Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
EOEA No.: 13851
MEPA Analyst: BILL GAGE
Phone: 617-626- X 1025

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: **Peabody / Danvers: Route 128 Mainline Ramp Interchange Safety Improvements.**		
Street: **Route 128 between Route 114 and Route 62**		
Municipality: **Peabody and Danvers**	Watershed: **North Coastal**	
Universal Tranverse Mercator Coordinates: **Start: 0340916.12EW, 4711618.06N End: 0342978.82EW, 4714582.22N**	Latitude: 42°. 32'. 26.2" to 42°. 34'. 03.4" Longitude: 70°. 56'. 14.8". to 70°. 55'. 13.2"	
Estimated commencement date: Phase I Fall 2007, Phase II Fall 2008	Estimated completion date: Phase I Summer 2009, Phase II Summer 2010	
Approximate cost: $20,000,000.00	Status of project design: 75 %complete	
Proponent: Commonwealth of Massachusetts Highway Department (MassHighway)		
Street: 10 Park Plaza		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Matthew F. DeSorbo		
Firm/Agency: MassHighway	Street: 10 Park Plaza	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: (617) 973-7882	Fax: (617) 973-8879	E-mail: matthew.desorbo@MHD.state.ma.us

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☐Yes ☒No

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

Has any project on this site been filed with MEPA before?
☐Yes (EOEA No._____) ☒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): **80% Federal Highway Administration Surface Transportation Program Funding, 20% Massachusetts State Funds**

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

List Local or Federal Permits and Approvals: **Federal Highway Administration Categorical Exclusion Check List, U.S. Army Corps of Engineers Programmatic General Permit, National Pollution Discharge Elimination System Construction General Permit & Storm Water Pollution Prevention Plan, Massachusetts Coastal Zone Management**

Consistency Certification, U.S. Coast Guard Permit and Local Conservation Commission Order of Conditions,.
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	30		
New acres of land altered		4	
Acres of impervious area	20	4	24
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration		0	
Acres of new non-water dependent use of tidelands or waterways		-48 SF (Removal of Piers)	
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	79,500	0	79,500
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
- ☐ Superseding 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:

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

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_____) ☒No

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

☐Yes (Specify_____) ☒No

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

☐Yes (Specify_____) ☒No

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 (MassHighway) proposes mainline and ramp interchange safety improvements along approximately 2 Miles of Route 128 between Route 114 in Peabody and Route 62 in Danvers. The project will be constructed in two phases, each approximately 1 mile long. Phase 1 extends from the interchange with Route 114 in Peabody to just south of the bridge over the MBTA railroad in Danvers. Phase 2 extends from the railroad bridge to just north of the interchange with Route 62.

The project includes construction of acceleration / deceleration (accel / decel) lanes at the interchanges, modifications to the ramp terminal geometry, construction of full width outside shoulders, provision of 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 bridges will be modified to accommodate the proposed widening including the bridge over the Porter River.

MassHighway has conducted a Type I noise analysis for Danvers/Peabody Route 128 project, specifically in the areas of the proposed interchange improvements at the Route 62 interchange and the High Street interchange. If it is determined that noise levels exceed the Type I noise abatement criteria and noise abatement meets the Type I policy criteria of reasonableness and feasible, noise abatement will be proposed. Details of this study will be developed as the final design is progressed. Public participation will be an element of any proposed noise mitigation.

Existing Conditions

Route 128 is classified as an Interstate Highway System Road. In addition to being a major commuter route, Route 128 within the project area provides access to the North Shore Shopping Center, the Liberty Tree Mall, major cinema complexes and other associated commercial developments. Average daily traffic is approximately 79,500 vehicles per day, with peak hour directional volumes reaching 3,700 vehicles. The existing interchanges do not include acceleration/ deceleration ramps onto the mainline Route 128 and contribute to driver indecision and higher than average accident rates, especially for rear-end and merging collisions. The increase in traffic related to the commercial growth in the area adds to the conflicts at the on and off ramps.

The typical existing roadway section consists of two 12 foot travel lanes, and an 8 foot shoulder in each direction separated by guardrail and chain link fence. The median varies in width from 16 feet at the southerly end, to 5 feet along the mid point, to 20 feet at the northerly end. The existing roadway, from edge of pavement to edge of pavement, is between 69 feet and 84 feet wide including the median.

The project includes a total of six bridges. Bridge D-03-18 carries Route 128 over the Waters River. The existing

3 span bridge is supported on stone abutments and wooden piers. The bridge measures 62 feet in length and 95 feet in width and has a clear span of 10.5 feet . The existing bridge is structurally deficient and will be replaced as a part of this project. Bridge D-03-19 is a 70 foot long 120 foot wide culvert that carries Route 128 over the Crane River. Modifications to the existing culvert will not be required since the existing length and width of the culvert and roadway bed is more than adequate for the proposed roadway improvements. Bridge D-03-20 carries Route 128 over the MBTA. The existing 3 span structure is 92 feet in length and 92 feet wide. The existing structure consists of 2 concrete and stone abutments and concrete piers and has been deemed structurally and functionally deficient. Therefore the existing bridge will be reconstructed. Bridge D-03-21 carries Route 128 over High Street in Danvers. The existing 65 foot long structure is 82 feet wide and will accommodate the proposed improvements with minor modifications to the roadway layout. Bridge D-03-22 carries Route 128 over the Porter River. The existing bridge will not require any modifications because its 30 foot length and 82 foot width will be adequate for the proposed roadway improvements. Bridge D-03-25 carries Route 128 over Elliot Street. The existing single span structure is 60 feet in length and 92 feet wide. Modifications to Bridge D-03-25 will not be required to accommodate proposed roadway improvements.

Proposed Improvements

The proposed project will provide two 12.3 foot travel lanes, and a 10 foot paved outside shoulder in each direction. The median will be a uniform 13.52 feet wide which includes a 4.10 foot paved inside shoulder for both northbound and southbound roadways. A pre-cast concrete barrier will be provided in the median to separate the northbound and southbound lanes. Accel/decel lanes will be provided at all interchanges within the project limits. The proposed project would result in a roadway width that varies between 82 to 92 feet where it widens to accommodate the accel/decel lanes. Proposed construction activities include roadway reconstruction, cold planning of existing roadway surfaces, minor widening of the roadway in the vicinity of exit and entrance ramps to provide accel/decel lanes. The roadway banks will be steepened to support the roadway base and avoid impacts to coastal and inland wetland resources.

Proposed bridge reconstruction of the Route 128 Bridge over the Waters River (D-003-18) will consist of a single span structure comprised of a pre-stressed concrete deck beam structure 70 feet in total length. The proposed bridge will be constructed to a total width of 97 feet curb to curb. The bridge will be elevated to provide a consistent level roadway. Therefore the low chord elevation will increase from the existing 10.5 feet to 20 feet. The proposed bridge will be supported on integral abutments placed directly behind the existing bridge abutments to avoid impacts to the Waters River. The existing timber bents for the Waters River Bridge will be cut off at the mud line. This will be done at low tide and have a minimum impact on resources and water quality. The project will not alter the volume or rate of flow in the river. There may be temporary impacts resulting from the demolition of the existing Waters River Bridge. Netting or other shielding will be included in the demolition plans to minimize impacts to the Waters River.

The Route 128 Bridge over the MBTA Right-of Way (D-003-20) will be reconstructed with an in kind structure. The proposed 3-span bridge will include a pre-stressed concrete superstructure supporting a poured deck structure. Concrete abutments will be constructed behind the existing bridge abutments. Two sets of existing concrete piers will be reconstructed in place. The proposed bridge will consist of two 26 foot spans and one central 36 foot span, the total bridge length will be 90 feet. The proposed bridge width widens from 108 feet to 130 feet curb to curb to accommodate the construction of accel/decel lanes at the High Street Interchange.

Wetland resources include both inland and coastal wetlands which are located at the toe of the side slopes for the roadway and bridge crossings. Inland resources include bordering vegetated wetlands, inland banks and riverfront. Coastal wetlands include salt marsh, mudflats and land under the ocean. The Route 128 project area includes bridges over three tidal rivers, the Waters River, the Crane river, and the Porter River. All three rivers flow to the Danvers River, which flows to Beverly Harbors. According to the MassGIS data layer, anadromous fish runs, are present in the Crane and Porter rivers, but not present in the Waters River. The project will not permanently impact wetlands. The roadway banks will be steepened and stabilized in order to avoid wetland impacts.

The Route 128 mainline and ramps have a closed drainage system. The system consists of a series of inlets with