

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

**Environmental Notification Form**

*For Office Use Only*

EEA#: \_\_\_\_\_

MEPA Analyst: \_\_\_\_\_

*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.*

**(ENF revision #1 5-30-18)**

Project Name: Squannacook River Rail Trail		
Street Address: Approximately parallels Route 119 in Townsend and Groton Massachusetts		
Municipality: Townsend, Groton	Watershed: Squannacook	
Universal Transverse Mercator Coordinate West end 278259.27, 4726063.86 East end 282676.87, 4723811.78	Latitude: 42.6651 to 42.6361 Longitude: 71.7053 to 71.6506	
Estimated commencement date: Nov 2018	Estimated completion date: March 2020	
Project Type: Stone Dust Rail Trail	Status of project design: 90 %complete	
Proponent: Squannacook Greenways Inc		
Street Address: 88 South Harbor Road		
Municipality: Townsend	State: MA.	Zip Code: 01469
Name of Contact Person: Steven Meehan		
Firm/Agency: Squannacook Greenways	Street Address: 88 South Harbor Road	
Municipality: Townsend	State: MA.	Zip Code: 01469
Phone: 978-597-2188	Fax: None	E-mail: Rideout@Net1Plus.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:

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  
*(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)?  
**11b ACEC**  
Which State Agency Permits will the project require?  
DOT Permit to Access State Highway  
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: DCR  
Recreational Trails Grant \$6,100

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<b>Summary of Project Size &amp; Environmental Impacts</b>	<b>Existing</b>	<b>Change</b>	<b>Total</b>
<b>LAND</b>			
Total site acreage	9.63		
New acres of land altered		9.63	
Acres of impervious area	0	0	
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration		58,720 sf of Riverfront Area. No other resource areas altered	
Acres of new non-water dependent use of tidelands or waterways		0	
<b>STRUCTURES</b>			
Gross square footage	0	0	0
Number of housing units	0	0	0
Maximum height (feet)	0	0	0
<b>TRANSPORTATION</b>			
Vehicle trips per day	12,500	150	12650
Parking spaces	12	11	23
<b>WASTEWATER</b>			
Water Use (Gallons per day)	0	0	0
Water withdrawal (GPD)	0	0	0
Wastewater generation/treatment (GPD)	0	0	0
Length of water mains (miles)	0	0	0
Length of sewer mains (miles)	0	0	0
Has this project been filed with MEPA before? x No			
Has any project on this site been filed with MEPA before? x No			

**GENERAL PROJECT INFORMATION – all proponents must fill out this section**

**PROJECT DESCRIPTION:**

Describe the existing conditions and land uses on the project site: See attached Section 1

Describe the proposed project and its programmatic and physical elements: See attached Section 1

*NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.*

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:

See attached Section 1

*NOTE: The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.*

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

See attached Section 1 & Section 3

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

See attached Section 1

**AREAS OF CRITICAL ENVIRONMENTAL CONCERN:**

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

Yes (Specify Squannissit)

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; (attached Section 12)

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/nhosp/regulatory\\_review/priority\\_habitat/priority\\_habitat\\_home.htm](http://www.mass.gov/dfwele/dfw/nhosp/regulatory_review/priority_habitat/priority_habitat_home.htm))

Yes (Specify see attached Section 7)  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 See attached section 11)  No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources  No

**WATER RESOURCES:**

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

*(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?  Yes  No; if yes, identify the water body and pollutant(s) causing the impairment: \_\_\_\_\_.

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission?  Yes  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: See attached Section 12

**MASSACHUSETTS CONTINGENCY PLAN:**

Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome classification): NO

Is there an Activity and Use Limitation (AUL) on any portion of the project site? Yes  No  ; if yes, describe which portion of the site and how the project will be consistent with the AUL: \_\_\_\_\_.

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN? Yes  No  ; if yes, please describe: \_\_\_\_\_

**SOLID AND HAZARDOUS WASTE:**

If the project will generate solid waste during demolition or construction, describe alternatives considered for re-use, recycling, and disposal of, e.g., asphalt, brick, concrete, gypsum, metal, wood: See attached Sect 1.

*(NOTE: Asphalt pavement, brick, concrete and metal are banned from disposal at Massachusetts landfills and waste combustion facilities and wood is banned from disposal at Massachusetts landfills. See 310 CMR 19.017 for the complete list of banned materials.)*

Will your project disturb asbestos containing materials? Yes  No  ; if yes, please consult state asbestos requirements at <http://mass.gov/MassDEP/air/asbhom01.htm>

Describe anti-idling and other measures to limit emissions from construction equipment: See attached Sect. 1.

**DESIGNATED WILD AND SCENIC RIVER:**

Is this project site located wholly or partially within a defined river corridor of a federally designated Wild and Scenic River or a state designated Scenic River? Yes  No  ; if yes, specify name of river and designation:

If yes, does the project have the potential to impact any of the "outstandingly remarkable" resources of a federally Wild and Scenic River or the stated purpose of a state designated Scenic River? Yes  No  ; if yes, specify name of river and designation: \_\_\_\_\_;

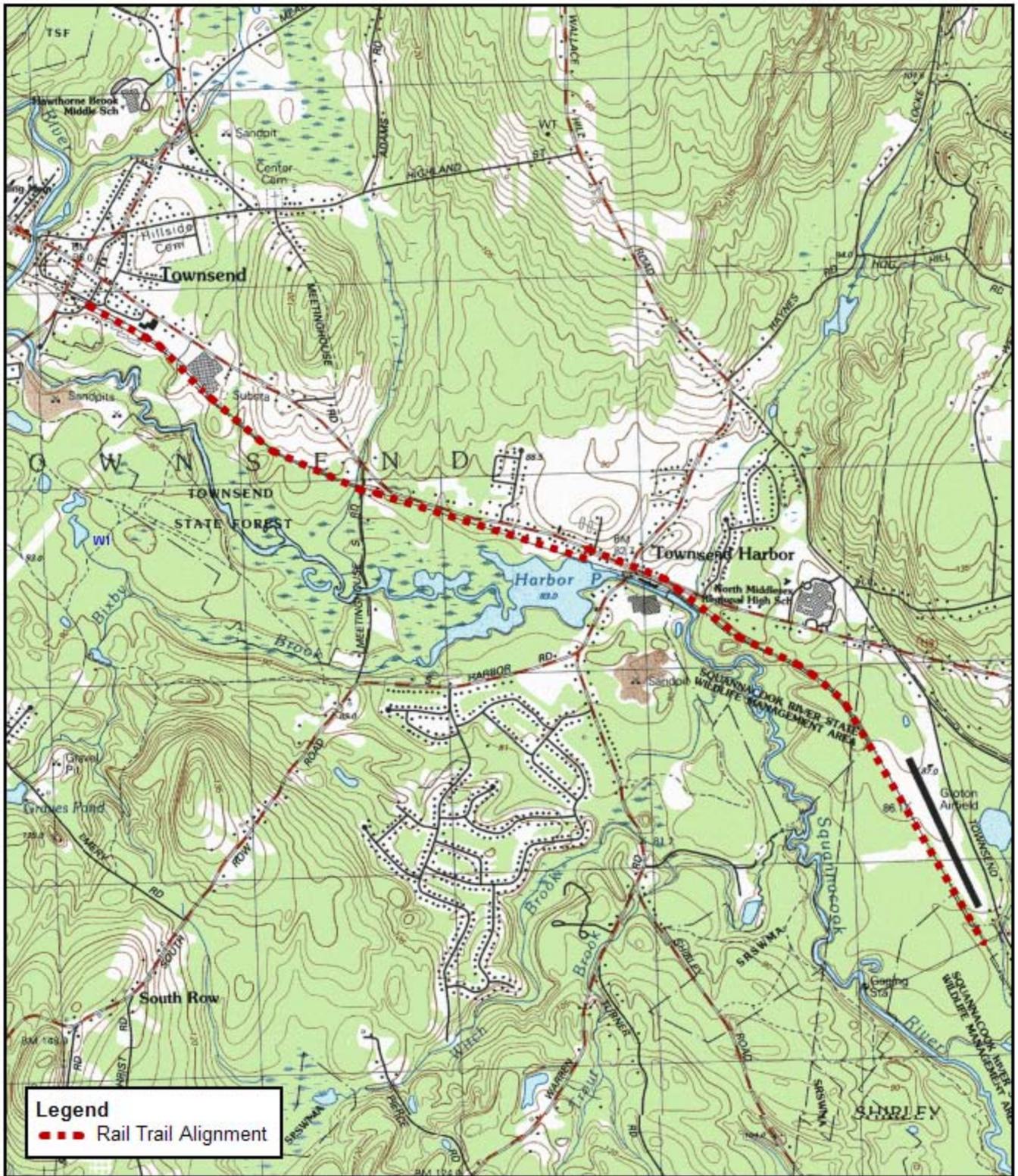
if yes, will the project will result in any impacts to any of the designated "outstandingly remarkable" resources of the Wild and Scenic River or the stated purposes of a Scenic River.

Yes  No  ;

if yes, describe the potential impacts to one or more of the "outstandingly remarkable" resources or stated purposes and mitigation measures proposed.

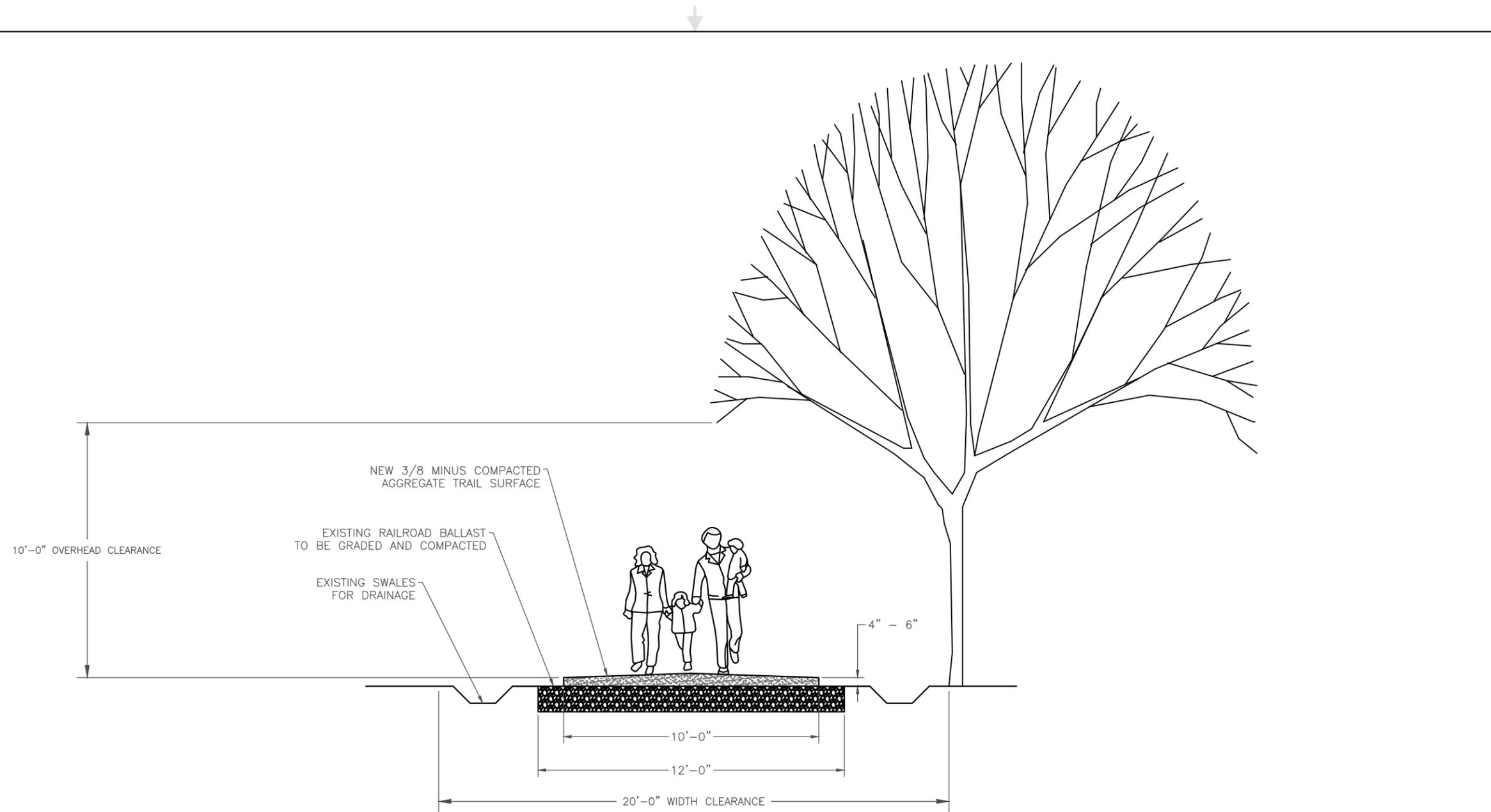
## **ATTACHMENTS:**

1. List of all attachments to this document.
2. U.S.G.S. map (good quality color copy, 8-½ x 11 inches or larger, at a scale of 1:24,000) indicating the project location and boundaries.
- 3.. Plan, at an appropriate scale, of existing conditions on the project site and its immediate environs, showing all known structures, roadways and parking lots, railroad rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities.
- 4 Plan, at an appropriate scale, depicting environmental constraints on or adjacent to the project site such as Priority and/or Estimated Habitat of state-listed rare species, Areas of Critical Environmental Concern, Chapter 91 jurisdictional areas, Article 97 lands, wetland resource area delineations, water supply protection areas, and historic resources and/or districts.
5. Plan, at an appropriate scale, of proposed conditions upon completion of project (if construction of the project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase).
6. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2).
7. List of municipal and federal permits and reviews required by the project, as applicable.



Townsend & Shirley USGS Quads  
 Scale: 1 inch equals 2000 feet

PROPOSED TRAIL ROUTE  
 Squannacook River Rail Trail  
 Townsend & Groton, Massachusetts



FILE NAME K:\Engineering\ACAD\DWG\SRRT		SQUANNACOOK GREENWAYS, INC.	
CONTRACT NO -		SRRT TYPICAL CROSS SECTION	
DRAWN 04/17/2018 M. Cram			
CHECK			
APPR.			
ISSUED			
SIZE	FSCM NO	DWG NO	REV
B	-	SRRT TYPICAL CROSS SECTION	
SCALE 1/4" = 1'0"		WEIGHT	SHEET

## **List of Attachments**

Locus Map

Two sets of eight figures each depicting proposed project

Figure showing proposed trail construction

Recorded access easement, Townsend Historical Society

Email correspondence re access, Townsend Harbor plaza

Distribution List

Permits List

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## **List of Federal and Municipal Permits**

Federal – None

Municipal – Conservation Commission filings in Groton & Townsend; anticipate filing Requests for Determination of Applicability.

## **ENF DISTRIBUTION LIST**

MEPA Office. Two copies to the Secretary, Attention: MEPA Office.

NHESP, Division of Fisheries and Wildlife, 1 Rabbit Hill Road, Westborough MA 01581 .

Department of Environmental Protection (DEP) - Boston office (attention: MEPA Coordinator);

DEP Central Office (attention: MEPA Coordinator);

Massachusetts Department of Transportation (MassDOT) - Public/Private Development Unit; and District 3

Massachusetts Historical Commission;

Montachusett Regional Planning Commission

Groton: Selectboard, Planning Board, Conservation Commission, Board of Health, Public Library

Townsend: Selectboard, Planning Board, Conservation Commission, Board of Health, Public Library

Natural Heritage and Endangered Species Program,

Department of Conservation and Recreation (DCR), for ACEC

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2017 00188108

Bk: 70256 Pg: 315 Doc: EASE  
Page: 1 of 2 11/17/2017 02:35 PM

Plan No. 1058 of 2017

Return:

↓  
**John B. Barrett, Esq.**  
**Attorney At Law**  
**241 Main St., Suite 203**  
**P.O. Box 182**  
**Townsend, MA 01469-0182**

**GRANT OF EASEMENT**

**TOWNSEND HISTORICAL SOCIETY, INC.**, a Massachusetts corporation duly organized and existing under M.G.L. Chapter 180, with a principal office for the transaction of business located at 72 Main Street, Townsend, Massachusetts, **grants to SQUANNACOOK GREENWAYS, INC.**, a Massachusetts corporation duly organized and existing under M.G.L. Chapter 180, with a principal office for the transaction of business located 88 South Harbor Rd. Townsend MA 01469 , its successors and assigns, **an Easement**, in and upon the land in Townsend, County of Middlesex, Massachusetts, hereinafter described as follows:

A certain parcel of land in the Town of Townsend, County of Middlesex, Commonwealth of Massachusetts, shown on a plan of land entitled "Plan of Easement in Townsend, Mass. Prepared for Squannacook Greenway, Inc.", Scale 1"=20', dated June, 2017, by David E. Ross Associates, Inc., to be recorded herewith, and being more particularly described as follows:

Beginning at a magnesium nail set on the side of Main Street (Route 119), at the northwest corner of the Easement, as shown on said plan; thence turning and running

S 54° 56" 35' E a distance of 6.00 feet, by said Main Street, to a point, as shown on said plan; thence turning and running

S 35° 39" 25' W a distance of 129.62 feet to a point, as shown on said plan; thence turning and running

N 59° 27" 36' W a distance of 6.02 feet, by land of the Massachusetts Bay Transportation Authority, to a steel rod with cap set, as shown on said plan; thence turning and running

Locus: 80 Main Street, Townsend

*Return*

N 35° 39" 25' E a distance of 40.91 feet to a steel rod with cap found, as shown on said plan; thence continuing

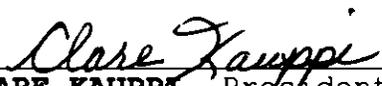
N 35° 39" 25'E a distance of 89.18 feet, by land of Donna B. Bisceglia, to the point of beginning, as shown on said plan.

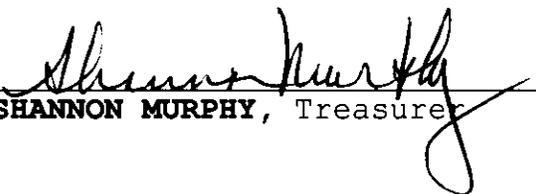
This Easement is granted for the express purpose of permitting the construction and maintenance of a portion of the Rail Trail, so-called, together with the right to pass and repass by users of the said Rail Trail, upon the above-described parcel.

For Grantor's source of title: see Middlesex South Registry of Deeds Book 16559, at Page 468, and Book 17773, at Page 171.

This conveyance has been approved and authorized by a resolution of the Board of Directors of Grantor adopted by a unanimous vote on April 26, 2017.

In witness whereof, **CLARE KAUPPI** and **SHANNON MURPHY** have affixed their names and corporate office for the Grantor this 25<sup>th</sup> day of October 2017.

  
\_\_\_\_\_  
**CLARE KAUPPI**, President

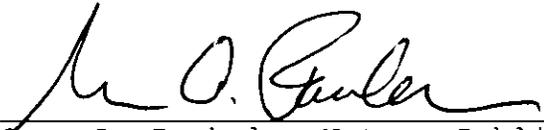
  
\_\_\_\_\_  
**SHANNON MURPHY**, Treasurer

**Commonwealth of Massachusetts**

Middlesex, ss.

October 25, 2017

Then personally appeared the above-named **CLARE KAUPPI** and **SHANNON MURPHY**, who are personally known to me to be the persons who signed the within instrument, and acknowledged the execution of foregoing instrument to be their free act and deed, in their respective capacities, before me,

  
\_\_\_\_\_  
Gene A. Rauhala, Notary Public  
My commission expires April 8, 2022.

## Cedwyn Morgan

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**From:** MEEHAN, STEPHEN M NH-04 USAF HAF AFLCMC/SAF/AQCP  
<stephen.meehan@us.af.mil>  
**Sent:** Monday, October 02, 2017 6:32 PM  
**To:** Cedwyn Morgan (cmorgan@hetiservices.com); M. Cram  
**Cc:** Bruce H. Easom (beasom@concentric.net); Joan Wotkowicz (joan@sebringdesign.com); Peter Cunningham; Rideout; MEEHAN, STEPHEN M NH-04 USAF HAF AFLCMC/SAF/AQCP; Steve Meehan  
**Subject:** SQUANNACOOK GREENWAYS' HARBOR VILLAGE ACCESS  
**Attachments:** HARBOR\_VILL\_STAGING.PDF

Cedwyn/Mark,

The ownership of Harbor Village has given us permission to access our property behind the plaza through their parking lot during construction. See the e-mail chain below for details. Note Eric Nabydoski's offeror to speak with permitting officials if required.

Thanks for what you guys are doing on permitting. I hope this helps.

Steve

**From:** MEEHAN, STEPHEN M NH-04 USAF HAF AFLCMC/SAF/AQCP  
**Sent:** Monday, October 02, 2017 6:05 PM  
**To:** 'mediapfs@gmail.com' <mediapfs@gmail.com>  
**Cc:** MEEHAN, STEPHEN M NH-04 USAF HAF AFLCMC/SAF/AQCP <stephen.meehan@us.af.mil>; Steve Meehan <northmann12@aol.com>  
**Subject:** FW: [Non-DoD Source] Fwd: Re: SQUANNACOOK GREENWAYS' HARBOR VILLAGE ACCESS

Eric,

On behalf of Squannacook Greenways and personally I thank you for granting us permission to access our property during trail construction through the Harbor Village parking lot. Prior to any construction, we will work with you, or your designated point of contact, to clarify construction related traffic volume and routing. We'll also provide a copy of current insurance coverage.

Access to the plaza is important to us also. One of the benefits of a trail we have long emphasized is that it will provide a safe alternative to busy Route 119 for bikers and pedestrians traveling to local business. We will make sure final trail design features ensure access between plaza and trail. We will also work with you on appropriate signage indicating the access point and an appropriate place for bicyclists to park and use the plaza.

We also appreciate your willingness to talk to permitting officials, if necessary, and your enthusiastic statement of general support for the project.

While we are not going to be ready for construction this year, things look good for 2018. Feel free to contact me at any time for an update. I also recommend you check out our website [www.squannacookriverrailtrail.org](http://www.squannacookriverrailtrail.org) and our Facebook page.

Finally, as we approach the end of this calendar year, if any of your business contacts are looking for tax deductible opportunities to invest in improving the quality of life in Townsend, Groton and the surrounding communities, we have several on-going business friendly fundraising initiatives I'd be happy to discuss.

Thanks again,

Steve

Steve Meehan  
Squannacook Greenways, Inc.  
978-660-5916

----- Original message -----

From: Media Professionals <mediapfs@gmail.com>

Date: 10/1/17 9:11 PM (GMT-05:00)

To: northmann12 <northmann12@aol.com>

Subject: Re: SQUANNACOOK GREENWAYS' HARBOR VILLAGE ACCESS

Hi

Steve.

Conceptually you may have access. We still want to understand cars per day once you get closer and figure out a way they can come in and out without having issues. Would want a copy of insurance as well.

We were hoping you can create the access near Planet Fitness or to the right of it and keep it as permanent access where we can install a sign for people using the trail to be able to park a bike or walk out and utilize the plaza.

As far as permitting goes. We are excited and give our support. If anyone at the town needs to discuss it have them call me but we are in support.

Eric Nabydoski  
FEDEQ NL004, LLC  
386-405-4769

----- Original message -----

From: Media Professionals <[mediapfs@gmail.com](mailto:mediapfs@gmail.com)>

Date: 9/16/17 12:27 AM (GMT-05:00)

To: northmann12 <[northmann12@aol.com](mailto:northmann12@aol.com)>

Subject: Re: SQUANNACOOK GREENWAYS' HARBOR VILLAGE ACCESS

Sorry been swamped. I am around tomorrow if you want to call me. 386-405-4769

----- Original message -----

From: northmann12 <[northmann12@aol.com](mailto:northmann12@aol.com)>

Date: 8/31/17 4:28 PM (GMT-05:00)

**LAND SECTION – all proponents must fill out this section**

**I. Thresholds / Permits**

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1))  
 Yes  No; if yes, specify each threshold:

**II. Impacts and Permits**

A. Describe, in acres, the current and proposed character of the project site, as follows:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Footprint of buildings	<u>0</u>	<u>0</u>	<u>0</u>
Internal roadways	<u>0</u>	<u>0</u>	<u>0</u>
Parking and other paved areas	included in "other altered areas" See Sect 12 attac		
Other altered areas	<u>9.63</u>	<u>9.63</u>	<u>9.63</u>
Undeveloped areas	<u>          </u>	<u>          </u>	<u>          </u>
<b>Total: Project Site Acreage</b>	<u>9.63</u>	<u>9.63</u>	<u>9.63</u>

B. Has any part of the project site been in active agricultural use in the last five years?  
 Yes  No; if yes, how many acres of land in agricultural use (with prime state or locally important agricultural soils) will be converted to nonagricultural use?

C. Is any part of the project site currently or proposed to be in active forestry use?  
 Yes  No; if yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a forest management plan approved by the Department of Conservation and Recreation:

D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97?  Yes  No; if yes, describe:

E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction?  Yes  No; if yes, does the project involve the release or modification of such restriction?  Yes  No; if yes, describe:

F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A?  Yes  No; if yes, describe:

G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B? Yes  No ; if yes, describe:

**III. Consistency**

A. Identify the current municipal comprehensive land use plan **SEE SECTION 10 ATTACHED**

Title: \_\_\_\_\_ Date \_\_\_\_\_

B. Describe the project's consistency with that plan with regard to:

- 1) economic development \_\_\_\_\_
- 2) adequacy of infrastructure \_\_\_\_\_
- 3) open space impacts \_\_\_\_\_
- 4) compatibility with adjacent land uses \_\_\_\_\_

C. Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA)  
RPA: \_\_\_\_\_

Title: \_\_\_\_\_ Date \_\_\_\_\_

- D. Describe the project's consistency with that plan with regard to:
- 1) economic development \_\_\_\_\_
  - 2) adequacy of infrastructure \_\_\_\_\_
  - 3) open space impacts \_\_\_\_\_

## **RARE SPECIES SECTION**

### **I. Thresholds / Permits**

A. Will the project meet or exceed any review thresholds related to **rare species or habitat** (see 301 CMR 11.03(2))?  Yes \_\_\_ No; if yes, specify, in quantitative terms:

**SEE SECTION 7 ATTACHED**

*(NOTE: If you are uncertain, it is recommended that you consult with the Natural Heritage and Endangered Species Program (NHESP) prior to submitting the ENF.)*

B. Does the project require any state permits related to **rare species or habitat**?  Yes \_\_\_ No

C. Does the project site fall within mapped rare species habitat (Priority or Estimated Habitat?) in the current Massachusetts Natural Heritage Atlas (attach relevant page)?  Yes \_\_\_ No.

D. If you answered "No" to all questions A, B and C, proceed to the **Wetlands, Waterways, and Tidelands Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Rare Species section below.

### **II. Impacts and Permits**

A. Does the project site fall within Priority or Estimated Habitat in the current Massachusetts Natural Heritage Atlas (attach relevant page)?  Yes \_\_\_ No. If yes,

**HABITAT SHOWN ON INCLUDED FIGURES**

1. Have you consulted with the Division of Fisheries and Wildlife Natural Heritage and Endangered Species Program (NHESP)?  Yes \_\_\_ No; if yes, have you received a determination as to whether the project will result in the "take" of a rare species? \_\_\_ Yes  No; if yes, attach the letter of determination to this submission.

2. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? \_\_\_ Yes \_\_\_ No; if yes, provide a summary of proposed measures to minimize and mitigate rare species impacts

**DETERMINATION PENDING – SEE SECTIONS 7 AND 8 ATTACHED**

3. Which rare species are known to occur within the Priority or Estimated Habitat?

**SEE SECTION 7 ATTACHED**

4. Has the site been surveyed for rare species in accordance with the Massachusetts Endangered Species Act? \_\_\_ Yes  No

4. If your project is within Estimated Habitat, have you filed a Notice of Intent or received an Order of Conditions for this project? \_\_\_ Yes  No; if yes, did you send a copy of the Notice of Intent to the Natural Heritage and Endangered Species Program, in accordance with the Wetlands Protection Act regulations? \_\_\_ Yes \_\_\_ No **SEE SECTION 7**

**ATTACHED**

B. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? \_\_\_ Yes \_\_\_ No; if yes, provide a summary of proposed measures to minimize and mitigate impacts to significant habitat: **DETERMINATION PENDING NHESP REVIEW; SEE SECTIONS 7 AND 8**

**ATTACHED**

## WETLANDS, WATERWAYS, AND TIDELANDS SECTION

### I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))?  Yes  No; if yes, specify, in quantitative terms:

B. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**?  Yes  No; if yes, specify which permit: **RFDA ANTICIPATED, SEE SECTION 9**

C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

### II. Wetlands Impacts and Permits

A. Does the project require a new or amended Order of Conditions under the Wetlands Protection Act (M.G.L. c.131A)?  Yes  No; if yes, has a Notice of Intent been filed?  Yes  No; if yes, list the date and MassDEP file number: \_\_\_\_\_; if yes, has a local Order of Conditions been issued?  Yes  No; Was the Order of Conditions appealed?  Yes  No. Will the project require a Variance from the Wetlands regulations?  Yes  No.

B. Describe any proposed permanent or temporary impacts to wetland resource areas located on the project site: 2,936 +/- feet of trail corridor is in Riverfront Area. At 20-foot total trail width, this is 58,720 sf of Riverfront Area. All of this area is in upland and not in any other resource area. All of this area is part of an existing rail bed. The track and rails will be removed, vegetation cleared, the surface graded, and 4 to 6 inches of stone dust will be laid down to create a smooth surface. Post-construction grade will approximate pre-construction grade. Trail width will be 10 feet; the remaining 10 feet of width will consist of 5-foot shoulders cleared of large vegetation.

C. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

<u>Coastal Wetlands</u>	<u>Area (square feet) or Length (linear feet)</u>	<u>Temporary or Permanent Impact?</u>
Land Under the Ocean	___0 for all categories in this section	
Designated Port Areas	_____	_____
Coastal Beaches	_____	_____
Coastal Dunes	_____	_____
Barrier Beaches	_____	_____
Coastal Banks	_____	_____
Rocky Intertidal Shores	_____	_____
Salt Marshes	_____	_____
Land Under Salt Ponds	_____	_____
Land Containing Shellfish	_____	_____
Fish Runs	_____	_____
Land Subject to Coastal Storm Flowage	_____	_____
 <u>Inland Wetlands</u>		
Bank (If)	___0 for all categories in this section	
Bordering Vegetated Wetlands	_____	_____
Isolated Vegetated Wetlands	_____	_____
Land under Water	_____	_____
Isolated Land Subject to Flooding	_____	_____
Bordering Land Subject to Flooding	_____	_____
Riverfront Area	___58,720 sf	permanent; see B above

D. Is any part of the project:

1. proposed as a **limited project**? \_\_\_ Yes  No; if yes, what is the area (in sf)? \_\_\_\_\_
2. the construction or alteration of a **dam**? \_\_\_ Yes  No; if yes, describe:
3. fill or structure in a **velocity zone** or **regulatory floodway**? \_\_\_ Yes  No
4. dredging or disposal of dredged material? \_\_\_ Yes  No; if yes, describe the volume of dredged material and the proposed disposal site:
5. a discharge to an **Outstanding Resource Water (ORW)** or an **Area of Critical Environmental Concern (ACEC)**? \_\_\_ Yes  No
6. subject to a wetlands restriction order? \_\_\_ Yes  No; if yes, identify the area (in sf):
7. located in buffer zones?  Yes \_\_\_ No; if yes, how much (in sf) \_\_\_\_\_  
**5538 x 20 = 110,760 sf**

E. Will the project:

1. be subject to a local wetlands ordinance or bylaw?  Yes \_\_\_ No
2. alter any federally-protected wetlands not regulated under state law? \_\_\_ Yes  No; if yes, what is the area (sf)?

### III. Waterways and Tidelands Impacts and Permits

A. Does the project site contain waterways or tidelands (including filled former tidelands) that are subject to the Waterways Act, M.G.L.c.91? \_\_\_ Yes  No; if yes, is there a current Chapter 91 license or permit affecting the project site? \_\_\_ Yes  No; if yes, list the date and permit number and provide a copy of the historic map used to determine extent of filled tidelands:

B. Does the project require a new or modified license or permit under M.G.L.c.91? \_\_\_ Yes  No; if yes, how many acres of the project site subject to M.G.L.c.91 will be for non-water-dependent use? Current \_\_\_ Change \_\_\_ Total \_\_\_  
If yes, how many square feet of solid fill or pile-supported structures (in sf)?

C. For non-water-dependent use projects, indicate the following:

Area of filled tidelands on the site: \_\_\_\_\_

Area of filled tidelands covered by buildings: \_\_\_\_\_

For portions of site on filled tidelands, list ground floor uses and area of each use:

Does the project include new non-water-dependent uses located over flowed tidelands?

Yes \_\_\_ No \_\_\_

Height of building on filled tidelands \_\_\_\_\_

Also show the following on a site plan: Mean High Water, Mean Low Water, Water-dependent Use Zone, location of uses within buildings on tidelands, and interior and exterior areas and facilities dedicated for public use, and historic high and historic low water marks.

D. Is the project located on landlocked tidelands? \_\_\_ Yes  No; if yes, describe the project's impact on the public's right to access, use and enjoy jurisdictional tidelands and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

E. Is the project located in an area where low groundwater levels have been identified by a municipality or by a state or federal agency as a threat to building foundations? \_\_\_ Yes  No; if yes, describe the project's impact on groundwater levels and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

F. Is the project non-water-dependent **and** located on landlocked tidelands **or** waterways or tidelands subject to the Waterways Act **and** subject to a mandatory EIR? \_\_\_ Yes  No; (NOTE: If yes, then the project will be subject to Public Benefit Review and Determination.)

G. Does the project include dredging? \_\_\_ Yes  No; if yes, answer the following questions:  
 What type of dredging? Improvement \_\_\_ Maintenance \_\_\_ Both \_\_\_  
 What is the proposed dredge volume, in cubic yards (cys) \_\_\_\_\_  
 What is the proposed dredge footprint \_\_\_ length (ft) \_\_\_ width (ft) \_\_\_ depth (ft);  
 Will dredging impact the following resource areas?  
 Intertidal Yes \_\_\_ No \_\_\_; if yes, \_\_\_ sq ft  
 Outstanding Resource Waters Yes \_\_\_ No \_\_\_; if yes, \_\_\_ sq ft  
 Other resource area (i.e. shellfish beds, eel grass beds) Yes \_\_\_ No \_\_\_; if yes \_\_\_ sq ft  
 If yes to any of the above, have you evaluated appropriate and practicable steps to: 1) avoidance; 2) if avoidance is not possible, minimization; 3) if either avoidance or minimize is not possible, mitigation?  
 If no to any of the above, what information or documentation was used to support this determination?  
 Provide a comprehensive analysis of practicable alternatives for improvement dredging in accordance with 314 CMR 9.07(1)(b). Physical and chemical data of the sediment shall be included in the comprehensive analysis.  
 Sediment Characterization  
 Existing gradation analysis results? \_\_\_ Yes \_\_\_ No: if yes, provide results.  
 Existing chemical results for parameters listed in 314 CMR 9.07(2)(b)6? \_\_\_ Yes \_\_\_ No; if yes, provide results.  
 Do you have sufficient information to evaluate feasibility of the following management options for dredged sediment? If yes, check the appropriate option.  
 Beach Nourishment \_\_\_  
 Unconfined Ocean Disposal \_\_\_  
 Confined Disposal:  
 Confined Aquatic Disposal (CAD) \_\_\_  
 Confined Disposal Facility (CDF) \_\_\_  
 Landfill Reuse in accordance with COMM-97-001 \_\_\_  
 Shoreline Placement \_\_\_  
 Upland Material Reuse \_\_\_  
 In-State landfill disposal \_\_\_  
 Out-of-state landfill disposal \_\_\_  
 (NOTE: This information is required for a 401 Water Quality Certification.)

**IV. Consistency:**

- A. Does the project have effects on the coastal resources or uses, and/or is the project located within the Coastal Zone? \_\_\_ Yes  No; if yes, describe these effects and the projects consistency with the policies of the Office of Coastal Zone Management:
- B. Is the project located within an area subject to a Municipal Harbor Plan? \_\_\_ Yes  No; if yes, identify the Municipal Harbor Plan and describe the project's consistency with that plan:

## WATER SUPPLY SECTION

### I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))? \_\_\_ Yes x No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **water supply**? \_\_\_ Yes x No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

### II. Impacts and Permits

A. Describe, in gallons per day (gpd), the volume and source of water use for existing and proposed activities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Municipal or regional water supply	_____	_____	_____
Withdrawal from groundwater	_____	_____	_____
Withdrawal from surface water	_____	_____	_____
Interbasin transfer	_____	_____	_____

(NOTE: Interbasin Transfer approval will be required if the basin and community where the proposed water supply source is located is different from the basin and community where the wastewater from the source will be discharged.)

B. If the source is a municipal or regional supply, has the municipality or region indicated that there is adequate capacity in the system to accommodate the project? \_\_\_ Yes \_\_\_ No

C. If the project involves a new or expanded withdrawal from a groundwater or surface water source, has a pumping test been conducted? \_\_\_ Yes \_\_\_ No; if yes, attach a map of the drilling sites and a summary of the alternatives considered and the results. \_\_\_\_\_

D. What is the currently permitted withdrawal at the proposed water supply source (in gallons per day)? \_\_\_\_\_ Will the project require an increase in that withdrawal? \_\_\_ Yes \_\_\_ No; if yes, then how much of an increase (gpd)? \_\_\_\_\_

E. Does the project site currently contain a water supply well, a drinking water treatment facility, water main, or other water supply facility, or will the project involve construction of a new facility? \_\_\_ Yes \_\_\_ No. If yes, describe existing and proposed water supply facilities at the project site:

	<u>Permitted Flow</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
Capacity of water supply well(s) (gpd)	_____	_____	_____	_____
Capacity of water treatment plant (gpd)	_____	_____	_____	_____

F. If the project involves a new interbasin transfer of water, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or proposed?

G. Does the project involve:

1. new water service by the Massachusetts Water Resources Authority or other agency of the Commonwealth to a municipality or water district? \_\_\_ Yes \_\_\_ No
2. a Watershed Protection Act variance? \_\_\_ Yes \_\_\_ No; if yes, how many acres of alteration?
3. a non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities? \_\_\_ Yes \_\_\_ No

### **III. Consistency**

Describe the project's consistency with water conservation plans or other plans to enhance water resources, quality, facilities and services:

## WASTEWATER SECTION

### I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))? \_\_\_ Yes x No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **wastewater**? \_\_\_ Yes x No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic Generation Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

### II. Impacts and Permits

A. Describe the volume (in gallons per day) and type of disposal of wastewater generation for existing and proposed activities at the project site (calculate according to 310 CMR 15.00 for septic systems or 314 CMR 7.00 for sewer systems):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge of sanitary wastewater	_____	_____	_____
Discharge of industrial wastewater	_____	_____	_____
TOTAL	_____	_____	_____

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge to groundwater	_____	_____	_____
Discharge to outstanding resource water	_____	_____	_____
Discharge to surface water	_____	_____	_____
Discharge to municipal or regional wastewater facility	_____	_____	_____
TOTAL	_____	_____	_____

B. Is the existing collection system at or near its capacity? \_\_\_ Yes \_\_\_ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

C. Is the existing wastewater disposal facility at or near its permitted capacity? \_\_\_ Yes \_\_\_ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

D. Does the project site currently contain a wastewater treatment facility, sewer main, or other wastewater disposal facility, or will the project involve construction of a new facility? \_\_\_ Yes \_\_\_ No; if yes, describe as follows:

	<u>Permitted</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
Wastewater treatment plant capacity (in gallons per day)	_____	_____	_____	_____

E. If the project requires an interbasin transfer of wastewater, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or new?

*(NOTE: Interbasin Transfer approval may be needed if the basin and community where wastewater will be discharged is different from the basin and community where the source of water supply is*

located.)

F. Does the project involve new sewer service by the Massachusetts Water Resources Authority (MWRA) or other Agency of the Commonwealth to a municipality or sewer district? \_\_\_ Yes \_\_\_ No

G. Is there an existing facility, or is a new facility proposed at the project site for the storage, treatment, processing, combustion or disposal of sewage sludge, sludge ash, grit, screenings, wastewater reuse (gray water) or other sewage residual materials? \_\_\_ Yes \_\_\_ No; if yes, what is the capacity (tons per day):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Treatment	_____	_____	_____
Processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

H. Describe the water conservation measures to be undertaken by the project, and other wastewater mitigation, such as infiltration and inflow removal.

**III. Consistency**

A. Describe measures that the proponent will take to comply with applicable state, regional, and local plans and policies related to wastewater management:

B. If the project requires a sewer extension permit, is that extension included in a comprehensive wastewater management plan? \_\_\_ Yes \_\_\_ No; if yes, indicate the EEA number for the plan and whether the project site is within a sewer service area recommended or approved in that plan:



**TRANSPORTATION SECTION (ROADWAYS AND OTHER TRANSPORTATION FACILITIES)**

**I. Thresholds**

A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))? \_\_\_ Yes \_  No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **roadways or other transportation facilities**?  Yes \_\_\_ No; if yes, specify which permit: PERMIT TO ACCESS STATE HIGHWAY (FOR PARKING AREA ON RT 1190

C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

**II. Transportation Facility Impacts**

A. Describe existing and proposed transportation facilities in the immediate vicinity of the project site:

- B. Will the project involve any
- 1. Alteration of bank or terrain (in linear feet)?  SECTION 5 ATTACHED
  - 2. Cutting of living public shade trees (number)?  NO
  - 3. Elimination of stone wall (in linear feet)?  NO

**III. Consistency** -- Describe the project's consistency with other federal, state, regional, and local plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services, including consistency with the applicable regional transportation plan and the Transportation Improvements Plan (TIP), the State Bicycle Plan, and the State Pedestrian Plan:

SEE SECTION 10 ATTACHED

## **ENERGY SECTION**

### **I. Thresholds / Permits**

A. Will the project meet or exceed any review thresholds related to **energy** (see 301 CMR 11.03(7))?  
\_\_\_ Yes \_\_\_X\_\_\_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **energy**? \_\_\_ Yes \_\_\_X\_\_\_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Air Quality Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Energy Section below.

### **II. Impacts and Permits**

A. Describe existing and proposed energy generation and transmission facilities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Capacity of electric generating facility (megawatts)	_____	_____	_____
Length of fuel line (in miles)	_____	_____	_____
Length of transmission lines (in miles)	_____	_____	_____
Capacity of transmission lines (in kilovolts)	_____	_____	_____

B. If the project involves construction or expansion of an electric generating facility, what are:

1. the facility's current and proposed fuel source(s)?
2. the facility's current and proposed cooling source(s)?

C. If the project involves construction of an electrical transmission line, will it be located on a new, unused, or abandoned right of way? \_\_\_Yes \_\_\_No; if yes, please describe:

D. Describe the project's other impacts on energy facilities and services:

### **III. Consistency**

Describe the project's consistency with state, municipal, regional, and federal plans and policies for enhancing energy facilities and services:

## **AIR QUALITY SECTION**

### **I. Thresholds**

A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))? \_\_\_ Yes X\_\_\_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **air quality**? \_\_\_ Yes X\_\_\_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

### **II. Impacts and Permits**

A. Does the project involve construction or modification of a major stationary source (see 310 CMR 7.00, Appendix A)? \_\_\_ Yes \_\_\_ No; if yes, describe existing and proposed emissions (in tons per day) of:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Particulate matter	_____	_____	_____
Carbon monoxide	_____	_____	_____
Sulfur dioxide	_____	_____	_____
Volatile organic compounds	_____	_____	_____
Oxides of nitrogen	_____	_____	_____
Lead	_____	_____	_____
Any hazardous air pollutant	_____	_____	_____
Carbon dioxide	_____	_____	_____

B. Describe the project's other impacts on air resources and air quality, including noise impacts:

### **III. Consistency**

A. Describe the project's consistency with the State Implementation Plan:

B. Describe measures that the proponent will take to comply with other federal, state, regional, and local plans and policies related to air resources and air quality:

## **SOLID AND HAZARDOUS WASTE SECTION**

### **I. Thresholds / Permits**

A. Will the project meet or exceed any review thresholds related to **solid or hazardous waste** (see 301 CMR 11.03(9))? \_\_\_ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **solid and hazardous waste**? Yes X No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Historical and Archaeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

### **II. Impacts and Permits**

A. Is there any current or proposed facility at the project site for the storage, treatment, processing, combustion or disposal of solid waste? \_\_\_ Yes \_\_\_ No; if yes, what is the volume (in tons per day) of the capacity:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Treatment, processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

B. Is there any current or proposed facility at the project site for the storage, recycling, treatment or disposal of hazardous waste? \_\_\_ Yes \_\_\_ No; if yes, what is the volume (in tons or gallons per day) of the capacity:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Recycling	_____	_____	_____
Treatment	_____	_____	_____
Disposal	_____	_____	_____

C. If the project will generate solid waste (for example, during demolition or construction), describe alternatives considered for re-use, recycling, and disposal:

D. If the project involves demolition, do any buildings to be demolished contain asbestos?  
\_\_\_ Yes \_\_\_ No

E. Describe the project's other solid and hazardous waste impacts (including indirect impacts):

### **III. Consistency**

Describe measures that the proponent will take to comply with the State Solid Waste Master Plan:

## **HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION**

### **I. Thresholds / Impacts**

A. Have you consulted with the Massachusetts Historical Commission? \_\_\_ Yes X No; if yes, attach correspondence. For project sites involving lands under water, have you consulted with the Massachusetts Board of Underwater Archaeological Resources? \_\_\_ Yes \_\_\_ No; if yes, attach correspondence NA

B. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? X Yes \_\_\_ No; if yes, does the project involve the demolition of all or any exterior part of such historic structure? \_\_\_ Yes \_\_\_ No; if yes, please describe:  
**SEE SECTION 11 ATTACHED**

C. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? \_\_\_ Yes X No; if yes, does the project involve the destruction of all or any part of such archaeological site? \_\_\_ Yes \_\_\_ X No; if yes, please describe:

D. If you answered "No" to all parts of both questions A, B and C, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

### **II. Impacts**

Describe and assess the project's impacts, direct and indirect, on listed or inventoried historical and archaeological resources:  
**SEE SECTION 11 ATTACHED**

### **III. Consistency**

Describe measures that the proponent will take to comply with federal, state, regional, and local plans and policies related to preserving historical and archaeological resources:  
**SEE SECTION 11 ATTACHED**

**CERTIFICATIONS:**

1. The Public Notice of Environmental Review has been/will be published in the following newspapers in accordance with 301 CMR 11.15(1):

(Name)\_\_\_\_\_ (Date)\_\_\_\_\_

2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).

Signatures:

_____	_____	_____	_____
Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing ENF (if different from above)

_____	_____
Name (print or type)	Name (print or type)

_____	_____
Firm/Agency	Firm/Agency

_____	_____
Street	Street

_____	_____
Municipality/State/Zip	Municipality/State/Zip

_____	_____
Phone	Phone

## 1.0 PROJECT DESCRIPTION

The project is construction of a stone-dust rail trail on 3.7 miles of an abandoned rail line. The rail trail will be constructed on a portion of an abandoned rail line owned by the MBTA. Squannacook Greenways, Inc. (SGI) has a 99-year lease with the MBTA for this land. The only use by SGI permitted by the lease is construction of a rail trail. Although the width of the MBTA land varies in some locations, the width of the leased parcel over most of the course is about 80 feet.

SGI has prepared a series of figures that illustrate the path of the trail. The figures are based on Mass GIS mapping and aerial photography, and show the path of the existing railroad bed and proposed trail, the locations of proposed parking and staging areas; wetlands, habitat, and ACEC boundaries; parcel boundaries, and similar features. Two sets of figures were prepared to minimize clutter and enhance clarity: Sheets 1 – 8 ACEC and Estimated Habitat, and Sheets 1 – 8 Parking and Staging Areas. Both sets also show parcel lines including the MBTA property, the layout of the proposed rail trail, water bodies, wetlands boundaries, and other physical features

The trail will start at the east end at the Bertozzi Wildlife Management Area in West Groton, and at the west end off of Depot Street, just southwest of Townsend Center. A geo-referenced photographic log that included photos every 1,000 feet has previously been provided to the Dept. of Fish and Game. The attached figures show the layout of the trail.

The rails and ties occupy a corridor 10 feet wide. The rail lines and ties are intact over the length of the rail trail, but are generally in decrepit condition. Most of the rail line is on a bed that was constructed with fill and is slightly elevated over the surrounding grade, but there are areas where the rail line is flush with existing topography, and one small area where a cut was made through bedrock to construct the rail line (although the line is elevated over the base of the cut in this area). In general, land south of the rail line is undeveloped. Along Route 119 in Townsend, the northerly abutters of the trail include residential back yards, farms, the Townsend Harbor plaza, and the Sterilite factory. The only location where the trail passes directly through a developed location is in Townsend Harbor, which is described separately below.

The full 80-foot width of the leased land was not occupied by the rail line. The width of the raised bed and the area that visually appears to be the rail line and associated cleared buffer is typically on the order of 10 to 20 feet. The trail will be constructed in this narrower corridor, except where the trail will leave the rail property in Townsend Harbor as described below. No disturbance is planned outside this narrower corridor, except for staging and parking areas as described below.

The narrower corridor occupied by the rails is generally sparsely vegetated, but some brush vegetation and small trees have encroached on the corridor due to years of disuse. Existing informal walking trails parallel the rails for almost the full length of the rail trail.

The rail trail will be constructed as a stone-dust trail. This decision was made after considering cost, construction, and maintenance implications. The Mass Central Rail Trail has served as a model in this regard. Construction of the trail will involve removal of the rails and ties, grading the post-removal surface, and adding and compacting 4 to 6 inches of stone dust, creating a gently crowned compacted surface. The stone dust trail will be 10 feet wide, and will be bordered on each side by a strip 5 feet wide in which larger vegetation will be cleared, resulting in a net width of altered area that extends 10 feet from rail centerline in each direction, or 20 feet overall.

To remove the rails and ties, an excavator and support equipment will access the rail bed at one of the road crossings. These access points are shown on the attached Sheets 1 through 8 – Parking and Staging. SGI has obtained access from the Harbor Village shopping plaza to access the trail for construction purposes using the plaza parking lot. Otherwise, no crossings of land not leased by SGI will be necessary for construction. All equipment traffic will be on the rail bed and there will be no disturbance of the surrounding lands. The rails will be lifted by the excavator and retained for recycling. The value of the rails is an important revenue stream for funding the project. The ties will be removed to staging areas and properly disposed of, most likely by incineration at an approved facility. Stone dust will be imported and delivered to the trail by driving down the rail bed. Overall, the project consists of removing the rails and ties and smoothing out the existing surface, with negligible alteration of existing topography.

**Infrastructure Impacts.** The project is expected to have negligible impact on existing traffic infrastructure, and has no utility demands. The project will greatly improve local infrastructure for alternative non-motorized transportation including biking and walking.

**Alternatives:** There are no reasonably feasible alternatives for the proposed project. There is no other abandoned rail bed in the area, so the only alternative would be to construct a trail on the entire (longer) length of the parcel leased by SGI. This is infeasible because: 1) reconstruction of a trestle over the Squannacook River would be necessary to extend the trail to the west, and the possible extension of the trail to the west is very short. The cost of the reconstruction would be disproportionate to the cost of the rest of the trail, and is not reasonably feasible for SGI to fund. Extending the trail to the east would result in the trail entering prime Blanding's Turtle habitat and would also require more extensive trail reconstruction. SGI does not wish to disturb the habitat, and in any event the permitting complexity and additional construction cost make such extension infeasible for SGI.

SGI has considered alternatives within the proposed project. SGI evaluated the use of pavement, rather than stone dust for the trail. Pavement was rejected because of 1) greater long-term environmental impact due to replacement of existing pervious surface with impervious surface (proposed stone dust trail will be pervious); 2) greater impact during construction due to need to bring paving equipment down the trail; 3) more complex and costly long-term maintenance to maintain trail surface in suitable condition; and 4) much greater construction cost.

SRRT also evaluated creating a wider trail corridor. For example, much of the Bruce Freeman Rail Trail is being constructed with a 12-foot-wide trail and a 12-foot-wide buffer, resulting in a 24-foot wide rail corridor. Almost all of the area for the current trail is already largely cleared because it is occupied by the track and rails, and existing informal trails that parallel the tracks. The proposed trail essentially just cleans up the existing cleared path of the rail line. Very little clearing of larger vegetation will be required. If the trail was widened beyond the proposed 20-foot corridor, it would extend beyond the existing cleared corridor and require more significant grading and clearing of trees and larger vegetation. This impact was considered unacceptable, so the option was rejected.

**Phasing & Mitigation:** Construction will be performed from November 7 to March 15 to avoid potential for harming turtles during their period of active movement. If the full trail cannot be completed in one winter construction season, construction will cease until the following November.

Additional mitigation measures will pertain to erosion control for wetlands protection, subject to approvals by the local Conservation Commissions. It is anticipated that these measures

will include deployment of hay bales and silt fence in portions of the trail located in buffer zones.

As an anti-idling measure, the contractors will be instructed to turn off their equipment if it is out of use for more than 20 minutes.

## **2.0 ADDITIONAL DISTURBANCE; PARKING, STAGING AND ACCESS AREAS.**

There are no washout areas or bridges requiring reconstruction along the length of the project. During construction, temporary staging areas will be constructed on SGI-leased land where the trail intersects Crosswinds Drive and Old Meetinghouse Road. Additionally, two temporary staging areas are planned for SGI-leased land behind Harbor Village Mall. Parking areas will be constructed at Depot Street at the west end of the trail, and just east of the intersection of South Road and Route 119 in Townsend Harbor, east of the Shepherd's commercial building. Both of these areas are presently used for parking, but will be graded and improved as part of the trail construction. They will remain unpaved. The parking and staging areas collectively total 0.66 acres. The individual areas are summarized as follows:

Depot Road Parking: 457 m<sup>2</sup>

Old Meetinghouse Staging: 475 m<sup>2</sup>

Route 119 East of Shepherds Parking: 546 m<sup>2</sup>

Harbor Village Staging: 364 m<sup>2</sup> and 273 m<sup>2</sup>

Crosswinds Staging: 563 m<sup>2</sup>

These areas are shown on the Sheets 1 – 8 Parking and Staging figures.

## **3.0 TOWNSEND HARBOR**

Due to traffic, safety, wildlife protection, and landowner concerns, the trail will leave the rail bed just east of Shepherds in Townsend Harbor, at the proposed parking area. From that location, the trail will travel along the existing sidewalk, and a sidewalk to be constructed by the Town of Townsend, along Route 119 to the west side of the Harbor church about 750 feet west of the intersection of Route 119 and South Road in Townsend Harbor. The rail lines in this section, which includes several small bridges and pass behind the Townsend Historical Society's Reed Homestead, will be left in place and not disturbed. This route was selected because 1) it prevents disruption of the existing private parking/access area in front of Shepherds; 2) it creates a safer crossing of South Road; 3) it complies with the request of the Townsend Historical Society to leave a section of rails in place behind the Society's Reed Homestead for historical/ informative purposes; 4) it eliminates a need to upgrade small bridges on the rail line adjacent to the Cooperage; and 5) it eliminates construction in an area where Blandings Turtles have often been seen. The Townsend Historical Society owns the abandoned church (aka the Townsend Harbor Meeting House), and has agreed to provide SGI access across the church parking lot to the rail line. An easement to this effect has been recorded with the registry of deeds. A copy is attached.

## **4.0 PARKING**

There is an existing informal parking area on the MBTA property of approximately 7 spaces at Depot Road at the west end of the trail, surrounded by brush. SGI proposes to clear, level and grade this area to expand it to 12 spaces. The parking area will be unpaved.

SGL had originally proposed to provide east-end-of-trail parking at Bertozzi, but after meeting with Ms. Pat Huckery of MA Dept. of Fish & Game, we revised those plans in accordance with her request. Parking will be constructed at an existing access off Route 119 just east of the Shepherds facility on the south side of Route 119, just east of Townsend Harbor. SGL's leased land abuts Route 119 at this location, and the location is area is already commonly used as a parking area by fisher(wo)men and other persons accessing the Squannacook River. Up to 11 parking spots will be constructed at this location. The area is already cleared, so construction will involve grading and placement of a suitable compacting soil mix to stabilize the surface. The parking area will be unpaved. Parking spots were designed based on 10-foot wide, 20-foot long spots.

These areas are shown on the Sheets 1 – 8 Parking and Staging figures.

It is anticipated that a driveway / curb cut Permit to Access State Highway will be necessary from Mass Highway for the parking area off of Route 119.

## **5.0 DAILY VEHICLE TRIPS; TRANSPORTATION**

SGL contacted Wachusett Greenways to obtain information on daily vehicle trips for the section of the Mass Central Rail Trail that is maintained by them. They indicated that about 650 daily trips are experienced for the 20 mile trail, or about 33 trips per mile of trail. SGL therefore anticipates, rounding up, that about 150 vehicle trips per day will be associated with the proposed project.

Current daily vehicle trips along Route 119 are estimated at 12,500 per day based on information from the 2008 draft Townsend Master Plan.

Page 17, Section II B.1. of the ENF asks if the project will involve alteration of any bank or terrain. We are not sure of the definitions or intent, but there are two areas where there will be work in addition to the rail and tie removal, addition of stone dust, and grading described above. Fill will be added to a section of trail about 200 feet long behind the Sterilite facility in Townsend, and the fill will support the rail trail and will be stabilized with vegetation along its edges. An area southwest of the proposed parking area near Shepherd's is unvegetated and subjected to erosion. This area will be stabilized with vegetation.

## **6.0 OPERATIONS & MAINTENANCE**

Long-term operation and maintenance of the trail will involve patching any deteriorated areas with additional stone dust. This will typically be a wheelbarrow-and-shovel operation performed with hand tools. In the unlikely event of a major washout requiring heavy equipment, access would only be along the rail trail. Pruning/removal of vegetation from the narrower rail trail corridor will also be performed. Signage or fencing to prevent off-trail usage will be installed if the need becomes apparent.

## **7.0 RARE SPECIES; ACEC AND NHESP HABITAT**

Along much of the length of the rail trail, the rail bed forms the northern boundary of the Squannacook ACEC. The rail bed also forms the northern boundary of mapped habitats for Estimated Habitat of Rare Wildlife and/or Priority Habitat of Rare Species. Figures showing the ACEC and mapped habitat boundaries are attached.

All but about 1,500 feet of the trail is habitat. Based on research performed by FST for the engineering study for the trail in 2008, listed species include:

- Wood Turtle
- Blandings Turtle
- Triangle Floater Mussel
- Bride Shiner fish
- Brook Snaketail Dragonfly
- Creeper Mussel
- Zebra Clubtail Dragonfly

SGI is awaiting a formal decision from NHESP as to whether the proposed project constitutes a “take”.

## **8.0 TURTLE IMPACT MITIGATION; CONSTRUCTION SCHEDULE**

To avoid impacts to turtles, all work will be performed between November 7 and March 15. SGI hopes to finish all construction work in one construction season, but may have to defer completion until the second winter due to weather or other contingencies.

Signage will be posted to direct users to stay on the trail. If needed, fencing or boulder obstacles will be installed to further deter off trail use. Fences will be constructed with bottom rails off the ground so as not to impede turtle travel.

SGI has reached out to partner with Groton Turtle Conservation, a very active and knowledgeable local turtle protection group, and is SGI committed to working with them, Natural Heritage, and Mass Fisheries & Wildlife on turtle conservation measures. Options include educational signage and participation in a Head Start program.

## **9.0 WETLANDS**

None of the proposed work will be performed in a wetland resource area, except for the Riverfront Area. We have calculated based on GIS mapping that 5,538 feet of the trail will be in the 100-foot buffer zone of bordering vegetated wetlands, and 2,936 feet of the trail will be in the 200-foot riverfront protection area. Based on a 20-foot trail corridor with, work will occur in 58,720 square feet of Riverfront Area. SGI intends to request a Determination of Applicability from the Townsend and Groton conservation commissions. Because the work involves minimal disturbance and alteration of grade, we believe that a negative determination is warranted. If required by the Conservation Commissions, a Notice(s) of Intent will be filed. We have not yet made these filings pending because we anticipate that the Commissions will not act without knowledge of the NHESP permitting process. The attached figures show wetland boundaries in proximity to the trail.

## **10. CONCORDANCE WITH MASTER PLANS.**

### **10.1 Groton Master Plan, September 2011**

- Economic Development: NA; parcel is not suitable for development
- Infrastructure: Page 61, Groton is endeavoring to strengthen its bicycle and pedestrian infrastructure.
- Open Space: Page 43, Groton wishes to develop its trail system
- Compatibility with Adjacent Land Use. Not addressed
- Groton’s Master Plan lists the Squannacook River Rail Trail among the seven high-priority multi-use trails (page 63).

- The plan's goals and objectives include "Establish land use policies that encourage greater connectivity and promote use of alternative transportation modes, and identify existing and former railroad right-of-ways for acquisition and use for alternative modes of transportation (page 83)

### **10.2 Draft Townsend Master Plan, 2008 (never finalized)**

- Economic Development: NA; but SGI notes that the trail should provide business to restaurants and stores along its route (Townsend Harbor, Townsend Center).
- Infrastructure: Page 27; Expand non-automotive traffic; primary goal is to reduce congestion.
- Open Space: Page 9; Open space is looked on as an asset in Townsend.  
Page 14, "Develop a rail right of way as a recreational trail."
- Compatibility with Adjacent Land Use. Not addressed.
- The Master Plan includes a goal to promote and enhance infrastructure for business and tourism and a goal of promoting tourism by "creating rails to trails and other recreation paths which promote tourism. (page 18)
- Under Recreation Goals is a policy to "explore development of rails-to-trails." (page 26)

### **10.3 Townsend Master Plan 2001**

- Create rails to trails and other recreation paths which promote tourism (p. 18)
- Explore development of Rails to Trails (p. 26).

### **10.4 MRPC Montachusett Regional Framework Plan, April 2011**

- Economic Development: page 23; provide infrastructure that meets community and regional goals
- Infrastructure: page 23; provide infrastructure that meets community and regional goals
- Open Space: page 11, provide infrastructure that enhances availability \ of open space and provides recreational opportunities.

### **10.4 Townsend Open Space and Recreation Plan, 2013**

- Goal of Improvement to pedestrian and bicycle mobility through the town and especially to the schools. Opportunities for the development of new sidewalks, widened roadways, and rail trails could be pursued ...

Presently, there is no safe pedestrian or bicycle connection between Townsend Center, Townsend Harbor, and North Middlesex High School. The rail trail will make those connections, and will also provide a connection to Townsend Historic District 2 and provide enhance

recreational opportunities. The construction is consistent with the goals of the MA GreenDOT policy, MA DOT Health Transportation Policy Directive, and the MA Pedestrian Plan.

## **11.0 HISTORICAL RESOURCES**

The trail is not anticipated to have any negative impact on identified historical resources.

The Townsend Harbor Section of the trail will pass through Townsend Historic District #2. This is the section of the trail where the trail will follow the sidewalk along Route 119, as described above. This is in part to comply with the Townsend Historical Society's request to leave a section of the rail bed intact behind their Reed Homestead. The Historic District #2 ends at the Harbor church (Townsend Harbor Meeting House) owned by the Historical Society. The rail trail will re-access the rail bed through the parking lot of the church, which is the western border of the district. An easement providing access to the trail through the parking lot has been recorded at the Middlesex South Registry of Deeds. All buildings fronting on Route 119 in the Townsend Harbor section of the trail, where the trail will follow the sidewalk and not the rail bed, are listed as historic resources. Construction of the trail will not affect these properties, except that the trail will extend through the existing parking lot of the abandoned church. The trail is not anticipated to cause any damage to identified historical resources.

The Bertozzi wildlife management area is also identified as the Thompsonville Historic Area in Groton. A mill was formerly located on the banks of the Squannacook River in this area. The river is distant from the rail trail bed in this area. There are no identified historic resources along the rail trail in this area, and no disturbance to historic resources is anticipated to result from construction of the rail trail in this area.

## **12.0 STORMWATER**

The proposed plan does not create any new impervious surfaces. Existing pervious surfaces will be graded and covered with pervious stone dust. There are existing swales along the rail bed that channel any runoff from the rail bed surface.

The stone dust trail will be approximately 10 feet wide, and will replace the railroad rails and ties presently in place that are approximately 10 feet wide. An additional 0.66 acres of level land will be cleared and graded for staging areas and parking. None of these areas will be paved. No appreciable change in stormwater runoff is anticipated to result from the project.

## Cedwyn Morgan

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**From:** Cedwyn Morgan <cmorgan@hetiservices.com>  
**Sent:** Thursday, March 01, 2018 9:57 AM  
**To:** 'Paulson, David (FWE)'  
**Cc:** 'Cheeseman, Melany (FWE)'; 'bdmcram@hotmail.com'; 'Bruce Easom'  
**Subject:** RE: NHESP 03-13131: Squannacook River Rail Trail  
**Attachments:** Stablization Area Photos.pdf

Dave –

This email responds to your request for additional information regarding “areas requiring stabilization” mentioned in the draft ENF for the Squannacook Rail Trail.

The final trail will be just slightly wider than the width of the existing rails and ties. For almost the entire length of the trail, the rail bed is relatively intact with minimal erosion. However, there are two areas requiring stabilization due to erosion along/under the edge of the rail bed.

The first is located approximately at the proposed parking area / existing informal anglers parking area a short distance downstream of Shepherds / intersection of Rt. 119 & South Road in Townsend Harbor. Over a length of about 75 feet, there are about 5 erosional swales of varying severity leading down to the river, probably resulting from the heavy use of this area by anglers. This swales have eroded back upslope and undercut the rail bed. The topography will need to be restored and stabilized to level the rail trail in this area. Our plan is to drive metal rods into the subsurface to hold retaining timbers, and backfill behind the timbers with clean soil. We would construct short segments of walls across the swales. It would not be a continuous wall for the entire 75 feet. The approximate setback of the wall from the rail bed is marked by the two individuals in the third photo. We would put horizontal slats above the walls (i.e., fencing) to discourage foot traffic and further erosion (there are alternative routes to the stream for anglers in this area). Blueberries or similar vegetation would be planted behind the walls to stabilize the backfill.

The second area is just west of Sterilite. The ties have again been exposed by erosion in this area, but the general slopes are relatively level in this area. The soils are sandy and the erosion may have been due to dirt bike traffic. This area will require minor filling to level the trail, and plantings to stabilize the fill along the edges. No retaining walls or other structure are planned. The last two photos show this area.

Please let me know if you would like additional information.

Cedwyn Morgan  
Squannacook Greenways

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**From:** Paulson, David (FWE) [mailto:David.Paulson@MassMail.State.MA.US]  
**Sent:** Monday, February 19, 2018 1:08 PM  
**To:** cmorgan@hetiservices.com (cmorgan@hetiservices.com) <cmorgan@hetiservices.com>  
**Cc:** Cheeseman, Melany (FWE) <melany.cheeseman@state.ma.us>  
**Subject:** NHESP 03-13131: Squannacook River Rail Trail

Cedwyn,

NHESP 03-13131: Squannacook River Rail Trail

The Division has received a draft ENF for the above referenced project. We appreciate the continued early coordination and outreach. We look forward to reviewing the document formally. As in previous conversations, a MESA Checklist will be required for the project. Based on the scope and design of the project we would anticipate a “condition no take”. Many of the conditions you have already discussed in the ENF, however, they would likely include turtle

protection (ex. Time of Year), signage, efforts to limit or exclude spur trails (ex. Fencing and Boulders), and an approved operations/management plan (ex. trail and vegetation maintenance). One topic not previously discussed is “Areas to be Stabilized (Orange)”. The Division requests additional information on this topic. Finally, the Division would like to reiterate our concern for future expansion of the project limits and scope (ex. additional sections, widening, paving, etc.). As always, early coordination is strongly recommended.

All the best,

**David Paulson**

Senior Endangered Species Review Biologist

Massachusetts Division of Fisheries & Wildlife

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[mass.gov/masswildlife](http://mass.gov/masswildlife) | [facebook.com/masswildlife](https://facebook.com/masswildlife)



Area 1, Erosional swale leading down to river and undercutting rail bed



Looking parallel to rail bed in same area



Example proposed barrier location, end points marked by two individuals

Squannacook Rail Trail "Stabilization Area" Photos Feb. 26, 2018

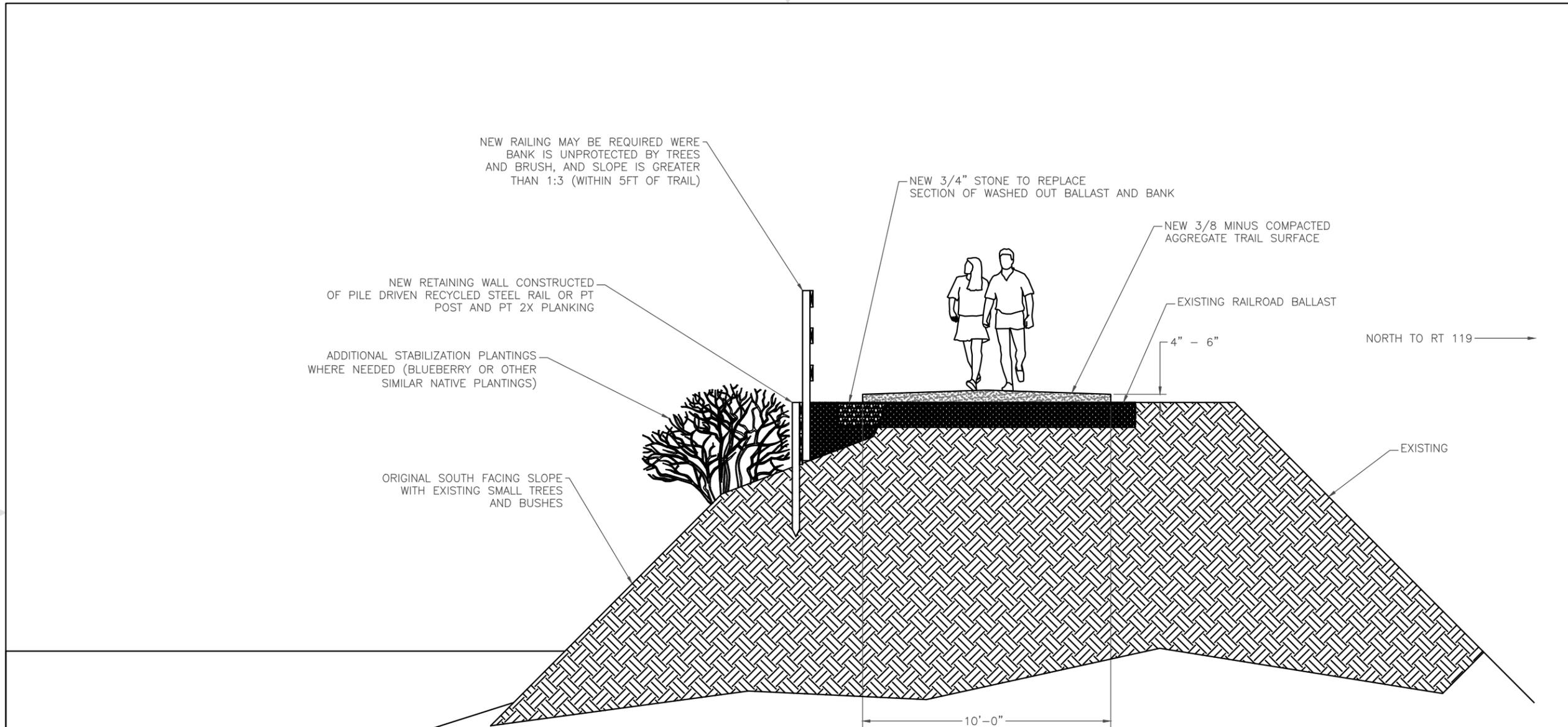


Second location just west of Sterilite, looking west.

Squannacook Rail Trail "Stabilization Area" Photos Feb. 26, 2018



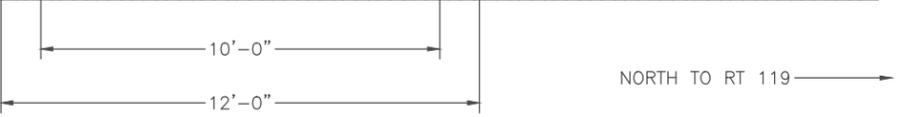
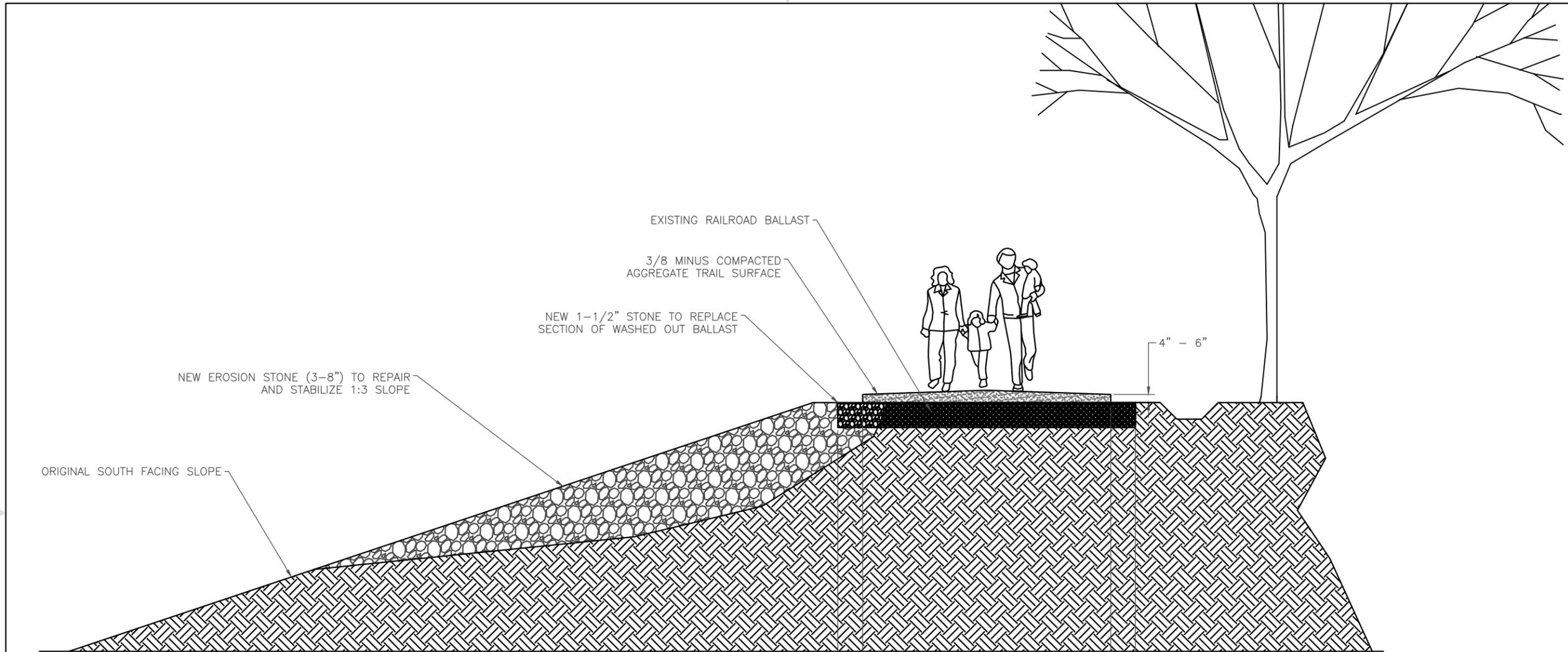
Second location looking east



SQUANNACOOK RIVER

SRRT CORRIDOR BANK STABILIZATION  
 Townsend MA 01469  
 42.651563, -71.668574  
 (Located just east of Shepherd's near  
 small informal parking area)

FILE NAME K:\Engineering\ACAD\DWG\SRRT		SQUANNACOOK GREENWAYS, INC.	
CONTRACT NO -		SRRT BANK STABLIZATION	
DRAWN 04/17/2018 M. Cram		42.663209, -71.700861	
CHECK			
APPR.			
ISSUED			
SIZE	FSCM NO	DWG NO	REV
B	-	SRRT BANK STABLIZATION	
SCALE 1/4" = 1'0"		WEIGHT	SHEET



SRRT CORRIDOR STABILIZATION  
 Townsend MA 01469  
 42.663209, -71.700861  
 (Located Between Sterilite and  
 Storage Center)

FILE NAME: K:\Engineering\ACAD\DWG\Rail trail fill area.dwg			
CONTRACT NO: -			
DRAWN 04/17/2018 M. Cram			
CHECK			
APPR.			
ISSUED			
SIZE	FSCM NO	DWG NO	REV
B	-	SRRT SLOPE STABILIZATION	
SCALE 1/4" = 1'0"		WEIGHT	SHEET

# SRRT SLOPE STABILIZATION

42.663209, -71.700861