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FHWA-MA-716979-D

DEPARTMENT OF TRANSPORTATION

DRAFT



ENVIRONMENTAL IMPACT STATEMENT

Pursuant to Section 102(2) (C), P. L. 91-190

For Federal Aid Project

Route 2A - Shirley-Ayer

The greater portion of the project is on new location. This new location is entirely on U. S. Government owned land. Additionally entrance will be provided to the Groton-Shirley Road by constructing a 250 foot access road from the new location. The proposed relocation will be a 44 foot roadway consisting of two 22 foot travel lanes and two 10 foot shoulders. The existing Route 2A will be deadended with cul-de-sacs. The existing bridge over the Nashua River will be removed as a part of the project.

Prepared by

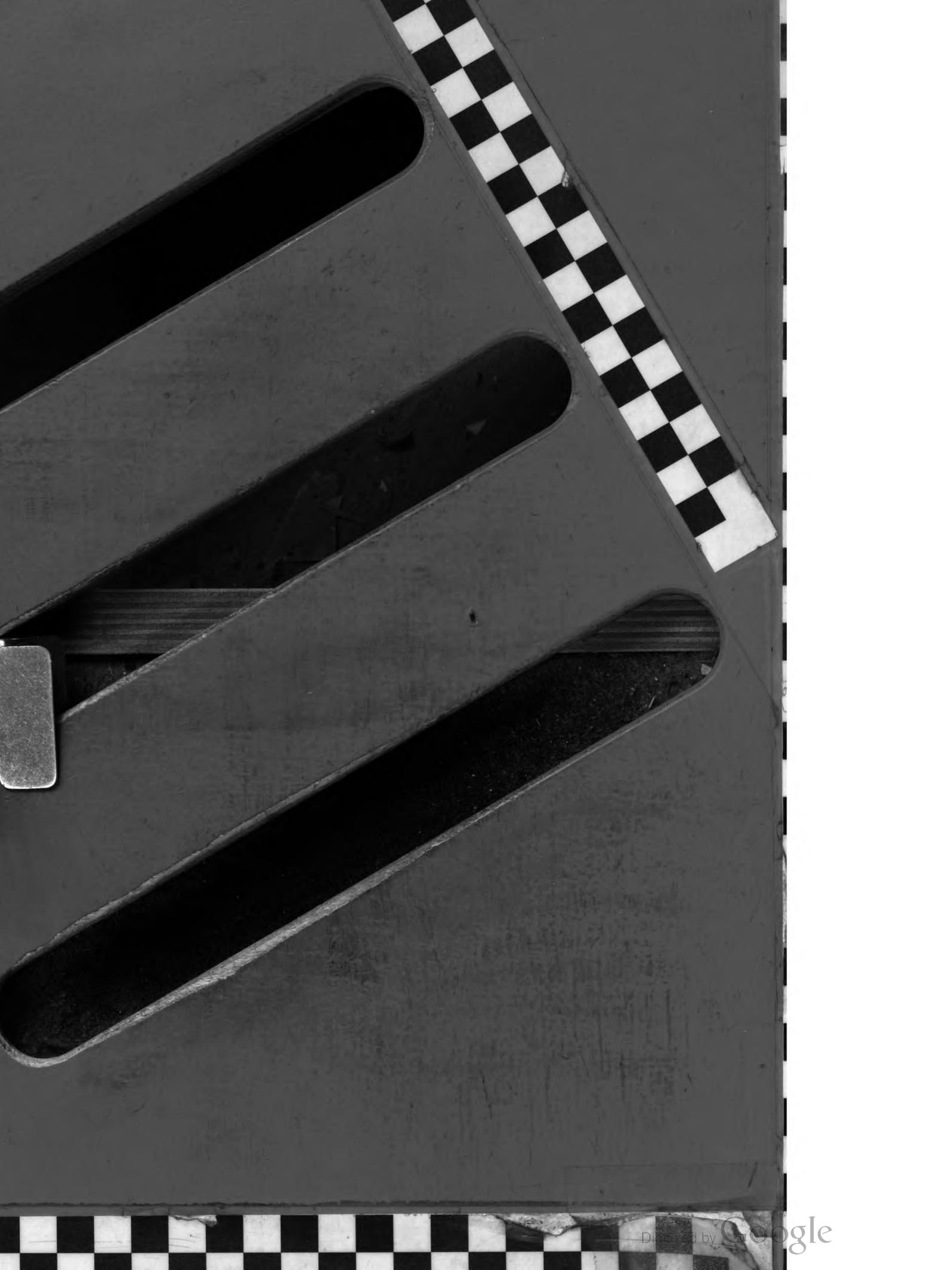
Massachusetts Department of Public Works

2. THE PROBABLE IMPACT OF PROJECT ON THE ENVIRONMENT. environment of the area immediately adjacent to the proposed project. There is no apparent impact on air

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ENVIRONMENTAL IMPACT STATEMENT

1. DESCRIPTION OF THE PROPOSED PROJECT.

The proposed relocation and reconstruction of a portion of Route 2A in Ayer-Shirley commences at a point in Shirley approximately 500 feet west of the Nashua River to a point in Ayer which is 200 feet east of the entrance to the Fort Devens Airfield. The approximate length of the reconstruction is one-half mile.

The greater portion of the project is on new location. This new location is entirely on U. S. Government owned land.

Additionally entrance will be provided to the Groton-Shirley Road by constructing a 250 foot access road from the new location.

The proposed relocation will be a 44 foot roadway consisting of two 12 foot travel lanes and two 10 foot shoulders.

The existing Route 2A will be deadended with cul-de-sacs.

The existing bridge over the Nashua River will be removed as a part of the project.

2. THE PROBABLE IMPACT OF THE PROPOSED PROJECT ON THE ENVIRONMENT.

There is no apparent detrimental impact on the natural environment of the area immediately adjacent to the proposed project.

There is no apparent impact on air pollution as the project is not designed to increase capacity. The projected

volumes on this facility are not influenced by the construction of the project.

There is no significant noise increase anticipated in the vicinity of the proposed project.

The water quality of the area, both the ground water and the Nashua River should remain relatively stable regardless of the project implementation.

There will be a minimum impact on the depletable natural resources in the area.

The present structure over the Nashua River is in relatively poor condition aesthetically. There is considerable spalling of the concrete along the traveled way. A new structure will contribute to the visual quality of the area. Roadside beautification activities after the completion of the project will also contribute to the visual quality. The aesthetic impact should be considered as beneficial.

Construction standards will dictate protection of any fish and game during the period of project implementation.

There are no apparent conflicts with any projects or programs of other public agencies.

There is a potential impact on the business property located on the existing Route 2A. The restaurant & cocktail lounge, Rotor Club, Inc., located on the existing Route 2A adjacent to the easterly end of the structure to be removed will be located off the new Route 2A. The construction of the connecting road to the existing Route 2A will somewhat negate this detrimental impact.

The highway user impact of the proposed project will not be significantly changed in any category except safety. The current travel way is an extremely hazardous piece of roadway. This is documented by an attached accident record. It is our expressed desire to eliminate the dangerous curve in this area.

The construction costs are estimated to be \$270,000.00. There are no right of way costs associated with this project.

3. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS.

The only probable adverse environmental effect is the impact on the Rotor Club, Inc., located on Route 2A.

4. ALTERNATIVES.

The alternative to the proposed project is no action on the Route. This alternative could only contribute to worsening the accident and fatality record of the area.

5. SHORT TERM RELATIONSHIP WITH LONG TERM PRODUCTIVITY.

This project will maintain and enhance the long term productivity of the area in terms of safety and aesthetic values.

6. COMMITMENTS OF RESOURCES.

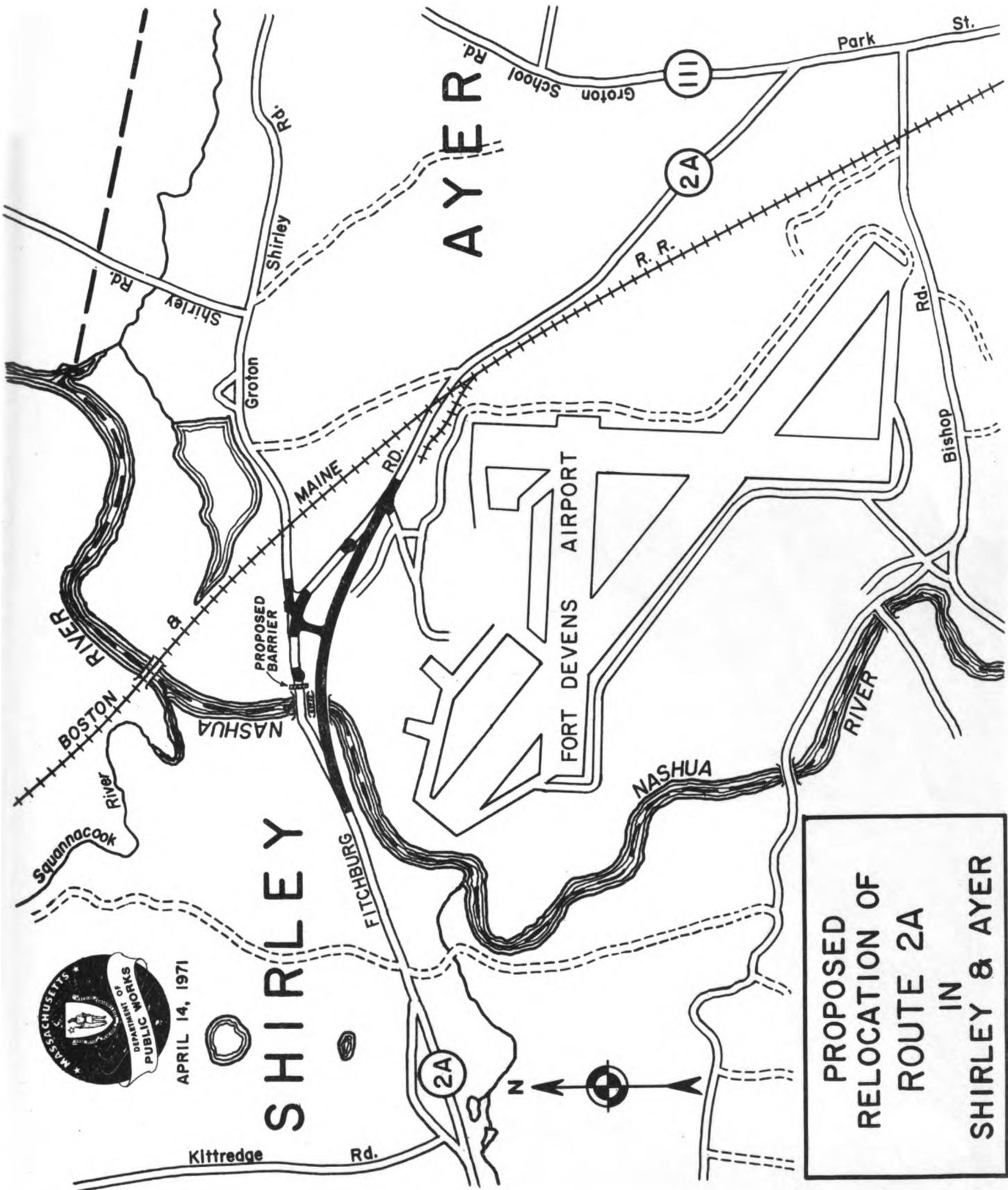
The only readily identifiable commitment of resources is the labor and materials associated with the construction and maintenance of this proposed project.

7. PROBLEMS AND OBJECTIONS.

Problems and objections, if any, should be forthcoming as a result of the public hearing on the proposed project. These should and will be discussed in the final statement.

8. MINIMIZING ADVERSE EFFECTS.

The construction of a connector road will, in our opinion, minimize any adverse effects on the business property values on Route 2A, specifically the Rotor Club, Inc.



**PROPOSED
RELOCATION OF
ROUTE 2A
IN
SHIRLEY & AYER**



APRIL 14, 1971

SHIRLEY

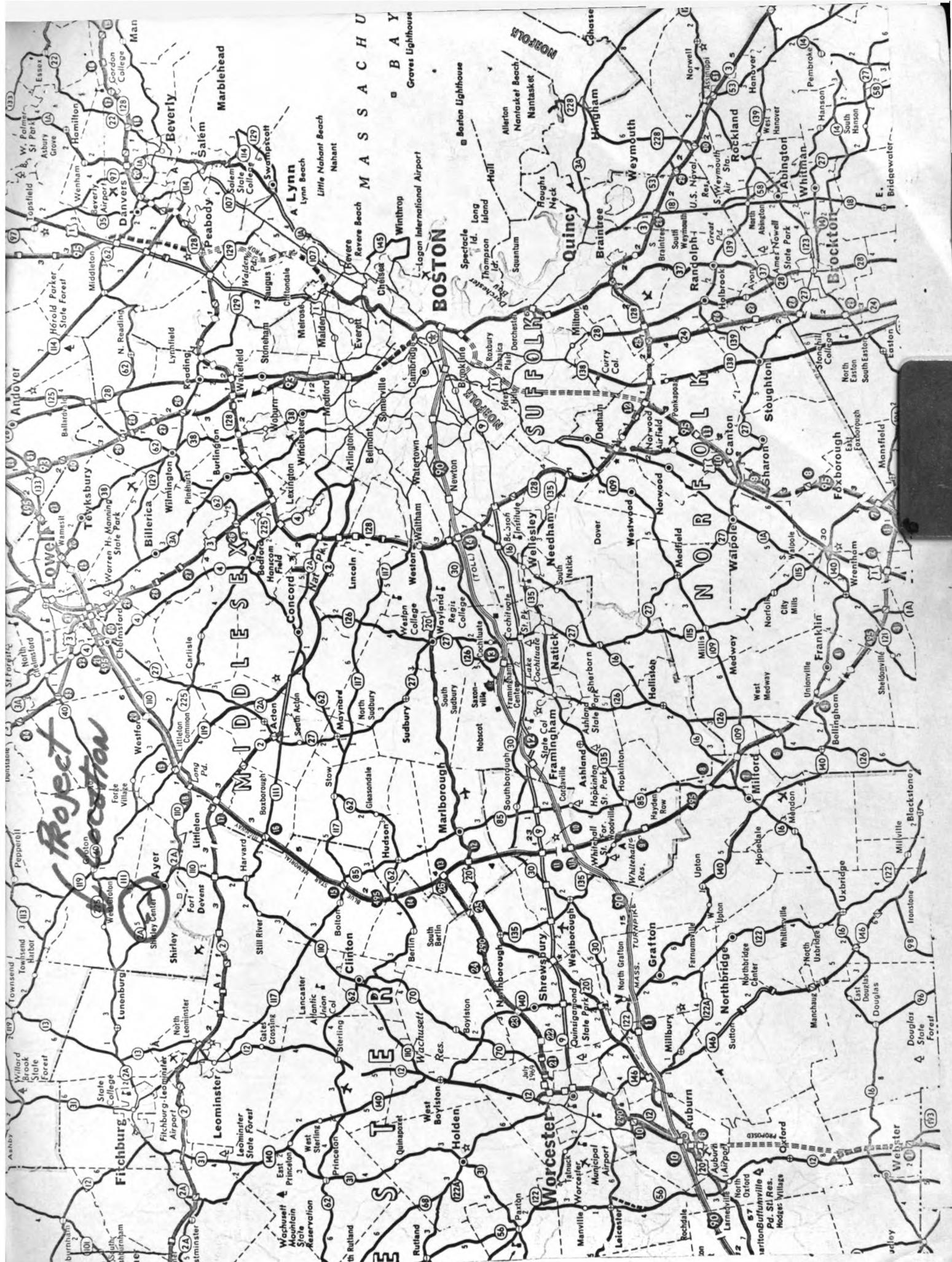
2A



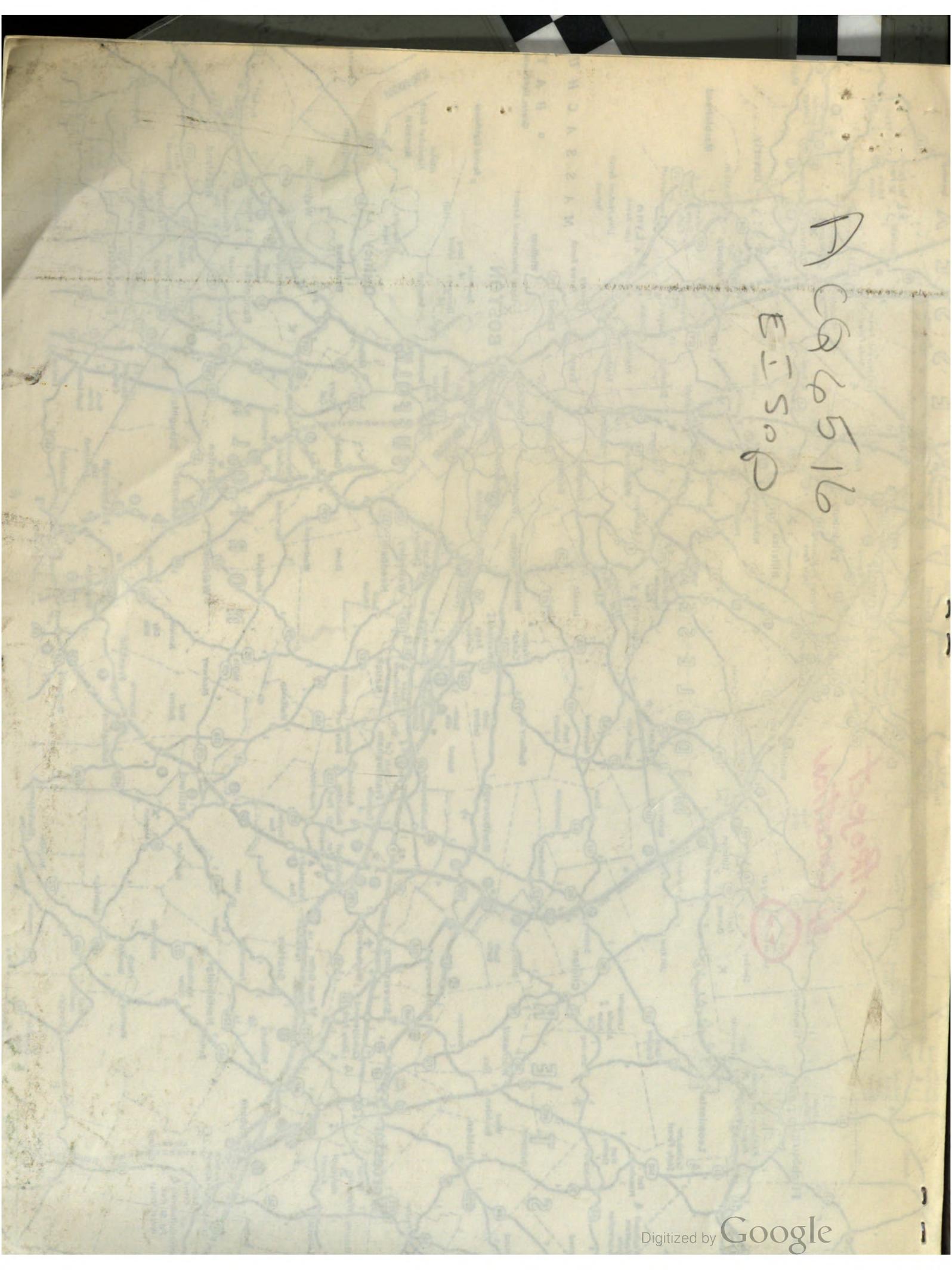
Ayer May 20, 1967 11:00 P.M.
Route 2A -- 300' W. of Groton- Shirley Road
1 vehicle- R.O.R. -- overturned then collided
with vehicle 2 1 killed.

Ayer Aug. 4, 1967 1:30 A.M.
Route 2A at Shirley Groton Rd.
1 vehicle - R.O.R. - hit tree
1 killed

Ayer March 31, 1968 1:10 A.M.
Route 2A- 200' E. of
Ayer- Shirley town line
R.O.R. - overturned- hit tree
1 killed



Project Location



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Q4516
EISSOP

Waterloo

