



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Phillip Eng, Interim MassDOT Secretary
Jonathan L. Gulliver, Undersecretary and Highway Administrator



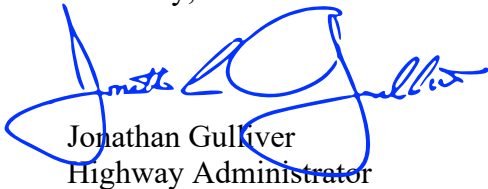
November 7, 2025

Robert Dale
Dale Development, LLC
630 Washington Road
Rye, NH 03870

Dear Mr. Dale:

Please find attached the Massachusetts Department of Transportation's M.G.L. Chapter 30, Section 61 Finding ("Finding") for the Rocky Hill Residential Development (EEA# 16837) in Amesbury. MassDOT has reviewed the project as part of the state environmental review process and concluded that the committed on-site and off-site improvements will mitigate the Project's transportation impacts and satisfy their requirements for the issuance of a Vehicular Access Permit. Upon satisfactory review of the design for these improvements, MassDOT will issue the necessary permits to implement on-site and/or off-site improvements. The Finding will be incorporated into the MassDOT Vehicular Access Permit to be issued for this Project. If you have any questions regarding the Finding, please call J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,



Jonathan Gulliver
Highway Administrator

JG/djm

cc: Jonathan Gulliver, Administrator, Highway Division
Carrie Lavalley, P.E., Chief Engineer, Highway Division
Paul D. Stedman, District 4 Highway Director
James Danila, P.E., State Traffic Engineer
Merrimack Valley Planning Commission (MVPC)
Public Works Department, City of Amesbury



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

PROJECT NAME: Rocky Hill Residential Development
PROJECT LOCATION: Amesbury
PROJECT PROPONENT: Dale Development, LLC
EEA NUMBER: 16837

I. Project Description

Full Build of the proposed development entails the construction of a 381-unit residential development (the “Project”), divided into the North Neighborhood, consisting of approximately 296 units, and the South Neighborhood, consisting of approximately 87 units, with a total of 713 parking spaces. The Project is located on Elm Street in Amesbury on roughly 87.36 acres of land (the “Site”). The Site is bordered by residential properties and open and wooded spaces to the north; I-495, residential properties, and open and wooded spaces to the south and east; and Elm Street, along with residential and commercial properties and open and wooded spaces to the west. Access to the Project Site will be through a full-access driveway that intersects the east side of Elm Street, opposite the south driveway to the Hampton Inn Amesbury. Emergency vehicles will have secondary access via a connection to the neighboring property at 227 Elm Street, which will be secured with a gate or other means approved by the Amesbury Fire Department.

The Proponent will apply to the Massachusetts Department of Transportation (MassDOT) for a Vehicular Access Permit under M.G.L. c. 81, § 21, as the Project Site requires access to Elm Street, a state-owned roadway.

II. MEPA History

The Proponent first 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 Environmental Notification Form (ENF) on June 7, 2024, for which the Secretary of Energy and Environmental Affairs (EEA) issued a Certificate on July 26, 2024, requiring the Proponent to prepare a Draft Environmental Impact Report (DEIR). On December 11, 2024, the Proponent submitted a DEIR, for which the Secretary of EEA issued a Certificate on January 17, 2025, requiring the Proponent to prepare a Final EIR. On August 22, 2025, the Proponent submitted a FEIR, for which the Secretary of EEA issued a Certificate on September 29, 2025, indicating that no further review was required for the Project.

MassDOT has reviewed and commented on the above MEPA submissions, considering the comments of various parties on the ENF, DEIR, and FEIR in connection with the permit 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 Project is expected to generate approximately 2,738 total vehicle trips to and from the Project Site during an average weekday, with approximately 163 vehicle trips expected during the weekday morning peak hour and 208 vehicle trips expected during the weekday evening peak hour. MassDOT has assessed the impacts of this anticipated traffic load on the surrounding regional roadway network based upon information outlined in the ENF, DEIR, and FEIR.

In the absence of mitigating improvements, Project-related traffic would be expected to have generally detrimental operational and safety impacts in several primary areas, including:

- Route 110 at the I-495 Southbound On-Ramp;
- Route 110 at the I-495 Northbound Off-Ramp;
- Route 110 at Rocky Hill Road;
- Route 110 at the Carriagetown Marketplace Driveway;
- Route 110 at Elm Street/Clark's Road;
- Route 110 at the I-95 Southbound Ramps;
- Route 110 at the I-95 Northbound Ramps;
- Route 110 at Merrill Street/Rabbit Road;
- Elm Street at Rocky Hill Road;
- Elm Street at the Carriagetown Marketplace Driveway; and
- Elm Street at the Hampton Inn Amesbury Driveway.

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

IV. Specific Project Mitigation Measures

MassDOT has analyzed the operational and safety impacts in the affected state highway area due to the proposed residential project and has determined that the mitigation measures outlined below are required to minimize the Project's traffic impacts. Based on discussions with MassDOT, the Proponent has committed to undertaking the following mitigation measures in cooperation with the identified parties.

Route 110 at the I-495 Southbound On-Ramp Intersection

The 2031 No Build scenario at this unsignalized intersection indicates that LOS for the I-495 SB On-Ramp westbound right-turn movement will be at Levels A/A (Average Delay = 0/0 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario at this unsignalized intersection indicates that LOS for this movement will be at Levels A/A (Average Delay = 0/0 seconds) during the weekday AM/PM 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 110 at the I-495 Northbound Off-Ramp Intersection

The 2031 No Build scenario at this unsignalized intersection indicates that LOS for the I-495 NB Off-Ramp northbound right-turn movement will be at Levels A/A (Average Delay = 0/0 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario at this unsignalized intersection indicates that LOS for this movement will be at Levels A/A (Average Delay = 0/0 seconds) during the weekday AM/PM 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 110 at Rocky Hill Road Intersection

The 2031 No Build scenario at this unsignalized intersection indicates that LOS for the Rocky Hill Road southbound right-turn movement will be at Levels B/F (Average Delay = 14.0/>50.0 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario at this unsignalized intersection indicates that LOS for this movement will be at Levels B/F (Average Delay = 14.8/>50.0 seconds) during the weekday AM/PM 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 110 at the Carriagetown Marketplace Driveway Intersection

The 2031 No Build scenario at this signalized intersection indicates that the level of service (LOS) will be at Levels A/B (Average Delay = 6.0/10.5 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario indicates that the LOS for this intersection will be at Levels A/B (Average Delay = 6.1/10.5 seconds) during the weekday AM/PM peak hours. The 2031 Build with mitigation scenario indicates that the LOS for this intersection will be at Levels A/B (Average Delay = 6.8/11.8 seconds) during the weekday AM/PM peak hours.

Prior to any site occupancy, the Proponent will modify traffic signal timing and coordination at this intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassDOT. For mitigation at this intersection, see the section below entitled "Route 110 Coordinated Traffic Signal System."

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 110 at Elm Street/Clark's Road Intersection

The 2031 No Build scenario at this signalized intersection indicates that the level of service (LOS) will be at Levels F/F (Average Delay = >80.0/>80.0 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario indicates that the LOS for this intersection will be at Levels F/F (Average Delay = >80.0/>80.0 seconds) during the weekday AM/PM peak hours.

The 2031 Build with mitigation scenario indicates that the LOS for this intersection will be at Levels F/E (Average Delay = >80.0/68.5 seconds) during the weekday AM/PM peak hours.

Independent of the Project, specific movements along Route 110 at the Route 110/Elm Street/ Clark's Road intersection are currently or are predicted to operate at or over capacity, with residual vehicle queuing along the Route 110 westbound approach that extends through the Route 110/I-95 southbound ramps intersection. Prior to any site occupancy, in an effort to improve operating conditions, the Proponent will construct this intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassDOT. These improvements include:

- Widen Route 110 westbound to accommodate three through travel lanes between the I-95 southbound off-ramp to a point approximately 300 feet west of Elm Street;
- Reconstruct the intersection and traffic signal system to accommodate the additional through travel lane, including a section of the Salisbury Point Ghost Trail that is situated along the north side of Route 110; and
- Design and implement an optimal traffic signal timing, phasing, and coordination plan.

For additional mitigation at this intersection, see the section below entitled "Route 110 Coordinated Traffic Signal System."

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 110 at the I-95 Southbound Ramps Intersection

The 2031 No Build scenario at this unsignalized intersection indicates that LOS for the I-95 SB Off-Ramp northbound left-turn movement will be at Levels F/F (Average Delay = >50.0/>50.0 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario at this unsignalized intersection indicates that LOS for this approach will be at Levels F/F (Average Delay = >50.0/>50.0 seconds) during the weekday AM/PM peak hours. The 2031 Build with mitigation scenario indicates that the LOS for this signalized intersection will be at Levels A/A (Average Delay = 3.2/4.8 seconds) during the weekday AM/PM peak hours.

For mitigation at this intersection to be implemented by the City of Amesbury, see the sections below entitled "Route 110 Coordinated Traffic Signal System" and "Route 110 at the I-95 North and Southbound Ramps."

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 110 at the I-95 Northbound Ramps Intersection

The 2031 No Build scenario at this unsignalized intersection indicates that LOS for the I-95 NB Off-Ramp southbound right-turn movement will be at Levels F/F (Average Delay = >50.0/>50.0 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario at this unsignalized intersection indicates that LOS for this approach will be at Levels F/F (Average Delay = >50.0/>50.0 seconds) during the weekday AM/PM peak hours. The 2031 Build with

mitigation scenario indicates that the LOS for this signalized intersection will be at Levels A/A (Average Delay = 0/0 seconds) during the weekday AM/PM peak hours.

For mitigation at this intersection to be implemented by the City of Amesbury, see the section below entitled “Route 110 at the I-95 North and Southbound Ramps.”

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 110 at Merrill Street/Rabbit Road Intersection

The 2031 No Build scenario at this signalized intersection indicates that the level of service (LOS) will be at Levels C/D (Average Delay = 32.5/54.4 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario indicates that the LOS for this intersection will be at Levels C/E (Average Delay = 32.9/56.2 seconds) during the weekday AM/PM peak hours. The 2031 Build with mitigation scenario indicates that the LOS for this intersection will be at Levels C/D (Average Delay = 28.9/52.3seconds) during the weekday AM/PM peak hours.

Prior to any site occupancy, the Proponent will modify the traffic signal and timing at this intersection in accordance with conceptual and 100 percent plans to be submitted to and approved by MassDOT. For mitigation at this intersection, see the section below entitled “Route 110 Coordinated Traffic Signal System” and “Route 110 at Merrill Street and Rabbit Road/Route 110 at Elm Street and Clark’s Road.”

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.

Elm Street at Rocky Hill Road Intersection

The 2031 No Build scenario at this unsignalized intersection indicates that LOS for the Rocky Hill Road eastbound approach will be at Levels C/D (Average Delay = 24.0/33.6 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario at this unsignalized intersection indicates that LOS for this approach will be at Levels D/E (Average Delay = 27.5/39.0 seconds) during the weekday AM/PM 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.

Elm Street at the Carriagetown Marketplace Driveway Intersection

The 2031 No Build scenario at this unsignalized intersection indicates that LOS for the Carriagetown Marketplace Driveway eastbound approach will be at Levels C/F (Average Delay = 18.7/>50.0 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario at this unsignalized intersection indicates that LOS for this approach will be at Levels C/F (Average Delay = 19.5/>50.0 seconds) during the weekday AM/PM 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.

Elm Street at the Hampton Inn Amesbury Driveway/Project Site Driveway Intersection

The 2031 No Build scenario at this unsignalized intersection indicates that LOS for the Hampton Inn Driveway eastbound approach will be at Levels C/B (Average Delay = 15.4/14.4 seconds) during the weekday AM/PM peak hours. The 2031 Build scenario at this unsignalized intersection indicates that LOS for the Project Site Driveway westbound approach will be at Levels F/F (Average Delay = >50.0/>50.0 seconds) during the weekday AM/PM 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

Agreements and Layout Alterations

Prior to any site occupancy, the Proponent will submit to the Highway Division District 4 Office 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.

Project Site Access

Access to the Project Site will be provided via a full access driveway that intersects the east side of Elm Street, generally opposite the south driveway to the Hampton Inn Amesbury. Secondary access for emergency vehicles will be provided via a connection to the neighboring property at 227 Elm Street, which will be secured by a gate or other acceptable means to the Amesbury Fire Department. The following recommendations are provided regarding the design and operation of the Project site access and internal circulation:

- The primary access drives will be at least 22 feet wide without a median, with a section of the drive that includes a median designed to provide a 14-foot-wide traveled way on each side of the median. Minor drives that are not intended to carry through traffic to Elm Street will be a minimum of 20 feet wide. When a roadway width is less than 24 feet, on-street parking will be prohibited unless a separate parking lane or similar accommodation is provided apart from the traveled way. Corner radii and terminus points of the drives within the Project Site will be designed to accommodate the turning and maneuvering needs of emergency vehicles as defined by the Amesbury Fire Chief.
- Consideration will be given to widening the driveway approaching Elm Street to provide an area for parent/caregiver vehicles to park when waiting for the school bus.
- Where perpendicular parking is proposed, the maneuvering area behind the parking will be a minimum of 23 feet to facilitate parking maneuvers.
- Vehicles exiting the Project site driveway to Elm Street and at intersections of minor streets with the main circulating roadway within the Project site will be placed under STOP-sign control with a marked STOP-line provided.
- Appropriate signs and pavement markings will be provided to regulate the flow of traffic on the approaches to and within the roundabout that is planned within the Project site, including "Yield" signs and accompanying pavement markings on the approaches and "One-Way" signs within the roundabout. In addition, splitter islands will be provided on

all approaches to the roundabout that provide proper deflection to reduce approach speeds and reinforce the one-way circulation.

- All signs and pavement markings to be installed within the Project site will conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).
- Sidewalks will be provided along one or both sides of the Project site driveway and internal roadways within the Project site and will connect to the existing sidewalk along the northeast (Project) side of Elm Street.
- Americans with Disabilities Act (ADA)-compliant wheelchair ramps will be provided at pedestrian crossings to be modified or constructed in conjunction with the Project, including for crossing the Project site driveway along Elm Street or the driveway will be designed so that the sidewalk crosses the driveways (i.e., pan-type driveway).
- Traffic calming measures, including raised crosswalks, raised intersections, and other appropriate devices, will be installed at appropriate locations within the Project site to promote reduced travel speeds and support the pedestrian-focused neighborhood environment within the Project site.
- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas will be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within sight triangle areas will be promptly removed where such accumulations would impede sight lines.

Route 110 Coordinated Traffic Signal System

Prior to any site occupancy, the Proponent will design and implement an optimal traffic signal timing, phasing, and coordination plan (where applicable) for the following intersections:

- Route 110 at the Carriagetown Marketplace Driveway;
- Route 110 at Elm Street and Clark's Road;
- Route 110 at the I-95 Southbound Off-Ramp (future); and
- Route 110 at Merrill Street and Rabbit Road (not currently coordinated).

The initial traffic signal timing improvements will be completed before the issuance of any Certificate of Occupancy for the Project, pending receipt of all necessary rights, permits, and approvals. These improvements will include a review of the "yellow" and "all-red" clearance intervals and pedestrian phase timings. Operating conditions at the affected intersections will then be reviewed annually as part of the Traffic Monitoring and Reporting Program. Based on the monitoring results, the traffic signal timing, phasing, and coordination will be further adjusted, again subject to securing all required rights, permits, and approvals. Operating conditions are expected to improve or generally return to No-Build conditions with these improvements.

Route 110 at the I-95 North and Southbound Ramps

Right-turn movements from the I-95 northbound ramp to Route 110 westbound and left-turn movements from the I-95 southbound off-ramp to Route 110 westbound are currently at or above capacity during peak hours, leading to vehicle queues of up to 72. A review evaluated possible improvements at these intersections and recommended installing a traffic signal at the Route 110/I-95 southbound off-ramp, which meets MUTCD warrants. This option, along with

geometric improvements at the Route 110/Elm Street/Clark's Road intersection, is expected to enhance operations, reduce queues on the I-95 ramp to Route 110 westbound to no more than 2 vehicles, and achieve a Level of Service (LOS) of D or better.

To assist with advancing these improvements, the Proponent has prepared on behalf of the City of Amesbury a Community One Stop for Growth grant application for improvements at the Route 110/I-95 southbound ramps intersection, which was submitted on June 4, 2025. MassDOT acknowledges that the City of Amesbury will complete these improvements.

Route 110 at Merrill Street and Rabbit Road/Route 110 at Elm Street and Clark's Road

Prior to Site occupancy, the Proponent will perform the short-term, low-cost enhancements outlined in the Road Safety Audit (RSA) conducted in June 2025:

Route 110/Merril Street/Rabbit Road

- Test the vehicle detection system and repair or replace the associated equipment as needed;
- Add backplates with reflective yellow tape to the vehicle signal indications;
- Evaluate the impact of restricting right-turn-on-red movements on traffic operations. If deemed feasible and desirable by MassDOT, install the necessary signs to restrict this movement;
- Evaluate the feasibility of implementing split-phasing for the intersection. If deemed feasible and desirable by MassDOT, implement the traffic signal timing plan;
- Review and adjust the “yellow” and “all red” clearance intervals
- Increase the audible volume of the Audible Pedestrian Signals;
- Trim vegetation to improve sight lines on the approaches to the intersection and at the intersection corners;
- Add tracking lines to guide vehicles to proper lane assignments;
- Reapply the pavement markings on the intersection approaches with high visibility thermoplastic markings;
- Reapply the crosswalk pavement markings with high visibility, ladder style thermoplastic markings;
- Reapply the “Bicycle Stop on Line for Green” pavement markings;
- Add lane use signs to the sign bridge over Route 110 for eastbound motorists;
- Review and fix any crooked or misaligned signs within the intersection;
- Install “4 Feet to Pass” bicycle signs on Merrill Street south of Route 110;
- Evaluate the compliance of the wheelchairs with the requirements of the Americans with Disabilities Act (ADA) and reconstruct the ramps as necessary;
- Rotate the parallel drainage grate on the southwest corner of the intersection to be perpendicular to the path of vehicle travel; and
- Evaluate the feasibility of installing “Do Not Block” signs and pavement markings on Merrill Street in front of the Aroma Joe's/plaza entrance.

Route 110/Elm Street/Clark's Road

- Test the vehicle detection system and repair or replace the associated equipment as needed;
- Replace the emergency vehicle pre-emption system and adjust the location of the receivers as necessary to ensure proper operation;
- Evaluate the impact on traffic operations of restricting right-turn-on-red movements. If deemed feasible and desirable by MassDOT, install the necessary signs to restrict this movement;
- Review and adjust the “yellow” and “all red” clearance intervals
- Trim vegetation to improve sight lines on the approaches to the intersection and at the intersection corners;
- Add advance lane assignment markings on the Elm Street approach;
- Reapply the crosswalk pavement markings with high visibility, ladder style thermoplastic markings;
- Reapply the pavement markings on the intersection approaches with high visibility thermoplastic markings;
- Add additional directional guide signs for I-95 on Route 110 after (east of) the Macy Street; and
- Install radar speed feedback signs on Route 110 east of Macy Street and west of I-495.

Elm Street Pedestrian Crossing

To improve pedestrian access to the Project and connections to public transportation, Carriagetown Marketplace, and the Salisbury Point Ghost Trail, a pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) will be installed at the current crosswalk on the northwest side of Elm Street at the Elm Street/Hampton Inn Amesbury driveway intersection. This will include warning signs for pedestrian crossings both at and before the crosswalk. The placement of the RRFB will be coordinated with MassDOT and the City of Amesbury as part of planning to extend the Amesbury Riverwalk to connect with the Salisbury Point Ghost Trail. These improvements will be completed before the Project receives a Certificate of Occupancy, pending the acquisition of all necessary rights, permits, and approvals.

Transportation Demand Management

The Proponent will implement Transportation Demand Management (TDM) measures for the Project to reduce single-occupant vehicle trips to and from the Project Site while minimizing overall vehicle trip generation and parking demand. These TDM measures shall include:

- A transportation coordinator will be designated for the Project, who may have other duties and responsibilities, to coordinate the elements of the TDM program;
- The transportation coordinator will facilitate a rideshare matching program for residents to encourage carpooling;
- A “welcome packet” will be provided to new residents detailing available public transportation services, bicycle and walking alternatives, and other commuting options, including information and maps of the shared-use trail network that is accessible from the

Project site (Salisbury Point Ghost Trail, the Amesbury Riverwalk, and the William Lloyd Garrison shared-use trails);

- Amenities will be provided to support telecommuting by residents of the Project that may take the form of meeting space or collaboration areas within the clubhouse;
- Information regarding public transportation services, maps, schedules, and fare information will be posted in a central location and/or otherwise made available to residents;
- Pedestrian accommodations will be incorporated within the Project and consist of sidewalks that connect to the existing sidewalk infrastructure along Elm Street;
- Secure bicycle parking will be provided at appropriate locations within the Project site to include exterior bicycle racks proximate to building entrances and at the amenities and weather protected bicycle parking for residents in each residential building; and
- Wayfinding signs will be provided within the Project site to direct bicyclists to the bicycle parking areas and to the Salisbury Point Ghost Trail and the Amesbury Riverwalk from the Project site.

Additionally, the Proponent will work with the Merrimack Valley Transit Authority (MeVA) and the City of Amesbury to establish a bus stop along Elm Street at the Project site. If a bus stop is set up and MeVA desires, a bus shelter will be provided at a location agreed upon through consultation with MeVA and MassDOT.

Traffic Monitoring Program

The Proponent has committed to conducting an annual Traffic Monitoring Program (TMP) for a period of five years, beginning six months after occupying the full build of the Project. The goals of the monitoring program will be to evaluate the assumptions made in the TIA and the adequacy of the mitigation measures, as well as determining the effectiveness of the TDM program. The monitoring program will include the following elements:

- Obtaining traffic-volume information over a continuous seven-day, weeklong period on the driveway serving the Project;
- Performing manual turning movement and vehicle classification counts at the following intersections (the “Monitored Intersections”) during the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods:
 - Elm Street at the Project site driveway;
 - Route 110 at the Carriagetown Marketplace Driveway;
 - Route 110 at Elm Street and Clark’s Road;
 - Route 110 at the I-95 Southbound Ramps;
 - Route 110 at the I-95 Northbound Ramps;
 - Route 110 at Merrill Street and Rabbit Road;
- Evaluating motor vehicle crash data at the Monitored Intersections;
- Obtaining parking demand observations between 5 AM and 7 AM on a weekday; and
- Performing a survey of resident commuting modes.

Greenhouse Gas (GHG) Commitment

Upon completion of construction of the Project, the Proponent will provide the MEPA office with a certification (the “Self-Certification”) signed by an appropriate professional (e.g. engineer, architect, general contractor). This Self-Certification shall attest that the Proponent has incorporated into the project all the GHG mitigation measures, or their equivalent, that were committed to in the EIR to collectively achieve the proposed stationary GHG emission reduction.

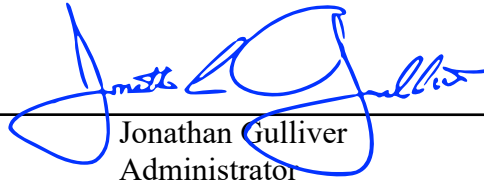
This Self-Certification will be supported by as-built plans and shall include an update regarding operational measures (i.e., TDM program, recycling, Energy Star-rated equipment, etc.). This update will consist of any changes to these measures from those identified in the DEIR/FEIR, the schedule for implementing all measures, and how progress toward achieving these measures will be advanced, if not currently implemented. The Self-Certification and all supporting plans and documents shall be provided to the MEPA office within three (3) months of the completion of the project. Furthermore, upon completion and submission of the annual Transportation Monitoring Program to MassDOT (as outlined in the Finding), the Proponent will provide a report on the implementation of the TDM program. Appropriate MassDOT staff will review the yearly report for operational effectiveness and, if necessary, provide suggestions for adjustments or improvements to the program.

FINDINGS

For the reasons stated above, MassDOT 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 Rocky Hill Residential Development. Appropriate conditions consistent with this Section 61 Finding will be included in the Vehicular Access Permit to be issued by MassDOT in order to fully describe and ensure implementation of these measures.

11/7/2025

DATE


Jonathan Gulliver
Administrator