



PEER REVIEW

SUDBURY-HUDSON TRANSMISSION RELIABILITY AND MASS CENTRAL RAIL TRAIL PROJECT – LSP REVIEW

Various Locations
Sudbury, Massachusetts 01776

Report Date: November 2, 2020
Partner Project No. 20352381



Prepared for:
Protect Sudbury, Inc.
79 Robert Best Road
Sudbury, Massachusetts 01776

November 2, 2020

Ray Phillips
Protect Sudbury, Inc.
79 Robert Best Road
Sudbury, Massachusetts 01776

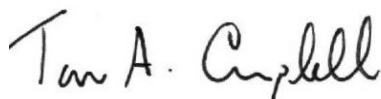
Subject: Sudbury-Hudson Transmission Reliability and Mass Central Rail Trail Project – LSP Review
Various Locations
Sudbury, Massachusetts 01776
Partner Project No. 20352381

Dear Mr. Phillips:

Partner Engineering and Science, Inc. (Partner) is pleased to provide the results of the Sudbury-Hudson Transmission Reliability and Mass Central Rail Trail Project – LSP Review (LSP Review) report of the abovementioned address (the “subject property”).

We appreciate the opportunity to provide environmental services to you. If you have any questions concerning this report, or if we can assist you in any other matter, please contact me at 508-975-3022.

Sincerely,



Tom Campbell, LSP
Project Manager

INTRODUCTION

Partner Engineering and Science, Inc. (Partner) has performed a Licensed Site Professional (LSP) Peer Review for the Sudbury-Hudson Transmission Line Project located at Various Locations, Sudbury, Middlesex County, Massachusetts (“the subject property”). This report incorporates the review of client-provided reports only and does not include additional research or interviews. The Peer Review is designed and intended to be utilized as a limited screening tool to meet the financial needs and requirements of the client.

Limitations

Any and all conclusions expressed or implied in this report are limited by the contractual Scope of Work and standard commercial methods used to perform these services.

In preparing this report, Partner has relied solely on information that has been provided and/or derived from secondary sources and compiled data, as provided solely by the client. Partner cannot and does not warrant or guarantee that the information provided by these other sources is accurate or complete. The conclusions and findings set forth in this report are strictly limited in time and scope to the date of the evaluation. No other warranties are implied or expressed. The methodologies of this review are not intended to identify all environmental concerns which may be identified in other Environmental Site Assessments. A site reconnaissance by Partner personnel was not conducted as part of this investigation.

The intended user is Protect Sudbury, Inc. (“Client”), its future banks and participants, and such other parties and entities (if any) expressly recognized by Partner Engineering as “Intended Users”. This report has no other purpose and may not be relied upon by any other person or entity without the written consent of Partner.

This report has been completed under specific Terms and Conditions relating to scope, relying parties, limitations of liability, indemnification, dispute resolution, and other factors relevant to any reliance on this report. Any parties relying on this report do so having accepted the Terms and Conditions for which this report was completed. A copy of Partner’s standard Terms and Conditions can be found at <http://www.partneresi.com/terms-and-conditions.php>.

CLIENT-PROVIDED INFORMATION

The following information was provided to Partner for review:

Groundwater Hydrology Assessment Sudbury MA Public Community Water System, Vanasse Hangen Brustlin, Inc. (VHB), September 8, 2017.

Summary of Hazardous Materials Assessment, Proposed Transmission Line Project, Sudbury to Hudson, Massachusetts, VHB, September 29, 2017.

OHM Review of Alternatives, Proposed Transmission Line Project, Sudbury to Hudson, Massachusetts, VHB, December 15, 2017.

Sudbury-Hudson Transmission Reliability and Mass Central Rail Trail Project, Sudbury, Massachusetts Notice of Intent (NOI), Prepared by VHB, Prepared for Eversource Energy and Massachusetts Department of Conservation and Recreation (March 2020)

Sudbury-Hudson Transmission Reliability and Mass Central Rail Trail Project, Summary of Soil and Groundwater Analytical Results and Subsurface Media Management, VHB (June 12, 2020)

The Project includes the completion of a portion of a 4.3 mile long new 115-kilovolt (kV) underground electric transmission line referred to as "the Sudbury-Hudson Transmission Line Project". The Project will be constructed along a Massachusetts Bay Transportation Authority (MBTA) inactive railroad right-of-way (ROW) which was formerly the Massachusetts Central Railroad corridor used for passenger and freight service until 1970. Portions of the ROW contain remnants of single track railroad and some sections are utilized for passive recreation.

Construction will require clearing and maintenance of a 22-to 30-foot wide corridor along the MBTA ROW to allow for construction of an access road, duct bank, and splice vaults. At each proposed splice vault location temporary clearing will expand to a width of 40 feet. Each splice vault will be approximately 8 feet wide by 8 feet high and 24 feet long. Splice vault depths will range from 12 to 15 feet below the proposed final grade.

The project will require coverage under the National Pollutant Discharge Elimination System (NPES) 2017 Stormwater Construction General Permit (CGP). The CGP will require development of a Stormwater Pollution Prevention Plan (SWPP) and the implementation of pollution prevention controls.

Soil and groundwater characterization was conducted by VHB along the ROW in 2018. VHB's characterization protocol referenced the Massachusetts Department of Environmental Protection (MassDEP) guidance document *Best Management Practices for Controlling Exposure to Soil during the Development of Rail Trails (RTG)*. Twenty-nine soil samples were collected along the Sudbury portion of the project and analyzed for MassDEP Policy Comm-97-001 soil disposal characterization parameters. These included total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), Massachusetts Contingency Plan (MCP) 14 Metals, polychlorinated biphenyls (PCBs), herbicides, pesticides, pH, reactivity, and ignitability. Soil samples were collected using hollow stem auger (HSA) drilling methods. Four discrete grab soil samples were collected at 2-foot intervals to a total depth of 8 feet below ground surface (bgs). Samples were collected as composite samples except for the VOC aliquot which was collected from one of the four discrete samples exhibiting the highest photoionization detector (PID) reading or visual and olfactory observations.

Soil sample results were compared to Massachusetts Contingency Plan (MCP) Reportable Concentrations (RCs) for Soil Category 1 (RCS-1). All soil analytical results were below applicable RCS-1 standards with the following exceptions:

- Results from two samples (MP34 and SB36) detected arsenic at a concentration of 21 milligrams per kilogram (mg/kg), above the MCP RC of 20 mg/kg. The presence of arsenic was attributed to the application of pesticides along the railroad ROW.

- Two polycyclic aromatic hydrocarbons (PAHs) including phenanthrene and benzo(a)pyrene were detected in two samples (MP34 and MP33) above their respective MCP RCs. The compounds were attributed by VHB to releases related to coal or coal ash.
- One soil sample, SB4 contained TPH above the MCP RC of 1,000 mg/kg. No TPH was detected in a corresponding groundwater monitoring well at the same location. VHB attributed the detection of TPH to an adjacent roadway and normal motor vehicle operations.

Groundwater samples were collected from three soil boring locations completed as permanent 2-inch groundwater monitoring wells constructed with 10-foot screens, 2-foot sand pack, bentonite seals, and stand-up casings. Locations were chosen along Boston Post Road and Union Avenue in areas with known groundwater impacts. Following installation, wells were developed by removing several well volumes and subsequently sampled using low-flow sample methodology. Samples were submitted for laboratory analysis for VOCs, PCBs, dissolved Resource Conservation and Recovery Act (RCRA) 8 metals, and TPH. Analytical results were compared to MCP RCs for Groundwater Category 1 (RCGW-1) due to the presence of a Zone II Wellhead Protection Area. Laboratory results did not detect any concentrations above applicable RCGW-1 standards.

VHB summarized the measures to be taken for soil management during construction activities which will be conducted in accordance with the best management practices set forth in the MassDEP RTG. Soil excavation will employ an Environmental Monitor who will visually inspect (for visual and olfactory evidence of impact) and screen soil (assumed using a field monitoring instrument) to determine if additional evaluation or special handling is required.

Soil reuse is planned to achieve final elevations. Soil excavated from Residential, Rural, and Undeveloped segments (as designated by VHB in accordance with the MassDEP RTG) will be reused throughout the Project. Soil excavated from Industrial areas will only be reused within other Industrial areas. Excess soil not designated for reuse will be temporarily stockpiled in areas outside the ROW and wetland resource areas. Stockpiles will be limited in size and covered with 6 mil polyethylene sheeting. Samples will be collected to characterize the soil piles for proper disposal in accordance with MassDEP Policy Comm-97-001.

Dewatering will be required depending on the location of the splice vault excavations. A soil and groundwater management plan will be developed by VHB and the Eversource Best Management Practices (BMP) manual will be followed. Methods to manage groundwater may include overland flow, frac tanks, filter bags and straw bale containment areas, and, discharge hose filter socks. Efforts will be made to discharge either to construction trenches or in uplands at least 100 feet from the wetlands.

ANALYSIS AND RECOMMENDATIONS

Partner has formulated the following Conceptual Site Model (CSM) for this Project.

Based on the information reviewed, the portion of the Project subject to this peer review extends 4.3 miles along a former railroad ROW in the Town of Sudbury. Historic rail road operations involved the use of

materials that contained hazardous chemicals (creosote and arsenic from railroad ties, arsenic weed-control sprays and arsenic contaminated slag used as railroad bed fill), and may have involved petroleum spills (diesel, lubricating oil) from train operations.

The Project passes through multiple resource areas. Massachusetts Wetland Protection Act (MWPA) jurisdictional resource areas include Bordering Vegetated Wetland (BVW), Riverfront Area, Bordering Land Subject to Flooding, Land Under Water Bodies and Waterways, Bank, and Buffer Zone. One federal resource area, Isolated Vegetated Wetland, is in the Project. Town of Sudbury Bylaw Jurisdiction Only areas include Adjacent Upland Resource Area, Vernal Pool Buffer, and Bylaw Riverfront Area.

The MWPA recognizes and protects eight important public functions and values provided by wetlands, waterbodies, and other areas. Among these functions and values are water quality/water supply protection and pollution prevention. The review of the Project to ascertain impact to water supply and wetland resources would be within the jurisdiction of a conservation commission.

According to the Massachusetts Geographic Information System (MassGIS) Online Mapping Tool, current and potential drinking water resource areas include a Zone II Wellhead Protection Area located in the central portion of Sudbury and a Medium Yield Aquifer associated with Hop Brook.

The Sudbury municipal water system sources include nine wells located in three aquifers, the Raymond Road Aquifer, the Hop Brook Aquifer, and the Great Meadow Aquifer. The Project will intersect the Raymond Road Aquifer which supplies five wells. In addition, the project will intersect a potential drinking water source area represented by a medium yield aquifer (Hop Brook).

Soils as characterized by VHB include organic material, fine, medium coarse sand, peat, and silty clay to 8 feet bgs. According to a report assessing alternative wastewater disposal options prepared by Weston & Sampson for the Town of Sudbury (June 2012) soils in the study area included Windsor series in the West area, Deerfield loamy sand to Freetown Muck in the Central area and predominantly Udorthents in the East area. Characteristics of these soils range from rapid to very rapid permeability (Windsor Series), high groundwater to excessively drained soils (Freetown Muck and Deerfield loamy sand), and well drained to excessively drained soils (Udorthents). According to VHB's Sudbury Groundwater Hydrology Report, portions of the overburden where clay layers are not present would be highly permeable and would require protection from surface spills and sources of contamination. According to previous 21E investigations along the Project area, groundwater ranges from approximately 1.26 to 6.13 feet bgs. Boring logs completed by VHB along the Project corridor document groundwater at approximately 2 feet to 8 feet bgs.

A hazardous materials assessment by VHB has identified several MCP (21E) regulated disposal sites abutting or adjacent to the Project. Sixteen properties of concern were identified along the preferred route in Sudbury. VHB provided a summary table which contained sampling recommendations. Eight disposal sites were not designated for sampling, including the Former Sudbury Rod and Gun Club. See attached table from VHB providing a summary of properties of concern.

The Former Sudbury Rod and Gun Club (RTN 3-24573) is located on 33 Bulkley Road in Sudbury. Lead impact to soil from the use of the property as a firing range has been documented and regulatory closure has been achieved with a Class A-1 Response Action Outcome. Although residential areas were the focus

of remediation activities, historic diagrams indicate the firing range extended onto the MBTA ROW suggesting the potential for lead impacted soil. The potential also exists for lead impacted groundwater in this location. A groundwater study conducted by the United States Geological Survey (Groundwater Contamination from Lead Shot at Prime Hook National Wildlife Refuge, Sussex County Delaware, 2003) documented the impact of lead and associated metals (antimony and arsenic) from concentrated deposits of shotgun pellets to shallow overburden groundwater. Dissolved concentrations higher than 400 µg/L and as high as 1 microgram per liter were documented. The soil and groundwater sampling conducted by VHB did not include a sample from the location adjacent to this release site.

One 21E site that was targeted by VHB for sampling included the Former Raytheon Company (RTNs 3-3037 and 3-27243) located at 528 Boston Post Road and abuts the Project Site. This disposal site is in a Temporary Solution status with ongoing groundwater monitoring for chlorinated VOCs. One groundwater sample was collected from VHB in this location and no compounds or elements were detected above RCGW-1. Partner notes that 1,4-dioxane was not detected via United States Environmental Protection Agency (EPA) Method 8260C, but had laboratory reporting limit of 50 micrograms per liter (µg/L) above the RCGW-1 standard of 0.3 µg/L. 1,4-dioxane is considered an emerging contaminant and has been used as a stabilizer in the manufacturing of chemicals including chlorinated VOCs. To appropriately test for the presence of 1, 4-dioxane, analysis should be conducted in accordance with EPA Method 8270SIM with isotope dilution.

Partner notes that ongoing assessment and response actions are being conducted at the Precision Coating Inc. 21E Disposal Site (RTN 2-20439) related to poly- and perfluoroalkyl substances (PFAS). Although the Site is located in Hudson, PFAS has been detected in a public water supply well located 1,500 feet to the southeast of the Disposal Site facility building and 2,000 feet west of the Sudbury/Hudson town boundary. A review of the MassGIS Mapping Tool depicts wetland systems adjacent to the Disposal Site that appears to be interconnected with wetland systems located in Sudbury. Environmental characterization of the Project did not include groundwater samples for PFAS.

The MassDEP RTG document provides Best Management Practices to be implemented for the management of soil before, during, and after former railroad lines are converted to recreation trails. The scope of this Project has been estimated to include the potential disposal of over 50,000 tons of soil associated with the bank trench excavation. This volume of soil with potential impact from historic rail road operations would typically be managed under a MCP Release Abatement Measure (RAM) Plan or Utility RAM Plan. The MassDEP RTG provides guidance for soil characterization but due to the nature of the projects, groundwater characterization is not discussed. The Project will require groundwater management due to shallow groundwater tables and depth of the proposed excavations.

Recommendations

Adequacy of Groundwater Characterization

VHB has suggested that based on the limited groundwater sampling (three groundwater samples), impacted groundwater is not likely to be encountered and re-infiltration of groundwater will not have any adverse impact on surrounding soils or groundwater. Partner suggests that more extensive groundwater sampling along the Project would be warranted to more adequately characterize groundwater conditions

and to ensure current and potential drinking water source areas and wetland resources located in proximity to the Project are not impacted.

Sixteen 21E sites are located along the Project in the Town of Sudbury, including sites associated with chlorinated VOC impact (Coatings Engineering RTN 3-74, Concord Street RTN 3-15581) and Light Non Aqueous Phase Liquid (LNAPL) (Gasoline Service Station RTN 3-33240). Although these locations were targeted for soil sampling, groundwater samples were not collected.

The Project intersects a Zone II Wellhead Protection area for the Raymond Rd. Aquifer (current drinking water source area) and a Medium Yield Aquifers associated with the Hop Brook Aquifer (potential drinking water source area). Under the MCP, both of these resource areas are designated the more conservative RCGW-1 category groundwater. The collection of groundwater samples prior to dewatering activities in these more sensitive resource areas would be prudent.

Partner requests that the VHB sample locations be cross-referenced with the 21E Disposal sites that were targeted or for another sample rationale such as the presence of aquifers. A table providing sample location rationale would assist in determining the purpose of each location and if a groundwater sample would be warranted.

Partner requests an analysis of the suitability to collect groundwater samples for PFAS in the vicinity of the town boundary with the Precision Coating Disposal Site. A review of the most recent Immediate Response Action (IRA) Status Report from June 2020 documents impact to residential private drinking water wells and White Pond downgradient and to the east towards the Sudbury town boundary. Partner notes that this area of Hudson and Sudbury have interconnected medium yield aquifers and wetland systems that may facilitate eastward migration of impacted groundwater.

Soil Management

Partner notes that soils samples were not collected below 8 feet bgs although the proposed depth of the splice vaults will be 12 to 15 feet below final grade. Therefore, it is possible that soil has not been adequately characterized at the splice vault locations. Typically for projects requiring large volumes of soil excavation, pre characterization is conducted to evaluate disposal options.

VHB notes that soil management will be conducted as outlined in the MassDEP RTG. Partner notes that the MassDEP RTG may not be the most appropriate guidance for the removal of large quantities of potentially impacted soil. The MCP regulations set forth the requirements and procedures for Release Abatement Measures and Utility-related Abatement Measures, which might be the more appropriate vehicles for the soil removal scope of this Project.

Groundwater Management

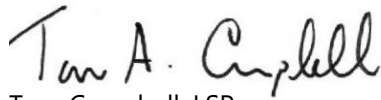
VHB has discussed groundwater management through the visual inspection by the EM for evidence of impact. Partner notes that due to the limited groundwater sampling, visual observations only are not adequate to determine the presence of impact and should be supplemented with laboratory analysis. Eversource has indicated that impacted water as determined by the EM will be managed appropriately and may include transporting water off-site for disposal. It is unclear how visual observations will be adequately

protective prior to discharging potentially impacted water to a current or potential drinking water source area or into a wetland resource area. Groundwater that is potentially impacted may not necessarily have visual or olfactory evidence of impact. Laboratory analysis would be a prudent initial step to verify the presence or lack of impact.

SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

Partner has performed a LSP Review for the Sudbury-Hudson Transmission Line Project located at Various Locations, Sudbury, Middlesex County, Massachusetts in conformance with the scope and limitations of the protocol and the limitations stated earlier in this report. Exceptions to or deletions from this protocol are discussed earlier in this report.

Prepared By:



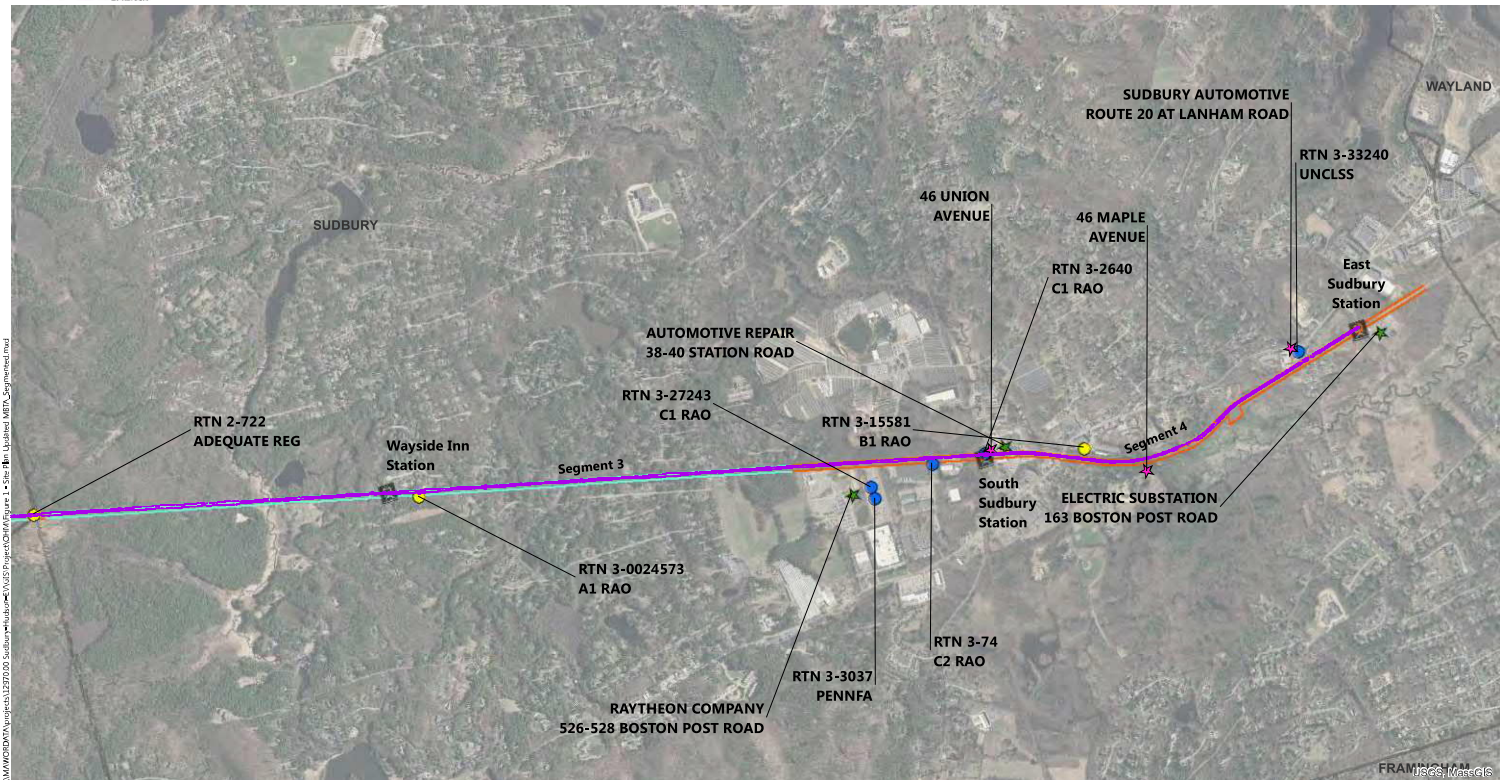
Tom Campbell, LSP
Project Manager

Reviewed By:



James Duba
Senior Project Manager-Subsurface Investigations

APPENDIX A: FIGURES AND TABLES EXCERPTS



Residential, Rural, Undeveloped Corridor/ Sampling Not Recommended based off MassDEP Rail Trail BMP
 Industrial Corridor/ Sampling May be Required based on MassDEP Rail Trail BMP

MassDEP Disposal Sites
 Regulatory Closure Achieved
 Active/Temporary Solution
 Other Environmental Concerns Based on Observations and Current Usage

MA Towns (Multi-part Polygons, from Survey Points)
 Approximate Area of Proposed Soil Removal
 Approximate Locations of Former Railroad Stations

Proposed 115 kV Transmission Line | Sudbury to Hudson, Massachusetts

Figure 3
Project Area Map

Sources: MassGIS 2013 Aerial Imagery, MassDEP Searchable Sites Database

Table 1
Summary of Properties of Concern
Preferred Route/Noticed Variation
Sudbury to Hudson, Massachusetts



Release Tracking Number (RTN)	Town	Address	Location Aid	Initial Notification Date	Current Regulatory Status	RAO Class	Contaminants	Proximity To Project	Sampling Recommended per MassDEP Rail Trail BMP	Segment
-	HUDSON	7 LEWIS STREET	ORCHARDS	-	-	-	Possible Pesticide Use	Abutting	No	Segment 1
-	HUDSON	CHESTNUT STREET	GLEASONDALE STATION	-	-	-	Coal Slag	On-Site	Yes	
-	HUDSON	CHESTNUT STREET	FORMER GRAVEL PITS	-	-	-	Hazardous Material	Abutting	No	
-	HUDSON	556 MAIN STREET	DRUM STORAGE	-	-	-	Oil and Hazardous Material	Abutting	Yes	Segment 2
-	HUDSON	556 MAIN STREET	CHEMICAL STORAGE	-	-	-	Oil and Hazardous Material	Abutting	Yes	
-	HUDSON	556 MAIN STREET	CONCRETE PLANT	-	-	-	Oil and Hazardous Material	Abutting	Yes	
2-68	HUDSON	555 MAIN STREET	ARROW AUTOMOTIVE IND INC	1/15/1987	RAO	C1	Oil	Abutting*	Yes	
2-16560	HUDSON	555 MAIN STREET	HUDSON MAIN 555 LLC	1/24/2007	RTN CLOSED	N/A	Hazardous Material	Abutting*	Yes	
-	HUDSON	566 MAIN STREET	AUTOMOTIVE SCRAP YARD	-	-	-	Oil and Hazardous Material	Abutting	Yes	
2-275	HUDSON	560 MAIN ST	M&M DRILLING KANE PERKINS	7/15/1987	RAO	A2	Oil	On-Site	Yes	
-	HUDSON	560 MAIN STREET	COMMERCIAL PRINTING	-	-	-	Hazardous Material	Abutting	Yes	
-	HUDSON	567 MAIN STREET	PLASTICS MANUFACTURER	-	-	-	Hazardous Material	Abutting	Yes	
2-10785	HUDSON	571 MAIN ST	SOUTH SIDE MAIN ST WEST OF PARMENTER RD	5/18/1995	RAO	B1	Hazardous Material	Abutting*	No	
2-204	HUDSON	577 MAIN ST	JAMES GORIN REALTY TRUST	1/15/1987	WCSPRM	N/A	Oil	Abutting*	No	
-	HUDSON	PARMENTER RD	ORDWAY STATION	-	-	-	Hazardous Material	On-Site	No	
-	HUDSON	43 PARMENTER RD	TOOL AND MACHINING COMPANY	-	-	-	Oil and Hazardous Material	Abutting	Yes	
2-248	HUDSON	51 PARMENTER RD	BOYD COATING RESEARCH CO	5/7/1987	RAO	B1	Oil	Abutting*	Yes	
2-722	STOW	FT DEVONS	FORT DEVENS TRAINING ANNEX	1/15/1990	ADEQUATE REG	N/A	Oil	On-site	Yes	
-	SUDBURY	DUTTON RD	WAYSIDE INN STATION	-	-	-	Hazardous Material	On-Site	No	Segment 3
3-24573	SUDBURY	33 BULKLEY RD	FORMER ROD & GUN CLUB	1/19/2005	RAO	A1	Hazardous Material	On-site	No	
3-27243	SUDBURY	528 BOSTON POST RD	NO LOCATION AID	11/6/2007	RAO	C1	Hazardous Material	Abutting*	Yes	
3-3037	SUDBURY	528 BOSTON POST RD	RAYTHEON COMPANY	4/15/1990	PENNFA	N/A	Oil and Hazardous Material	Abutting*	Yes	Segment 4
-	SUDBURY	526-528 BOSTON POST ROAD	RAYTHEON COMPANY	-	-	-	Hazardous Material	Abutting	Yes	
3-74	SUDBURY	33 UNION AVE	COATINGS ENGINEERING	2/11/1986	RAO	C2	Oil and Hazardous Material	On-site*	Yes	
-	SUDBURY	SOUTH SUDBURY STATION	97 UNION ROAD	-	-	-	Hazardous Material	On-Site	No	
3-2640	SUDBURY	39 UNION AVE	MULLEN LUMBER	1/15/1990	RAO	C1	Hazardous Material	On-site	Yes	
-	SUDBURY	46 UNION AVENUE	FORMER UST	-	-	-	Oil	Abutting	No	
-	SUDBURY	38-40 STATION ROAD	AUTOMOTIVE REPAIR	-	-	-	Oil	Abutting	Yes	
3-15581	SUDBURY	BOSTON POST RD (RTE 20)	CONCORD ST	9/29/1997	RAO	B1	Hazardous Material	Abutting*	No	
-	SUDBURY	46 MAPLE AVENUE	SEMS DATABASE	-	-	-	Hazardous Material	Abutting	No	
-	SUDBURY	ROUTE 20 AT LANDHAM ROAD	SUDBURY AUTOMOTIVE	-	-	-	Oil and Hazardous Material	Abutting	Yes	
-	SUDBURY	LANDHAM ROAD	EAST SUDBURY STATION	-	-	-	Hazardous Material	On-Site	No	
3-33240	SUDBURY	209 BOSTON POST RD	GASOLINE SERVICE STATION	11/3/2015	TIER II	N/A	Oil	Abutting*	Yes	
-	SUDBURY	163 BOSTON POST ROAD	ELECTRICAL SUBSTATION	-	-	-	Oil and Hazardous Material	Abutting	No	

TOTAL NUMBER OF SITES 34

Notes:
N/A - Not Applicable
PENNFA - Pending DEP No Further Action
RAO - Response Action Outcome
RTN - Release Tracking Number
UNCLASSIFIED - New Site Pending Initial Response Actions
WCSPRM - Waiver Completion Statement Submitted
* - Disposal site boundary not provided in available reports and has been approximated.

	Active MassDEP Disposal Site
	MassDEP Disposal Site: Regulatory Closure Achieved
	Other Environmental Concerns Identified During Assessment

The table above is a summary of disposal sites where a documented release of oil and/or hazardous materials has been reported. The information is taken from the MassDEP Bureau of Waste Site Cleanup online database and may be subject to inaccuracies. Other environmental concerns such as nearby underground storage tanks, environmentally-sensitive industries (gas stations, dry-cleaners, automotive repair), hazardous waste generators, etc. may have the potential to impact the Project. In addition, the Project is located partially within a former railroad right-of-way, which are typically sources of oil and/or hazardous materials due to pesticide application associated with vegetation management, train exhaust, non-native fill used to bring tracks to grade, and other vehicle releases.

Table 2
Summary of Properties of Concern
Noticed Alternative
Sudbury to Hudson, Massachusetts



Release Tracking Number (RTN) or Spill ID	Town	Address	Location Aid	Initial Notification Date	Current Regulatory Status	RAO Class	Contaminants	Proximity to Project	Segment
-	HUDSON	7 LEWIS STREET	ORCHARDS	-	-	-	Possible Pesticide Use	Abutting	Segment 1
C92-0122, C93-0030	HUDSON	1 KANE INDUSTRIAL PARK	ENGINE CLEANING	-	-	-	Petroleum/ Hazardous Material	Abutting	Segment 2
2-16560	HUDSON	555 MAIN ST	HUDSON MAIN 555 LLC	1/24/2007	RTN CLOSED	N/A	VOCs	Within Project Area	
2-68	HUDSON	556 MAIN ST	ARROW AUTOMOTIVE IND INC	1/16/1987	RAO	C2	VOCs	Within Project Area	
-	HUDSON	560 MAIN STREET	COMMERCIAL PRINTING	-	-	-	Industrial Property	Abutting	
-	HUDSON	566 MAIN STREET	RICH'S AUTO PARTS INC.	-	-	-	Industrial Property	Abutting	
-	HUDSON	567 MAIN STREET	PLASTICS MANUFACTURER	-	-	-	Industrial Property	Abutting	
2-17024	HUDSON	570 MAIN STREET	COMMERCIAL BUILDING	3/28/2008	RAO	A3	Petroleum	Abutting	
2-10785	HUDSON	571 MAIN STREET	SOUTH SIDE MAIN ST WEST OF	5/18/1995	RAO	B1	VOCs	Abutting	
2-204	HUDSON	577 MAIN ST	JAMES GORIN REALTY TRUST	1/15/1987	WCSPRM	N/A	VOCs	Within Project Area	
2-15576	HUDSON	706 MAIN STREET	FORMER CITGO	1/25/2005	PHASE V	-	Petroleum	Abutting	
2-17095	HUDSON	706 MAIN STREET	FORMER CITGO	5/21/2008	RTN CLOSED	-	Gasoline/Diesel Fuel	Abutting	
2-19241	STOW	1 STATE ROAD	STATE FIRE ACADEMY STOW	6/30/2014	PSNC	-	Diesel Fuel	Abutting	Segment 4
2-0012145	STOW	STATE RD	NEAR SUDBURY RD	3/16/1998	RAO	A1	Oil	Within Project Area	
3-22037	SUDBURY	583 HUDSON RD	RONALD RD	8/16/2002	RAO	B1	Petroleum	Abutting	
-	SUDBURY	680 HUDSON ROAD	WILDLIFE REFUGE	-	-	-	SEMS Site	Within Project Area	Segment 5
3-437	SUDBURY	HUDSON RD	US ARMY SUDBURY ANNEX I	3/1/1986	ADEQUATE REG	N/A	Hazardous Material	Abutting*	
N86-5005	SUDBURY	329 OLD LANCASTER ROAD	RESIDENTIAL PROPERTY	-	-	-	MODF	Abutting	Segment 6
3-11165	SUDBURY	OLD LANCASTER RD	NO LOCATION AID	6/19/1994	RAO	A1	Oil	Within Project Area	
3-18582	SUDBURY	271 HUDSON RD	NO LOCATION AID	8/2/1999	RAO	A1	Oil	Within Project Area	
3-18895	SUDBURY	163 BOSTON POST RD	BUDDY DOG ANIMAL HOSPITAL	10/28/1999	RAO	A2	MODF	Abutting	
3-33240	SUDBURY	209 BOSTON POST RD	GASOLINE SERVICE STATION	11/3/2015	UNCLSS	N/A	Petroleum	Abutting*	
3-1153	SUDBURY	225 AND 227 BOSTON POST RD	GASOLINE STATION FMR	10/15/1988	RAO	A3	Petroleum	Abutting*	
3-27224	SUDBURY	BOSTON POST RD AT LANDHAM RD	NO LOCATION AID	10/31/2007	URAM	N/A	Petroleum	Within Project Area	

TOTAL NUMBER OF SITES 24

- Notes:**
- ADEQUATE REG - Federal Cleanup (EPA)
 - N/A - Not Applicable
 - PENNFA - Pending No Further Action
 - RAO - Response Action Outcome
 - RTN - Release Tracking Number
 - TN - Temporary Solution Permanent Solution Not Feasible
 - UNCLASSIFIED - New Site Pending Initial Response Actions
 - URAM - Utility-related Abatement Measure
 - WCSPRM - Waiver Completion Statement Submitted
 - * - Disposal site boundary not provided in available reports and has been approximated.

Active MassDEP Disposal Site
MassDEP Disposal Site Regulatory Closure Achieved
Other Environmental Concerns

The table above is a summary of disposal sites where a documented release of oil and/or hazardous materials has been reported. The information is taken from the MassDEP Bureau of Waste Site Cleanup online database and may be subject to inaccuracies. Other environmental concerns such as nearby underground storage tanks, environmentally-sensitive industries (gas stations, drycleaners, automotive repair), hazardous waste generators, etc. were not specifically noted above but may have the potential to impact the Project. In addition, the Project may be located partially within a former railroad right-of-way, which are typically sources of oil and/or hazardous materials due to pesticide application associated with vegetation management, train exhaust, non-native fill used to bring tracks to grade, and other vehicle releases.