THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF TRANSPORTATION
MASSACHUSETTS HIGHWAY DEPARTMENT

DEVAL L. PATRICK
GOVERNOR

TIMOTHY P. MURRAY
LIEUTENANT GOVERNOR

BERNARD COHEN
SECRETARY

LUISA PAIEWONSKY
COMMISSIONER

March 12, 2008

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 M.G.L. Chapter 30, Section 61 Finding for the Lowe's of Hadley project (EOEEA #13539) in Hadley. The finding will be incorporated into the Massachusetts Highway Department permits issued for this project. If you have any questions regarding this 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

TEN PARK PLAZA, BOSTON, MA 02116-3969
TELEPHONE: (617) 973-7800 • TELEFAX: (617) 973-8040 • TDD: (617) 973-7306 • WWW.MHD.STATE.MA.US

Cc David Mohler, Acting Deputy Executive Director for Planning
Frank Tramontozzi, P.E., Chief Engineer
Deerin Babb-Brott, 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

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

I. Project Description

Full-build development of the proposed project involves the construction and occupancy of 175,000 square feet of retail space in Hadley, Massachusetts. The retail project will be located on the north side of Route 9, on an 18-acre parcel. The project will provide 684 parking spaces and is estimated to have a cost of approximately $15 million.

The project proponent will apply to the Massachusetts Highway Department (MassHighway) for a permit under M.G.L. c. 81, § 21 for access to Route 9 and will apply for traffic signal permits to be issued to the Town of Hadley under M.G.L. c. 85, § 2.

II. MEPA History

The proponent prepared and submitted, pursuant to M.G.L. c. 30, § 61 and 62A-H of the Massachusetts Environmental Policy Act (MEPA) and its implementing regulations (301 CMR 11.00), a Draft Environmental Impact Report (March 8, 2006)[1], a Final Environmental Impact Report (September 11, 2006), and a Supplemental Final Environmental Impact Report (December 24, 2007), all of which analyze the environmental impacts of the development of 175,000 square feet of retail space. On January 30, 2008, the Secretary of Environmental Affairs issued a certificate stating that the SFEIR adequately and properly complied with MEPA and its implementing regulations.

MassHighway has reviewed and commented on the above MEPA submissions and has considered the comments of various parties on the EIRs, in connection with the permit applications to be submitted by the proponent. This Section 61 Finding is based upon information disclosed and discussed in the MEPA review process.

---

[1] Dates in parentheses refer to when notice of availability for public review was published in The Environmental Monitor for the respective environmental disclosure document.

III. Overall Project Traffic Impacts

Full-build occupancy of the retail project is expected to generate an additional 5,400 vehicle-trips[2] to and from the site during an average weekday, including 375 vehicle-trips during the weekday PM peak hour. Full-build occupancy of the retail project is expected to generate an additional 8,676 vehicle-trips to and from the site during an average Saturday, including 726 vehicle-trips during the Saturday peak hour. MassHighway has assessed the impacts of this anticipated traffic load on the surrounding regional roadway network based upon information set forth in the DEIR, FEIR, and SFEIR.

In the absence of mitigating highway improvements, Lowe's of Hadley-related traffic would be expected to have generally detrimental operational and safety impacts in a number of primary areas. These include: the Lowe's Site Driveway/Route 9 (Russell Street) intersection, the Route 9 (Russell Street)/Bay Road intersection, the Route 9 (Russell Street)/Middle Street intersection, the Route 9 (Russell Street)/East Street intersection, the Route 9 (Russell Street)/Mountain Farms Mall driveway/Hadley Crossing driveway intersection, the Route 9 (Russell Street)/North Maple Street/South Maple Street intersection, the Route 9 (Russell Street)/Route 116/Westgate Center driveway intersection, the Route 9 (Northampton Road)/University Drive/Snell Street intersection, the Route 9/Route 116 (Northampton Road)/South Pleasant Street intersection, the North Maple Street/Rocky Hill Road intersection, the Route 9 (Bridge Street)/Damon Road/I-91 northbound off-ramp intersection, the Route 9 (Main Street)/King Street (Route 5) intersection, the Route 9 (King Street)/Damon Road/Bridge Road intersection, the Russell Street/Cross Path Road intersection, the Russell Street/West Street intersection, the Russell Street/Mill Valley Road intersection, the Russell Street/Hadley Garden Center (East) driveway intersection, the Russell Street/Hadley Corner intersection, the South Maple Street/Hampshire Mall driveway (North) intersection, the South Maple Street/Hampshire Mall driveway (South) intersection, the South Maple Street/Mill Valley Road intersection, the South Maple Street/Bay Road intersection, the North Maple Street/Hadley Corner driveway intersection, the Roosevelt Street/North Hadley Road intersection, the Roosevelt Street/Stockbridge Street intersection, the River Drive/Rocky Hill Road intersection, and the Bridge Street/I-91 southbound on-ramp intersection.

The specific traffic impacts at each of these locations and the mitigation measures required to address them are detailed in Part IV and Part V of this Section 61 Finding.

IV. Specific Project Impacts and Mitigation Measures

MassHighway has analyzed the operational and safety impacts in the affected state highway area due to the proposed retail project and has determined that the mitigation measures outlined below are required to minimize the traffic impacts of this project. Based on discussions with MassHighway, the project proponent has committed to undertake the following mitigation measures in cooperation with the identified parties.

---

[2] Technical terms used in this Finding are as defined in the Transportation Research Board Highway Capacity Manual (2000).

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 A/B (Average Delay = 8/15 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will construct this intersection in accordance with the conceptual plan entitled, "EXH1 – Site Access Improvements," dated December, 2005, prepared and submitted to MassHighway on behalf of the proponent by Fuss & O'Neill. This plan will be refined as the design progresses to the 100 percent level. 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)/Bay Road intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels A/A (Average Delay = 9/9 seconds). The 2010 Build scenario indicates that LOS for this intersection will be at Levels A/B (Average Delay = 9/10) seconds) during the weekday PM/Saturday peak hours.

There are no 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)/Middle 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 = 47/72 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels D/F (Average Delay = 49/84 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/E (Average Delay = 45/69 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will modify the signal timing and/or 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)/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/or phasing and reconstruct the geometry of this intersection in accordance with the conceptual plan entitled, "EXH2 – East Street Intersection Improvements," dated December, 2005, prepared and submitted to MassHighway on behalf of the proponent by Fuss & O'Neill. This plan will be refined as the design progresses to the 100 percent level.

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 = 34/50 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels D/E (Average Delay = 39/70 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 = 33/52 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy and subject to the granting of rights of entry by the Mountain Farms Mall, the proponent will modify the signal timing and/or phasing and reconstruct the geometry of this intersection in accordance with the conceptual plan entitled, "EXH4 – Mountain Farms Mall Driveway Improvements," dated December, 2005, prepared and submitted to MassHighway on behalf of the proponent by Fuss & O'Neill. This plan will be refined as the design progresses to the 100 percent level. If the necessary rights of entry are not granted, we may require alternative mitigation.

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 and subject to the donation of property by the Hampshire Mall to the Town of Hadley, the proponent will modify the signal timing and/or phasing and reconstruct the geometry of this intersection in accordance with the conceptual plan entitled, "EXH3 – N Maple Intersection Improvements," dated December, 2005, prepared and submitted to MassHighway on behalf of the proponent by Fuss & O'Neill. This plan will be refined as the design progresses to the 100 percent level. If the necessary land is not donated, we may require alternative mitigation.

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 = 33/40 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels C/D (Average Delay = 34/48 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 = 34/42 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will modify the signal timing and/or phasing and reconstruct the geometry of this intersection in accordance with the conceptual plan entitled, "EXH5 – Route 116 Intersection Improvements," dated August, 2006, prepared and submitted to MassHighway on behalf of the proponent by Fuss & O'Neill. This plan will be refined as the design progresses to the 100 percent level.

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 (Northampton Road)/University Drive/Snell Street intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels C/C (Average Delay = 22/26 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels C/C (Average Delay = 23/30 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/C (Average Delay = 22/30 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will modify the signal timing and/or 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/Route 116 (Northampton Road)/South Pleasant 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 = 41/52 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels D/C (Average Delay = 44/65 seconds) during the weekday PM/Saturday peak hours

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

North Maple Street/Rocky Hill Road intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels B/C (Average Delay = 15/23 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels B/C (Average Delay = 16/21 seconds) during the weekday PM/Saturday peak hours

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

Route 9 (Bridge Street)/Damon Road/I-91 northbound off-ramp intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels C/C (Average Delay = 29/21 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels C/C (Average Delay = 29/22 seconds) during the weekday PM/Saturday peak hours.

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

Route 9 (Main Street)/Route 5 (King Street) 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 = 21/36 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels C/D (Average Delay = 21/37 seconds) during the weekday PM/Saturday peak hours.

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

Route 9 (King Street)/Damon Road/Bridge Road intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels C/C (Average Delay = 23/21 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels C/C (Average Delay = 23/22 seconds) during the weekday PM/Saturday peak hours

There are no 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)/Cross Path Road intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the southbound left-turn movement at this unsignalized intersection will be at Levels F/C (Average Delay = 71/21 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/C (Average Delay = 72/21 seconds) during the weekday PM/Saturday peak hours.

There are no 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)/ West Street intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the southbound movement at this unsignalized intersection will be at Levels F/F (Average Delay = 90/79 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/F (Average Delay = 101/102 seconds) during the weekday PM/Saturday peak hours.

There are no 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)/Mill Valley Road intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the northbound left-turn movement at this unsignalized intersection will be at Levels F/F (Average Delay = 59/>120 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/F (Average Delay = 67/>120 seconds) during the weekday PM/Saturday peak hours.

There are no 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)/Hadley Garden Center driveway intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the northbound left-turn movement at this unsignalized intersection will be at Levels F/F (Average Delay = 51/>120 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/F (Average Delay = >120/>120 seconds) during the weekday PM/Saturday peak hours.

There are no 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)/Hadley Corner intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the southbound right-turn movement at this unsignalized intersection will be at Levels B/B (Average Delay = 11/13 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels B/B (Average Delay = 12/14 seconds) during the weekday PM/Saturday peak hours.

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

South Maple Street/Hampshire Mall driveway (North) intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the eastbound left-turn movement at this unsignalized intersection will be at Levels F/F (Average Delay = >120/>120 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/F (Average Delay = >120/>120 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. If necessary, the determination of appropriate mitigation measures at this intersection should be made between the proponent and the Town of Hadley.

South Maple Street/Hampshire Mall driveway (South) intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the westbound movement at this unsignalized intersection will be at Levels F/F (Average Delay = >120/>120 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/F (Average Delay = >120/>120 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. If necessary, the determination of appropriate mitigation measures at this intersection should be made between the proponent and the Town of Hadley.

South Maple Street/Mill Valley Road intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the southbound movement at this unsignalized intersection will be at Levels E/D (Average Delay = 44/34 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels E/E (Average Delay = 44/44 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. If necessary, the determination of appropriate mitigation measures at this intersection should be made between the proponent and the Town of Hadley.

South Maple Street/Bay Road intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the southbound movement at this unsignalized intersection will be at Levels D/C (Average Delay = 34/19 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels D/C (Average Delay = 34/21 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. If necessary, the determination of appropriate mitigation measures at this intersection should be made between the proponent and the Town of Hadley.

North Maple Street/Hadley Corner driveway intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the eastbound right-turn movement at this unsignalized intersection will be at Levels B/B (Average Delay = 12/14 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels B/C (Average Delay = 12/15 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. If necessary, the determination of appropriate mitigation measures at this intersection should be made between the proponent and the Town of Hadley.

Roosevelt Street/North Hadley Road intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the westbound movement at this unsignalized intersection will be at Levels F/C (Average Delay = >120/25 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/C (Average Delay = >120/27 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. If necessary, the determination of appropriate mitigation measures at this intersection should be made between the proponent and the Town of Hadley.

Roosevelt Street/Stockbridge Street intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the eastbound left-turn movement at this unsignalized intersection will be at Levels C/C (Average Delay = 19/17 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels C/C (Average Delay = 19/17 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. If necessary, the determination of appropriate mitigation measures at this intersection should be made between the proponent and the Town of Hadley.

River Drive/Rocky Hill Road intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the westbound movement at this unsignalized intersection will be at Levels F/C (Average Delay = 56/19 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/C (Average Delay = 58/20 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. If necessary, the determination of appropriate mitigation measures at this intersection should be made between the proponent and the Town of Hadley.

Bridge Street/I-91 southbound on-ramp intersection

For the 2010 No-Build scenario, weekday PM/Saturday peak hour LOS for the westbound left-turn movement at this unsignalized intersection will be at Levels E/C (Average Delay = 38/15 seconds). The 2010 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels E/C (Average Delay = 42/16 seconds) during the weekday PM/Saturday peak hours.

There are no 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

Route 9 Corridor Improvement Project

MassHighway is currently planning corridor improvements for Route 9 between the Coolidge Bridge and the Hampshire Mall based on the recommendations of the Connecticut River Crossing Study. These improvements will alleviate existing operational and safety deficiencies and will mitigate the traffic impacts of the Lowe's of Hadley project within this state highway corridor. To assist MassHighway, the proponent has agreed to prepare acceptable 100 percent plans, specifications, and estimates (PS&E) for these improvements along Route 9 from the site frontage easterly to approximate station 186+30 and submit this information to the MassHighway District 2 Office within two years from the issuance of the Section 61 Finding.

This MassHighway corridor improvement project necessitates the acquisition of certain rights in real estate along the Route 9 frontage of the project site. The proponent has agreed to allow MassHighway to acquire by eminent domain at no cost the rights in real estate necessary for the construction of the corridor improvements.

Trip Generation Reduction Measures

The proponent will conduct Transportation Demand Management (TDM) measures aimed at reducing site trip generation. These TDM measures shall include, but are not limited to: designation of an on-site transportation coordinator; promotion and advertising to inform employees and customers of the availability of alternative modes, such as transit and bicycle use; and provision of facilities to promote higher occupancy or non-vehicular modes such as preferred parking areas for carpoolers, bicycle racks, and an information center for transportation alternatives. The proponent should also work with the Pioneer Valley Transit Authority to begin the sale of transit passes at the site in order to encourage the use of transit as an alternative means of travel.

The proponent should work with MassRides, a service of the Executive Office of Transportation and Public Works, in order to develop and market the TDM program. Effective marketing by the proponent should include regular dissemination of appropriate commuter information and other techniques such as running yearly events to promote transit and shared ride commuting modes or employer subsidization of available transit passes. In addition, the project site is located within the area of the Route 9 Transportation Management Association

(TMA). The proponent has agreed to participate in the TMA in order to further the aims of the required TDM program.

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:

- Route 9 (Russell Street)/Middle Street,
- Route 9 (Russell Street)/East Street,
- Route 9 (Russell Street)/Lowe's driveway/Hadley Garden Center,
- Route 9 (Russell Street)/Mountains Farms Mall/Proposed Home Depot,
- Route 9 (Russell Street)/North & South Maple Street,
- Route 9 (Russell Street)/Hampshire Mall easterly drive,
- Route 9 (Russell Street)/Route 116,
- Route 9 (Russell Street)/Campus Plaza Road,
- Route 9 (Russell Street)/University Drive/Snell Street,
- Route 9 (Russell Street)/North Pleasant Street/South Pleasant Street.

Agreements and Layout Alterations

Prior to any site occupancy, the proponent will submit to the MassHighway Boston and District 2 Offices any layout alteration plans, land damage agreements, and any other agreements necessary for or resulting from the implementation of the mitigation measures detailed in this finding.

Traffic Monitoring Program

The proponent will monitor the traffic entering and exiting all of the site drives once per year following initial occupancy of the site. Monitoring of traffic entering and exiting the site will continue for five years following full occupancy of the site. The monitoring program will include 24-hour Automatic Traffic Recorder (ATR) counts over a seven-day, week-long period, and weekday PM/Saturday peak hour turning movement counts. The proponent will submit the results of these monitoring studies to the Office of Transportation Planning PPDU section and the MassHighway District 2 Office.

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 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.

March 12, 2008
DATE

Luisa Paiewonsky
Commissioner