



**Environmental  
 Notification Form**

<i>For Office Use Only</i> Executive Office of Environmental Affairs	
EOEA No.:	12981
MEPA Analyst:	ANDREA DAMESS
Phone:	617-626-1028

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: <b>Route 3/Burgin Parkway Interchange Improvements – Quincy, Massachusetts</b>		
Street: <b>Burgin Parkway, Centre Street, and Crown Colony Drive</b>		
Municipality: <b>Quincy</b>	Watershed: <b>Boston Harbor</b>	
Universal Transverse Mercator Coordinates: <b>333506 E / 4677156 N</b>	Latitude: <b>42 13' 51" N</b>	Longitude: <b>71 01' 03" W</b>
Estimated commencement date: <b>Spring 2004</b>	Estimated completion date: <b>Spring 2006</b>	
Approximate cost: <b>\$18,000,000.00</b>	Status of project design: <b>25</b>	%complete
Proponent: <b>City of Quincy – Department of Public Works</b>		
Street: <b>55 Sea Street</b>		
Municipality: <b>Quincy</b>	State: <b>MA</b>	Zip Code: <b>02169</b>
Name of Contact Person From Whom Copies of this ENF May Be Obtained: <b>Edward T. Hutchinson</b>		
Firm/Agency: <b>Rizzo Associates, Inc.</b>	Street: <b>1 Grant Street</b>	
Municipality: <b>Framingham</b>	State: <b>MA</b>	Zip Code: <b>01701-9005</b>
Phone: <b>(508) 903-2078</b>	Fax: <b>(508) 903-2001</b>	E-mail: <b>ehutchinson@rizzo.com</b>

- 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: (Yes-does not exceed any mandatory (EIR) thresholds)
- 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): **Massachusetts Highway Department**

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 – Quincy Conservation Commission**  
**NPDES Construction General Permit - USEPA**

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

- |                                 |                                       |  |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land   | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands      |
| <input type="checkbox"/> Water  | <input type="checkbox"/> Wastewater   | <input checked="" type="checkbox"/> Transportation             |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air          | <input type="checkbox"/> Solid & Hazardous Waste               |
| <input type="checkbox"/> ACEC   | <input type="checkbox"/> Regulations  | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
<b>LAND</b>				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superceding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input checked="" type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i>
Total site acreage	13.1			
New acres of land altered		1.8		
Acres of impervious area	7.8	1.8	9.6	
Square feet of new bordering vegetated wetlands alteration		- 0 -		
Square feet of new other wetland alteration		7,330 Riverfront Area Prev. Disturbed		
Acres of new non-water dependent use of tidelands or waterways		- 0 -		
<b>STRUCTURES</b>				
Gross square footage (Bridge)	17,740	26,114	43,854	
Number of housing units	- 0 -	- 0 -	- 0 -	
Maximum height (in feet)	- 0 -	- 0 -	- 0 -	
<b>TRANSPORTATION</b>				
Vehicle trips per day	NA	NA	NA	
Parking spaces	- 0 -	- 0 -	- 0 -	
<b>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	- 0 -	- 0 -	- 0 -	
GPD water withdrawal	- 0 -	- 0 -	- 0 -	
GPD wastewater generation/ treatment	- 0 -	- 0 -	- 0 -	
Length of water/sewer mains (in miles)	- 0 -	- 0 -	- 0 -	

**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 See Appendix B

**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 See Appendix B

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.*)

#### Project Overview

The project includes geometric and traffic control improvements at the Route 3/Burgin Parkway interchange in Quincy, Massachusetts to:

- Minimize unsafe vehicle queuing conditions on the Route 3 off-ramps leading to Burgin Parkway;
- Provide additional capacity along the Burgin Parkway to accommodate future traffic growth in the City of Quincy; and,
- Facilitate vehicular access to mass transit services available at the Massachusetts Bay Transportation Authority's (MBTA) Red Line station.

#### Project Description

The proposed project will alleviate traffic capacity constraints at the Centre Street and Burgin Parkway intersection and thereby minimize vehicle queues on the Route 3 ramps to the Burgin Parkway. The project involves new ramps at the Route 3/Burgin Parkway interchange. A grade separation for the Burgin Parkway southbound movement (toward Route 3) is proposed over Centre Street. This will involve roadway reconstruction, construction of new viaduct and retained embankment. Beginning on Burgin Parkway just south of Penn Street, the outbound roadway will split. Southbound traffic staying left will continue to the existing at-grade intersection at Centre Street. Traffic bearing right and continuing south along Burgin Parkway will pass over Centre Street en route to the Route 3, Route 128, and I-93 ramp system. The grade-separated section will provide two travel lanes and will be constructed with a maximum grade of less than seven percent. It will be constructed as a retained earth section to the extent possible minimizing construction costs and impacts to the existing sections of Burgin Parkway that will remain in place. A viaduct section will be constructed over Centre Street. The viaduct will merge with the existing viaduct carrying outbound traffic from the Quincy Adams MBTA station. This new overpass minimizes conflicts for the highest volume traffic movements through the Burgin Parkway/Centre Street intersection during the morning peak hours: the northbound left-turn movement from the Route 3 ramps on to Centre Street and the southbound movement from Burgin Parkway to Routes 3, 128 and I-95.

A new ramp is proposed from Crown Colony Drive at its intersection with Congress Street that will carry traffic from Centre Street to I-93 north and Route 128. The ramp will be constructed on retained earth and will join the southbound flow from Burgin Parkway downstream of the MBTA ramp and Burgin Parkway merge location. Traffic using this ramp will not be required to weave with other traffic using the Burgin Parkway, which will minimize traffic weaving conditions on the Route 128/I-93 ramps. A channelized ramp is also proposed to be constructed from northbound Crown Colony Drive and bypass the Crown Colony Drive/Centre Street and Burgin Parkway/Centre Street intersections to connect with southbound Burgin Parkway ramps.

At-grade improvements are also proposed for several intersections. At Burgin Parkway/Centre Street, proposed

improvements include modifications to the eastbound traffic island to provide improved channelization; reconstruction of the southbound at-grade approach from four to three lanes; handicap ramps; dilemma zone detection and advanced Warning Beacons (northbound approach); signal timing adjustments to accommodate changed traffic patterns. At Burgin Parkway/Penn Street/MBTA Driveway, proposed improvements include dilemma zone detection and advanced Warning Beacons (southbound approach); signal timing modifications to accommodate future traffic patterns/growth; and handicap ramps. Planned improvements for Crown Colony Drive/Centre Street, including widening of westbound Centre Street, traffic island modifications, and crosswalks, will be provided as mitigation for the recently completed Home Depot. Signal modifications are also proposed to accommodate changed traffic patterns. Proposed improvements for Crown Colony Drive/Congress Street/New Ramp include signalization; re-striping eastbound Congress Street approach (one exclusive left-turn lane and one shared left/through/right lane); widening for both northbound (to three lanes) and southbound (to four lanes) approaches to provide exclusive turn lanes; and handicap ramps.

A diagram of the existing roadway/ramp system is provided in Figure 1-2, Existing Conditions, and a diagram of the proposed roadway/ramp system is provided in Figure 1-3, Proposed Conditions, at the end of this report.

## Alternatives

Several alternatives were considered to relieve the existing and future traffic. The Massachusetts Highway Department evaluated the traffic operations and engineering analyses that are summarized herein and selected three viable alternatives from which a preferred alternative was chosen. The first alternative included construction of a single flyover from Burgin Parkway (at Penn Street) southbound to Route 3/128/I-95 ramps. The ramp to Route 3 from MBTA Quincy-Adams Station merges with the traffic from the flyover ramp and joins with traffic from the Burgin Parkway/Centre Street intersection. Alternative 1 is shown in Figure 2-1.

The second alternative, shown in Figure 2-2, included a flyover from Burgin Parkway southbound to Route 3 and a ramp from Crown Colony Drive to the Route 128/I-93 ramps. In addition, the ramp from the MBTA Quincy-Adams Station separates to have one lane merge onto the new Crown Colony Office Park ramp (southbound highway traffic only), and the second lane merge with a ramp from the Burgin Parkway/Centre Street intersection (northbound highway traffic only). The flyover from Burgin Parkway divides and joins the two other ramps. This alternative relieves some of the traffic congestion at the Burgin Parkway/Centre Street intersection, and eliminates all weaves.

The third alternative, which is the preferred alternative, includes the flyover from Burgin Parkway southbound to Route 3/128/I-93 ramps and an entrance to Route 128/I-93 ramps at the intersection of Crown Colony Drive and Congress Street. In this case, however, the ramp from the MBTA Quincy-Adams Station merges with the Burgin flyover at a single location. Alternative 3 is shown in Figure 2-3.

The proposed alternatives were compared in terms of traffic volumes, intersection peak hour levels of service, ramp weave/merge operations, ramp queuing conditions, construction cost, and visual impacts. All three alternatives provide similar benefits to ramp queuing. Alternatives 2 and 3 provide significant decreases in intersection traffic volumes at Burgin Parkway/Centre Street and Crown Colony Drive/Centre Street. As a result, reduced delay and better operating conditions are expected for both of these alternatives. Alternative 1 results in decreased traffic volumes and improved traffic operations at Burgin Parkway/Centre Street, but slight increases in traffic volumes at Crown Colony Drive/Centre Street. Thus, for Crown Colony Drive/Centre Street, only Alternatives 2 and 3 show improvement in delay and level of service. Alternatives 2 and 3 also provide the greatest improvements for weave/merge operations.

Alternative 1 was eliminated from consideration because it does not relieve the traffic congestion at the Centre Street intersections with Crown Colony Drive and Burgin Parkway. Alternative 3 is preferred because it creates improved vehicle flow through two of the critical study intersections. Although Alternative 2 creates the same vehicle flow through the intersections, it is a more costly project. Alternative 2 would also require the construction of a three level interchange, with associated visual impacts, and require the acquisition of additional right of way.