



THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF TRANSPORTATION
MASSACHUSETTS HIGHWAY DEPARTMENT

ECT

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April 27, 2007

RE: Salem, North Street Reconstruction (601323)
Reconfiguration of Ramps at North Street/Bridge Street Interchange
Non-Federal Aid Extra Work Order for a Federal Aid Project
Section 106 Review—No Adverse Effect

Ms. Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Dear Ms. Simon:

The Massachusetts Highway Department (MassHighway) reviewed the Federal aid North Street Reconstruction Project in June 2005 under the terms of the 2004 Massachusetts Statewide Programmatic Agreement (PA) for Section 106 of the National Historic Preservation Act of 1966, as amended [36 CFR Part 800.3(a)(2)]. At that time, MassHighway determined that the project would have No Effect on National Register-listed or –eligible properties within the project area and cleared the project under Section V.B. of the PA. A copy of the MassHighway Cultural Resource Database record for that project, along with project plans, pertinent correspondence, and photographs, are enclosed for your information with this submittal. The North Street reconstruction project presently is under construction.

At this time, MassHighway is proposing additional work on the North Street Reconstruction project that will be funded by a non-federal aid extra work order under the existing construction contract. This extra work order involves modifications to the existing paved highway ramps at the North Street/Bridge Street interchange north of Federal Street to accommodate expansion of the Essex County Courthouse complex, as proposed by the Division of Capital Asset Management (DCAM). MassHighway has coordinated closely with DCAM regarding the roadway work proposed under the extra work order and understands that DCAM has discussed this roadway work at public meetings held in Salem in January 2007. Representatives from the Salem Historical Commission and Historic Salem, Incorporated, among many other groups and individuals, were present at those well-attended public meetings.

Although the extra work order will be funded in full by the Commonwealth of Massachusetts, MassHighway has reviewed the work under Section 106 as an addendum to the original Federal aid North Street reconstruction project (MHD #601323). MassHighway has determined that the ramp alterations proposed under the extra work order will have No Adverse Effect on properties

that are listed in the National Register of Historic Places, which include the Pierce-Nichols House, a National Historic Landmark (NHL). The results of that review are provided below.

Project Description, Extra Work Order

The extra work order for the North Street Reconstruction project involves modifications to the ramps at both the easterly and westerly sides of North Street at Bridge Street. Ramps on the easterly side of North Street carry traffic between northbound North Street and Bridge Street. Ramps on the westerly side of North Street carry traffic between southbound North Street and Bridge Street. Neither ramp is presently signalized. At the easterly side of North Street, in the area adjacent to the First Baptist Church at 54 Federal Street, vehicular access to the existing ramps will be eliminated and all traffic between North Street and Bridge Street will be directed to the realigned and newly signalized ramps at the westerly side of North Street.

Proposed work at the ramps on the easterly side of North Street involves construction of new cement concrete sidewalks with granite curbs and concrete wheelchair ramps along North Street, Federal Street, and Bridge Street across the entrances and exits to the ramps and at the outer edges of the traffic islands to prohibit vehicular access to those ramps. The ramps at the easterly side of North Street are located within the City right-of-way and that land will be made available to DCAM for construction activities associated with the Essex County Courthouse expansion project after the ramps are closed to traffic. The MassHighway work at this location will be limited to sidewalk construction and will not involve building construction, building relocation, or building demolition, nor will it involve pavement removal or landscape work.

Proposed work at the ramps on the westerly side of North Street includes widening and realigning the tops of the ramps where they intersect with southbound North Street. The large triangular traffic island in between the two ramps at that location will be removed and a new, narrow, oblong island will be constructed in its place. The southerly side of the ramp leading up to North Street from Bridge Street also will be widened by a maximum of fifteen feet into the existing graded and landscaped roadside area. A new sidewalk with granite curbs will be constructed along the southerly side of this ramp. The area behind the new sidewalk will be graded to a maximum width of ten feet and will then be covered with loam and seeded with grass. The street trees behind the existing sidewalk will be removed and new trees will be planted at the back of the new sidewalk.

The northerly side of the ramp leading down from southbound North Street to Bridge Street also will be widened by approximately three feet into the existing graded roadside area. A new sidewalk with granite curbs will be constructed at that location between the existing paved walkway leading up from Bridge Street and the existing sidewalk on North Street. The area behind the new sidewalk will be graded to a maximum width of ten feet and will then be covered with loam and seeded with grass.

The westerly ramps will be signalized at both the top intersection with North Street and the bottom intersection with Bridge Street. A section of the existing narrow raised traffic island in the middle of North Street will be removed to allow traffic from northbound North Street to turn left across southbound traffic onto the westerly ramp down to Bridge Street and to allow traffic coming up from Bridge Street to turn left onto northbound North Street.

Other work associated with the extra work order will include narrowing Federal Street at both the east and west sides of the intersection with North Street to create a more perpendicular alignment. This will be accomplished by bumping out the northwest, southeast, and southwest corners of the intersection into Federal Street. New cement concrete sidewalks with wheelchair ramps and granite curbs will be constructed at the four corners of this intersection.

All work associated with this extra work order will be undertaken within the existing City right-of-way and no property takings are required.

Recorded/Identified Cultural Resources Within/Adjacent to Project Area

A review of the State/National Registers of Historic Places revealed that the ramps that form the interchange between North Street and Bridge Street abut two listed historic districts: the Federal Street Historic District on the easterly side of North Street and the Chestnut Street Historic District on the westerly side. Contributing buildings within the Federal Street Historic District that are immediately adjacent to the project area include the First Baptist Church (SAL.1443) at 54 Federal Street and four residences at 58 Federal Street (SAL.1442), 60 Federal Street (SAL.1441), 62 Federal Street (SAL.1440), and 65 Federal Street (SAL.1453). The residences at #62 and #65 Federal Street are known respectively as the Lydia Cook House and the Daniel Jewett House. Contributing buildings within the Chestnut Street Historic District that are immediately adjacent to the project area include the residence at 76 Federal Street (SAL.1647), the Joseph Sprague House (SAL.1646) at 78 Federal Street, the Pierce-Nichols House at 80 Federal Street (SAL.1645), and the Alvin J. Mooney House (SAL.1644) at 82 Federal Street. The Georgian-style Pierce-Nichols House, which was constructed in 1782, also is individually listed in the National Register and is a NHL. The backyard of the Pierce-Nichols House property abuts the project area and the rear portion of the house is visible from the westerly ramps at the North Street/Bridge Street interchange.

A review of the Inventory of Historic and Archaeological Assets of the Commonwealth revealed no other inventoried properties adjacent to the North Street ramps. An uninventoried four-story, masonry industrial building at 295 Bridge Street, just west of the ramp leading up to southbound North Street, is outside of the boundaries of the Chestnut Street Historic District. This building, which appears to have been constructed in the late-19th century or early-20th century, presently houses a plumbing supply company. It does not appear to possess the distinguishing characteristics necessary for individual listing in the National Register.

A review of the MHC archaeological base maps revealed no recorded prehistoric sites in the vicinity of the project area.

Project Impacts to Cultural Resources

Based on the nature of the proposed work MassHighway has determined that the reconfiguration of the ramps at the North Street/Bridge Street interchange will not adversely affect the character-defining features of the NHL Pierce-Nichols House, the Chestnut Street National Register Historic District, or the Federal Street National Register Historic District. The existing ramps are modern roadway features that are outside of the boundaries of those NR-listed properties. The

roadway widening, construction of new sidewalks, and replacement of street trees at the ramps on the westerly side of North Street will be undertaken along heavily graded roadside areas within the existing highway layout and will not adversely affect the abutting Pierce-Nichols House or other contributing properties within the Chestnut Street Historic District. The proposed new street trees at the new back of sidewalk along the southerly edge of the ramps will continue to provide a landscape buffer between the rear of the historic properties along Federal Street and the highway ramps. The new masthead traffic signals also will be installed within the existing highway layout and will not adversely affect either the Federal Street Historic District or the Chestnut Street Historic District. The new signals will extend over the public roadways without obscuring views within the historic districts. The closure of the ramps on the easterly side of North Street and the construction of sidewalks across the entrances and exits to those ramps will not affect the abutting Federal Street Historic District. No other work is proposed by MassHighway for the ramps on the easterly side of North Street.

Project impacts are limited to the existing heavily graded modern highway ramps at the North Street/Bridge Street interchange. Little or no archaeological potential can be ascribed to the project area based on the effects of past roadway construction, grading, and landscaping.

MassHighway has coordinated with both the Salem Historical Commission (SHC) and Historic Salem Incorporated (HSI) regarding the original Federal Aid North Street Reconstruction Project. MassHighway will submit copies of this letter along with project plans and other pertinent documentation to SHC and HSI to inform those entities about the extra work proposed for the ramps at the North Street/Bridge Street interchange. MassHighway will consider any comments that SHC and HSI may wish to make about that extra work.

We solicit your office's concurrence with our finding of No Adverse Effect for the extra work proposed for the ramps at the North Street/Bridge Street interchange. Please contact Jeffrey Shrimpton (at 617-973-7497) of MassHighway's CRU staff if you have any questions regarding this project.

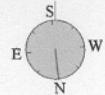
Sincerely,



Stephen J. Roper
Structural Historian
Environmental Section

encs: project plans for extra work order
project plans for North Street Reconstruction project
MassHighway Cultural Resource Database Record
photographs
correspondence

cc: Lance Kasparian, Salem Historical Commission (with encs. pertaining only to extra work order)
Barbara Cleary, Historic Salem Incorporated (with encs. pertaining only to extra work order)
Tomasz Janikula, FHWA (with all encs.)
Carol Meeker, DCAM (by email)
Gail Rosenberg, DCAM (by email)
Steve McLaughlin, MassHighway (by email)



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STEEL W BEAM HIGHWAY GUARD

STA 88+00 (CONNECT TO EXIST.) TO
90+29 (CONNECT TO EXIST.) RT.

DRAINAGE DETAILS

SEE BELOW

WATER SUPPLY ALTERATIONS

NONE

TRAFFIC SIGNAL CONDUIT

SEE BELOW

SALEM
RTH ST (RTE 114)

STATE	FED. AID PROJ. NO.	FISCAL YEAR	HEET NO.	TOTAL SHEETS
MASS.	STP-0015(400) X	2005	GP11a	XX
PROJECT FILE NO.		601323		

GENERAL PLAN

GENERAL PLAN

PROGRESS PRINT

REVISED OCT 11, 2006

SCALE 1:250

METERS

LOCATION 1 NOTES:

1. SIGNAL SHALL INCLUDE EMERGENCY VEHICLE PRE-EMPTION FOR EACH APPROACH.
2. THIS SIGNAL SHALL BE INTERCONNECTED AND COORDINATED WITH THE SIGNAL AT ESSEX STREET.
3. ALL OTHER NECESSARY REGULATORY, WARNING, GUIDE AND STREET NAME SIGNS SHALL BE SHOWN ON THE NEXT SUBMISSION.

PREFERENTIAL SEQUENCE DIAGRAM (NO PEDESTRIAN ACTUATION)

PREFERENTIAL SEQUENCE DIAGRAM (FULL PEDESTRIAN ACTUATION)

CONT'D
SHEET NO. 3

STEEL W BEAM HIGHWAY GUARD

STA 88+00 (CONNECT TO EXIST.) TO
90+29 (CONNECT TO EXIST.) RT.

DRAINAGE DETAILS

SEE BELOW

WATER SUPPLY ALTERATIONS

NONE

TRAFFIC SIGNAL CONDUIT

SEE BELOW

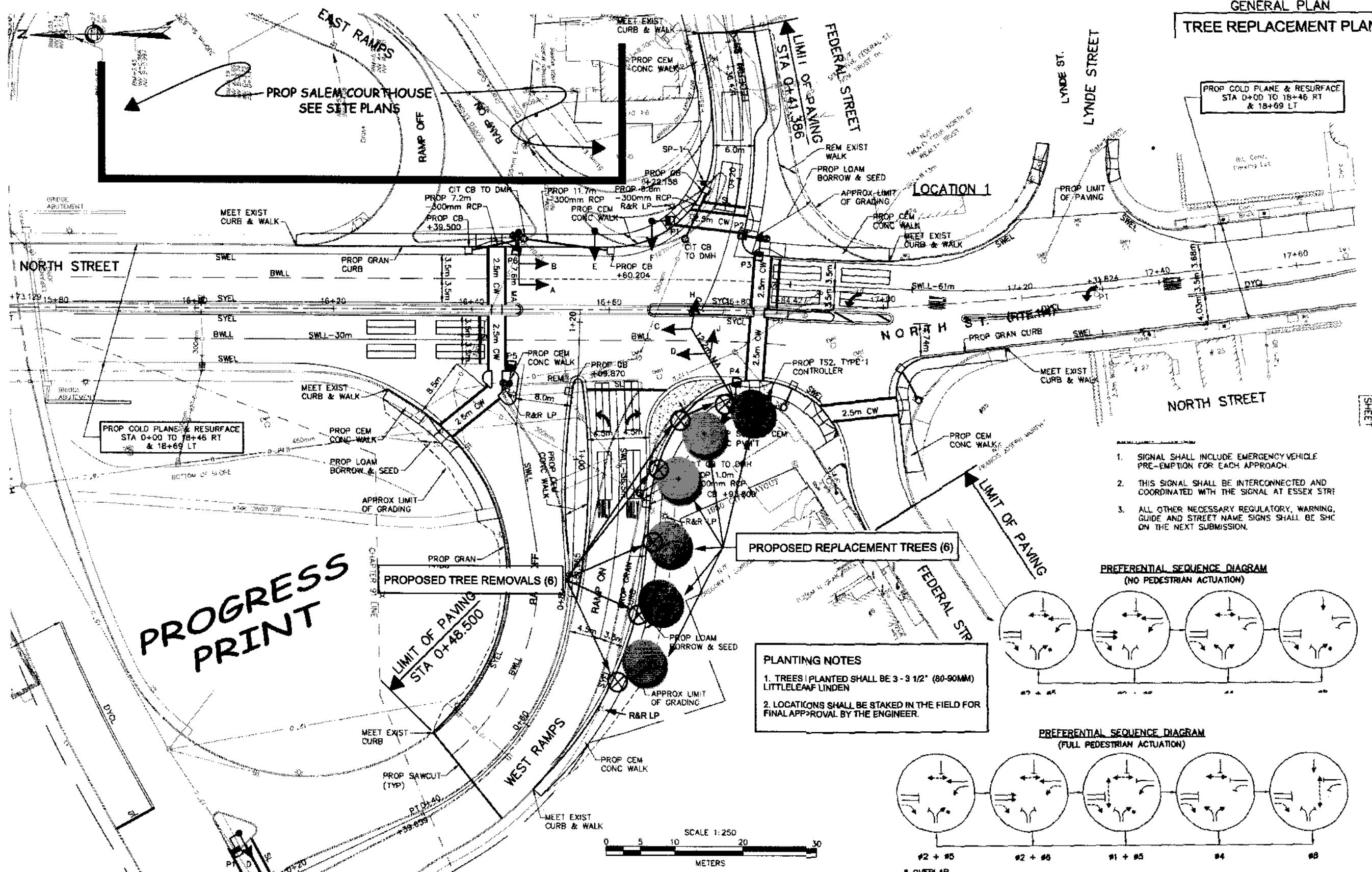
SALEM
NORTH ST (RTE 114)

STATE	PED. AND PROG. NO.	FISCAL YEAR	SHET	TOTAL NO. SCHEDULES
MASS	STP-0019(486) X	2005	0P11a	10

PROJECT FILE NO. 601323

GENERAL PLAN

TREE REPLACEMENT PLAN



STEEL W BEAM HIGHWAY GUARD

NONE

DRAINAGE DETAILS

NONE

WATER SUPPLY ALTERATIONS

NONE

TRAFFIC SIGNAL CONDUIT

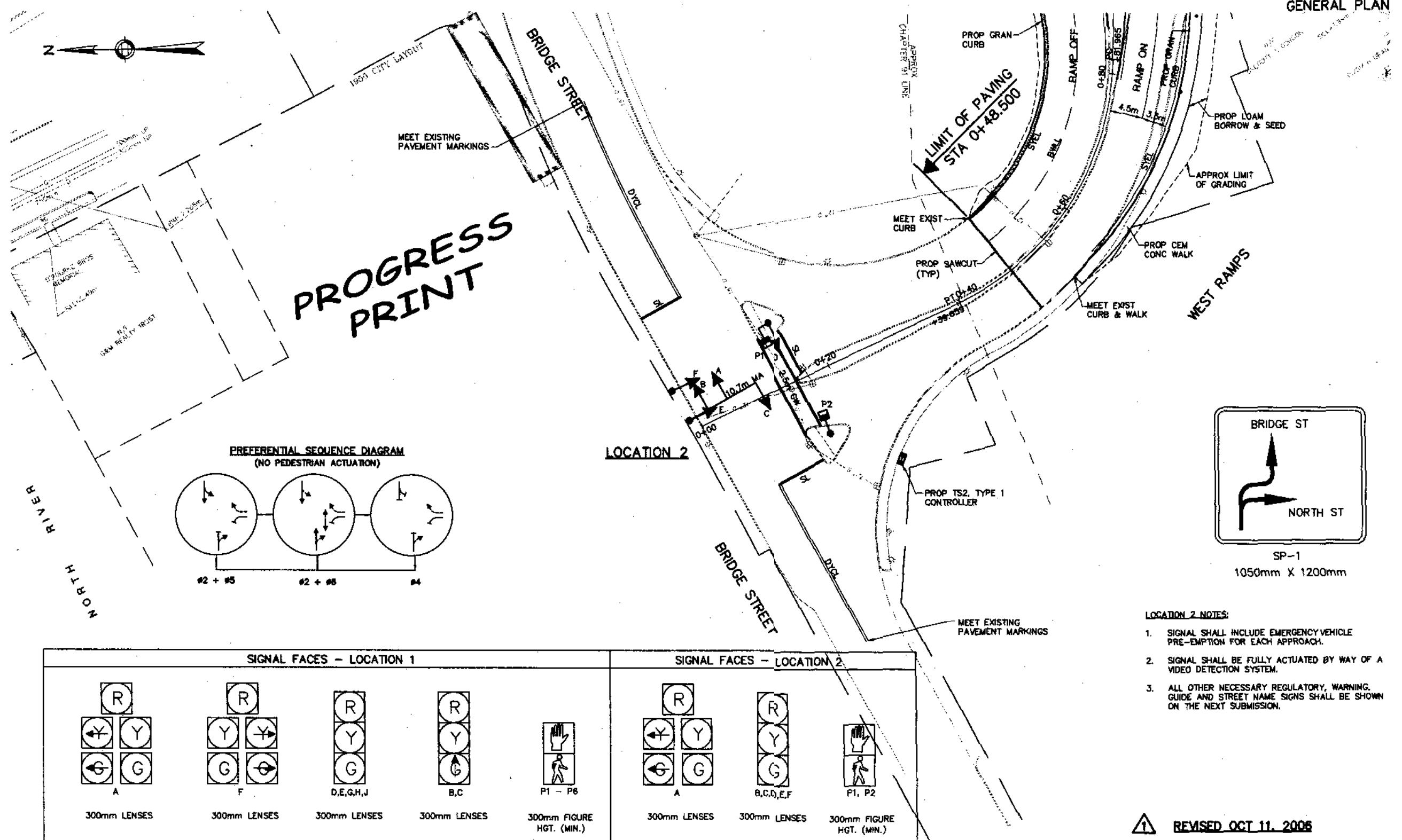
SEE BELOW

SALEM
NORTH ST (RTE 114)

STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHED. NO.
MASS.	SP-0015(400) X	2000	QP11

PROJECT FILE NO. 80132-3

GENERAL PLAN



NOTES:

1. ALL VEHICLE AND PEDESTRIAN LENSES SHALL BE LED TYPE.
2. ALL HOUSINGS TO BE PROVIDED WITH TUNNEL VISORS AND 125mm BACKPLATES.
3. ALL HOUSINGS TO BE FIXED MOUNTED.

0 5 10 20 30
METERS