



THE COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF TRANSPORTATION  
MASSACHUSETTS HIGHWAY DEPARTMENT

**EOT**

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LUISA PAIEWONSKY  
COMMISSIONER

April 29, 2009

Michael DiGuiseppe  
QBJ Land Development LLC  
P.O. Box 5481  
Beverly, MA 01915

Dear Mr. DiGuiseppe:

Please find attached the Massachusetts Highway Department's M.G.L. Chapter 30, Section 61 Finding for the BJ's Wholesale Club project (EOEEA #14233) 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 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,

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: BJ's Wholesale Club  
PROJECT LOCATION: Quincy, Massachusetts  
PROJECT PROPONENT: QBJ Land Development LLC  
EOEEA NUMBER: 14233

I. Project Description

Full-build development of the proposed project involves the construction and occupancy of an 84,360 square foot BJ's Wholesale Club in the City of Quincy, Massachusetts. The project site is located on Crown Colony Drive, north of the I-93/Route 3/Route 1 ramp system, and is generally bounded by Crown Colony Drive to the north, Burgin Parkway to the south, and Centre Street to the east, on a 7.495-acre parcel. The project will provide 397 parking spaces and is estimated to have a cost of approximately \$4.2 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), a Draft Environmental Impact Report (August 6, 2008)<sup>1</sup>, a Final Environmental Impact Report (October 8, 2008), and a Supplemental Final Environmental Impact Report (December 24, 2008), all of which analyze the environmental impacts of the development of an 84,360 square foot retail store. On January 30, 2009, 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

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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 2,656 vehicle-trips<sup>2</sup> to and from the site during an average weekday, including 260 vehicle-trips during the weekday PM peak hour. Full-build occupancy of the project is expected to generate 3,414 vehicle-trips to and from the site during an average Saturday, including 425 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, BJ's Wholesale Club-related traffic would be expected to have generally detrimental operational and safety impacts in a number of primary areas. These include:

- the Crown Colony Drive/site driveway intersection,
- the Crown Colony Drive/Congress Street intersection,
- the Crown Colony Drive/Centre Street intersection, and
- the Centre Street/Burgin Parkway 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.

#### Crown Colony Drive/site driveway intersection

The 2013 Build with traffic mitigation scenario indicates that Levels of Service (LOS) for the northbound site driveway movement at this new unsignalized intersection will be at Levels C/C (Average Delay = 17.7/14.5 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, "Figure 6-4: Conceptual Plan," dated July 29, 2008, included in the FEIR prepared and submitted to MassHighway on behalf of the proponent by Vanasse & Associates, Inc.

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.

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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).

Crown Colony Drive/Congress Street intersection

For the 2013 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels C/B (Average Delay = 23.5/14.0 seconds). The 2013 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels C/B (Average Delay = 25.6/15.0 seconds) during the weekday PM/Saturday peak hours. With mitigation in place, the 2013 Build scenario indicates that the intersection will operate at LOS C/B (Average Delay = 25.6/15.0 seconds) during the weekday PM/Saturday peak hours.

Prior to site occupancy, the proponent will modify the geometry of this intersection in accordance with the conceptual plan entitled, "Figure 6-4: Conceptual Plan," dated July 29, 2008, prepared and submitted to MassHighway on behalf of the proponent by Vanasse & Associates. Proposed improvements at this intersection include providing a crosswalk on the east leg of Crown Colony Drive and modifying the signal timing to incorporate a pedestrian phase. The plans will be refined as the design progresses to the 100 percent level.

See the sections below entitled "Route 3/Burgin Parkway/Centre Street Interchange Improvement Project" and "Crown Colony Drive Signal Coordination" for additional mitigation at this intersection.

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.

Crown Colony Drive/Centre Street intersection

For the 2013 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels C/B (Average Delay = 22.4/16.8 seconds). The 2013 Build scenario (which includes roadway improvements to be completed by MassHighway) indicates that LOS for this intersection will be at Levels C/B (Average Delay = 21.0/15.4 seconds) during the weekday PM/Saturday peak hours.

See the sections below entitled "Route 3/Burgin Parkway/Centre Street Interchange Improvement Project" and "Crown Colony Drive Signal Coordination" for mitigation at this intersection.

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

Centre Street/Burgin Parkway intersection

For the 2013 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels D/C (Average Delay = 39.1/27.1 seconds). The 2013 Build scenario (which includes roadway improvements to be completed by MassHighway) indicates that LOS for this intersection will be at Levels D/C (Average Delay = 43.4/31.2 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.

#### V. Other Mitigation Measures

##### Crown Colony Drive Signal Coordination

Prior to any site occupancy, the proponent will install all necessary equipment in order to operate traffic signals in the vicinity of the project as a "closed loop" interconnection/coordination system prior to any site occupancy. This traffic signal system will be implemented in accordance with conceptual and 100 percent plans, specifications and estimates to be submitted to and approved by MassHighway and/or the City of Quincy where applicable. This plan will be refined as the design progresses to the 100 percent level. The traffic signals to be operated in this system include those located at the following intersections:

- Crown Colony Drive/Congress Street, and
- Crown Colony Drive/Centre Street

Additionally, the project proponent will provide technical services to maintain, operate, and adjust the system for a one-year period.

##### Route 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 BJ's Wholesale Club 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 employees;
- the promotion of alternative transportation modes;
- the provision of two (2) dedicated parking spaces for Zipcar vehicles;
- the provision of on-site services such as on-site food court and break rooms with refrigerators, ATMs/banking services, etc. to reduce the need for employees to leave the center;
- 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 secure bicycle storage, a sidewalk along the site frontage between Congress Street and the site driveway, and 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 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 BJ's Wholesale Club 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