

# ENF Environmental Notification Form

*For Office Use Only*  
Executive Office of Environmental Affairs

EOEA No.: 13331  
MEPA Analyst: Leandra Dames  
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 128 Overpass/Interchange 19 Reconstruction Project</b>		
Street: <b>Route 128/Brimbal Avenue</b>		
Municipality: <b>Beverly</b>	Watershed: <b>North Coast</b>	
Universal Tranverse Mercator Coordinates: <b>Zone 19 346263 E, 4715053 N</b>	Latitude: <b>42d 34' 28" N</b>	Longitude: <b>-70d 52' 24" W</b>
Estimated commencement date: <b>Jan. 2007</b>	Estimated completion date: <b>Jan. 2010</b>	
Approximate cost: <b>\$12 million</b>	Status of project design: <b>0 %complete</b>	
Proponent: <b>City of Beverly / Massachusetts Highway Department</b>		
Street: <b>Ten Park Plaza</b>		
Municipality: <b>Boston</b>	State: <b>MA</b>	Zip Code: <b>02116</b>
Name of Contact Person From Whom Copies of this ENF May Be Obtained: <b>Patrick Leahy</b>		
Firm/Agency: <b>MassHighway</b>	Street: <b>Ten Park Plaza, Room 4260</b>	
Municipality: <b>Boston</b>	State: <b>MA</b>	Zip Code: <b>02116</b>
Phone: <b>617.973.8245</b>	Fax: <b>617.973.8879</b>	E-mail: <b>patrick.leahy@mhd.state.ma.us</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:

a Single EIR? (see 301 CMR 11.06(8))	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Special Review Procedure? (see 301CMR 11.09)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Phase I Waiver? (see 301 CMR 11.11)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> 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):

**\$5 million from 1997 State Transportation Bond Issue; Construction funding provided by MassHighway**

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: National Environmental Policy Act (NEPA) Review/Approval; U.S. Army Corps of Engineers (ACOE) Wetlands Permit. Local: MGL Ch. 131 Beverly Conservation Commission Approval - Order of Conditions**

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

**An ENF is required for this project pursuant to 301 CMR 11.03(1)(b)1, 11.03(1)(b)2, 11.03(6)(b)1.a. and 11.03(6)(b)1.b.**

- |  |                                       |  |
|--|---------------------------------------|--|
| <input checked="" 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"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input checked="" type="checkbox"/> 401 Water Quality Certification <input 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 checked="" type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i>
Total site acreage	<b>42.3 ac. +/-</b>			
New acres of land altered		<b>26.8 ac. +/-</b>		
Acres of impervious area	<b>14.1 ac. +/-</b>	<b>8.1 ac. +/-</b>	<b>22.2 ac. +/-</b>	
Square feet of new bordering vegetated wetlands alteration		<b>&lt; 5,000 ft<sup>2</sup></b>		
Square feet of new other wetland alteration		<b>0</b>		
Acres of new non-water dependent use of tidelands or waterways		<b>0</b>		
<b>STRUCTURES</b>				
Gross square footage	<b>0</b>	<b>0</b>	<b>0</b>	
Number of housing units	<b>0</b>	<b>0</b>	<b>0</b>	
Maximum height (in feet)	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TRANSPORTATION</b>				
Vehicle trips per day				
<b>Sohier Road</b>	<b>12,900</b>	<b>-1,400</b>	<b>11,500</b>	
<b>Brimbal Avenue</b>	<b>18,900</b>	<b>-8,700</b>	<b>10,200</b>	
<b>Dunham Road</b>	<b>4,900</b>	<b>-4,500</b>	<b>400</b>	
<b>Proposed Access Road</b>	<b>0</b>	<b>+14,600</b>	<b>14,600</b>	
Parking spaces	<b>0</b>	<b>0</b>	<b>0</b>	
<b>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	<b>0</b>	<b>0</b>	<b>0</b>	
GPD water withdrawal	<b>0</b>	<b>0</b>	<b>0</b>	
GPD wastewater generation/ treatment	<b>0</b>	<b>0</b>	<b>0</b>	
Length of water/sewer mains (in miles)	<b>0</b>	<b>0</b>	<b>0</b>	

**NEPA Review**

**US ACOE Review**

**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

According to the Natural Heritage and Endangered Species Program (NHESP) Atlas Maps (see Attachment 2) there is a potential vernal pool located within the project area, however, based upon the location(s) shown on the NHESP atlas no impacts to any vernal pools are anticipated. Following the detailed topographic base plan preparation including delineation of wetland and other environmental resources (i.e., vernal pools, etc.), the designers will work with the Beverly Conservation Commission and the NHESP Office to eliminate or minimize any impacts to the greatest extent practicable.

**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 project involves the reconstruction of Interchange 19 on Route 128 in the City of Beverly. The reconstruction is necessary to relieve operational and safety deficiencies associated with the existing interchange as well as providing improved access to adjacent areas, including the Norwood's Pond recreational (open space) area. The project includes improvements to Route 128, Brimbal Avenue, Sohier Road, Dunham Road, Otis Road, and the Interchange 19 ramp system. It also includes the construction of a series of new ramps and access roads that are designed to improve vehicular circulation for both businesses and residents in the area. No increase in traffic is projected as a result of this project. The overall area of the project is approximately 42.3 acres. It is abutted by a variety of land uses, including commercial, light industrial, single-family residential, condominiums, municipal landfill, and a cemetery. The project is consistent with the ongoing comprehensive interchange improvement program along Route 128.

The preferred design alternative (Alternative #3) retains two existing interchange ramps, the northbound off-ramp at Sohier Road and the southbound on-ramp at Brimbal Avenue. The off-ramp to the rest area continues beyond the rest area and forms an off/on-ramp connection to a proposed overpass. The new overpass connects Brimbal Avenue and Dunham Road following the alignment of the existing Otis Road. New diamond type on/off-ramps would provide direct access to Route 128 in the southbound direction and Dunham Road would be dead-ended just south of the proposed overpass location. The intent of these improvements is to enhance safety by improving deficient geometrics associated with the existing interchange ramps; to reduce delays and improve air quality by reducing congestion; improve local access by separating regional and local traffic flows and minimize impacts by reducing proposed right-of-way takings.

### Reconstructed Interchange and Access Road (Preferred Design Alternative #3)

The proposed access road would provide access to the Norwood's Pond area from Brimbal Avenue. The access road would depart Brimbal Avenue south of Route 128, at the vicinity of the intersection with Otis Road, and follow the existing layout of Otis Road northerly and pass over Route 128 and eventually tie in to the existing site drive at Parker Brothers. The typical cross section of the access road would be 2-lane section, consisting of 1 - 12.0 ft. through lane in each direction, 2 - 8.0 ft. shoulders and a 6.0 ft. sidewalk located on the east side of the roadway. The total width would be 46.0 ft.

The proposed bridge would be located approximately 1,640 ft. east of the existing Brimbal Avenue Bridge. The typical cross section of the proposed bridge would be a 3-lane section consisting of 1 - 12.0 ft. through lane in each direction, 2 - 8.0 ft. shoulders, a 12.0 ft. exclusive back to back left turn lane and a 6.0 ft. sidewalk located on the east side of the roadway. The total width would be 58.0 ft.

Access to Parker Brothers, Dunham Castle condominiums, the North Shore Music Theater, Essex County News, Maestranzi Brothers and Naugler Engineering would be provided off of the access road. The reconstructed interchange and access road will significantly improve existing traffic, safety, air quality and quality of life for the entire area.

Three traffic signals are being proposed along the access road; one at the intersection with Brimbal Avenue, the second at the intersection with the Route 128 northbound on/off ramps and the third one at the intersection with the Route 128 southbound on/off ramps. In addition, an unsignalized intersection would be located approximately north of the Route 128 southbound on/off ramps at the proposed frontage road. The proposed traffic signals will provide the necessary traffic and safety controls for the reconstructed interchange and access road system.

### Dunham Road / Proposed Frontage Road (Preferred Design Alternative #3)

Dunham Road would remain as existing from the intersection with Brimbal Avenue to the Essex County News. Here Dunham Road would be dead-ended and access to the businesses located at the eastern end of Dunham Road would be prohibited from this street. Access to those businesses would be provided off a proposed frontage road.

The proposed frontage road would depart the access road approximately 361 ft. north of the Route 128 southbound on/off ramps and follow the existing Dunham Road right-of-way to Naugler Engineering. The typical cross section of the frontage road would be a 2-lane section, consisting of 1 - 12.0 ft. through lane in each direction, 2 - 4.0 ft. shoulders and a 6.0 ft. sidewalk located on the south side of the roadway. The total width would be 38.0 ft. The existing Dunham Road right-of-way was utilized to minimize impacts to the existing wetland area located adjacent to Parker Brothers.

### Brimbal Avenue (Preferred Design Alternative #3)

Brimbal Avenue would be upgraded from Sohier Road to the proposed intersection with the access road. Upgrades would include a back-to-back left turn lane and a sidewalk located on the southeasterly side of the roadway. The upgraded typical cross section would consist of a 2-lane section, consisting of 1 - 12.0 ft. through lane in each direction, a 12.0 ft. back-to-back turning lane, 2 - 2.0 ft. curb offsets and a 6.0 ft. sidewalk. The total width would be 46.0 ft.

### Alternatives

The selection process for the alternatives was based upon five key criteria parameters: traffic operations, geometric improvements, minimizing environmental impacts, quality of life improvements, and right-of-way impacts. The selection process was performed with these criteria in mind. Because of the nature of the project (existing interchange reconstruction), the proposed improvements have no feasible off-site alternative. The on-site alternatives include:

1. Alternative #1: Proposed Access Road without Interchange (Otis Road Alignment)- This alternative provides a new access road and overpass, with no new interchange ramps proposed. The existing interchange at Route 128/Brimbal Ave. (Exit 19) is maintained. The proposed access road provides a connection between the Norwood's Pond area and Brimbal Avenue via an overpass at Route 128 and following the alignment of Otis Road. The proposed connection at Brimbal Avenue is a three-legged signalized intersection. This alternative does not sufficiently address the safety concerns of Interchange 19. The three deficient ramps would continue to be utilized with increased volumes resulting from continued development of the Norwood's Pond area. Since no new interchange ramps are proposed under this

alternative, the burden of the increase in volume due to development is placed primarily on 2-lane residential roadways, Brimball Avenue and Dunham Road. This alternative does not meet the requirements of the project goals.

2. Alternative #2: Proposed Access Road without Interchange (Brimbal Avenue/Route 128 Northbound Ramp Alignment) - This alternative provides a new access road and overpass, with no new interchange ramps proposed. The existing interchange at Route 128/Brimbal Avenue (Exit 19) is maintained. The proposed access road provides a connection between the Norwood's Pond area and Brimbal Avenue via an overpass at Route 128 and following an alignment that parallels Route 128 to the south connecting to Brimbal Avenue opposite the Route 128/Sohier Road connector. This intersection is a four-legged signalized intersection. As with the previous alternative, this alternative does not sufficiently address the traffic and safety concerns of Interchange 19. The three deficient ramps would continue to be utilized with increased volumes resulting from the Norwood's Pond area. Since no new interchange ramps are proposed under this alternative, the burden of the increase in volume is placed primarily on 2-lane residential roadways, Brimbal Avenue and Dunham Road. This alternative does not meet the requirements of the project goals.
3. Alternative #3: Proposed Access Road with Diamond Interchange - This alternative provides a new access road, overpass and diamond interchanges. The intersections of the proposed access road with the proposed diamond ramps are signalized. The proposed connection at Brimbal Avenue is a three-legged signalized intersection. This alternative removes the deficient ramps at Interchange 19 and alleviates congestion on Brimbal Avenue by providing interchange connections at the proposed access road. Only a partial land taking is required, and no buildings are impacted. Full access is maintained to the Rest Area NB. This alternative would require a modification of the site to accommodate the proposed off-ramp from Route 128.
4. Alternative #4: Proposed Access Road, Overpass and Interchange (Half Diamond SB/ Partial Cloverleaf NB) - This alternative provides a new access road, overpass and interchange ramps. The intersections of the proposed access road with the proposed ramps are signalized. The proposed connection at Brimbal Avenue is a three-legged signalized intersection. This alternative removes the deficient ramps at Interchange 19 and alleviates congestion on Brimbal Avenue by providing interchange connections at the proposed access road. In this alternative, existing access is maintained along the frontage road serving the Rest Area and no access is provided SB to the rest area in order to provide sufficient distance between the exiting traffic from the rest area and the proposed cloverleaf leading to the proposed access road.
5. Alternative #5: Proposed Access Road, Overpass and Interchange (Half Diamond SB/ Partial Cloverleaf NB) - This alternative provides a new access road, overpass and interchange ramps. The intersections of the proposed access road with the proposed ramps are signalized. The proposed connection at Brimbal Avenue is a three-legged signalized intersection. This alternative removes the deficient ramps at Interchange 19 and alleviates congestion on Brimbal Avenue by providing interchange connections at the proposed access road. In this alternative the access to the Rest Area is modified by closing the existing entrance/exit points along the frontage road and replaced by a 4-way signalized intersection at the proposed access road. This alternative does provide a connection to/from the rest area via the proposed access road.
6. Alternative #6: Proposed Access Road, Overpass and Interchange (Partial Cloverleaf) - This alternative provides a new access road, overpass and interchange, with a frontage road provided from Route 128 southbound between the proposed off-ramp at the proposed access road and the proposed on-ramp at Interchange 19. The intersection of the proposed access road with the Route 128 northbound ramp connector road is unsignalized. The proposed connection at Brimbal Avenue is a three-legged signalized intersection. This alternative removes the deficient ramps at Interchange 19 and alleviates congestion on Brimbal Avenue by providing interchange connections at the proposed access road. However, this alternative impacts Dunham Road in the vicinity of Brimbal Avenue due to the proposed frontage road and includes approximately 5 residential takings. Because of the excessive right-of-way impacts (approx. 5 residential takings), this alternative does not meet the requirements of the project goals.
7. Alternative #7: No-Build Alternative - The no build alternative will not relieve congestion or improve capacity at the Route 128/Brimbal Avenue Interchange necessary to alleviate the existing traffic and safety concerns for the project area. All intersections currently function at level of service F. This alternative does not meet the requirements of the project goals.