

CATEGORICAL EXCLUSION (CE) DETERMINATION CHECKLIST

Section 1 Project Information

City/Town Belmont MassDOT Highway Project Number 604688
 MassDOT Highway District District 4 Federal-Aid Number _____
 Route or Road Name Trapelo Rd. & Belmont St. Project Manager or Preparer _____

Section 2 Project Description and Purpose

Briefly describe the project, including purpose, location, and limits. If necessary, additional sheets may be attached to the checklist.

**Reconstruction of Trapelo Road and Belmont Street in Belmont Massachusetts
 (please see attached Project Description).**

Starting with **Section 3**, answer the questions by checking Yes or No. After each of the following sections there will be instructions that direct the preparer to either stop completing the checklist or continue to the next section of the checklist. All supporting documentation should be attached to the checklist. The preparer should refer to MassDOT Highway Division's (formerly MassHighway's) Categorical Exclusion Checklist Detailed Instructions for further information and guidance on completing this checklist.

Section 3 Automatic Categorical Exclusion

YES NO

1. Is the Project an Automatic CE?

If Yes, the remainder of checklist does not have to be completed and the checklist should be included in the project file. If No, the preparer should complete **Section 4** below. A list of projects that qualify as an Automatic CE is provided in the Categorical Exclusion Detailed Instructions.

Section 4 Categorical Exclusion

2. Does the project induce significant impacts to planned growth or land use for the area?
3. Does the project require the relocation of significant numbers of people?

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|---|--------------------------|-------------------------------------|
| 4. Does the project have a significant impact on any natural, cultural, recreational, historic or other resource? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | Yes | No |
| 5. Does the project involve significant air, noise or water quality impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Does the project have a significant impact on travel patterns? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Does the project involve substantial controversy on environmental grounds? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Does the project have significant impact on properties protected by Section 4(f) of the DOT Act, or Section 106 of the National Historic Preservation Act? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Is the project inconsistent with any federal or state requirement or administrative determination relating to the environmental aspects of the action? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Is the project inconsistent with the Massachusetts Coastal Zone Management Plan as determined by the Massachusetts Office of Coastal Zone Management? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If the answer for any of the questions within **Section 4** is Yes then the project does not qualify as a CE and an EA or EIS is required. If the answer for all of the questions within Section 4 is No, the preparer should complete **Section 5** below.

Section 5 Programmatic Categorical Exclusion

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|--|--------------------------|-------------------------------------|
| 11. Does the project involve the permanent acquisition of more than minor amounts of right-of-way? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 12. If the action involves the sale, transfer, or lease of state-owned land, does the intended future use of such land result in any substantial environmental impact? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. Does the project have a determination of adverse effect by the State Historic Preservation Officer? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 14. Does the project have a disproportionately high and adverse impact on minority or low-income populations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 15. Is the project a Type I action requiring a noise assessment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 16. Does the project require the use of properties protected by Section 4(f) of the DOT Act necessitating the preparation of an Individual Section 4(f) Evaluation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | Yes | No |
|-----|---|--------------------------|-------------------------------------|
| 17. | Does the project require the use of properties protected by Section 6(f) of the Land and Water Conservation Act? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 18. | Does the project require an Army Corps of Engineers Individual Section 404 permit? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 19. | Does the project require a U.S. Coast Guard construction permit? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 20. | Within the project area, does the project result in an average of greater than one-half acre of permanent wetland impact per linear mile? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 21. | Does the project affect federally listed threatened or endangered species or critical habitat? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 22. | Does the project adversely affect a regulatory floodway or the base floodplain (100-year flood) elevations of a watercourse or waterbody? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 23. | Does the project involve construction in, across, or adjacent to a river designated as a component in the Natural System of Wild and Scenic Rivers? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 24. | Does the project affect prime or unique farmland? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 25. | Does the project involve work within or adjacent to a known Superfund site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 26. | Does the action involve any changes in access control? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 27. | If the project involves the use of a temporary road, detour or ramp closure, will any of the following conditions occur? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | <ul style="list-style-type: none"> <input type="checkbox"/> Provisions have not been made for access by local traffic; <input type="checkbox"/> Through-traffic dependent business will be adversely affected; <input type="checkbox"/> The detour or ramp closure will interfere with a local special event or festival; <input type="checkbox"/> The temporary road, detour or ramp closure will substantially change the environmental consequences of the action; <input type="checkbox"/> There is a substantial controversy associated with the temporary road, detour, or ramp closure. | | |

If the answers to all questions in **Section 5** are “No” then the project qualifies as a Programmatic CE. The checklist and all supporting information should be submitted to the MassDOT Highway Division Project Manager.

If the answer for any of the questions in **Section 5** is Yes then the project does not qualify as a Programmatic CE and an Individual CE approval from FHWA is required. The preparer should attach to this checklist all supporting information to clearly establish that there is little or no potential for significant impact. The Individual CE, and supporting information, will be submitted to the FHWA Division Office for approval.

I concur with this categorical exclusion determination:

Director of Environmental Services
(or designee)

Date

Reconstruction of Trapelo Road and Belmont Street
Belmont, Massachusetts

PROJECT DESCRIPTION

Purpose and Need:

The Massachusetts Department of Transportation – Highway Division (MassDOT) is proposing to make roadway and intersection improvements along the Trapelo Road and Belmont Street corridor in Belmont and Watertown, Massachusetts. The purpose of the project is to improve roadway and sidewalk surface conditions to accommodate increased vehicular, bicycle and pedestrian traffic volumes. Additionally, replacement of antiquated traffic signal systems along the corridor with new traffic responsive equipment and improvements to the existing stormwater management system are included as project components. The pavement surface associated with Trapelo Road and Belmont Street is in poor condition and has not been repaved for at least 25 years.

Existing Conditions:

The Trapelo Road and Belmont Street Reconstruction Project is intended to improve the overall roadway infrastructure to an approximately 2.5 mile section of the Trapelo Road/Belmont Street corridor in Belmont and Watertown Massachusetts. The project begins on Trapelo Road approximately 50-feet east of the Belmont/Waltham boundary (characterized by the centerline of the Beaver Brook) and extends east through Belmont where it terminates at Mount Auburn Street at the Belmont/Cambridge boundary. Project activities proposed within Watertown is limited to sidewalk reconstruction. The roadway layout is typically 75-foot wide, with two 21-foot travel lanes, two 8-foot parking lanes and two 8.5-foot wide sidewalks.

There is currently no bicycle accommodation along the entire length of Trapelo Road/Belmont Street corridor. The travel lanes are very wide on Belmont Street (one 21-foot in each direction) however they are commonly driven much of the time as two narrow 10.5-foot lanes making it confusing for drivers. While much of Trapelo Road has been re-striped providing a wide 9-foot shoulder between the travel lane and parking lane, the shoulder reduces to 2-feet at the crosswalk neckdowns and disappears at signalized intersections.

Sidewalks are located along both sides of the street except for the northerly side of Trapelo Road between Mill Street and Pleasant Street. The sidewalks are generally 8.5-feet in width, often with a planting strip in the residential areas. Vertical granite curb defines the edge of the roadway except for much of the south side of Belmont Street between Trapelo Road and Arlington Street. Most of the intersections have some form of wheelchair ramp but very few meet current Massachusetts Architectural Access Board standards. The condition of the sidewalks vary depending on when they were last reconstructed. Some sections remain in very poor condition.

The existing drainage system consists of dual trunk lines along Belmont Street and a single trunk line on Trapelo Road. Catch basins are located along the roadway at a spacing of approximately 400-feet or more. In some residential areas, runoff is directed to side streets and enters the local street systems. Stormwater flows west of Lexington Street (including Mill Street) head toward the Beaver Brook, an impaired (2010 Massachusetts Integrated List of Impaired Waterways) tributary

to the Charles River. While the Beaver Brook is located within the Charles River Watershed, the section of roadway east of Lexington Street is located in the Mystic River Watershed.

Proposed Improvements:

The proposed work consists of the rehabilitation of the roadway surface primarily through the following components:

- Roadway resurfacing with micro-milling (2.25-inches) and overlay 3.50-inches using a full depth pavement only where necessary to widen the roadway or replace poor utility trench repairs;
- Widening or Narrowing of the curb-to-curb width that will adequately accommodate the present and future vehicle and bicycle traffic demand;
- Reconstruct the sidewalks to provide safe and efficient pedestrian access;
- Replace the antiquated traffic signal systems along the corridor with new traffic responsive equipment;
- Construction of stormwater management Best Management Practices (BMP's) in accordance with current Stormwater Management Handbooks issued by MassDOT and the Department of Environmental Protection.

Permitting Status:

The project is subject to review pursuant to the Massachusetts Environmental Policy Act (MEPA) regulations. MEPA thresholds are exceeded with 5 or more public shade trees with a 14-inch or more diameter at breast height (dbh) being removed. The project will require the preparation and filing of an Environmental Notification Form (ENF) with the Executive Office of Environmental Affairs.

A Request for Determination of Applicability will be filed with the Belmont Conservation Commission. Project activities will occur within previously disturbed portions of Riverfront Area and the 100-foot Buffer Zone to Inland Bank and Bordering Vegetated Wetland, each associated with the Beaver Brook. Adverse impacts to jurisdictional wetland resource areas are not anticipated. Additionally, the implementation of stormwater BMP's will result in an overall improvement to existing conditions.

The project will not be situated within federally regulated wetland resource areas. As such, the project will not require review by the Army Corps of Engineers under Section 404 of the Programmatic General Permit. Additionally review by the Massachusetts Department of Environmental Protection under Section 401 Water Quality Certification will not be required.

According to the latest Massachusetts Natural Heritage and Endangered Species Program (NHESP) Maps, the project area is not located within Priority Habitat of Rare Species and/or Estimated Habitats of Rare Wildlife and Certified Vernal Pools. No further coordination with NHESP is required at this time.

A Notice of Intent will be filed with the U.S. Environmental Protection Agency for a National Pollution Discharge Elimination Systems (NPDES) Construction General Permit (CGP) prior to the start of Construction. A Stormwater Pollution Prevention Plan will be prepared and the contractor will be required to adhere to the plan to control stormwater and prevent the movement of sediment from the construction site.

Reconstruction of Trapelo Road and Belmont Street
Belmont, Massachusetts

CHECKLIST DESCRIPTION

1. No. The project does not qualify as an automatic Categorical Exclusion, according to 23 CFR 771.117(c) because the scope of the project is beyond the activities listed in the regulations.
Source: MassHighway Environmental Services Division
2. No. This project does not have significant impacts to planned growth or land use as described in 23 CFR 771.1 17 (a). The project involves the rehabilitation of an existing roadway and is not expected to induce any land use changes.
Source: MassHighway Environmental Services Division
BSC Group
3. No. The project does not require the relocation of any people or the taking of any buildings.
Source: BSC Group
4. No. The project does not have significant impact on any natural, cultural, recreational, historical or other resource. The project is located within several historic districts and adjacent to several historic structures.
Source: BSC Group
Massachusetts Historical Commission letter dated 07/17/2007
Massachusetts Division of Fish and Wildlife letter dated 07/20/2007
U.S. Fish and Wildlife Service letter dated 07/30/2007
5. No. The proposed project does not have significant impacts to air, noise, or water quality levels. The project will not result in any increase in the number of daily vehicle trips through the corridor. There may be temporary impacts from construction dust caused by earth moving and pavement operations. Operation of heavy equipment may cause a temporary increase in noise levels. Noise levels will return to normal upon completion of the project. It is not anticipated that the project will violate the Massachusetts Water Quality Standards. Appropriate erosion and sedimentation controls and other construction best management practices will be employed during construction to avoid and minimize impacts to adjacent wetland resource areas associated with the Beaver Brook. A Notice of Intent will be filed with the U.S. Environmental Protection Agency for a National Pollution Prevention Discharge Elimination Systems Construction General Permit prior to the start of construction. A Stormwater Pollution Prevention Plan will be prepared by the contractor and the contractor will be required to adhere to the plan to control stormwater and prevent the movement of sediment from the construction site.
Source: BSC Group

6. No. The project does not have significant impact on travel patterns from new highway or intersection construction.
Source: BSC Group
7. No. The project does not involve substantial controversy on environmental grounds.
Source: BSC Group
8. No. The project does not have significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
Source: BSC Group
MassDOT Environmental Services Division
9. No. The project is consistent with federal, state, and local laws, requirements and administrative determinations relating to its environmental aspects.
Source: BSC Group
10. No. The project is not within the designated Massachusetts Coastal Zone and therefore, the Massachusetts Office of Coastal Zone Management has no jurisdiction over this project.
Source: BSC Group
11. No. Project takings are considered minor and include a permanent land acquisition of right-of-way for corner widening and bicycling lanes. The project involves five corner rounding takings of 183 sf, 37 sf, 51 sf, 158 sf, and 142 sf, one land swap (take land on one side and give an approximately equal amount on another side) of 520 sf, a permanent easement to widen the roadway to create the bicycle lanes of 331 sf, a permanent taking of 00 sf to widen Arlington Street, and the largest taking of approximately 5,114 sf. from the Belmont Housing Authority, again to provide bicycle lanes. The takings are always less than 4% of the original parcel.
Source: BSC Group
12. No. The project involves the taking of 5,114 sf of land from the Belmont Housing Authority. The reason for this taking is to provide bicycle lanes on each side of Trapelo Road and Mill Street. A meeting was held with the board of the Belmont Housing Authority and they wrote a letter to the State supporting the project and the taking. The taking will not result in a substantial environmental impact.
Source: MassDOT Environmental Services Division
13. The project is located within several historic districts and adjacent to several historic structures.
Source: BSC Group
Massachusetts Historical Commission letter dated 07/17/2007

14. No. The project does not have a disproportionately high and adverse impact on minority and low-income populations.
Source: BSC Group
15. No. The project is not a Type I project requiring a noise assessment.
Source: BSC Group
16. No. The project does not require the use of a Section 4(f) property.
Source: MassDOT Environmental Services Division
17. No. The project does not require the use of properties protected by 6(f) of the Land and Water Conservation Act.
Source: BSC Group
United States Department of Interior, NPS Land & Water Conservation Fund (<http://waso-lwcf.nrc.nps.gov/public/index.cfm>)
18. No. The project does not require an Army Corps of Engineers Individual Section 404 permit. The project does not involve any activities within federal wetland resource areas.
Source: BSC Group
19. No. The project does not require a U.S. Coast Guard Construction Permit. There are no navigable waterbodies within the project limits.
Source: BSC Group
20. No. The project will not result in an average of greater than one-half acre of permanent wetland impact per linear mile. The project does not involve work in wetlands.
Source: BSC Group
21. No. According to the Massachusetts Division of Fisheries & Wildlife and U.S. Fish and Wildlife Service, there are no state or federally listed threatened or endangered species or critical habitat within the project area.
Source: BSC Group
Massachusetts Division of Fish and Wildlife letter dated 07/20/2007
U.S. Fish and Wildlife Service letter dated 07/30/2007
22. No. The project does not adversely affect a regulatory floodway or the base floodplain (100-year flood) elevations of a watercourse or waterbody.
Source: BSC Group
FEMA Flood Insurance Map, Community Panels 25017C0414E, 25017C0418E and 25017C0419E each dated June 4, 2010
23. No. The project does not involve construction in, across, or adjacent to a river designated as a component in the National System of Wild and Scenic Rivers.
Source: BSC Group

24. No. The project does not affect prime or unique farmland.
Source: BSC Group,
USDA Web Soil Survey
25. No. The projects do not involve work within or adjacent to a known Superfund site on the National Priorities List.
Source: BSC Group
EPA Superfund Site List (<http://www.epa.gov/superfund/>)
26. No. The project does not involve any changes in access control. This project involves minor improvements to existing intersections.
Source: BSC Group
27. No. The project will not involve the use of a detours, temporary roads or ramps.
Source: BSC Group,
Project Traffic Management Plans