ENF

Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

For Office Use Only *Executive Office of Environmental Affairs*	
EOEA No.:	12794
MEPA Analyst:	Nick Zavalas
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Environmental Notification Form

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: **Marlborough Road Improvement Project. Salem, MA**		
Street: **Marlborough Road from Route 107 to Salem/Peabody town Line.**		
Municipality: **Salem, MA**	Watershed: **North Coastal**	
Universal Transverse Mercator Coordinates: **Start Easting 341884.9 Northing 4707438.8** **End: Easting 341762.9 Northing 4708761.7**	**Latitude:** Beginning N 917117.72 End N 918436.51 **Longitude:** Beginning S 247610.03 End S 247149.18	
Estimated commencement date: Spring 2002	Estimated completion date: Fall 2003	
Approximate cost: **$1,300,000.00**	Status of project design: **75% complete**	
Proponent: **Massachusetts Highway Department**		
Street: **10 Park Plaza**		
Municipality: **Boston**	State: **MA**	Zip Code: **01970**
Name of Contact Person From Whom Copies of this ENF May Be Obtained: **Matthew DeSorbo**		
Firm/Agency: **MassHighway**	Street: **10 Park Plaza – Room 4260**	
Municipality: **Boston**	State: **MA**	Zip Code: **02116**
Phone: **(617) 973-7882**	Fax: **(617) 973-8879**	E-mail Matthew.DeSorbo@state.ma.us

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

Has this project been filed with MEPA before?
☐ Yes (EOEA No.)

Has any project on this site been filed with MEPA before?
☐ Yes (EOEA No.)

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8))	☐ Yes	☒ No
a Special Review Procedure? (see 301CMR 11.09)	☐ Yes	☒ No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	☐ Yes	☒ No
a Phase I Waiver? (see 301 CMR 11.11)	☐ Yes	☒ No

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):
MassHighway 100% construction funding

Are you requesting coordinated review with any other federal, state, regional, or local agency?
☐ Yes(Specify); ☒ No

List Local or Federal Permits and Approvals:
Order of Conditions form the Salem Conservation Commission.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- ☐ Land
- ☐ Water
- ☐ Energy
- ☐ ACEC
- ☐ Rare Species
- ☐ Wastewater
- ☐ Air
- ☐ Regulations
- ☐ Wetlands, Waterways, & Tidelands
- ☒ Transportation
- ☐ Solid & Hazardous Waste
- ☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	Approx. 21,00 M² (5.5 Acres)		
New acres of land altered		< 1	
Acres of impervious area	5.5 Acres	< 1	< 6.5
Square feet of new bordering vegetated wetlands alteration		N/A	
Square feet of new other wetland alteration		205.8 M² (2,216 ft²) of River Front Area	
Acres of new non-water dependent use of tidelands or waterways		N/A	
STRUCTURES			
Gross square footage	N/A	N/A	N/A
Number of housing units	N/A	N/A	N/A
Maximum height (in feet)	N/A	N/A	N/A
TRANSPORTATION			
Vehicle trips per day	N/A	N/A	N/A
Parking spaces	N/A	N/A	N/A
WATER/WASTEWATER			
Gallons/day (GPD) of water use	N/A	N/A	N/A
GPD water withdrawal	N/A	N/A	N/A
GPD wastewater generation/ treatment	N/A	N/A	N/A
Length of water/sewer mains (in miles)	N/A	N/A	N/A

State Permits & Approvals

- ☒ Order of Conditions
- ☐ Superceding Order of Conditions
- ☐ Chapter 91 License
- ☐ 401 Water Quality Certification
- ☐ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☐ DEP or MWRA Sewer Connection/ Extension Permit
- ☐ Other Permits (*including Legislative Approvals*) – Specify:

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CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

☐ Yes (Specify_____) ☒ No A 0.3 meter(1-foot) deep stormwater drainage swale will be constructed along the periphery of McGrath Park, however, no temporary

easement or other transfer of real property will be required, therefore the project is not considered a "conversion" of parkland under Article 97. The end use of the affected park property will remain unchanged after construction.

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

☐Yes (Specify_____) ☒No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

☐Yes (Specify_____) ☒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: 150 Marlborough, Salem/Danvers Boundary markers are all proximate to the Project site. See Archeological/Historical Portion of this ENF.) ☐No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

☐Yes (Specify_____)

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

☐Yes (Specify_____)

PROJECT DESCRIPTION: The project description should include **(a)** a description of the project site, **(b)** a description of both on-site and off-site alternatives and the impacts associated with each alternative, and **(c)** potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

The Massachusetts Highway Department and the City of Salem, Department of Public Services are pursuing transportation improvements to Marlborough Road in Salem, MA. The project begins at Highland Avenue (Route 107) and continues north to the Peabody City Line, a distance of 1.4 Kilometers (1.0 mile). The primary purpose of the project is to correct the problem of inadequate sight distance (a serious safety problem), to install sidewalks on both sides of the road, and to provide pedestrian traffic signals in two locations. The project will improve Marlborough Road such that it will bring the road into conformance with the standards contained in the 1997 Massachusetts Highway Department (MassHighway) Highway Design Manual. An ENF is required due to the proposed removal of 32 public shade trees from a public way other than a Massachusetts State Highway right of way.

Marlborough Road is an urban collector that provides local access between southwestern Salem and northeastern Peabody through a heavily developed residential area. The road varies in width from approximately 9.2 meters (30 Feet) near Cloverdale Avenue to approximately 11.3 meters (36 feet) near Rockdale Avenue. There are some sections of bituminous concrete sidewalk with granite curbing on portions of the eastern side of the road. The roadway is posted with a speed limit of 30 miles per hour (48.3 kilometers per hour). Design deficiencies on this portion of Marlborough Road have caused serious accidents over the last few years. A total of 49 accidents occurred between 1993 and 1995 (City of Salem Police Department). The majority of accidents occurred near the Salem/Peabody line, Outlook Avenue, and McGrath Park.

Roadway rehabilitation will include cold planing of the roadway surface, overlaying the roadway with a variable depth leveling course, and providing a 60-millimeter (2.36 in) course of bituminous concrete to improve traveling conditions. The cold planing and overlaying operation will proceed in accordance with MassHighway standard specifications. A standard travel lane width of 3.75 meters (12.3ft) and a usable right shoulder width of 1.25 meters (4.1 ft) will be constructed. Wheelchair accessibility in the project area will be enhanced through the construction of wheelchair ramps in

accordance with the latest MassHighway Wheelchair Standards.

In areas where substandard geometry exists, such as the horizontal curve between Cloverdale Avenue/Vista Avenue and north of Vista Avenue, the roadway alignment will be shifted by as much as 2 meters (6.6 feet) to provide for adequate sight distances. The net change in pavement width is within 0.05 meters (0.16 ft) to 1.0 meters (3.3ft). Concrete sidewalks 2 meters (6.6 feet) in width will be located on each side of the roadway. This portion of the project will require that 130 square meters (426.51 square feet) of land be taken from abutting landowners. Proposed takings will total 832.271 square meters (8955.236 square feet) or 0.21 acres.

Intersections along Marlboro Road will be minimally redesigned. This redesign will include relocating utility poles and other physical impediments to allow safer access for approaching traffic. Curve radii will also be redesigned to allow safer turning movements to and from residential side streets. Intersections will be clearly delineated with signing and edge lines. In addition, pedestrian traffic signals are proposed at McGrath Park and 45 meters (147 feet) south of South Street.

Approximately 206 square meters (2,216 square feet) of construction activity will be located in the 200-foot Riverfront Area associated with Strongwater Brook. Construction activities proposed within the Riverfront Area consist of sidewalks and slope stabilization. Work will be preformed within the buffer zone of an area of bordering vegetated wetland (BVW). To minimize impacts to one wetland; a 2:1 slope is proposed in one location. All other slopes avoid impacts to wetlands.

The project will include modifications to four existing stormwater outfall structures. Of these modifications, one will include construction of a new drainage swale along the periphery of McGrath Park. The stormwater or grassed swale will be constructed to a maximum depth of 0.3 meters (1.0 foot) and will not require a temporary easement or other transfer of real property. Construction of the swale will require less than one day, and the construction will be timed to avoid impacts to the use of the park. It is not anticipated that the project will cause significant changes in stormwater drainage patterns along Marlborough Road. The roadway will remain widened slightly, resulting in only minor increase of pavement surface. Catch basins will be relocated, but outlet points will remain unchanged.

Each day the limits of work will be established by the construction contractor and the resident engineer with the requirement of ensuring that the full width of roadway being usable at the end of each workday. Signs warning the traveling public of the road reconstruction will be included in the construction package and will be erected, moved as required and removed by the contractor during the construction phase of the project. Access to all abutters will be maintained throughout the construction phase of the project.

Alternatives

Alternative 1: Proposed Project

Alternative 2: Full depth reconstruction of Marlboro Road from Highland Avenue (Route 107) to the Peabody City Line. Reconstruction would include full compliance of MassHighway design standards. This alternative was discarded because of the large amount of land required from abutting landowners, and the extent of wetland impact associated with full depth construction.

Alternative 3: The no-build alternative to the project has been discarded because, if the project is not completed, Marlboro Road will remain in a state that does not meet the Massachusetts Highway Department design standards.