



THE COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF TRANSPORTATION  
MASSACHUSETTS HIGHWAY DEPARTMENT

**EOT**

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LUISA PAIEWONSKY  
COMMISSIONER

April 29, 2009

Lawrence LePere  
Lowe's Home Centers, Inc.  
3 Moss Drive  
Brewster, NY 10509

Dear Mr. LePere:

Please find attached the Massachusetts Highway Department's M.G.L. Chapter 30, Section 61 Finding for the Lowe's of Quincy project (EOEEA #14222) in Quincy. 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 finding will be incorporated into the Massachusetts Highway Department permit 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,

for Luisa Paiewonsky  
Commissioner

LP/djm

cc David Mohler, Deputy Secretary for Planning, EOT  
Frank Tramontozzi, P.E., Chief Engineer  
Alicia McDevitt, MEPA Director, EOEEA  
Neil Boudreau, State Traffic Engineer  
Kevin Walsh, Director, Environmental Services  
Patricia Leavenworth, P.E., District 4 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 (*2 COPIES*)  
Planning Department, City of Quincy  
Metropolitan Area Planning Council  
Boston Region Metropolitan Planning Organization  
Kay Carson, Director, MassRides

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

PROJECT NAME: Lowe's of Quincy  
PROJECT LOCATION: Quincy, Massachusetts  
PROJECT PROPONENT: Lowe's Home Centers, Inc.  
EOEEA NUMBER: 14222

I. Project Description

Full-build development of the proposed project involves the construction and occupancy of a 154,365 square foot home improvement store including a 27,758 square foot garden center in the City of Quincy, Massachusetts. The project site is located on Burgin Parkway, on a 16.3-acre parcel bounded to the south and east by the Burgin Parkway and to the north and west by Columbia Street. The project will provide 435 parking spaces and is estimated to have a cost of approximately \$20 million.

The project proponent will apply to the Massachusetts Highway Department (MassHighway) for a permit under M.G.L. c. 81, § 21 for indirect access to Route 3.

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), an Expanded Environmental Notification Form (April 9, 2008) and a Single Environmental Impact Report (September 24, 2008)<sup>1</sup>, both of which analyze the environmental impacts of the development of 154,365 square feet of home improvement space. On October 31, 2008, the Secretary of Environmental Affairs issued a Certificate stating that the SEIR 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 EIR, in connection with the permit application to be submitted by the proponent. This Section 61 Finding is based upon information disclosed and discussed in the MEPA review process.

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<sup>1</sup> 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 project is expected to generate 4,600 vehicle-trips<sup>2</sup> to and from the site during an average weekday, including 380 vehicle-trips during the weekday PM peak hour. Full-build occupancy of the project is expected to generate 7,050 vehicle-trips to and from the site during an average Saturday, including 830 vehicle-trips during the Saturday mid-day 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 SEIR.

In the absence of mitigating highway improvements, Lowe's of Quincy-related traffic would be expected to have generally detrimental operational and safety impacts in a number of primary areas. These include:

- the Penn Street/Burgin Parkway/site driveway intersection,
- the Centre Street/Burgin Parkway intersection,
- the Quincy Street/Penn Street intersection,
- the Quincy Street/Liberty Street intersection, and
- the Liberty Street/Penn Street 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 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.

#### Penn Street/Burgin Parkway/site driveway intersection

For the 2012 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels C/B (Average Delay = 20.7/10.2 seconds). The 2012 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels D/F (Average Delay = 54.4/92.5 seconds) during the weekday PM/Saturday peak hours. With mitigation in place, the 2012 Build scenario indicates that the intersection will operate at LOS C/C (Average Delay = 23.4/25.6 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will reconstruct the geometry of this intersection in accordance with the conceptual plan entitled, "Proposed Improvements: Penn Street at Burgin Parkway," dated September 15, 2008, prepared and submitted to MassHighway on behalf of the proponent by Tetra Tech Rizzo.

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<sup>2</sup> Technical terms used in this Finding are as defined in the Transportation Research Board Highway Capacity Manual (2000).

See the section below entitled "Route 3/Burgin Parkway/Centre Street Interchange Improvement Project" for additional mitigation in this area.

This intersection is not under MassHighway jurisdiction. However, because state highway safety and traffic operations may be affected, the proponent will prepare and submit conceptual and 100 percent plans to MassHighway for review and approval, in consultation with the City of Quincy, prior to the construction of this intersection.

#### Centre Street/Burgin Parkway intersection

For the 2012 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels E/C (Average Delay = 56.4/22.1 seconds). The 2012 Build scenario (which includes roadway improvements to be completed by MassHighway) indicates that LOS for this intersection will be at Levels E/C (Average Delay = 75.3/24.6 seconds) during the weekday PM/Saturday peak hours.

See the section below entitled "Route 3/Burgin Parkway/Centre Street Interchange Improvement Project" for mitigation in this area.

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.

#### Quincy Street/Penn Street intersection

For the 2012 No-Build scenario, weekday PM/Saturday peak hour LOS for the eastbound approach of this unsignalized intersection will be at Levels B/C (Average Delay = 13.5/16.6 seconds). The 2012 Build scenario with mitigation in place indicates that LOS for this intersection will be at Levels B/C (Average Delay = 13.5/16.6 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. The determination of appropriate mitigation measures at this intersection should be made between the proponent and the City of Quincy.

#### Quincy Street/Liberty Street intersection

For the 2012 No-Build scenario, weekday PM/Saturday peak hour LOS for the westbound approach of this unsignalized intersection will be at Levels B/B (Average Delay = 12.2/10.8 seconds). The 2012 Build scenario with mitigation in place indicates that LOS for this approach will be at Levels A/A (Average Delay = 8.5/8.1 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. The determination of appropriate mitigation measures at this intersection should be made between the proponent and the City of Quincy.

Liberty Street/Penn Street intersection

For the 2012 No-Build scenario, weekday PM/Saturday peak hour LOS for the northbound approach of this unsignalized intersection will be at Levels B/A (Average Delay = 12.7/9.8 seconds). The 2012 Build scenario without mitigation indicates that LOS for this approach will be at Levels B/A (Average Delay = 12.8/9.9 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. The determination of appropriate mitigation measures at this intersection should be made between the proponent and the City of Quincy.

V. Other Mitigation MeasuresRoute 3/Burgin Parkway/Centre Street Interchange Improvement Project

MassHighway is currently planning an improvement project for the Route 3 ramps/Burgin Parkway/Centre Street intersection. These improvements will alleviate existing operational and safety deficiencies and help mitigate the traffic impacts of the Lowe's of Quincy within this state highway corridor. The project will include the following improvements:

- Reconstruction of the Crown Colony Drive/Congress Street intersection to provide a signalized intersection and an on-ramp to Route 3 northbound. The eastbound and westbound Crown Colony Drive approaches will each provide one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. The southbound Congress Street approach will provide an exclusive left-turn lane and a shared left, through and right-turn lane.
- Reconstruction of the Crown Colony Drive/Centre Street intersection to provide a slip ramp to Route 3 southbound.
- Reconstruction of the Burgin Parkway/Centre Street intersection to provide an exclusive left-turn lane, a shared through and right-turn lane, and an exclusive right-turn lane at the westbound approach. The southbound Centre Street approach will provide two general purpose lanes. Additionally, vehicles exiting the Home Depot driveway will no longer have access to Route 3 northbound via the Burgin Parkway ramp.
- Reconstruction of the adjacent Burgin Parkway/Penn Street intersection to provide a westbound overpass on-ramp to Route 3.

Trip Generation Reduction Measures

The proponent will implement Transportation Demand Management (TDM) measures aimed at reducing site trip generation. These TDM measures shall include, but are not limited to:

- the designation of an on-site transportation coordinator, who will implement the TDM program, encourage staggered work hours, and facilitate trip reduction measures;
- provision of direct deposit to the employees;

- the promotion of alternative transportation modes;
- the provision of information for the Massachusetts Bay Transportation Authority transit service;
- the implementation of a transit pass subsidy and pre-tax payroll deduction for transit passes for employees at this store; and
- the implementation of bicycle and pedestrian amenities including installation of secure bicycle storage, posting of information on local bicycle routes, and installation of signage to guide pedestrians to the MBTA's Quincy Adams Red Line Station.

The proponent shall 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.

#### Agreements and Layout Alterations

Prior to any site occupancy, the proponent will submit to the MassHighway Boston and District 4 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.

#### Transportation 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 Public/Private Development Unit and the MassHighway District 4 Office. The proponent shall also participate in post-occupancy travel surveys provided by EOT and/or MassRides to monitor and evaluate the operations and effectiveness of the TDM program.

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 Quincy project. Appropriate conditions consistent with this Section 61 Finding will be included in the access permits to be issued by MassHighway in order to describe more fully and ensure implementation of these measures.

April 29, 2009

DATE

  
for Luisa Paiewonsky  
Commissioner