THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF TRANSPORTATION
MASSACHUSETTS HIGHWAY DEPARTMENT

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April 20, 2007

Daniel Krantz
TKG, LLC
One Patriot Way
Foxborough, MA 02035

Dear Mr. Krantz:

Please find attached the Massachusetts Highway Department's M.G.L. Chapter 30, Section 61 Finding for the Patriot Place, Phase III of the New Patriots Stadium and Related Public Infrastructure project (EOEA #12037) in Foxborough. 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/ksm

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Cc David J. Mohler, Acting Deputy Secretary for Planning
David Anderson, P.E., Acting Chief Engineer
Deerin Babb-Brott, MEPA Director, EOEA
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Gregory Prendergast, Director, Environmental Services
Bernard McCourt, District 5 Director
Stanley Wood, P.E., Highway Design Engineer, Highway Design
Thomas Gray, Director, Right of Way Bureau
Marie Rose, P.E., Acting Director, Project Management
Public/Private Development Unit files *(2 COPIES)*
Planning Board, Town of Foxborough
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

This finding complements the original finding issued by MassHighway on November 21, 2000, and the Phase II finding issued concurrently with this finding.

PROJECT NAME:	Patriot Place
PROJECT LOCATION:	Foxborough
PROJECT PROPONENT:	NPS LLC
EOEA NUMBER:	12037

I. Project Description

Full-build development of the proposed project involves the construction and occupancy of a mixed-use development that will include approximately 1,016,000 square feet of mixed-use retail, commercial and office space, a two hundred-room hotel, and a 16-screen cinema in the Town of Foxborough, Massachusetts. The mixed-use project will be located on Route 1, on a 352-acre parcel, which includes Gillette Stadium. The site is generally bounded by Route 1 to the west, commercial properties to the south, and residential properties and areas of open space to the north and east. The mixed-use project will provide 26,700 parking spaces, including the existing stadium parking facilities controlled by NPS, LLC, and is estimated to have a cost of approximately $200 million.

The project proponent will apply to the Massachusetts Highway Department (MassHighway) for permits under M.G.L. c. 81, § 21 for access to Route 1 and will apply for traffic signal permits to be issued to the Town of Foxborough 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), an Expanded Environmental Notification Form, (September 22, 1999)[1], and a Single Environmental Impact Report (June 7, 2000) both of which analyze the environmental impacts of the development of the Overall Patriot Stadium Project. On July 14, 2000, the Secretary of Environmental Affairs issued a certificate stating that the SEIR adequately and properly complied with MEPA and its implementing regulations. On November 21, 2000, MassHighway issued a Section 61 Finding for the original project.

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[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.

On December 7, 2005, the proponent filed a Notice of Project Change (NPC) describing the current parking consolidation project. In accordance with the certificate of the Secretary of Environmental Affairs on the NPC dated January 3, 2006, the proponent prepared and submitted a Supplemental Final Environmental Impact Report (February 8, 2006). On March 17, 2006, the Secretary of Environmental Affairs issued a certificate stating that the SFEIR adequately and properly complied with MEPA and its implementing regulations. On May 24, 2006, the proponent filed a Notice of Project Change describing the current mixed-use development program. On June 30, 2006, the Secretary of Environmental Affairs issued a certificate stating that the NPC 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 and NPCs, 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.

III. Overall Project Traffic Impacts

Full-build occupancy of the mixed-use project is expected to generate an additional 31,586 vehicle-trips[2] to and from the site during an average weekday, including 2,899 vehicle-trips during the weekday PM peak hour. Full-build occupancy of the mixed-use project is expected to generate an additional 39,330 vehicle-trips to and from the site during an average Saturday, including 3,758 vehicle-trips during the Saturday peak hour. During the Sunday peak-hour pre-event condition, the project is expected to generate approximately 1,026 new vehicle trips. MassHighway has assessed the impacts of this anticipated traffic load on the surrounding regional roadway network based upon information set forth in the EENF, SEIR, and NPCs.

In the absence of mitigating highway improvements, Patriot Place-related traffic would be expected to have generally detrimental operational and safety impacts in a number of primary areas. These include: the Route 1 southbound/Patriot Place (Gillette Stadium P1) intersection, the Route 1 northbound/Patriot Place (Gillette Stadium P1) intersection, the Route 1/north central (Gillette Stadium P6) intersection, the Route 1/south central (Gillette Stadium P8) intersection, the Route 1/south (Gillette Stadium P9) intersection, Route I/Old Post Road intersection, the Route 1/Pine Street intersection (Walpole), the Route 1/Water Street/North Street intersection, the Route 1/Pine Street intersection (Foxborough), the Route 1/Thurston Street intersection, the Route 140/North Street intersection, the Route 1/Madison Street intersection, the Route 140/Chestnut Street intersection, the Pine Street/Turner Road intersection, the North Street/Chestnut Street intersection, and the Mechanic Street/Beach Street/Buckley Drive 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.

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

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 mixed-use 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.

Route 1 southbound/Patriot Place (Gillette Stadium P1) intersection

The 2011 No-Build scenario indicates that Levels of Service (LOS) for this signalized intersection will be at Levels A/A (Average Delay = 6/5 seconds) during the weekday PM/Saturday peak hours.
The 2011 Build scenario indicates that LOS for this signalized intersection will be at Levels D/B (Average Delay = 37/14 seconds) during the weekday PM/Saturday peak hours. The 2011 Build with traffic mitigation scenario indicates that the LOS for this unsignalized intersection will be at Levels C/B (Average Delay = 30/19) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will modify the geometry and the existing traffic signal system of this intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassHighway. 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 1 northbound/Patriot Place (Gillette Stadium P1) intersection

The 2011 No-Build scenario indicates that Levels of Service (LOS) for the northbound Route 1 right-turn movement at this unsignalized intersection will be at Levels A/B (Average Delay = 9/10 seconds) during the weekday PM/Saturday peak hours. The 2011 Build scenario indicates that Levels of Service (LOS) for the northbound Route 1 right-turn movement at this unsignalized intersection will be at Levels B/B (Average Delay = 10/14 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.

Route 1/north central (Gillette Stadium P6) intersection

The 2011 Build scenario indicates that Levels of Service (LOS) for this new signalized intersection will be at Levels B/C (Average Delay = 18/25 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will construct this intersection in accordance with the conceptual improvement plan entitled "Route 1 at Patriot Place Sheet 3 of 5," dated

May 11, 2006, prepared and submitted to MassHighway on behalf of the proponent by Vanasse and Associates, Inc. (VAI). 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 1/south central (Gillette Stadium P8) intersection

The 2011 Build with traffic mitigation scenario indicates that Levels of Service (LOS) for the right-turn movement from the Gillette Stadium P8 at this new unsignalized intersection will be at Levels C/C (Average Delay = 18/22 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will construct this intersection in accordance with the conceptual improvement plan entitled "Route 1 at Patriot Place Sheet 2 of 5," dated May 11, 2006, prepared and submitted to MassHighway on behalf of the proponent by VAI. 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.

In order to maintain safe traffic operations at this location, the proponent has agreed to design this driveway to function as a right-in/right-out only access to the site. This driveway will be designed according to MassHighway standards and will incorporate acceleration/ deceleration lanes to/from Route 1.

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 1/south (Gillette Stadium P9) intersection

The 2011 Build scenario indicates that Levels of Service (LOS) for this new signalized intersection will be at Levels B/C (Average Delay = 13/21 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will modify the geometry of this intersection in accordance with the conceptual improvement plan entitled "Route 1 at Patriot Place Sheet 1 of 5," dated May 11, 2006, prepared and submitted to MassHighway on behalf of the proponent by VAI. 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 1/Old Post Road intersection

For the 2011 No-Build scenario, weekday PM/Saturday peak hour Levels of Service (LOS) for this signalized intersection will be at Levels E/C (Average Delay = 60/23 seconds).

The 2011 Build without traffic mitigation scenario indicates that Levels of Service (LOS) for this intersection will be at Levels F/F (Average Delay = >120/89 seconds) during the weekday PM/Saturday peak hours. (The technical analysis submitted by the proponent indicates the increase in average delay. However, calculated delay values greater than 120 seconds do not accurately reflect the actual delay that a driver will experience.) With mitigation in place, the 2011 Build scenario indicates that the intersection will operate at LOS C/D (Average Delay = 51/27 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will reconstruct the geometry of this intersection and modify and/or replace the traffic signal system to accommodate the proposed geometry in accordance with the conceptual improvement plan entitled "Route 1 at Old Post Road," dated April 12, 2006, prepared and submitted to MassHighway on behalf of the proponent by VAI. 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 1/Pine Street intersection (Walpole)

For the 2011 No-Build scenario, weekday PM/Saturday peak hour Levels of Service (LOS) for this signalized intersection will be at Levels D/A (Average Delay = 38/7 seconds). The 2011 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels F/C (Average Delay = 95/25 seconds) during the weekday PM/Saturday peak hours. With mitigation in place, the 2011 Build scenario indicates that the intersection will operate at LOS D/B (Average Delay = 50/18 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will widen the Pine Street approaches of this intersection and modify the existing traffic signal system to accommodate the proposed geometry in accordance with the conceptual improvement plan entitled "Route 1 at Pine Street (Walpole)," dated April 13, 2006, prepared and submitted to MassHighway on behalf of the proponent by VAI. 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 1/Water Street/North Street intersection

For the 2011 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels D/C (Average Delay = 37/21 seconds). The 2011 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels F/E (Average Delay = 118/59 seconds) during the weekday PM/Saturday peak hours. With mitigation in place, the 2011 Build scenario indicates that the intersection will operate at LOS D/D (Average Delay = 49/52 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will reconstruct the geometry of this intersection and modify the existing traffic signal system in accordance with the conceptual improvement plan entitled "Route 1 at Water Street at North Street," dated April 12, 2006,

prepared and submitted to MassHighway on behalf of the proponent by VAI. 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 1/Pine Street intersection (Foxborough)

For the 2011 No-Build scenario, weekday PM/Saturday peak hour Levels of Service (LOS) for this signalized intersection will be at Levels B/B (Average Delay = 19/13 seconds). The 2011 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels F/C (Average Delay = 85/23 seconds) during the weekday PM/Saturday peak hours. With mitigation in place, the 2011 Build scenario indicates that the intersection will operate at LOS D/C (Average Delay = 48/22 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will modify the existing traffic signal system at this intersection in accordance with the conceptual and 100 percent plans to be submitted to and approved by MassHighway. 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 1/Thurston Street intersection

For the 2011 No-Build scenario, weekday PM/Saturday peak hour Levels of Service (LOS) for this signalized intersection will be at Levels A/A (Average Delay = 9/6 seconds). The 2011 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels F/F (Average Delay = >120/>120 seconds) during the weekday PM/Saturday peak hours. (The technical analysis submitted by the proponent indicates the increase in average delay. However, calculated delay values greater than 120 seconds do not accurately reflect the actual delay that a driver will experience.) With mitigation in place, the 2011 Build scenario indicates that the intersection will operate at LOS D/B (Average Delay = 54/20 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will reconstruct the geometry of this intersection and modify or replace the existing traffic signal system in accordance with the conceptual improvement plan entitled "Route 1 at Thurston Street," dated April 12, 2006, prepared and submitted to MassHighway on behalf of the proponent by VAI. 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 140/North Street intersection

For the 2011 No-Build scenario, weekday PM/Saturday peak hour Levels of Service (LOS) for this signalized intersection will be at Levels C/C (Average Delay = 25/22 seconds).

The 2011 Build scenario indicates that LOS for this intersection will be at Levels C/C (Average Delay = 34/30 seconds) during the weekday PM/Saturday peak hours.

Prior to its site occupancy, the Foxborough State Hospital project (EOEA #13554) proponent will reconstruct the geometry of this signalized intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassHighway. This plan will be refined as the design progresses to the 100 percent level.

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 1/Madison Street intersection

For the 2011 No-Build scenario, weekday PM/Saturday peak hour Levels of Service (LOS) for this unsignalized intersection will be at Levels F/F (Average Delay = >120/>120 seconds). The 2011 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels F/F (Average Delay = >120/>120 seconds) during the weekday PM/Saturday peak hours. With mitigation in place, the 2011 Build scenario indicates that the intersection will operate at LOS C/A (Average Delay = 32/10 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will signalize and reconstruct the geometry of this intersection in accordance with the conceptual improvement plan entitled "Route 1 at Madison Street", dated April 13, 2006 prepared and submitted to MassHighway on behalf of the proponent by VAI. 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 140/Chestnut Street intersection

For the 2011 No-Build scenario, weekday PM/Saturday peak hour Levels of Service (LOS) for the Chestnut Street left-turn movement at this unsignalized intersection will be at Levels D/D (Average Delay =33/33 seconds). The 2011 Build scenario indicates that LOS for this movement will be at Levels E/E (Average Delay = 40/40 seconds) during the weekday PM/Saturday peak hours.

Prior to its site occupancy, the Foxborough State Hospital project (EOEA #13554) proponent will reconstruct the geometry of this unsignalized intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassHighway. This plan will be refined as the design progresses to the 100 percent level.

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.

Pine Street/Turner Road intersection

For the 2011 No-Build scenario, weekday PM/Saturday peak hour Levels of Service (LOS) for the Pine Street left-turn movement at this unsignalized intersection will be at Levels F/C (Average Delay = 63/19 seconds). The 2011 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/D (Average Delay = >120/32 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 Town of Foxborough.

North Street/Chestnut Street intersection

For the 2011 No-Build scenario, weekday PM/Saturday peak hour Levels of Service (LOS) for the Chestnut Street left-turn movement at this unsignalized intersection will be at Levels F/F (Average Delay = >120/68 seconds). The 2011 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. The determination of appropriate mitigation measures at this intersection should be made between the proponent and the Town of Foxborough.

Mechanic Street/Beach Street/Buckley Drive intersection

For the 2011 No-Build scenario, weekday PM/Saturday peak hour Levels of Service (LOS) for the Beach Street left-turn movement at this unsignalized intersection will be at Levels F/F (Average Delay = 61/65 seconds). The 2011 Build without traffic mitigation scenario indicates that LOS for this movement will be at Levels F/F (Average Delay = 75/82 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 Town of Foxborough.

V. Other Mitigation Measures

Route 1 South Corridor-Gillette Stadium to I-495

MassHighway is currently planning a corridor improvement project for the Route 1 South Corridor, between the Gillette Stadium P-9 entrance and Interstate-495. These improvements will alleviate existing operational and safety deficiencies and will mitigate the traffic impacts of the Patriot Place project within this state highway corridor. To assist MassHighway, the proponent has agreed to prepare and submit to MassHighway the necessary environmental and design documents related to the Phase II component of the Route 1 corridor project.

This MassHighway corridor improvement project may necessitate the acquisition of certain rights in real estate along the Route 1 frontage of the project site. If necessary, the proponent of the Patriots Place project will allow MassHighway to acquire by eminent domain at no cost to MassHighway these rights in real estate necessary for the construction of the corridor improvements.

Trip Generation Reduction Measures

The proponent will expand upon the current Transportation Demand Management (TDM) program implemented at Gillette Stadium. Proposed enhancements to the program include the expansion of pedestrian and bicycle facilities on site including a sidewalk network and pedestrian promenade, as well as secured bicycle parking facilities. The proponent will also implement traffic reduction programs including rideshare to encourage high-occupancy vehicle travel to the site by employees, a guaranteed ride-home program, and alternative work scheduling.

The proponent is committed to work with MassRides, a service of the Executive Office of Transportation, 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.

Traffic Monitoring Program

The proponent will implement a comprehensive traffic monitoring and employee survey program for Gillette Stadium. The traffic monitoring program will help determine the effectiveness of the TDM program. The program will consist of an inventory of parking demands, arrival and departure patterns from parking areas under the control of Stadium ownership, a vehicle occupancy survey, and an inventory of MBTA commuter rail usage. The proponent will conduct these traffic monitoring activities for at least three events and provide an annual report to MassHighway once per year for five years following the completion of the project. In addition, an employee survey will be conducted annually to determine the commuting modes of employees. The proponent will submit the results of these monitoring studies to the Office of Transportation Planning, MassHighway District 5 Office, the MBTA, and the Metropolitan Area Planning Council.

Gillette Stadium Event Traffic Management Plan

The project and planned improvements have been designed to integrate the elements of the existing approved Stadium event traffic management plan in order to ensure the continued, safe, and efficient access to the Stadium for event patrons, while limiting event traffic spill-over through residential areas. Specific elements of the current traffic management plan will be modified to accommodate the project and the proposed off-site mitigation improvements. Modifications to the existing traffic management plan include the following changes at the site driveways:

- Gillette Stadium P4 Access will be open under pre-event conditions in order to accommodate access to the central retail component of the Project to and from the

north on Route 1 only. This access will be under police officer control during both the pre and post event conditions and on-site staff will direct the flow of traffic within the site.

- Gillette Stadium P5 Access will be closed to vehicular traffic in order to accommodate pedestrian traffic crossing to and from the P10 parking lot.

- Gillette Stadium P6 Access will be modified in conjunction with the project and will be placed under traffic signal control. Under event conditions, the traffic signal will be placed in flashing operation and the intersection will be under police officer control. The P6 Access will accommodate access to the central retail component of the project originating or destined to Route 1 south.

- Gillette Stadium P7 Access will be open to event patrons in order to accommodate the change in function for the P6 access described above.

- Gillette Stadium P8 Access will be modified in conjunction with the project to function as a right-turn only facility. Under event conditions, the P8 access will serve event patrons only to and from the south on Route 1.

- Gillette Stadium P9 Access will be modified in conjunction with the project and will be placed under traffic signal control. During event conditions, the traffic signal will be placed in flashing operation and the intersection will be under police officer control. The P9 access will serve both event patrons and project-related traffic associated with the southern retail component of the project.

- Route 1/Thurston Street intersection will be modified slightly in order to continue the left-turn restrictions from Route 1 under event conditions.

- Route 1/Madison Street intersection will be modified if a traffic signal is installed as a result of this project. If installed, the traffic signal will be placed in flashing operation and/or under police officer control under event conditions.

The proponent will review the above modifications to the current event traffic management plan with MassHighway, the Massachusetts State Police, and the Town of Foxborough prior to implementing any changes to the existing plan and on a yearly basis or as necessary to address changes in the transportation system, event conditions, or traffic flow patterns.

Agreements and Layout Alterations

Prior to any site occupancy, the proponent will submit to the MassHighway Boston and District 5 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.

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 Patriot Place 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.

April 20, 2007
DATE

Luisa Paiewonsky
Commissioner