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THE COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF TRANSPORTATION  
MASSACHUSETTS HIGHWAY DEPARTMENT

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**EOT**

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SECRETARY

LUISA PAIEWONSKY  
COMMISSIONER

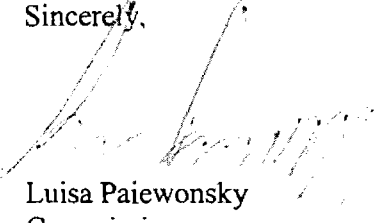
February 4, 2009

Ronald G. Bronstein  
Paradigm Development, Inc.  
1941 Davis Road  
West Falls, New York 14170

Dear Mr. Bronstein:

Please find attached the Massachusetts Highway Department's amended M.G.L. Chapter 30, Section 61 Finding for the Lowe's of Hadley project (EOEEA #13539) in Hadley. All unaffected portions of the original finding of March 12, 2008 remain in full force and effect. MassHighway has reviewed the project as part of the state environmental review process and concluded that the committed on-site and off-site improvements will satisfy its requirements for the issuance of a permit. Upon satisfactory design review of these improvements, MassHighway will issue a permit for the construction and/or modification of site highway access and associated off-site improvements. The amended finding will be incorporated into the Massachusetts Highway Department permits issued for this project. If you have any questions regarding this amended finding, please call J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (617) 973-7341.

Sincerely,



Luisa Paiewonsky  
Commissioner

LP/djm

LP/djm

Cc David Mohler, Deputy Executive Director for Planning  
Frank Tramontozzi, P.E., Chief Engineer  
Alicia McDevitt, MEPA Director, EOEEA  
Neil Boudreau, State Traffic Engineer  
Kevin Walsh, Director, Environmental Services  
Al Stegemann, P.E., District 2 Director  
Stanley Wood, P.E., Highway Design Engineer, Highway Design  
Thomas Gray, Director, Right of Way Bureau  
Marie Rose, P.E., Director, Project Management  
Public/Private Development Unit files  
Planning Board, Town of Hadley  
Pioneer Valley Planning Commission

MASSACHUSETTS HIGHWAY DEPARTMENT  
FINDING PURSUANT TO  
M.G.L. CHAPTER 30, SECTION 61

*This finding amends the specified paragraphs of a Section 61 Finding issued for this project by MassHighway on March 12, 2008.*

PROJECT NAME: Lowe's of Hadley  
PROJECT LOCATION: Hadley  
PROJECT PROPONENT: Paradigm Development, LLC  
EOEA NUMBER: 13539

IV. Specific Project Impacts and Mitigation Measures

*[REPLACE THESE PARAGRAPHS OF THE 03/12/2008 FINDING WITH THE FOLLOWING]:*

Lowe's Site Driveway/Route 9 (Russell Street) intersection

The 2010 Build with traffic mitigation scenario indicates that LOS for this new signalized intersection will be at Levels B/C (Average Delay = 12/29 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will construct this intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassHighway. Any work that would require breaking the pavement surface, such as installing conduit, must be completed during the construction of the site access drive.

There are no additional feasible means to avoid or minimize the project's traffic impacts at this location that the proponent could be required to implement.

Route 9 (Russell Street)/East Street intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels D/D (Average Delay = 48/53 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels E/E (Average Delay = 61/76 seconds) during the weekday PM/Saturday peak hours. With mitigation in place, the 2010 Build scenario indicates that the intersection will operate at LOS D/D (Average Delay = 38/58 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will modify the signal timing and phasing, and reconstruct the geometry of this intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassHighway.

There are no additional feasible means to avoid or minimize the project's traffic impacts at this location that the proponent could be required to implement.

#### Route 9 (Russell Street)/Mountain Farms Mall driveway/Hadley Crossing driveway intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels C/D (Average Delay = 32/46 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels D/E (Average Delay = 36/62 seconds) during the weekday PM/Saturday peak hours. With mitigation in place, the 2010 Build scenario indicates that the intersection will operate at LOS C/D (Average Delay = 31/55 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will modify the signal timing and phasing of this intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassHighway.

There are no additional feasible means to avoid or minimize the project's traffic impacts at this location that the proponent could be required to implement.

#### Route 9 (Russell Street)/North Maple Street/South Maple Street intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels D/E (Average Delay = 37/59 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels D/F (Average Delay = 38/92 seconds) during the weekday PM/Saturday peak hours. With mitigation in place, the 2010 Build scenario indicates that the intersection will operate at LOS C/D (Average Delay = 35/52 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will modify the signal timing and phasing, and re-stripe the lanes of this intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassHighway.

There are no additional feasible means to avoid or minimize the project's traffic impacts at this location that the proponent could be required to implement.

#### Route 9 (Russell Street)/Route 116/Westgate Center driveway intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels C/D (Average Delay = 33/38 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels C/D (Average Delay = 33/44 seconds) during the weekday PM/Saturday peak hours. With

mitigation in place, the 2010 Build scenario indicates that the intersection will operate at LOS C/D (Average Delay = 32/42 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will modify the signal timing and phasing of this intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassHighway.

There are no additional feasible means to avoid or minimize the project’s traffic impacts at this location that the proponent could be required to implement.

V. Other Mitigation Measures

*[REPLACE THIS PARAGRAPH OF THE 03/12/2008 FINDING WITH THE FOLLOWING]:*

Transit Service Enhancement

The Pioneer Valley Transit Authority (PVTA) is invited to provide bus service to the site. The proponent will coordinate with the PVTA, and upon establishment of the transit service to the site, the proponent will provide a bus shelter and sidewalks in accordance with the standards established by the PVTA.

The proponent will also contribute to the PVTA 25% of the cost, up to a maximum of \$50,000, to upgrade signal equipment to support a bus priority system at the following intersections along Route 9:

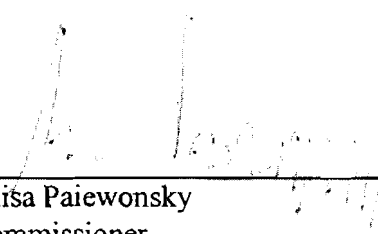
- the Route 9 (Russell Street)/East Street intersection,
- the Route 9 (Russell Street)/Lowe’s driveway/Hadley Garden Center intersection,
- the Route 9 (Russell Street)/Mountains Farms Mall/Proposed Home Depot intersection,
- the Route 9 (Russell Street)/North & South Maple Street intersection, and
- the Route 9 (Russell Street)/Route 116 intersection.

FINDINGS

For the reasons stated above, MassHighway hereby finds that, with implementation of the mitigation measures described above, all practicable means and measures will be taken to avoid or minimize adverse traffic and related impacts to the environment resulting from the Lowe's of Hadley project. Appropriate conditions consistent with this amended Section 61 Finding will be included in the access and traffic signal permits to be issued by MassHighway in order to describe more fully and ensure implementation of these measures.

February 4, 2009

DATE

  
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Luisa Paiewonsky  
Commissioner