



*The Commonwealth of Massachusetts*

*Executive Office of Environmental Affairs*

*100 Cambridge Street, Suite 900*

*Boston, MA 02114-2524*

MITT ROMNEY  
GOVERNOR

KERRY HEALEY  
LIEUTENANT GOVERNOR

ROBERT W. GOLLEDGE, JR.  
SECRETARY

September 7, 2006

Tel. (617) 626-1000  
Fax. (617) 626-1181  
<http://www.mass.gov/envir>

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS  
ON THE  
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Route 128 Mainline & Ramp Interchange Safety  
Improvements  
PROJECT MUNICIPALITY : Danvers and Peabody  
PROJECT WATERSHED : North Coastal  
EOEA NUMBER : 13851  
PROJECT PROPONENT : Massachusetts Highway Department (MassHighway)  
DATE NOTICED IN MONITOR : August 8, 2006

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

According to the Environmental Notification Form (ENF), the proposed project consists of the construction of mainline and ramp interchange safety improvements along a two mile (12,000 linear feet) section of Route 128 between Route 114 in Peabody and Route 62 in Danvers. The project would be constructed in two phases. Phase I includes the interchange work areas. Phase II includes the mainline improvements and bridge work. The proponent will construct acceleration/deceleration lanes at the interchanges, modifications to the ramp terminal geometry, and full width outside shoulders. It will provide a consistent width median and reconstruction of the drainage system. The bridge over the Waters River and the bridge over the MBTA right-of-way will be replaced. Four other bridges will be modified to accommodate the proposed widening. The proponent is proposing noise abatement at the Route 62 and the High Street interchanges.

The project is subject to review pursuant to Sections 11.03(6)(b)(1)(b) and 11.03(6)(b)(2)(a) of the MEPA regulations because it involves the widening of an existing roadway by four or more feet for a half-mile or more and alters the bank or terrain located ten or more feet from the existing roadway for a half-mile or more. It will require a Section 401 Water Quality Certificate from the Department of Environmental Protection (MassDEP). The project

will undergo Section 106 Review with the Massachusetts Historical Commission (MHC). It will need to obtain a Programmatic General Permit from the U.S. Army Corps of Engineers. The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. It requires a U.S. Coast Guard Permit for the bridge work. A Federal Consistency Review by the Massachusetts Coastal Zone Management (MCZM) office is necessary. Orders of Conditions may be required from the Danvers and Peabody Conservation Commissions for work within buffer zones. In accordance with the bridge Exemption Clause found within the 2004 Transportation Bond Bill, the sections involving the reconstruction and replacement of existing bridges are exempt from review under MEPA, the Massachusetts Wetland Protection Act and the Chapter 91 Waterways Regulations. Because an agency of the Commonwealth, MassHighway, is funding the project, MEPA jurisdiction extends to all aspects of the project that may have significant environmental impacts and that are not specifically exempted by the 2004 Transportation Bond Bill.

The increase in stormwater runoff generated by the project will be mitigated by the implementation of Best Management Practices. The existing drainage system for the mainline and ramps is a closed drainage system. The project will increase the amount of impervious area by about four acres. The proponent proposes to reconstruct the closed drainage system. It will include the construction of deep sump catch basins, water quality swales, and detention basins to improve water quality. Discharge outlets would be set back from the edge of wetland resources. The drainage system has been designed so that there will be a minor increase in flows off site. MassHighway will clean and maintain the drainage system; it has an annual catch basin inspection and maintenance program and an annual street sweeping program.

According to the proponent, the project will affect approximately 420 square feet (sf) of Land under the Ocean for the reconstruction of the Waters River Bridge and four acres within the roadway layout are within Riverfront Areas. The existing timber piles for the Waters River Bridge will be cut off at the mud line.

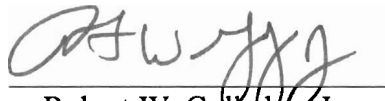
The proponent will reconstruct approximately 6-foot wide sidewalks along both sides of High Street and Elliot Street (Route 62) within the construction area.

The proponent should provide enhanced sediment controls during construction as requested by the Massachusetts Division of Marine Fisheries (MDMF). It should not undertake any in-water or silt producing activities between February 15<sup>th</sup> and May 31<sup>st</sup> in order to protect juvenile fish development. The proponent should upgrade its stormwater management system to meet DEP stormwater standards by including more frequent street sweeping and stormwater system maintenance to reduced impacts on the adjacent impaired water bodies.

Based on a review of the information provided by the proponent and after consultation with the relevant public agencies, I find that the potential impacts of this project do not warrant

the preparation of an EIR, and that outstanding issues can be resolved in project permitting and final design.

September 7, 2006  
Date

  
Robert W. Goffe, Jr.

cc: Nancy Baker, MassDEP/NERO

Comments received:

MassHighway, 8/22/06  
Edwards and Kelcey, 8/23/06  
MCZM, 8/24/06  
MAPC, 8/25/06  
MDMF, 8/28/06

13851enf  
RWG/WTG/wg