway width of 30 feet. Approximately 450 feet of Loudville Road will be resurfaced as will Glendale Street from the Manhan River northwest to the intersection. The new cross section for Loudville Road and a portion of Glendale Street will be two, 11-foot travel lanes with 4-foot shoulders for a total roadway width of 30 feet. The cross section of Glendale Street from 350 feet southeast of the intersection to the Manhan River will be two, 10-foot travel lanes with 2-foot shoulders for a roadway width of 24 feet.

The existing drainage facilities in Loudville Road and West Street will be replaced and a new closed drainage system will be constructed in Pomeroy Meadow Road and Glendale Street. The new drainage facilities will implement Best Management Practices (BMP), including: deep sump catch basins with hoods and water quality swales with check dams.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

The City of Easthampton has long recognized the need to improve safety at this intersection and in fact the City Master Plan specifically identifies the Intersection of West, Glendale, and Pomeroy Meadow as in need of "(v)isibility improvements along Loudville Road and re-alignment of the intersection to improve safety." A no-build alternative would therefore not address the underlying problem of the intersection's poor alignment and attendant serious safety issues.

An alternative design for this intersection was proposed at a 25 percent submission level in October 1999 by Heritage Survey, Inc. The proposed design included wider lane widths from 29.5 feet to 36 feet for the roadways and channelization islands at the intersection which created additional paved area and environmental impact. The roadway profile was significantly adjusted and in one location with over 13 feet of fill proposed. This design would result in greater impacts to public shade trees, wetlands, and floodplain storage than the proposed design. The preferred alternative reduces impacts to wetland resource areas, minimizes the amount of new impervious surface, improves roadway alignment and sight distances while providing sufficient roadway shoulder to more safely accommodate bicyclists and pedestrians. Since the Project is the reconstruction of an existing intersection, it cannot be moved elsewhere and serve its intended purpose.

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

At the location of the West Street retaining wall, approximately 926 square feet (SF) of BVW will be temporarily altered for construction and 24 SF of BVW will be permanently filled. The retaining wall serves two purposes as a structural support for the widened West Street and to minimize impacts to BVW that would otherwise occur through conventional grade sloping. The impacted wetland area will be replaced immediately adjacent to the impact area by minor grading of area equal to the impact area. Approximately 313.8 cubic yards of floodplain storage volume will be lost from the roadway widening between elevations 136 and 141.67 feet. Lost floodplain storage volume will be compensated by regrading within the project limits to create new flood storage volume.

The Project involves new alteration within three (3) separate Riverfront Areas (RA), as follows: 3,859 SF of work

within the RA of the North Branch of the Manahan River; 24,310 SF of work within the RA of the Manhan River; and, 10,598 SF of work within the RA of the Hannum Brook. Most of this work is associated with roadside slope grading, and the new water quality swale adjacent to the Manham River. Total new impervious area within RA amounts to only 918 SF, representing the permanent impact to Riverfront Area. New impervious area for the three RA areas is as follows: 11 SF within the RA of the North Branch of the Manahan River; 737 SF within the RA of the Manhan River; and, 170 SF of work within the RA of the Hannum Brook.

Mitigation for impacts to Riverfront Area will include removal of existing paved swales and dumped concrete debris in the Riverfront Area. These areas will then be planted, creating 727 SF of restored RA. In addition, 630 SF of RA will be restored and shrub plantings will be provided in a disturbed portion of Riverfront Area near the Manhan River off Glendale Road. Total restoration and enhancement of Riverfront Area will be 1,357 SF.

Runoff generated from impervious surfaces will be collected and managed in accordance with DEP regulations. The Project is a redevelopment project and meets the Stormwater Management Policy to the maximum extent practicable. There will be no direct discharge to the Manhan River or any other wetland resource area. Please refer to Attachment A – *ENF Supplemental Information* for more detailed information on Project Mitigation. An erosion and sedimentation control program will be implemented to minimize temporary impacts to wetland resource areas during the construction phase of the project. The program incorporates BMPs specified in guidelines developed by the DEP and the U.S. Environmental Protection Agency (EPA).

A Notice of Intent will be filed with the Easthampton Conservation Commission, MassDEP and MANHESP.

If the project is proposed to be constructed in phases, please describe each phase:

The Project will not be constructed in Phases and is expected to be completed in an approximately six to eight months.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

if yes, does the ACEC have an approved Resource Management Plan? ___ Yes ___ No;

If yes, describe how the project complies with this plan.

Will there be stormwater runoff or discharge to the designated ACEC? ___ Yes ___ No;

If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC.

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhESP/regulatory_review/priority_habitat/priority_habitat_home.htm)

Yes (Specify Priority Habitat 44 and Estimated Habitat 228) No

According to the 2008 NHESP Atlas, portions of the project fall within estimated and priority habitat of rare and protected species. The southern portion of the project is within estimated and priority habitat, as determined by the NHESP (Attachment C- Correspondence). Rare and protected species present in Priority Habitat 44 and Estimated Habitat 228 include the wood turtle (*Clemmys insculpta*), the brook snaketail (*Ophiogomphus asperus*), and the zebra clubtail (*Stylurus scudder*). The Notice of Intent required in compliance with the Massachusetts Wetlands Protection Act will be filed with the MNHESP as well. This filing will include the information required in the MESA Project Review Checklist. The Project is unlikely to have any adverse impact on habitat of rare and

protected species.

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 compliance with state Chapter 254 and federal Section 106, MassDOT's Cultural Resource Unit will coordinate its review with the State Historic Preservation Officer. In compliance with state Chapter 254 and federal Section 106, MassDOT's Cultural Resource Unit will coordinate its review with the State Historic Preservation Officer. In addition, the Easthampton Historic Commission determined in a January 5, 2010 letter that there were no significant historical properties in the Project Area and the proposed work would not impact any historic buildings, sites or districts (see Attachment C - Correspondence).

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? Yes (Specify _____) No

WATER RESOURCES:

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site? ___ Yes X No; if yes, identify the ORW and its location. _____

(NOTE: Outstanding Resource Waters include Class A public water supplies, their tributaries, and bordering wetlands; active and inactive reservoirs approved by MassDEP; certain waters within Areas of Critical Environmental Concern, and certified vernal pools. Outstanding resource waters are listed in the Surface Water Quality Standards, 314 CMR 4.00.)

Are there any impaired water bodies on or within a half-mile radius of the project site? X Yes ___ No; if yes, identify the water body and pollutant(s) causing the impairment: Manhan River - *Escherichia coli*. Except for natural occurring *E. coli* within runoff from animal feces, the Project will not result in an additional source of *E. coli* to receiving water bodies.

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission? ___ Yes X No

STORMWATER MANAGEMENT:

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

Runoff generated from impervious surfaces will be collected and managed in accordance with DEP regulations. The Project is a redevelopment project and meets the Stormwater Management Policy to the maximum extent practicable. Although there will be a minor increase in impervious area, stormwater management features have been incorporated to the extent possible so there will be no increase in rate of runoff. The existing drainage system on Loudville Road and West Street will be replaced. A new closed drainage system will be constructed for Pomeroy Meadow Road and Glendale Street. The drainage design will include the implementation of Stormwater Best Management Practices including: deep sump catch basins with hoods and water quality swales with check dams. Erosion controls will be used during construction and operation of the roadway will be maintained in accordance with the City of Easthampton Department of Public Works standard roadway maintenance procedures.