



*S*udbury-Hudson  
Transmission Reliability Project

**Town of Sudbury, City of Marlborough,  
Town of Stow, and Town of Hudson,  
Middlesex County, Massachusetts**

**MHC No. RC.62384; EEA No. 15703**

**Reconnaissance-Level Historic  
Properties Survey**

*Prepared for*  
**Eversource Energy  
Westwood, Massachusetts**

*Prepared by*  
**Commonwealth Heritage Group, Inc.**  
Littleton, Massachusetts

**December 2017**



**COMMONWEALTH**  
HERITAGE GROUP

## **ABSTRACT**

Commonwealth Heritage Group, Inc. (CHG) prepared a reconnaissance-level historic properties survey in conjunction with the Eversource Energy Sudbury-Hudson Transmission Reliability Project. The purpose of the survey was to identify significant buildings, structures, districts, and objects to support federal and state compliance review of a nine-mile-long underground electrical transmission line in Middlesex County, Massachusetts. CHG conducted background research to determine the presence of previously identified historic properties within 0.25 mile of the project and a field reconnaissance to confirm the results of background research and determine the present of other historic properties that could be affected by the project. In all, 188 properties were addressed, 123 previously identified and 65 newly identified. The identified properties were mapped and inventoried, and representative photographs were taken. CHG's analysis indicated that ten properties could be affected. Of these, one complex (Massachusetts Central Railroad) and one district (George Pitts Tavern Historic District) could be affected adversely, either physically or visually. CHG recommended that means be employed to avoid alteration of significant features during construction, minimize harm through rehabilitation of historic bridges and modification of proposed vegetation removal, and mitigate adverse effects through preparation of historical documentation and public interpretation. All such actions are recommended to be undertaken in consultation with the Massachusetts Historical Commission and other consulting parties.

**SUDBURY-HUDSON TRANSMISSION RELIABILITY PROJECT**

**TOWN OF SUDBURY, CITY OF MARLBOROUGH, TOWN OF STOW,  
AND TOWN OF HUDSON, MIDDLESEX COUNTY, MASSACHUSETTS**

MHC No. RC.62384; EEA No. 15703

**RECONNAISSANCE-LEVEL HISTORIC PROPERTIES SURVEY**

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## 1.0 INTRODUCTION

Eversource Energy (Eversource) plans to install a new electrical transmission line between Eversource's Sudbury Substation on Boston Post Road (Route 20) in the Town of Sudbury and the Hudson Light & Power Department's Hudson Substation on Forest Avenue in the Town of Hudson. Approximately 9 miles in length, the transmission line would be built underground, primarily along an inactive railroad corridor, owned by the Massachusetts Bay Transportation Authority (MBTA). Beginning at the Sudbury Substation, the line would trend northwestward along the MBTA corridor through portions of the City of Marlborough and the Town of Stow before entering the Town of Hudson, where it would leave the MBTA corridor and follow existing public roadways for 1.3 miles, terminating at the Hudson Substation (Figure 1a/b). This plan is known as the Preferred Project.

The project requires an approximately 30-foot-wide corridor to be cleared of trees and woody shrubs to facilitate the installation of the access road and duct bank/splice vault system. For the proposed splice vault locations, at approximately every 1,500 to 1,800 feet, the limits of clearing will be temporarily expanded to an approximate width of 40 to 50 feet, for a length of 50 feet, to accommodate the installation of the vault. Within the 30-foot-wide corridor, Eversource will install a 22-foot-wide construction platform consisting of:

- a 14-foot-wide gravel access road
- a 4-foot-wide duct bank (offset from the access road by 1 foot)
- splice vaults
- 4 feet of additional construction area to facilitate installation of the duct bank

Once construction is completed, the majority of the 82.5-foot-wide MBTA corridor will be vegetated; a 22-foot-wide corridor will be maintained, and the area above the duct bank will consist of herbaceous vegetation. Only the 14-foot-wide access road will be unvegetated. Three bridges, located over waterbodies along the project ROW, will be rehabilitated or replaced to facilitate the duct bank installation across all existing culverts and bridges (EEA 2017 2017:2-3).

The project will require reviewing and permitting by the U.S. Army Corps of Engineers (USACE) and thus is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). The project is also subject to state agency permitting under M.G.L. Chapter 9, Section 26-27C (950 CMR 70-71); and/or MEPA (301 CMR 11). These laws and regulations mandate consideration of the project's potential effects on cultural resources. This reconnaissance survey is intended to address specific concerns of the USACE, the Massachusetts Historical Commission (MHC), and other consulting parties regarding above-ground historic properties that could be affected by the project. Above-ground historic properties include buildings, structures, districts, and objects. Previously identified archaeological sites and the archaeological sensitivity of the project area are addressed in a separate report (Dudek and Donohue 2017).

## 2.0 DEFINITION OF THE AREA OF POTENTIAL EFFECTS

One of the first steps in the identification process is to define an area of potential effects (APE). Per federal guidance:

Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking (36 CFR Part 800.16[d]).

The APE was defined to take into consideration these specific project characteristics and possible effects. Effects were understood to be of two types: physical effects relating to ground-disturbing activities, such as trenching; and visual effects relating to changes in setting, such as vegetation removal. In general, the APE consists of the project ROW, as well as adjoining and adjacent parcels to the project ROW. The APE was field-checked and refined, as appropriate, to take into consideration possible direct views of vegetation removal areas that could extend beyond adjoining and adjacent parcel boundaries.

### **3.0 STATEMENT OF METHODS**

Following the definition of the APE, background research was undertaken to determine the nature and extent of previously identified above-ground historic properties. The Massachusetts Cultural Resource Information System (MACRIS) was consulted to determine the presence and distribution of such properties. Historic maps and aerials were examined and compared to indicate likely locations of other above-ground historic properties that may not have been surveyed previously.

Between September 25 and 29, 2017 a vehicular/pedestrian reconnaissance was undertaken to locate previously identified above-ground historic properties, as well as newly identified properties that, based on current physical characteristics and historic map and aerial evidence, appeared to meet the 50-year age consideration of the NRHP (i.e., built before 1968) (36 CFR Part 60). The reconnaissance was conducted exclusively from MBTA or public ROW. Properties whose parcel boundaries directly intersected the project ROW were more closely examined for possible visual effects. To the extent possible, representative individual or streetscape photographs were taken. For selected properties located within proximity of the project, additional photographs were taken that indicated the visual relationship between the property and the project.

### **4.0 HISTORICAL BACKGROUND**

The following historical background is drawn from a series of Reconnaissance Survey Town Reports, prepared by the MHC between 1979 and 1987. Each report is organized chronologically, based on the following historical periods: Contact (1500-1620), First Settlement (1620-1675), Colonial (1676-1776), Federal (1776-1830), Early Industrial (1830-1870), Late Industrial (1870-1915), Early Modern (1915-1940). The historical periods are updated to include Late Modern (1940-1967). Additional information is drawn from the Freedom's Way Landscape Inventory, prepared by the Massachusetts Department of Conservation and Recreation and the Freedom's Way Heritage Association in 2006.

#### **4.1 Town of Sudbury**

The Town of Sudbury dates in large part from the original Sudbury grant (1639) with only scattered farms from the First Settlement period. The Colonial period saw development of several village centers, such as South Sudbury and Sudbury Center, several taverns and mills, and a number of dwellings. Thirty-three of

these dwellings were extant in 1980. During the Federal period (Figures 2 and 4), the economic base remained primarily agricultural. A few supporting industries were established, but no representative buildings survive. A “large” number of Federal-style dwellings were noted in 1980. During the Early Industrial period (Figure 7a), Sudbury remained largely agricultural, and little building occurred. A small number of Greek-Revival-style dwellings and institutional buildings were erected, as were a few Italianate-style dwellings. During the Late Industrial period (Figure 8), two secondary rail lines were extended through Sudbury: Old Colony from Concord to Framingham through Sudbury Center (1871); and Massachusetts Central through South Sudbury (1881). While the town remained primarily agricultural, an export trade developed, and numerous greenhouses were erected. Few new dwellings and institutional buildings were built. The focus of early twentieth-century architecture was the restoration and expansion of pre-1830 dwellings. These trends continued into the Early Modern period. The Colonial Revival style became popular, and the restoration of buildings perceived as “Colonial” became widespread during this period, particularly following Henry Ford’s historical reconstructions near Wayside Inn. Beginning in the 1940s the town saw major growth in population as residential subdivisions were built (MHC 1980a) (Figure 10a). This trend continued throughout the Late Modern period, including commercial development along major roadways (MDCR 2006c).

#### **4.2 City of Marlborough**

Like the Town of Sudbury, the City of Marlborough has its origins in the Sudbury grant (1638). European settlement began in 1658 with a small settlement along Post Road between Ockocangansett and Fairmont Hills. John How’s tavern was established after 1661, the first meetinghouse in 1666, and the burying ground in 1675. During the early Colonial period, development was constrained by frontier warfare. A few early cottages were extant in 1980. Modest growth occurred during the Federal period (Figures 3 and 5), including East Village and West Village. The economy was primarily agricultural with notable apple and cider production. A few dwellings and at least one country estate were built in the Federal style. The Early Industrial period (Figure 7b) saw rapid growth with a rail connection to Marlborough Center from Framingham and Hudson and a coalescing of East Village and West Village. Rail access to markets fueled apple/cider production, as well as the shoe industry. Growth was marked by the construction of numerous dwellings, institutional, and industrial buildings, first in Greek Revival and later in Italianate and Second Empire styles. The growth of industry accelerated during the Late Industrial period (Figure 9), and new construction exhibited a variety of late nineteenth- and early twentieth-century styles, from Queen Anne to Romanesque and Colonial Revival. The town was incorporated as a city in 1890. While relatively new construction occurred during the Early Modern period, industrial output remained strong until the 1930s. A few new dwellings and schools were built in the Colonial Revival style (MHC 1980c) (Figure 10b).

#### **4.3 Town of Stow**

The first European settlement in Stow occurred on the west side of Boon Hill in 1660, and additional settlement along Great Road followed 1670. The town, initially known as Pompositicut Plantation, was incorporated in 1683. Due to relatively rugged topography, growth was slower than that of adjacent towns. Few dwellings from the Colonial period survived to 1980. The population increased after 1810 due mainly to the growth of mills at Assabet Village (Maynard) and Randall’s Mills or Rock Bottom (Gleasondale). Dwellings were built in the Federal style, and numerous schools were established. During the Early Industrial period (Figure 6), Gleasondale became a focus of settlement, especially after expansion of the mill in the 1850s. For the most part, dwellings and meeting houses were modestly ornamented in Greek Revival or Italianate style. The Late Industrial period (Figure 9) was marked by little growth in settlement. While agricultural production from dairy farms and apple orchards drove the

local economy, Gleasondale mill continued to expand. A few Second Empire- and Queen Anne-style dwellings were built in Gleasondale. The Early Modern period was characterized by little development, except for modest suburban growth in the eastern part of town and some resort construction at Lower Village and Boon's Pond (Lake Boon) (MHC 1980d) (MDCR 2006b) (Figure 10b).

#### **4.4 Town of Hudson**

There was little European settlement before 1700 and only gradual growth during the Colonial period. Hudson was basically an outlying district of Marlborough, consisting of scattered farms with no village center (Figure 3). By 1820 a small village, Feltonville (Hudson Center), had grown up around a cotton factory and a tannery. By the end of the Federal period, the tannery had grown into a small shoe factory. The Early Industrial period brought rapid increases in population as the shoe industry continued to expand, especially following introduction of the railroad in the 1850s. The Italianate style was widely employed in construction of dwellings, as well as commercial and industrial buildings. Hudson was established as a separate community from parts of Marlborough and Stow in 1866. The Late Industrial period (Figure 9) was marked by heavy capitalization of local industries, including not only shoe factories, but also box factories and textile factories. A wide variety of dwellings were built, from elaborate Victorian Gothic-, Queen Anne-, and Colonial Revival-style houses to modest side-hall cottages and bungalows. A commercial district, consisting of three- and four-story brick blocks, developed along the Main Street corridor. The Early Modern period saw some population growth through the 1920s, but relatively little construction occurred, except for a few schools, cottages, bungalows, and lake cabins. During the late twentieth century, Hudson began to develop rapidly due to convenient, high-speed, regional transportation connections (MHC 1980b) (MDCR 2006a) (Figure 10b).

## **5.0 SUMMARY OF EXISTING DATA**

The results of the existing data review are presented in table format with reference to aerial maps and field photographs (see appended Table 1, Maps 1 through 11, and Photos as referenced in Table 1). The review of MACRIS indicated the presence of 123 historical designations within 0.25 mile of the project ROW. These designations are classified as: National Register of Historic Places (NRHP) Points, NRHP Areas, Local Historic District (LHD) Points, LHD Areas, and Inventoried Properties. The level of existing documentation varies widely among and within these classifications, and there are inconsistencies between the written data and mapping data. Nonetheless, it is possible, based on the written data, to discern which historic properties have been considered most important, either as districts/multiple resource areas containing numerous individual properties, or as stand-alone individual properties. They include the following:

- **Goodale Homestead (HUD.F)**
- **Wayside Inn Historic District / Peakham-Southwest District (SUD.F)**
- **King Phillip Historic District (SUD.I)**
- **Goodnow Library (SUD.K)**
- **George Pitts Tavern Historic District (SUD.P)**
- **1767 Milestones (SUD.919/920/922)**

## 6.0 SUMMARY OF THE FIELD RECONNAISSANCE

The results of the field reconnaissance survey are presented in table format with reference to aerial maps and field photographs (see appended Table 2, Maps 1 through 11, and Photos as referenced in Table 2). A total of 65 properties were identified, each appearing to meet the 50-year age consideration of the National Register (i.e., pre-dated 1968). Each property is identified in Table 2 by town, tax parcel number, street address, MHC historic period, building type, structural material, cladding type, style, and distance between the property's tax parcel boundary at its nearest point and the proposed Limit of Work (LOW).

Only one of these properties, the **Central Massachusetts Railroad**, appears to possess significance. It is a linear complex with numerous contributing components. Within the project ROW, four of these components were previously identified as individual historic properties:

- **Boston and Maine Railroad Section Tool House** (SUD.282) is located immediately northeast of the former railroad alignment. Dating from 1890, the section tool house is a 1-story, gable-front, wood-frame structure with clapboard siding. It is one of numerous similar structures that once populated the rail alignment. Each section house was maintained by a small crew and housed a hand-propelled track car that was used in track inspections. This structure was likely used until the mid-1950s after which it stood vacant until 1971 when it was restored by P.R.I.D.E. (Post Road Indeed Deserves Effort).
- **Massachusetts Central Railway Bridge 128** (SUD.900), Hop Brook at Milepost #22.24. This plat-girder structure, dating from 1881, is 43 feet 5 inches in length and 10 feet 1 inch in width. At the time of the MBTA bridge survey in 1987, it was thought to be one of the four earliest plate-girder spans in the state rail system. The structure was modified in 1908 with the insertion of two wood-pile bents beneath the plate girders.
- **Massachusetts Central Railway Bridge 127** (SUD.901), Hop Brook at Milepost #19.47. This plat-girder structure, dating from 1881, is 47 feet 5 inches in length and 12 feet in width. At the time of the MBTA bridge survey in 1987, it was thought to be one of the four earliest plate-girder spans in the state rail system. The structure was modified in 1908 with the insertion of two wood-pile bents beneath the plate girders.
- **Fort Meadow Brook Milestone #25.37 Bridge** (SUD.908) Dating from 1939, this timber-pile trestle consists of three six-pile bents. It is a modern example of a common bridge form, widely used throughout the region.

The Central Massachusetts Railroad began in 1868 with authorization to construct the Wayland & Sudbury Branch Railroad on a 6.75-mile alignment between Stony Brook on the Fitchburg Railroad at Weston and Mill Village in Sudbury. The following year creation of the Massachusetts Central Railroad, a 98-mile route between Stony Brook and Northampton, was authorized, incorporating the Wayland & Sudbury Branch Railroad. The tracks to Hudson were opened on 1881, but the railroad languished until 1883 when it was reorganized as the Central Massachusetts Railroad. Service to Hudson was restored in 1885. In 1887 the line was leased to the Boston & Maine Railroad for 99 years. Freight traffic to points west increased with completion of the Hudson River bridge at Poughkeepsie in 1889. This bridge was built by the Central New England Railroad but was used by a consortium of railroads.

Between 1907 and 1914, the Boston & Maine Railroad maintained a successful freight business, but subsequent market conditions worked to marginalize this success. Despite setbacks the railroad embarked on a modernization program which helped to stabilize the Central Massachusetts line. World War I

brought increased traffic, but the Great Depression brought decline. Rail traffic surged again during World War II and stabilized after the war. Despite the proliferation of automobiles, Wayland, Weston, and Sudbury became rail-commuter suburbs, and frequent trains provided service from these communities to Boston. While rail freight could not compete with motor freight, passenger service continued into the 1960s. This service was discontinued on November 26, 1971, and for the most part, the line was abandoned in 1980 (Crouch and Conard 1975).

The Central Massachusetts Railroad within the project ROW is documented in the archaeological reconnaissance survey report for this project (Dudek and Donohue 2017). The report notes that steel rails and wood ties remain extant for most of the route. In addition to trackage, the following railroad-related features are identified by segment:

- *Landham Road to Boston Post Road/Route 20*: site of East Sudbury Station; granite mile marker; concrete post; 3 concrete bench supports (rail rest); signal tower; concrete electrical box; electrical box on iron post with concrete base; concrete slab enclosure; bridge (SUD.901); concrete marker; tool house (SUD.282)
- *Boston Post Road/Route 20 to Union Avenue*: metal base and post for sign or electrical device
- *Union Avenue to Horse Pond Road* (note: SUD-HA-26, an archeological property, was identified here, including the sites of South Sudbury Station, a junction depot, switch house, and freight house): granite slab concrete pads; concrete marker; granite mile marker; junction of 2 rail lines; 3 concrete bench supports (rail rest); 4 electrical boxes; concrete marker; concrete culvert at intermittent stream
- *Horse Pond Road to Peakham Road*: signal tower; circular electrical box; 3 concrete bench supports (rail rest); granite mile marker; galvanized iron/granite culvert; electrical box
- *Peakham Road to Dutton Road*: site of Wayside Inn Station; concrete marker; stone retaining walls
- *Dutton Road to Old Concord Road/Marlboro Road*: concrete bench support (rail rest); granite mile marker; bridge (SUD.900)
- *Old Concord/Marlboro Road to White Pond Road*: granite mile marker; concrete bench support (rail rest)
- *White Pond Road to Parmenter Street*: site of Ordway Station; stone retaining walls; granite mile marker; 3 concrete bench supports (rail rest)
- *Parmenter Street to Main Street*: concrete electrical box; concrete marker
- *Main Street to Fort Meadow Brook*: 3 concrete bench supports (rail rest); granite mile marker
- *Fort Meadow Brook to Chestnut Street*: bridge (HUD.908); brick foundation of Gleasondale Station
- *Chestnut Street to Wilkins Street*: granite mile marker; 3 concrete bench supports (rail rest); large masonry culvert; possible site of Gleason Junction Station

The report notes that extant railroad features likely meet the 50-year age consideration of the National Register. Granite markers may date from the 1870s, while concrete and metal features may date from the early to mid-twentieth century. The report further notes that, in general, the property retains integrity of location and feeling, and much of the infrastructure is intact, although in deteriorating condition.

The report discusses a similar study previously conducted for the Wayland Center Railroad Complex (Cheray et al. 2001), just to the east of Sudbury. Since the 2001 study focused on the same railroad and similar features, it provided some context for understanding the possible significance of the entire line. The Wayland Center Railroad Complex is located along the railroad corridor on both sides of the Route

27 crossing. Field examination and subsurface testing resulted in documentation of numerous railroad-related features within the project area, including a passenger platform, freight car remains, water tank foundations, a switch stand, a lamp post, spare rail racks, and a whistle post. Outside, but adjacent to, the project area a number of related features were identified, including a passenger station, a freight house, a track structure, two switch stands, a stop sign post, a derailing mechanism, a stone retaining wall, a whistle post, a mile marker, an engine house, a turntable, a storage building, and a coal pit. The 2001 study concluded that collectively these features were significant in local history and recommended that the existing Wayland Center Historic District (WAY.A/I/M) be expanded to include newly identified railroad-related historical and archaeological resources.

## 7.0 ANALYSIS AND CONCLUSIONS

This section addresses possible effects that the project could have on identified historic properties. Effects are considered with reference to federal guidance for implementation of Section 106 of the National Historic Preservation Act of 1966, as amended. While this guidance is intended for application to National Register-listed and eligible properties, it is here applied to other MACRIS sites, as well. Under Section 106, an *effect* is defined as an alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register (36 CFR 800.16[i]). The effects that an undertaking will have on a historic property are predicted based on the distinguishing characteristics of the property and the design and anticipated consequences of the undertaking.

An *adverse effect* is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association (36 CFR 800.5[a][1]). Based on available information, the project is anticipated to cause both physical (trenching) and visual (vegetation removal) alterations near historic properties. Since the locations of staging areas have not yet been determined, it is not possible to address possible effects related to staging areas.

The following analysis is focused on previously and newly identified historic properties that are likely to be altered physically or, based on the field examination, could be altered visually by the project. It should be noted that since the field examination was restricted to MBTA and public ROWs, further investigation may be required to fully assess significant property characteristics and visual effects. The relevant historic properties are listed geographically from east to west.

**Massachusetts Central Railroad** (Photos 36-42, 93-96, 102, 111-113) was newly-identified as a historic property. Based on previous documentation and the reconnaissance field examination, the property appears to include numerous railroad-related features, including four previously identified historic properties (SUD.282/900/901/908). Between the Sudbury Substation on the east and Wilkins Street on the west, the project ROW is located entirely within the former railroad corridor. Should the Massachusetts Central Railroad be determined significant, the project would have a physical adverse effect, which could be minimized through avoidance of railroad-related features during planning and construction. If avoidance is not possible, such features should be further documented (e.g., research, photography, archaeological testing and/or public interpretation) in consultation with the MHC and other consulting parties prior to disturbance or demolition. Rehabilitation and/or replacement of the railroad bridges should be planned and executed in consultation with the MHC and other consulting parties. The work should be conducted in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* ([www.nps.gov/tps/standards/treatment-guidelines-2017.pdf](http://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf)) by an individual who meets

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federal historic preservation professional qualification standards in Engineering ([www.nps.gov/history/local-law/gis/html/quals.html](http://www.nps.gov/history/local-law/gis/html/quals.html)).

**Frank W. Goodnow / Wandla C. Ranstrom House** (SUD.330) (Photo 6), located at 277 Landham Road, dates from ca.1900. It consists of a 2.5-story, gable-front, wood-frame cottage with adjoining shed-roof porch. While somewhat altered with synthetic siding and replacement sash, the dwelling retains much of its original appearance. The house lot was created from an 80-acre tract known as Smithfield. The East Sudbury Station of the Boston and Maine Railroad formerly stood on the northeast side of Landham Road opposite the house lot. The original grade crossing has long since been replaced by a vehicular bridge, drastically altering the setting. Proposed vegetation removal would occur adjacent to the north side of the parcel, and may be partially visible from the cottage at a distance of approximately 76 feet, but is not expected to have an adverse effect.

**Sudbury First Industrial Area** (SUD.D) (Photo 24) is a locally-designated district located entirely within **South Sudbury** (SUD.B). It straddles Boston Post Road near the Concord Road intersection and includes 13 individual properties. The boundary includes **1767 Milestone #24** (SUD.922) (Photo 26), located near the northwest corner of Boston Post Road and Concord Road. This property is one of 40 similar highway markers along Boston Post Road that were collectively listed in the National Register on April 7, 1971. The district boundary extends southward across Hop Brook into the project ROW, but the individual properties are all located approximately 300 feet or more from the project ROW. While vegetation removal would be visible at the southern tip of the district, the project is not expected to have an adverse effect.

**George H. Hall House** (SUD.320) (Photo 9) is located at 271 Boston Post Road. It consists of a ca.1870, 1.5-story, gable-front, frame dwelling that has been significantly altered with oversized 2-story additions to the east and south. A free-standing garage is situated northeast of the dwelling. The project ROW is located adjacent to the parcel for approximately 75 feet on its south side. The dwelling is located approximately 357 feet to the north, separated from the project ROW by heavy vegetation. While vegetation removal would likely be visible from the south edge of the parcel, the project is not expected to have an adverse effect.

**George Pitts Tavern Historic District** (SUD.P) is located in **South Sudbury** (SUD.B) along the south side of Boston Post Road and both sides of Maple Avenue between Boston Post Road and Maple Meadows. The district is locally-designated. It includes 14 individual properties, dating from the 1800s and 1900s (SUD.30, 282, 334-336, 363-371) (Photos 35-36, 43-48, 51-56). At its north end the district boundary crosses the project ROW. Since the district boundary intersects the project ROW, trenching would occur within the property and vegetation removal may diminish its integrity of setting, particularly near the section tool house. Based on federal guidance, these alterations are expected to have an adverse effect. The physical adverse effect could be minimized through avoidance of railroad-related features during planning and construction. The visual adverse effect could be minimized by reducing the width of vegetation removal, if possible (Photos 39-42). If an adverse effect cannot be avoided, means to mitigate the adverse effect (e.g., research, photography, archaeological testing and/or public interpretation) should be determined in consultation with the MHC and other consulting parties.

**Dr. George A. Oviatt / Charles Hunt House** (SUD.12) (Photos 57-58), is located in **South Sudbury** (SUD.B) at 394 Boston Post Road. It consists of a ca.1840, 2.5-story, gable-front frame cottage in Greek Revival style that has been greatly altered and reused as a restaurant. The interior has been gutted, and numerous large additions adjoin the original building. Most of the house lot has been paved over as a parking area. The project ROW is located adjacent to the parcel on the north. Proposed vegetation

removal would likely be visible from the property, but the project is not expected to have an adverse effect.

**Wayside Inn Historic District / Peakham-Southwest District (SUD.F)** is a locally-designated, 745-acre, mostly rural tract with a historic core near its southwest corner. The core includes Wayside Inn (SUD.4) (Photo 90), dating from 1716, Redstone School (SUD.3), dating from 1798 and rebuilt in 1927, Wayside Inn Grist Mill (SUD.1), dating from ca.1927, and Martha-Mary Chapel (SUD.2), dating from ca.1938. The historic core was listed in the National Register on April 23, 1973 as Wayside Inn Historic District (SUD.E). While the local district boundary is located adjacent to the project ROW on its northeast side for a distance of ca. 3,000 feet, the buildings of the historic core are located more than a mile southwest of the project ROW, and there is much recent residential construction along roadways within the tract. Proposed vegetation removal would not be visible from any individual historic property, and while vegetation removal would likely be visible from the northeast edge of the tract (Photo 89), it is not expected to have an adverse effect.

**Natick Research and Development Laboratories (SUD.C)** (Photos 91-92). consists of an 81-acre, largely-wooded tract on the east side of Bruen Road, south of Hudson Road. It is part of the U.S. Army Natick Soldier Systems Center (NSSC) or Natick Labs, a military research complex in Natick, Massachusetts. The installation is charged with the research and development, including fielding and sustainment, of food, clothing, shelter, airdrop systems, and other servicemember support items for all branches of the military (NSSC 2017). The parcel boundary is located adjacent to the project ROW for a distance of ca. 1,700 feet. The nearest military-related buildings (not accessible from public ROW) are located ca. 700 feet north of the project ROW. The area between these buildings and the project ROW is heavily wooded. Proposed vegetation removal would not be visible from any individual historic property, and while vegetation removal would likely be visible from the south edge of the tract, the effect is not expected to be adverse.

**James Ordway Farm (HUD.108)** (Photos 99-100), located at 31 Parmenter Road, consists of an early 1700s 2-story, timber-framed dwelling with an early 1900s kitchen wing. It originally was part of a 30-acre farm property, but none of this remains. Three modern industrial buildings encroach on the south and southwest sides. Proposed vegetation removal is likely to be visible from the north edge of the property but the effect is not expected to be adverse.

**Goodale Homestead (HUD.F/103)** (Photos 101-103), located at 100 Chestnut Street, was listed in the National Register on January 21, 1975. It consists of a 266-acre tract that is located adjacent to the project ROW for a distance of ca. 1,500 feet along its northeast side. The farmstead consists of a 2.5-story timber-frame dwelling, dating from 1702, a barn, and several other outbuildings. The farmstead is located on the southwest side of the tract, ca. 3,600 feet from the project ROW. Aside from the immediate vicinity of the farm buildings, the heavily-wooded tract has been redeveloped as the Charter Oak Country Club and retains little integrity of setting. Proposed vegetation removal would not be visible from the farmstead, and while vegetation removal is likely to be visible from the northeast edge of the tract, the effect is not expected to be adverse.

The results of Section 7.0 are summarized in the following matrix:

Affected Property	Possible Finding		Possible Action		
	no adverse effect	adverse effect	Avoidance of significant site components during construction	Minimization of harm through bridge rehab or reduced vegetation removal	Mitigation through historical documentation and/or public interpretation
Massachusetts Central Railroad		physical	x	x	x
Frank W. Goodnow / Wandla C. Ranstrom House	x				
Sudbury First Industrial Area	x				
George H. Hall House	x				
George Pitts Tavern Historic District		physical visual	x	x	x
Dr. George A. Oviatt / Charles Hunt House	x				
Wayside Inn Historic District / Peakham-Southwest District	x				
Natick Research and Development Laboratories	x				
James Ordway Farm	x				
Goodale Homestead	x				

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36 CFR Part 800

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(incorporating amendments effective August 5, 2004). Authority: 16 U.S.C. 470 et seq.

# FIGURES



Figure 1a. Project location map, 7.5 minute-quadrangles, *Hudson, Mass.* (USGS 1997, rev. 1999), *Maynard, Mass.* (USGS 1987, rev. 1987), *Marlborough, Mass.* (USGS 1983, rev. 1990), and *Framingham, Mass.* (USGS 1987, rev. 1987).

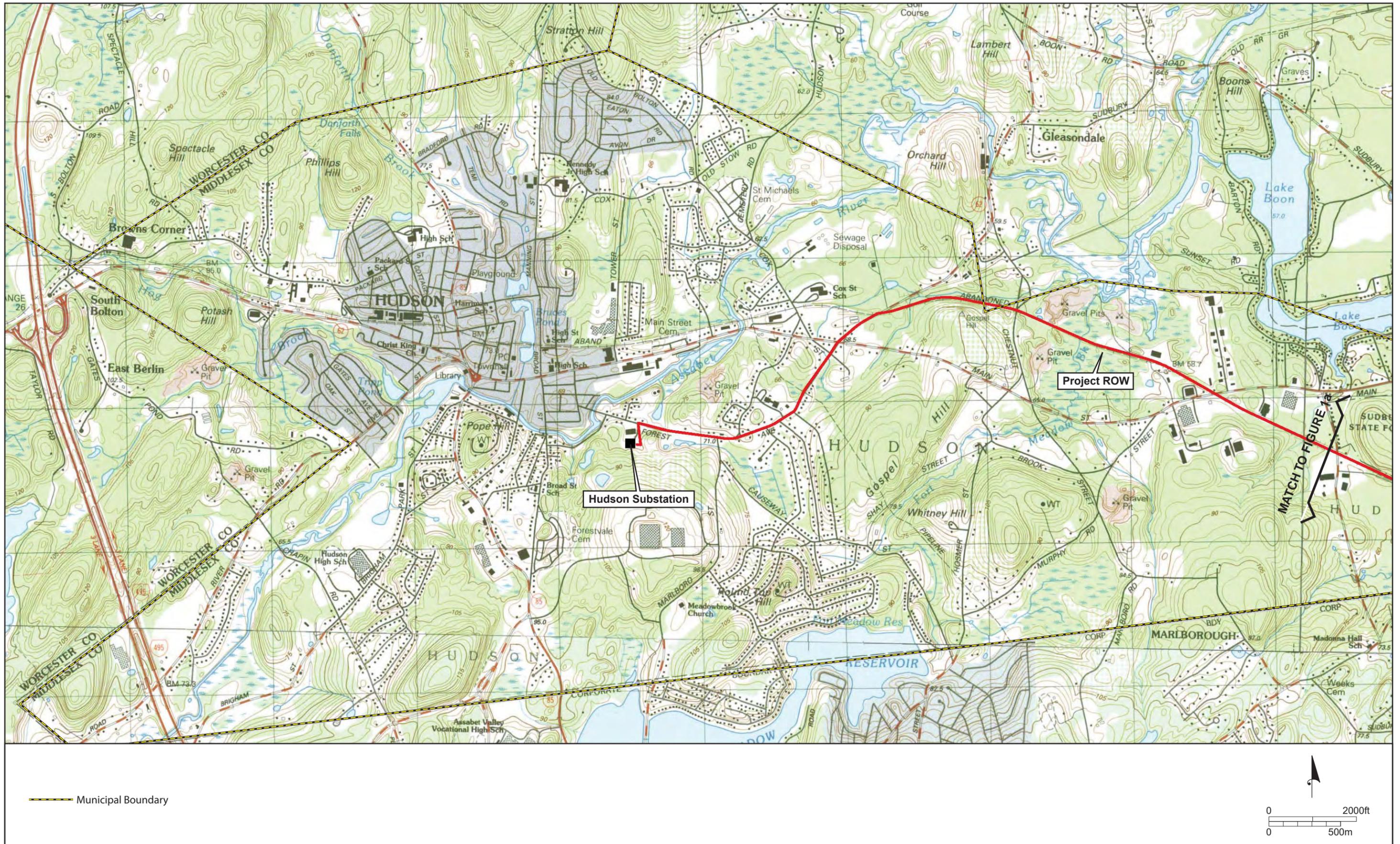


Figure 1b. Project location map, 7.5 minute-quadrangles, Hudson, Mass. (USGS 1997, rev. 1999), Maynard, Mass. (USGS 1987, rev. 1987), Marlborough, Mass. (USGS 1983, rev. 1990), and Framingham, Mass. (USGS 1987, rev. 1987).

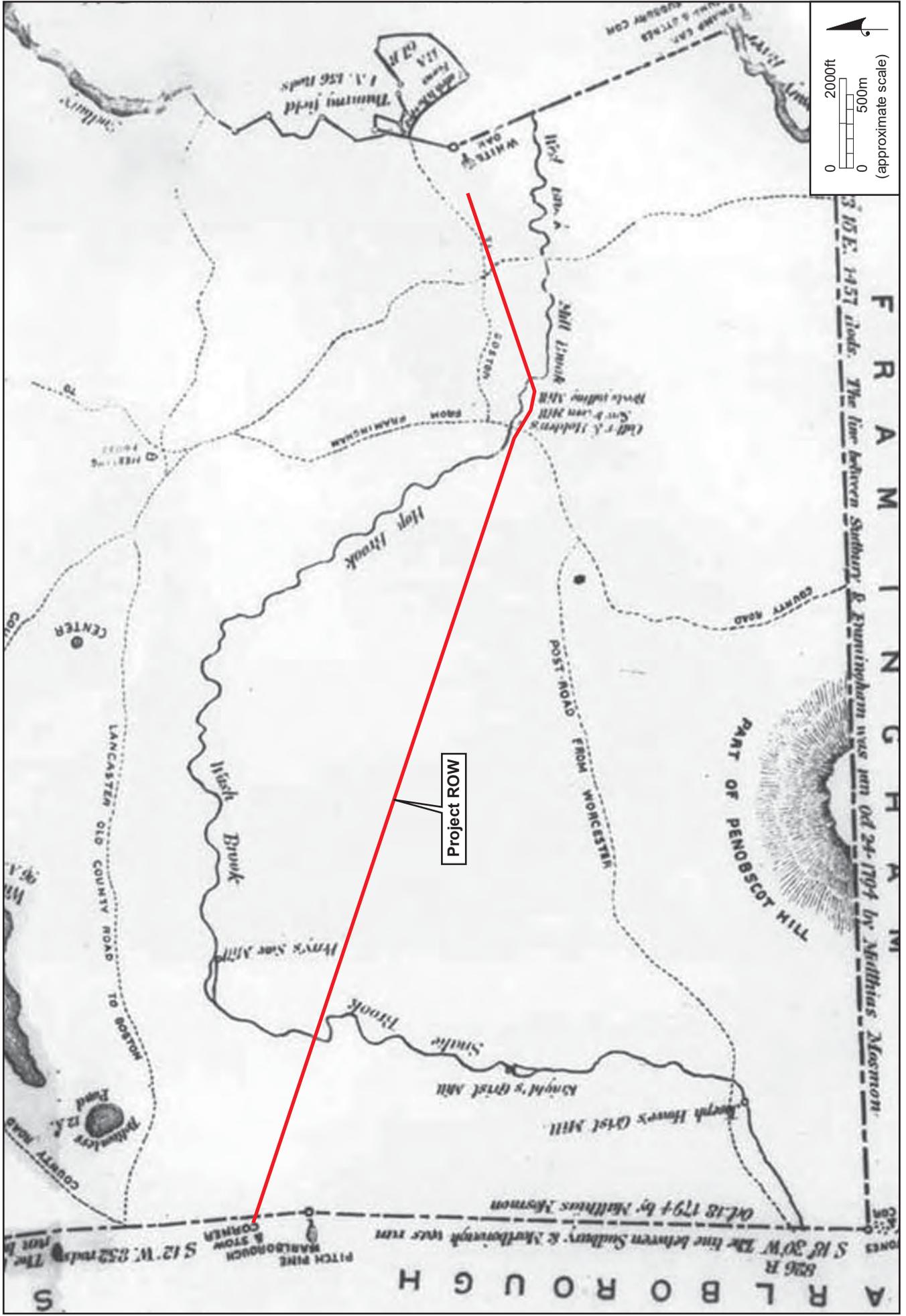


Figure 2. Map of Sudbury in 1795, showing location of project ROW (Mosman 1795).

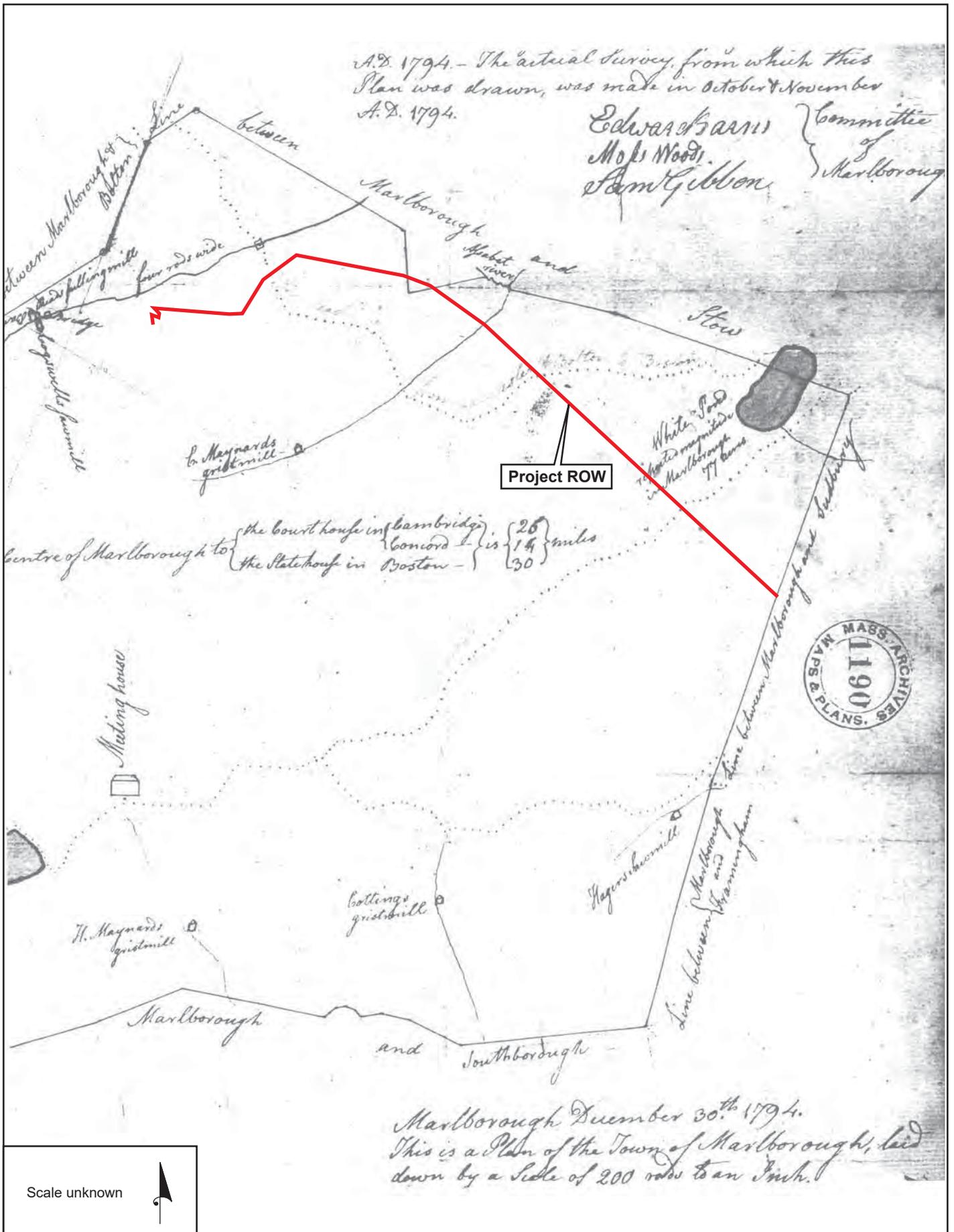


Figure 3. Map of Sudbury in 1794, showing location of project ROW (Peters 1794).

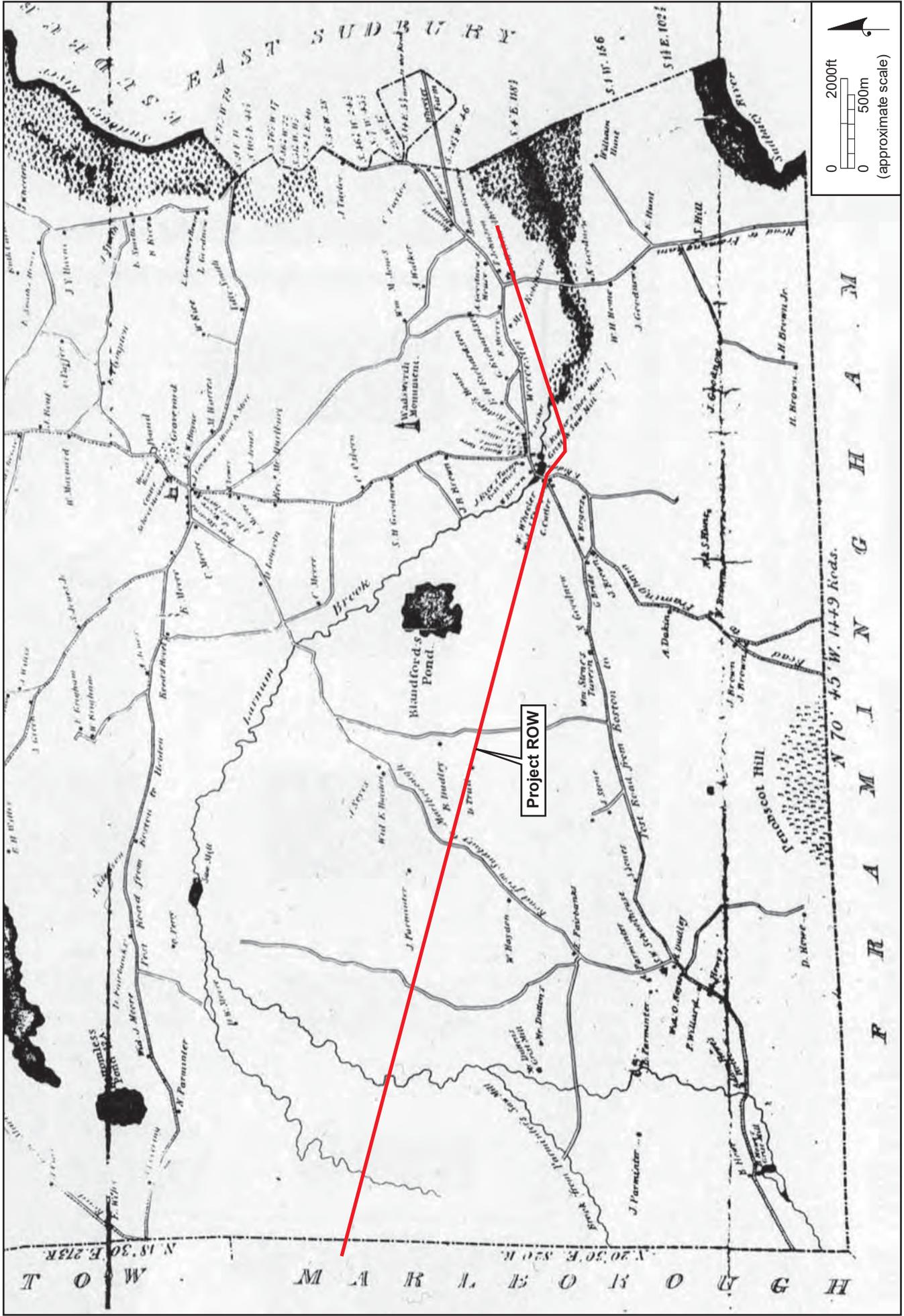


Figure 4. Map of Sudbury in 1830, showing location of project ROW (Wood 1830).

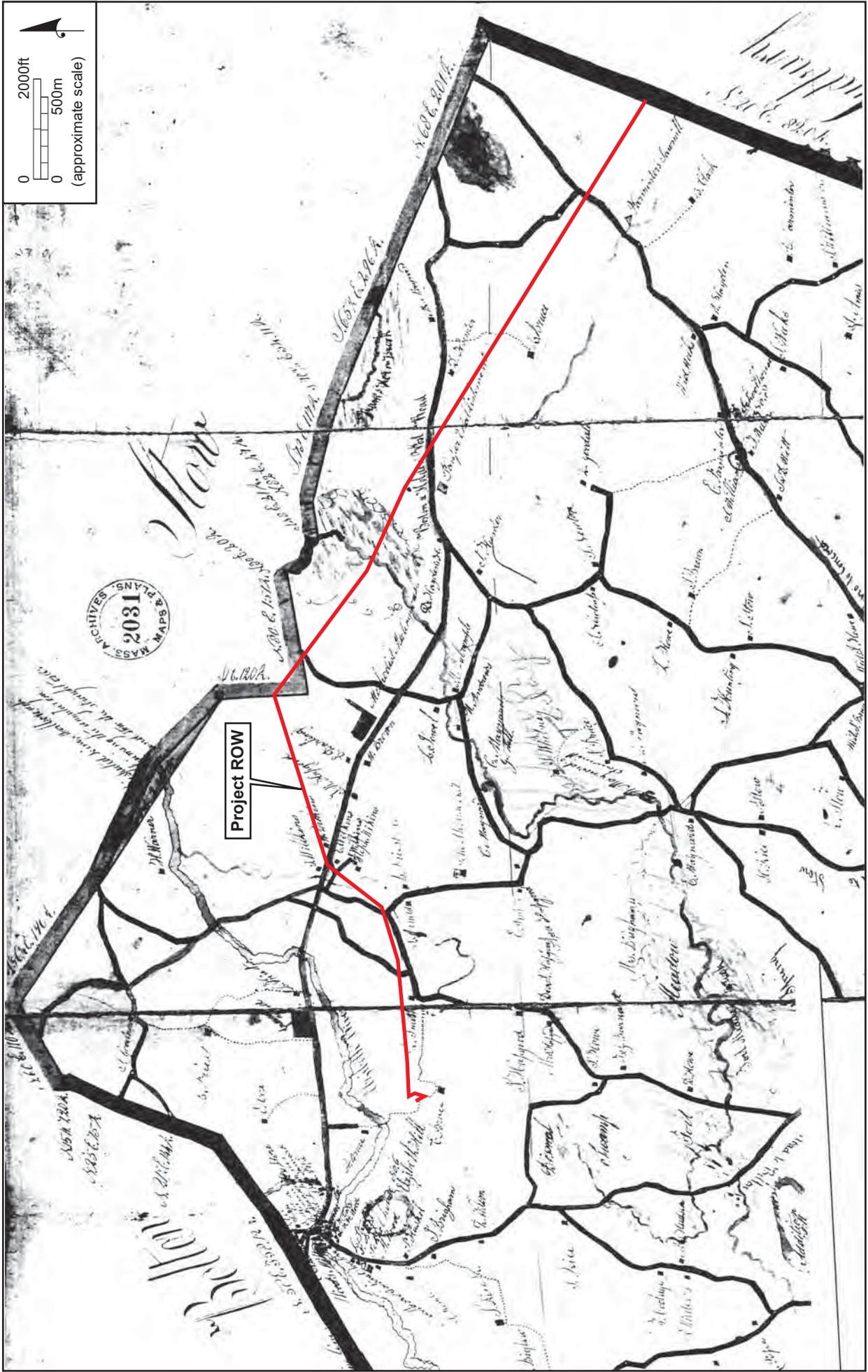


Figure 5. Map of Marlborough in 1830, showing location of project ROW (Anonymous 1830).

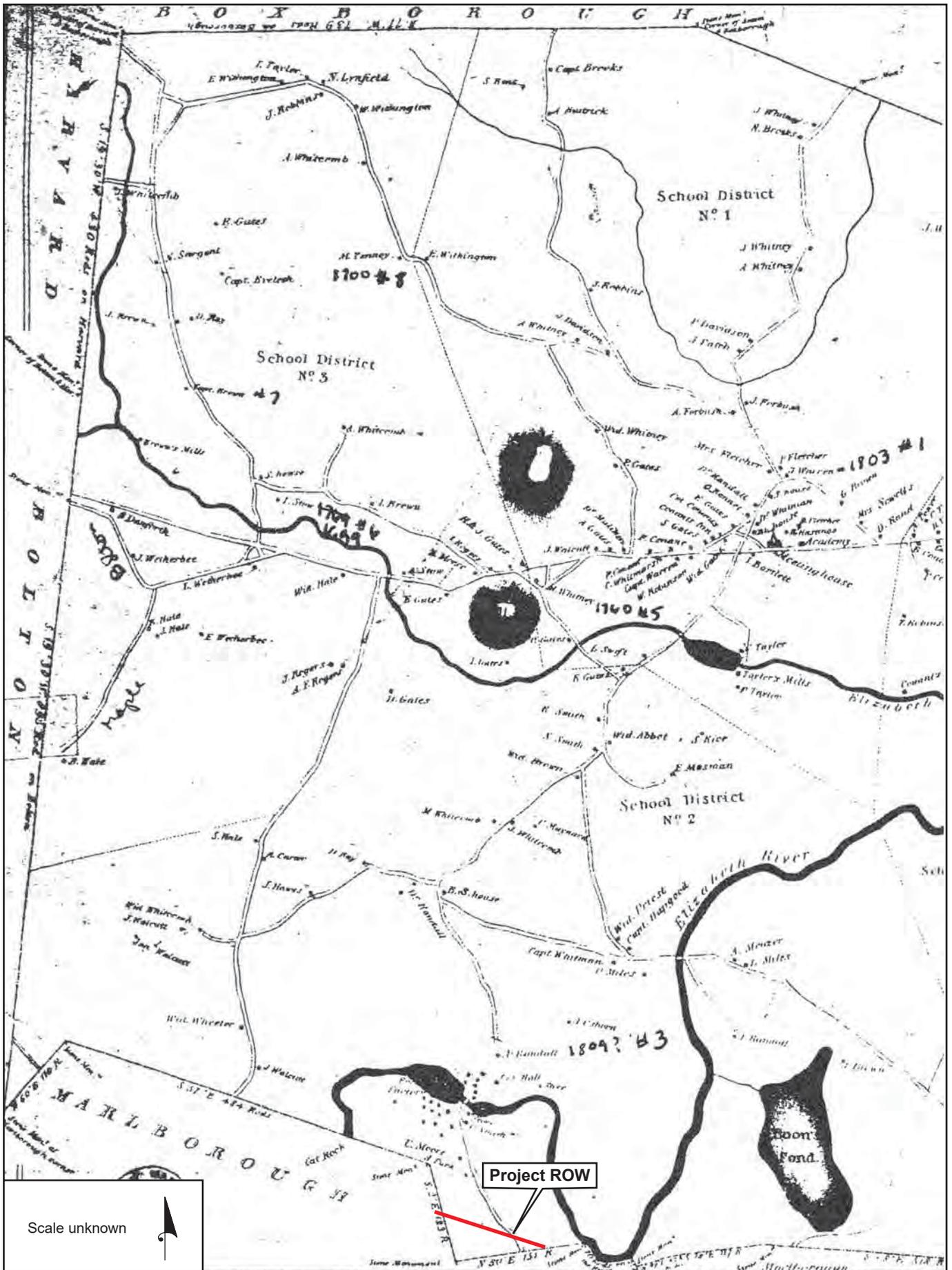


Figure 6. Map of Stow in 1830, showing location of project ROW (Tower 1830).

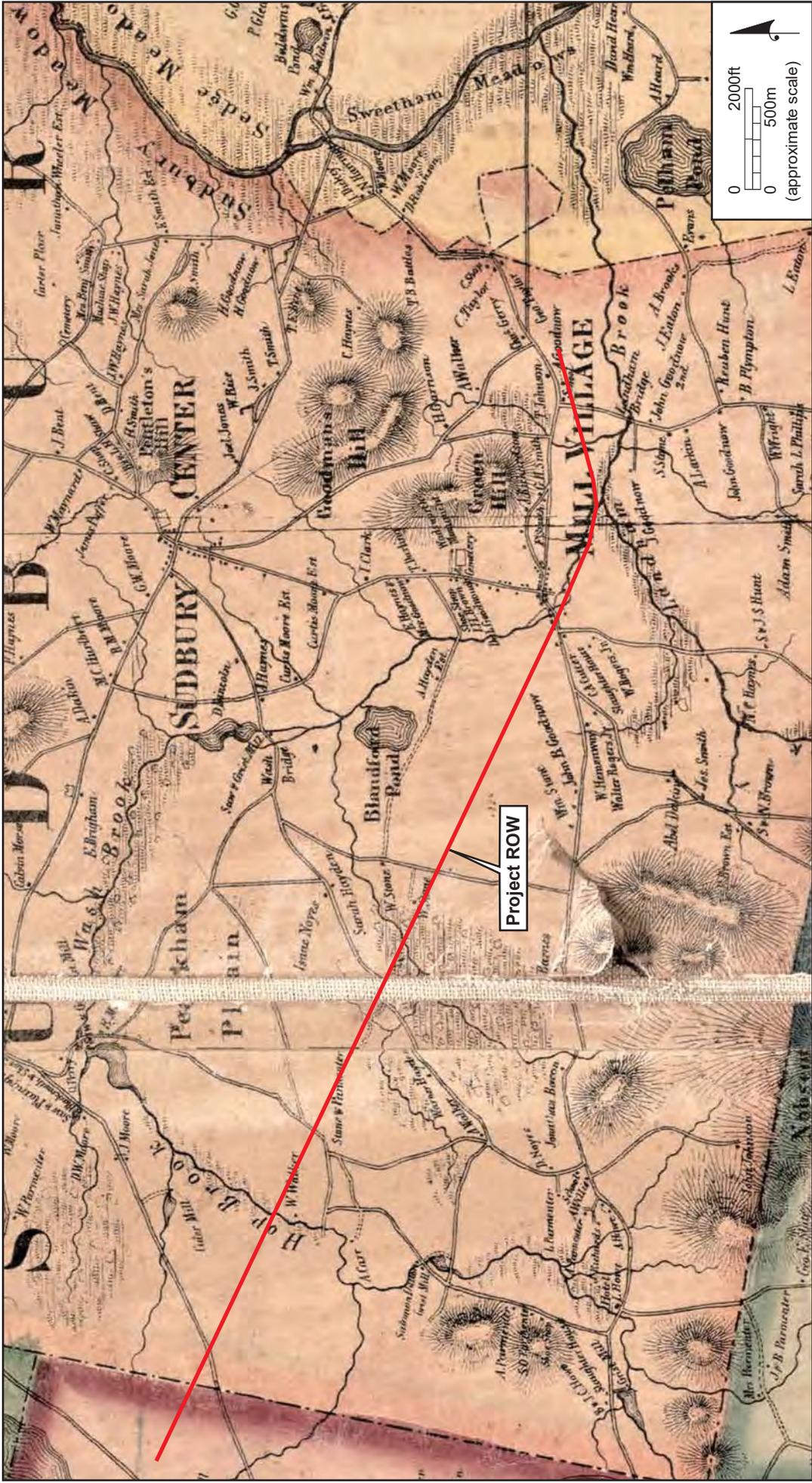


Figure 7a. Map of Sudbury in 1856, showing location of project ROW (Walling 1856).



Figure 7b. Map of Sudbury in 1856, showing location of project ROW (Walling 1856).

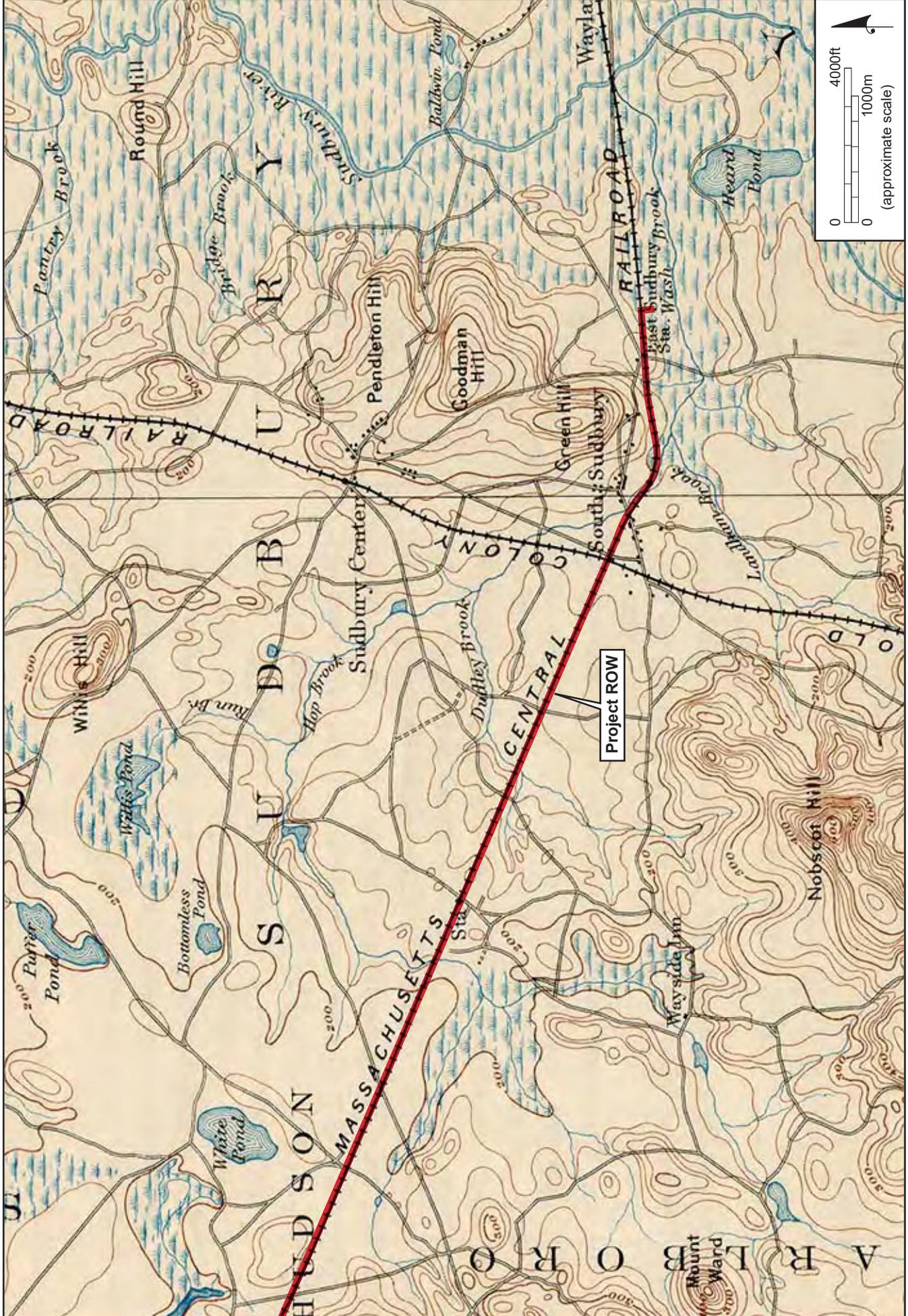


Figure 8. Map of Sudbury in 1894, showing location of project ROW (USGS 1894).

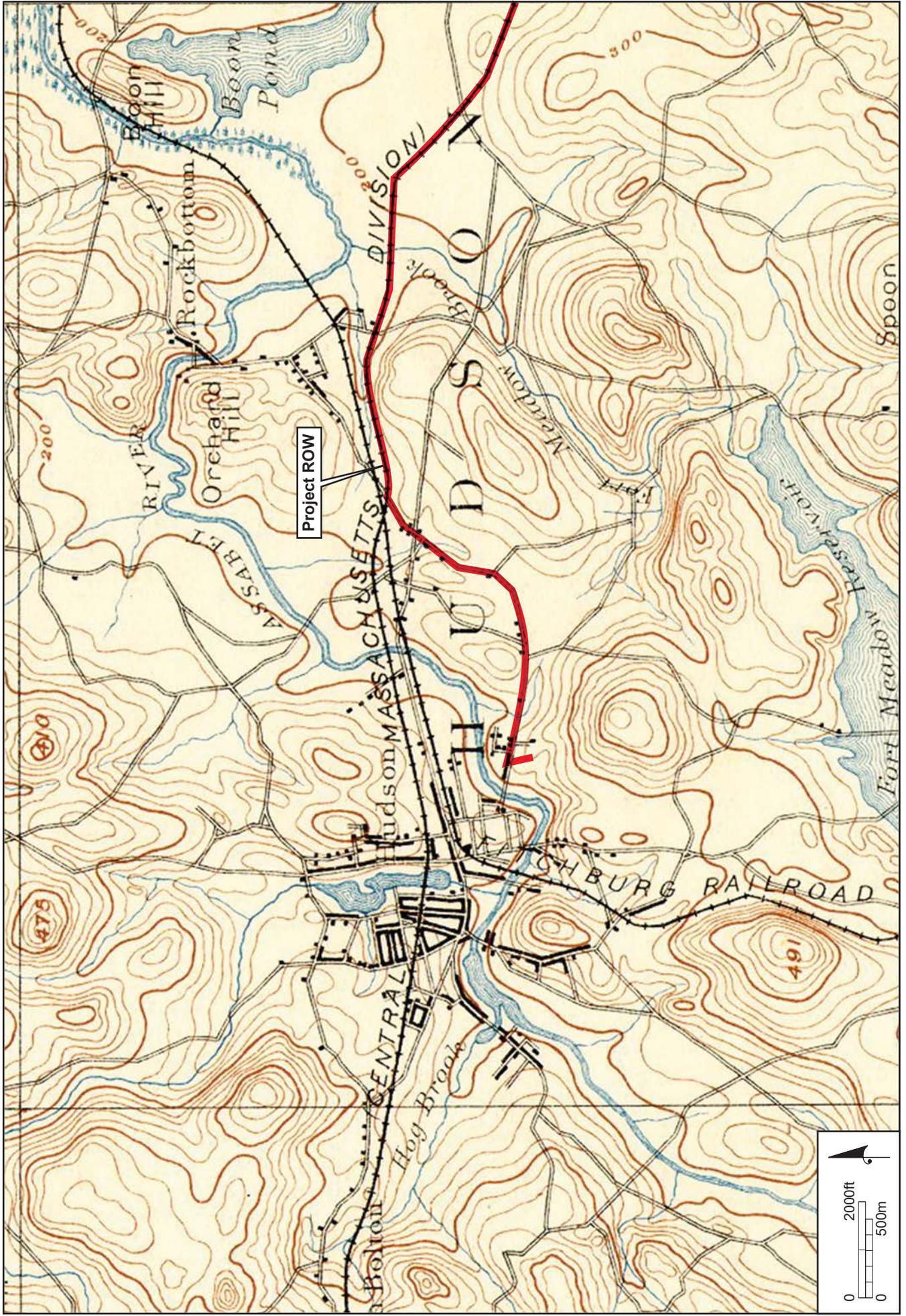


Figure 9. Map of Marlborough, Stow, and Hudson in 1898, showing location of project ROW (USGS 1898).

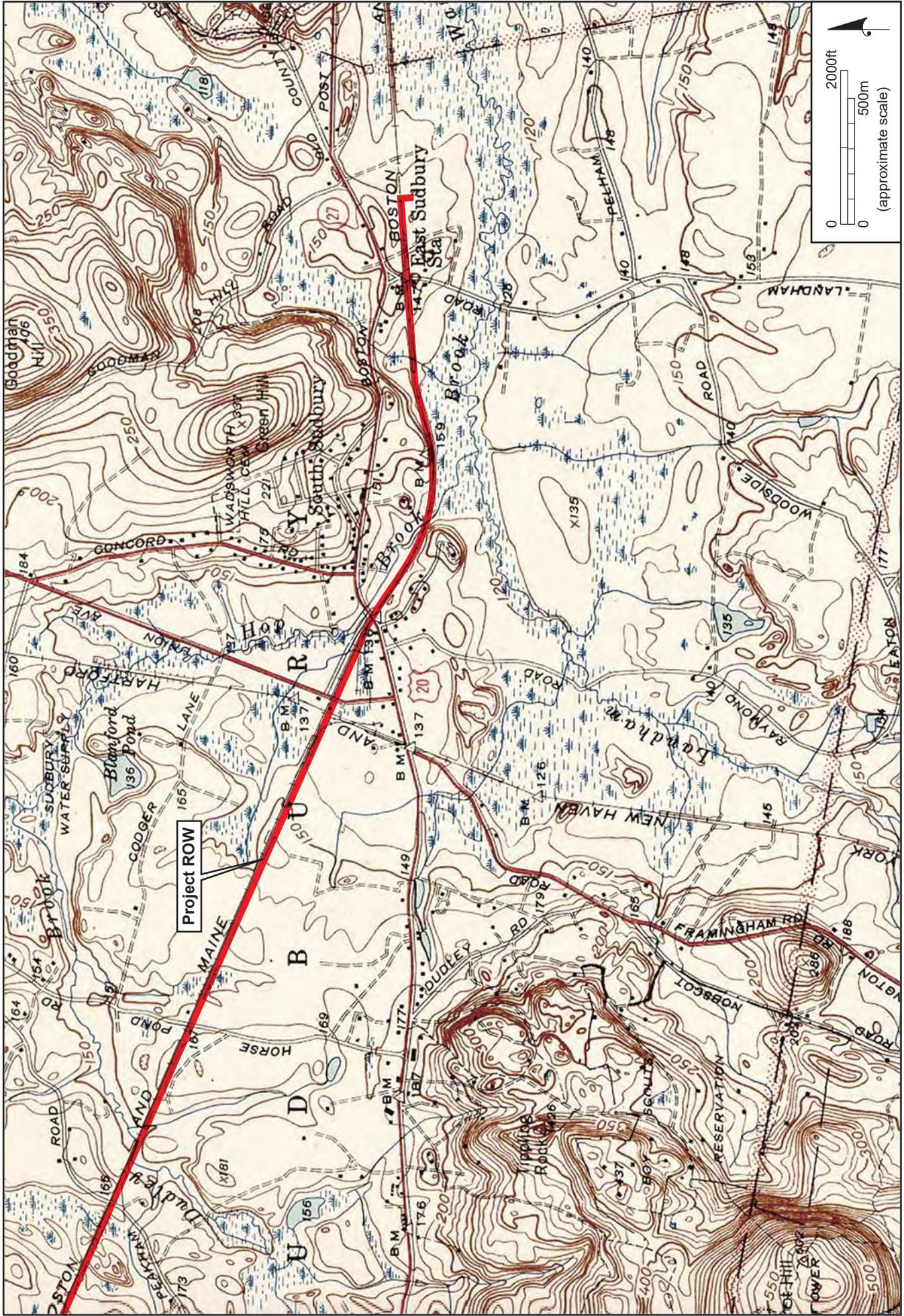


Figure 10a. Map of Sudbury in 1942, showing location of project ROW (USGS 1943).

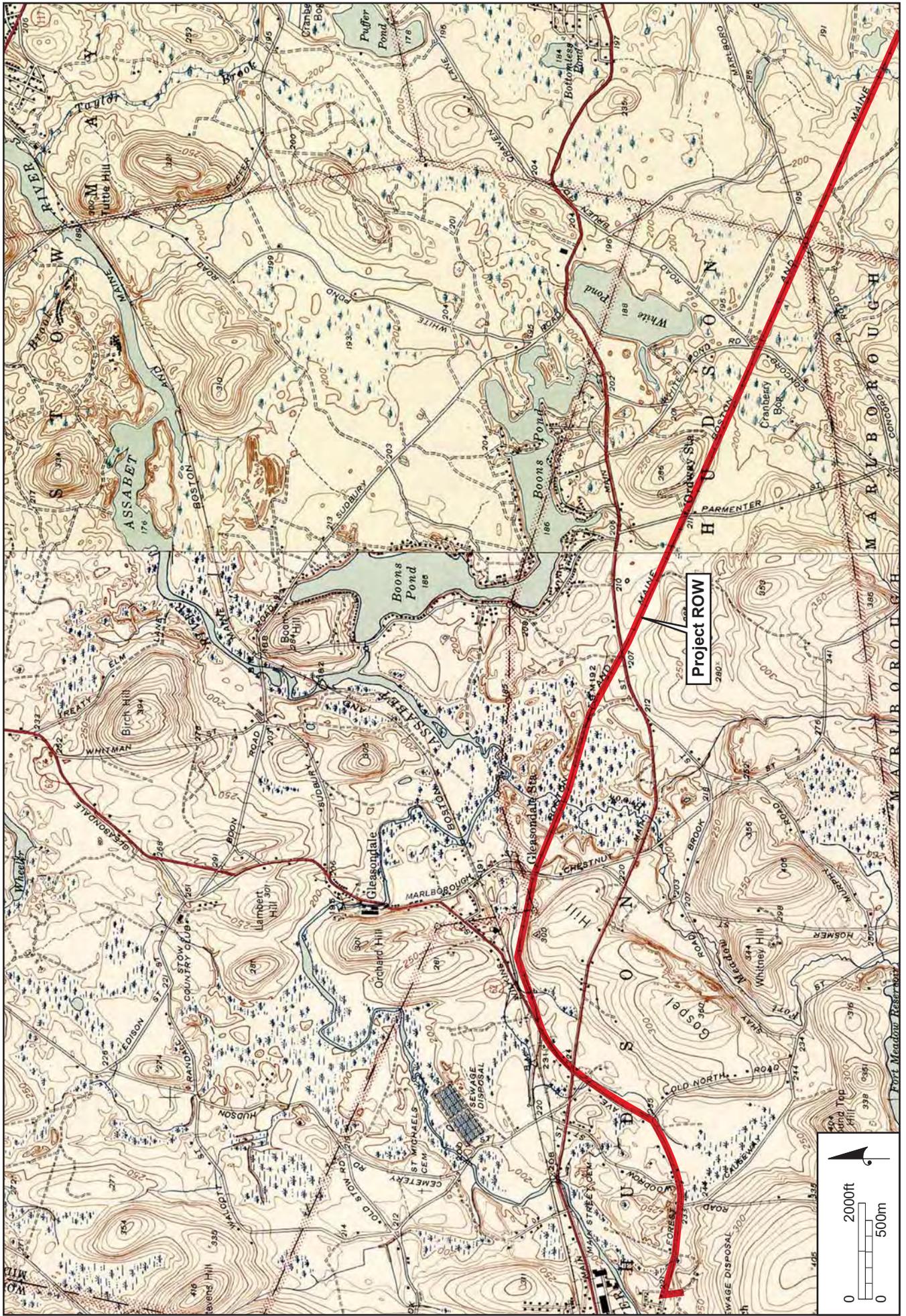


Figure 10b. Map of Sudbury in 1942, showing location of project ROW (USGS 1943).

# **TABLES**

Table 1. Previously Identified MACRIS Sites within 0.25 Mile of the Project ROW

Map No.	Photo No.	Site No.	Name	Address	Date	NRHP Point	NRHP Area	LHD Point	LHD Area	Inventoried Property	Inventoried Area	Distance from LOW	View of Clear-Cutting
6, 7	104-105	HUD.D	Lake Boon		L1800s-1900s						X	1122 ft	
6	101-103	HUD.F	Goodale Homestead	100 Chestnut Street	1702		X		X			30 ft	X
9	120	HUD.105	William and Joel Wilkins Farm	460-462 Main Street	E1800s					X		131 ft	
9	123-124	HUD.107	Joshua and Levi Wilkins House	15 Glendale Road	ca1803					X		418 ft	
6	99-100	HUD.108	James Ordway Farm	31 Parmenter Road	E1700s					X		130 ft	
7	N/A	HUD.800	Pauper's Burying Ground	560 Main Street	ca1820					X		443 ft	
7-8	111-113	HUD.908	Fort Meadow Brook Railroad Bridge	Fort Meadow Brook Milepost #25.37	1939					X		0 ft	X
11	150-151	HUD.910	Forest Avenue Bridge over Assabet River	Forest Avenue	1903					X		1074 ft	
8	114	STW.D	Gleasondale		ca1750-1900s						X	99 ft	
8	N/A	STW.169	Humphrey Brigham House	38 High Street	1862					X		1268 ft	
8	115	STW.172	Stillman Augustus Gleason House	29 Marlboro Road	1881					X		1150 ft	
8	115	STW.173	Lewis Allen House	33 Marlboro Road	ca1856					X		1083 ft	
8	N/A	STW.174	Lewis Bemis House	43 Marlboro Road	ca1770					X		884 ft	
8	N/A	STW.175	Doyle-Lewis Bemis House	47 Marlboro Road	ca1870					X		827 ft	
8	N/A	STW.176		50 Marlboro Road	ca1870					X		905 ft	
1, 2	N/A	SUD.B	South Sudbury								X	0 ft	X
5	91-92	SUD.C	Natick Research and Development	Bruen Road							X	30 ft	X
2	24	SUD.D	Sudbury First Industrial Area								X	0 ft	X
3, 4	89-90	SUD.F	Wayside Inn Historic District / Peakham-Southwest District						X			30 ft	X
1, 2	17	SUD.I	King Phillip Historic District		L1700s-L1900s				X			401 ft	
2	78	SUD.K	Goodnow Library	21 Concord Road	1862, ca1885, 1894		X		X			175 ft	
2	41	SUD.P	George Pitts Tavern Historic District		1800s-1900s				X			0 ft	X
2	N/A	SUD.10	Sudbury Inn	410 Boston Post Road	ca1820					X		N/A	demolished
2	59	SUD.11	Samuel B. Rogers House	400 Boston Post Road	ca1840					X		274 ft	
2	57-58	SUD.12	Dr. George A. Oviatt / Charles Hunt House	394 Boston Post Road	ca1840					X		100 ft	X
2	N/A	SUD.13	Captain Enoch Kidder House	365-367 Boston Post Road	ca1813					X		N/A	demolished
2	25	SUD.14	Enoch Kidder Shoe Shop	361 Boston Post Road	ca1820			X				423 ft	
2	23	SUD.15	Abel Richardson House	357 Boston Post Road	1840			X				486 ft	
2	22	SUD.16	Richardson House	353 Boston Post Road	1720			X				517 ft	
2	16	SUD.17	John Allen-Abraham Woods House	348 Boston Post Road	ca1720			X				680 ft	
1	N/A	SUD.18	Timothy Johnson House	189 Boston Post Road	ca1750					X		N/A	demolished
1	3	SUD.19	Asher Goodnow House and Farm	174 Boston Post Road	ca1825					X		500 ft	
2	56	SUD.30	Christopher G. Cutler House	7 Maple Avenue	ca1800			X				239 ft	
2	12	SUD.34	Benjamin Richardson House	62 King Philip Road	1800			X				919 ft	
2	N/A	SUD.35	Bogle Sisters House	48 King Philip Road	1800			X				1176 ft	
2	N/A	SUD.36	Gideon Richardson House	38 King Philip Road	1800			X				1300 ft	
1	N/A	SUD.37	R. D. Morse House	22 King Philip Road	1845			X				1096 ft	
1	11	SUD.38	John Goodnow House	4 King Philip Road	1770			X				747 ft	
1	N/A	SUD.40	Bogle-Walker House	55, 62 Goodmans Hill Road	ca1806	X	X					N/A	demolished
2	N/A	SUD.77	Hiram Burr House	16 Concord Road	1850			X				801 ft	

Table 1. Previously Identified MACRIS Sites within 0.25 Mile of the Project ROW

Map No.	Photo No.	Site No.	Name	Address	Date	NRHP Point	NRHP Area	LHD Point	LHD Area	Inventoried Property	Inventoried Area	Distance from LOW	View of Clear-Cutting
2	32	SUD.78	Goodnow Library	21 Concord Road	ca1862	X		X				740 ft	
2	N/A	SUD.79	George Parmenter House	20 Concord Road	1835			X				920 ft	
2	N/A	SUD.80	Memorial Congregational Church	26 Sudbury Road	1889			X				1121 ft	
2	N/A	SUD.82	Edwin Arnold House	25 Concord Road	1840			X				938 ft	
2	N/A	SUD.224	Arthur Bowen House	36 Concord Road	1840			X				1286 ft	
2	N/A	SUD.225	H. Brown House	35 Concord Road	ca1870			X				1140 ft	
2	N/A	SUD.226	Clifford Burr House	9 Church Street	1905			X				1022 ft	
2	N/A	SUD.227	Howard Burr House	11 Church Street	1904					X		1075 ft	
2	N/A	SUD.228	George Parker Oviatt House	19 Church Street	1905					X		1172 ft	
2	N/A	SUD.229	Rufus H. Hurlburt House	24 Church Street	1873					X		1188 ft	
2	N/A	SUD.230	Harry S. Whitney House	28 Church Street	1892					X		1322 ft	
	30	SUD.232	Archer H. Townes House	10 Concord Road	1905			X				663 ft	
2	34	SUD.233	Martin Goodnow House	370-372 Boston Post Road	ca1866			X				408 ft	
2	19	SUD.234	Charles Hunt House	345 Boston Post Road	ca1840					X		601 ft	
2	18	SUD.235	Arthur and Wilbur Bowen House	339 Boston Post Road	ca1850					X		670 ft	
2	N/A	SUD.251	Clifford W. Richardson House	306 Boston Post Road	ca1875			X				862 ft	
2	N/A	SUD.252		316 Boston Post Road	1957			X				882 ft	
2	N/A	SUD.253	Morse Barn	320-324 Boston Post Road	1900			X				851 ft	
2	14	SUD.254	George Washington Hunt House	344 Boston Post Road	ca1897			X				846 ft	
2	15	SUD.255	Emory Hunt House/ Frederick William Gardner House	346 Boston Post Road	1855			X				770 ft	
1	N/A	SUD.256	E. Smith-Seneca W. Hall Barn	0 King Philip Road	1865			X				790 ft	
1	N/A	SUD.257		12 King Philip Road	1956			X				889 ft	
1	N/A	SUD.258		14 King Philip Road	1955			X				955 ft	
1	N/A	SUD.259	John C. Hall House	17 King Philip Road	1925			X				972 ft	
1	N/A	SUD.260	R. D. Morse Milk House	20 King Philip Road	ca1870			X				1180 ft	
1	N/A	SUD.261	Miriam L. Woodbury House	25 King Philip Road	ca1916			X				1072 ft	
2	N/A	SUD.262	Robert C. Woodbury House	29 King Philip Road	1929			X				1116 ft	
2	N/A	SUD.263		33 King Philip Road	1941			X				1153 ft	
2	N/A	SUD.264	Henry E. Goulding House	54 King Philip Road	ca1870			X				1144 ft	
2	N/A	SUD.265	Cutter-Dakin House	61 King Philip Road	ca1850			X				904 ft	
2	13	SUD.266	Josiah Richardson House	68 King Philip Road	ca1830			X				850 ft	
2	N/A	SUD.268		14 Massasoit Avenue	1945			X				1130 ft	
2	N/A	SUD.269	South School Annex	23 Massasoit Avenue	1921			X				1271 ft	
1, 2	N/A	SUD.271		10 Pokonoket Road	1925			X				1333 ft	
1	N/A	SUD.272		45 Singletary Road	1954			X				641 ft	
1	N/A	SUD.273		46 Singletary Road	1955			X				851 ft	
1	N/A	SUD.274		57 Singletary Road	1957			X				621 ft	
2	N/A	SUD.280	Lanham Elementary School	11 Massasoit Avenue	1891			X				1272	
2	36	SUD.282	Boston and Maine Railroad Section Tool House	Boston Post Road	1890			X				0 ft	X

Table 1. Previously Identified MACRIS Sites within 0.25 Mile of the Project ROW

Map No.	Photo No.	Site No.	Name	Address	Date	NRHP Point	NRHP Area	LHD Point	LHD Area	Inventoried Property	Inventoried Area	Distance from LOW	View of Clear-Cutting
4	N/A	SUD.307		276 Dutton Road				X				1107 ft	
4	N/A	SUD.308		290 Dutton Road				X				883 ft	
3	86-87	SUD.313		232 Peakham Road	ca1930			X				360 ft	
1	9	SUD.320	George H. Hall House	271 Boston Post Road	ca1870					X		357 ft	
1, 2	N/A	SUD.321	Hall House	303 Boston Post Road	ca1910					X			
1	N/A	SUD.329	Martin William Goodnow House	30 Coolidge Lane	ca1880					X		1129 ft	
1	6	SUD.330	Frank W. Goodnow / Wandla C. Ranstrom House	277 Landham Road	ca1900					X		76 ft	X
1	7	SUD.331	Carl W. Ranstrom / Guisepe Mercury House	271 Landham Road	ca1922					X		190 ft	
1	8	SUD.332	Nicodemo Mercury House	267 Landham Road	ca1924					X		266 ft	
2	44	SUD.334	B. S. Cole-Forrest D. Bradshaw House	10 Maple Avenue	ca1895			X				165 ft	X
2	45	SUD.335	Forrest D. Bradshaw Garage	14 Maple Avenue	ca1910			X				221 ft	X
2	53	SUD.336	Emma A. Hobson-Jean A. Shedd House	19 Maple Avenue	ca1895			X				360 ft	
2	60	SUD.337	Edwin Rogers House	245 Raymond Road	ca1875					X		688 ft	
3	85	SUD.341	Charles E. Wilson House	266 Peakham Road	ca1901					X		649 ft	
2	35	SUD.363		365 Boston Post Road	1971			X				155 ft	X
2	43	SUD.364		4 Maple Avenue	ca1950			X				76 ft	X
2	55	SUD.365		11 Maple Avenue	ca1945			X				354 ft	
2	54	SUD.366		15 Maple Avenue	ca1915			X				348 ft	
2	46	SUD.367		22 Maple Avenue	1960			X				175 ft	X
2	52	SUD.368		25 Maple Avenue	ca1938			X				347 ft	
2	47	SUD.369		28 Maple Avenue	ca1917			X				191 ft	X
2	51	SUD.370		31 Maple Avenue	ca1914			X				323 ft	
2	48	SUD.371		34-36 Maple Avenue	ca1920			X				175 ft	X
2	20	SUD.372		354 Boston Post Road	ca1900			X				590 ft	
2	21	SUD.373	Taylor Real Estate Office	356 Boston Post Road	1950			X				570 ft	
2	25	SUD.374		359 Boston Post Road	1900			X				423 ft	
2	N/A	SUD.375		365 Boston Post Road	1999			X				297 ft	
2	N/A	SUD.376	Citibank	5-15 Concord Road	1956			X				N/A	demolished
2	31	SUD.377		8 Concord Road	1972			X				644 ft	
2	28	SUD.378	Hill Jewelers	17 Concord Road	1950			X				605 ft	
2	N/A	SUD.379		19 Concord Road	1900			X				857 ft	
2	29	SUD.380	Bank Building	19 Concord Road	1951			X				651 ft	
2	N/A	SUD.381		32 Concord Road	1900			X				1173 ft	
1	N/A	SUD.389	John Goodnow Barn	4 King Philip Road				X				792 ft	
4	93-95	SUD.900	Massachusetts Central Railway Bridge 128	Massachusetts Central Railway Bridge Milepost #22.24	1881, 1908					X		0 ft	X
2	37-38	SUD.901	Massachusetts Central Railway Bridge 127	Massachusetts Central Railway Bridge Milestone #19.47	1881, 1908					X		0 ft	X
2	32	SUD.907	Civil War Union-Soldier Monument	21 Concord Road	1897	X		X				807 ft	

**Table 1. Previously Identified MACRIS Sites within 0.25 Mile of the Project ROW**

Map No.	Photo No.	Site No.	Name	Address	Date	NRHP Point	NRHP Area	LHD Point	LHD Area	Inventoried Property	Inventoried Area	Distance from LOW	View of Clear-Cutting
1	1	SUD.911	Goodnow Garrison House Site Marker	Old County Road						X		629 ft	
2	65	SUD.919	1767 Milestone, Milepost 26	Boston Post Road		X						1327 ft	
1	4	SUD.920	1767 Milestone, Milepost 24	Boston Post Road		X						244 ft	
1	N/A	SUD.921	Landham Road Bridge over Landham Brook		ca1880, 1961					X		N/A	demolished
2	26	SUD.922	1767 Milestone, Milepost 25	Boston Post Road		X						468 ft	
2	27	SUD.923	Goodnow Watering Trough	Concord Road at Boston Post Road	1891					X		496 ft	
1	2	SUD.925	Buddy Dog Sculpture	151 Boston Post Road	1977					X		577 ft	

Table 2. Newly Identified Historic Properties within Area of Potential Effects

Map No.	Photo No.	Town	Parcel No.	Address/Name	Period	Building Type	Structure Material	Cladding Type	Style	Distance from LOW (ft)	View of Clear-Cutting
1-11	39, 40, 89, 91, 96, 102, 113	Sudbury, Hudson	N/A	Massachusetts Central Railroad	Late Industrial (1870-1915)	Railroad	Metal	None	No style	0 ft	X
1	5	Sudbury	K10-0008	209 Boston Post Rd.	Late Modern (1940-1967)	Commercial Building	Brick	None	Commercial	32 ft	
2	49	Sudbury	K09-0072	44 Maple Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Asbestos	Ranch	27 ft	X
2	50	Sudbury	K09-0071	50 Maple Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Asbestos	Ranch	34 ft	X
2	61	Sudbury	K08-0074	28 Union Ave.	Late Modern (1940-1967)	Commercial Building	Frame	Vinyl	No Style	35 ft	X
2	62	Sudbury	K08-5100	37 Union Ave.	Late Modern (1940-1967)	Commercial Building	Frame	Clapboard	No Style	0 ft	X
2	63	Sudbury	K08-0041	46 Union Ave.	Late Modern (1940-1967)	Commercial Building	Metal	Block	No Style	52 ft	X
2	64	Sudbury	K08-0053	39 Union Ave.	Late Modern (1940-1967)	Commercial Building	Frame	Vinyl	No Style	34 ft	X
3	66	Sudbury	J06-0316	3 Stonebrook Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	28 ft	
3	67	Sudbury	J06-0315	9 Stonebrook Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	30 ft	
3	68	Sudbury	J06-0314	15 Stonebrook Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	30 ft	
3	69	Sudbury	J06-0313	21 Stonebrook Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	28 ft	
3	70	Sudbury	J06-0312	29 Stonebrook Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Wood Shingle	Cape	29 ft	
3	71	Sudbury	J06-0311	33 Stonebrook Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Wood Shingle	Ranch	30 ft	
3	72	Sudbury	J06-0310	41 Stonebrook Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Wood	Ranch	30 ft	
3	73	Sudbury	J06-0309	47 Stonebrook Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	29 ft	
3	74	Sudbury	J06-0113	111 Horse Pond Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Asbestos	Ranch	32 ft	
3	75	Sudbury	J06-0112	12 Jarman Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Brick	Ranch	30 ft	
3	76	Sudbury	J06-0111	18 Jarman Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl/Brick	Ranch	30 ft	X
3	77	Sudbury	J06-0110	24 Jarman Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl/Brick	Ranch	30 ft	
3	78	Sudbury	J06-0107	42 Jarman Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl/Brick	Ranch	30 ft	
3	79	Sudbury	J06-0106	48 Jarman Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl/Brick	Ranch	30 ft	
3	80	Sudbury	J06-0105	54 Jarman Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Asbestos/Brick	Ranch	31 ft	X
3	81	Sudbury	J06-0104	60 Jarman Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl/Brick	Ranch	31 ft	X
3	82	Sudbury	J06-0103	66 Jarman Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl/Stone	No Style	31 ft	
3	83	Sudbury	J06-0102	72 Jarman Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Brick	Ranch	31 ft	
3	84	Sudbury	J05-0101	80 Jarman Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl/Brick	Ranch	31 ft	
3	88	Sudbury	J05-0002	230 Peakham Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	22 ft	X
6	97	Hudson	47_4	27 Parmenter Rd.	Early Modern (1915-1940)	Single Dwelling	Frame	Vinyl	Other	33 ft	
6	98	Hudson	46_4	20 Parmenter Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	27 ft	X
6	106	Hudson	35_76	557 Main St.	Late Modern (1940-1967)	Industrial Building	Block	Veneer	No Style	23 ft	X
7	107-108	Hudson	35_1	556 Main St.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	12 ft	X
7	109	Hudson	34_30	564 Main St.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	23 ft	
7	110	Hudson	34_26	560 Main St.	Late Modern (1940-1967)	Industrial Building	Block	None	No Style	19 ft	X
9	116	Hudson	22_16	6 Wilkins St.	Late Industrial (1870-1915)	Single Dwelling	Frame	Vinyl	Vernacular	15 ft	
9	117	Hudson	22_18	5 Wilkins St.	Colonial (1676-1776)	Single Dwelling	Frame	Clapboard	Georgian	23 ft	
9	118	Hudson	22_15	4 Wilkins St.	Early Modern (1915-1940)	Single Dwelling	Frame	Vinyl	Queen Anne	17 ft	
9	119	Hudson	32_20	161 Forest Ave.	Late Industrial (1870-1915)	Single Dwelling	Frame	Vinyl	Queen Anne	23 ft	
9	121	Hudson	32_19	157 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Asbestos	Ranch	23 ft	
9	122	Hudson	32_12	158 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Veneer	Colonial Revival	15 ft	
9	125	Hudson	32_14	156 Forest Ave.	Early Industrial (1830-1870)	Single Dwelling	Frame	Vinyl	Vernacular	22 ft	

**Table 2. Newly Identified Historic Properties within Area of Potential Effects**

Map No.	Photo No.	Town	Parcel No.	Address/Name	Period	Building Type	Structure Material	Cladding Type	Style	Distance from LOW (ft)	View of Clear-Cutting
9	126	Hudson	32_15	154 Forest Ave.	Late Industrial (1870-1915)	Single Dwelling	Frame	Vinyl	Ranch	23 ft	
9, 10	127	Hudson	32_16	152 Forest Ave.	Early Industrial (1830-1870)	Single Dwelling	Frame	Clapboard	Queen Anne	25 ft	
10	128	Hudson	32_17	155 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Block	Asphalt	Ranch	20 ft	
10	129	Hudson	31_63	153 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Block	Vinyl	Minimal Traditional	23 ft	
10	130	Hudson	31_54	149 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	No Style	23 ft	
10	131	Hudson	31_62	147 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Minimal Traditional	23 ft	
10	132	Hudson	31_55	145 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Minimal Traditional	24 ft	
10	133	Hudson	31_56	143 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Asbestos	Minimal Traditional	22 ft	
10	134	Hudson	31_57	141 Forest Ave.	Late Industrial (1870-1915)	Single Dwelling	Frame	Vinyl	Vernacular	20 ft	
10	135	Hudson	31_58	140 Forest Ave.	Late Industrial (1870-1915)	Single Dwelling	Frame	Clapboard	Craftsman/Bungalow	23 ft	
10	137	Hudson	31_61	137 Forest Ave.	Early Modern (1915-1940)	Single Dwelling	Frame	Vinyl	Minimal Traditional	25 ft	
10	136	Hudson	31_59	138 Forest Ave.	Early Industrial (1830-1870)	Agricultural Outbuilding	Frame	Clapboard	No Style	18 ft	
10	138	Hudson	42_59	40 Richardson Rd.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	24 ft	
10	139	Hudson	31_40	134 Forest Ave.	Early Modern (1915-1940)	Single Dwelling	Frame	Vinyl	Colonial Revival	26 ft	
10	140	Hudson	42_10	130 Forest Ave.	Early Modern (1915-1940)	Single Dwelling	Frame	Wood Shingles	Colonial Revival	24 ft	
10	141	Hudson	42_9	128 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Split-Level	25 ft	
10, 11	142	Hudson	42_18	125 Forest Ave.	Late Industrial (1870-1915)	Single Dwelling	Frame	Vinyl	Colonial Revival	24 ft	
10, 11	143	Hudson	42_7	126 Forest Ave.	Early Modern (1915-1940)	Single Dwelling	Frame	Vinyl	Colonial Revival	23 ft	
10, 11	144	Hudson	42_6	124 Forest Ave.	Late Industrial (1870-1915)	Single Dwelling	Frame	Vinyl	Queen Anne	22 ft	
10, 11	145	Hudson	42_17	121 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Colonial Revival	24 ft	
11	146	Hudson	42_12	116 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	No Style	25 ft	
11	147	Hudson	42_11	114 Forest Ave.	Late Industrial (1870-1915)	Single Dwelling	Block	Stucco	Craftsman/Bungalow	25 ft	
11	148	Hudson	30_200	58 Forest Ave.	Late Modern (1940-1967)	Single Dwelling	Frame	Vinyl	Ranch	18 ft	
11	149	Hudson	30_196	56 Forest Ave.	Late Industrial (1870-1915)	Single Dwelling	Frame	Clapboard	Vernacular	16 ft	

**MAPS**

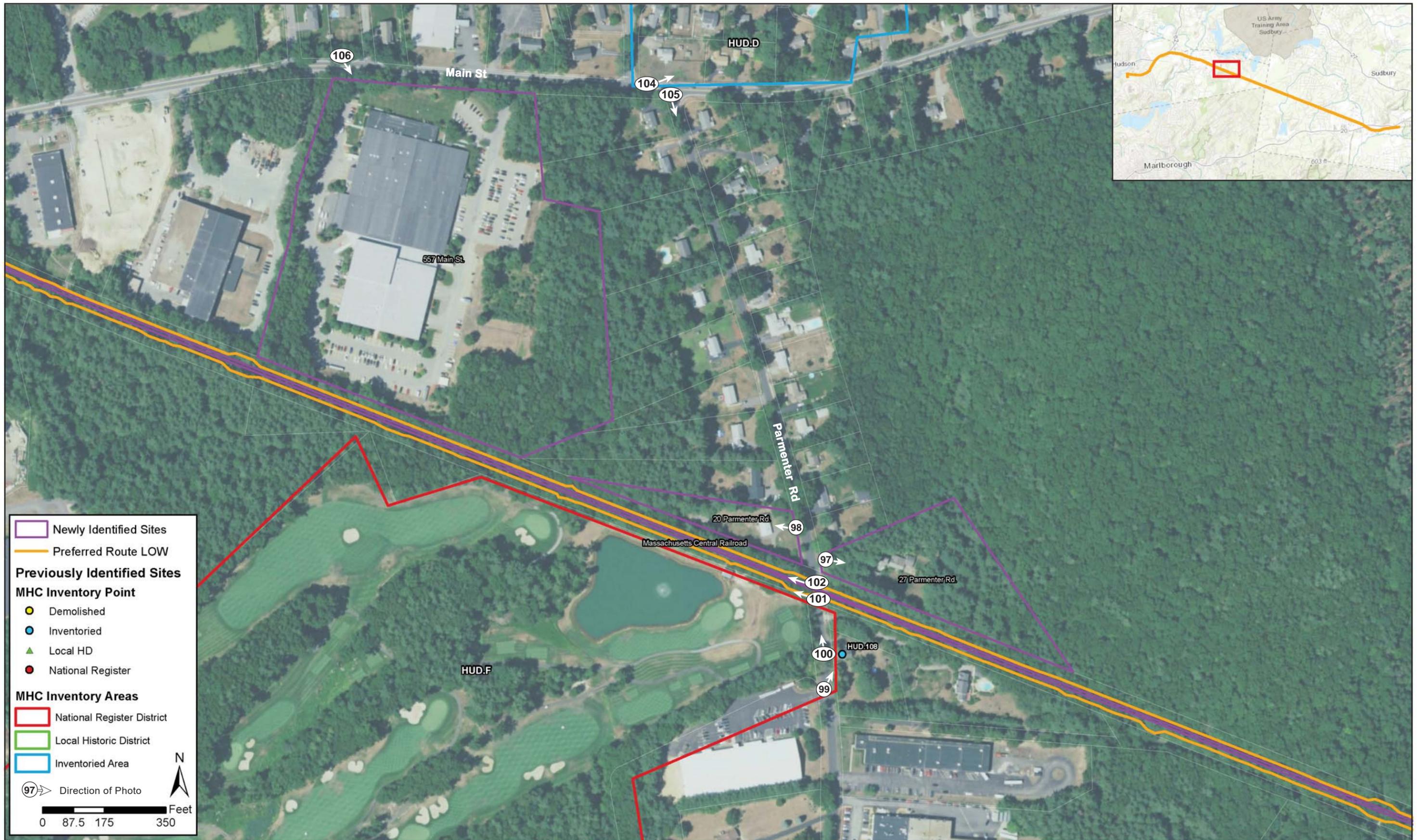




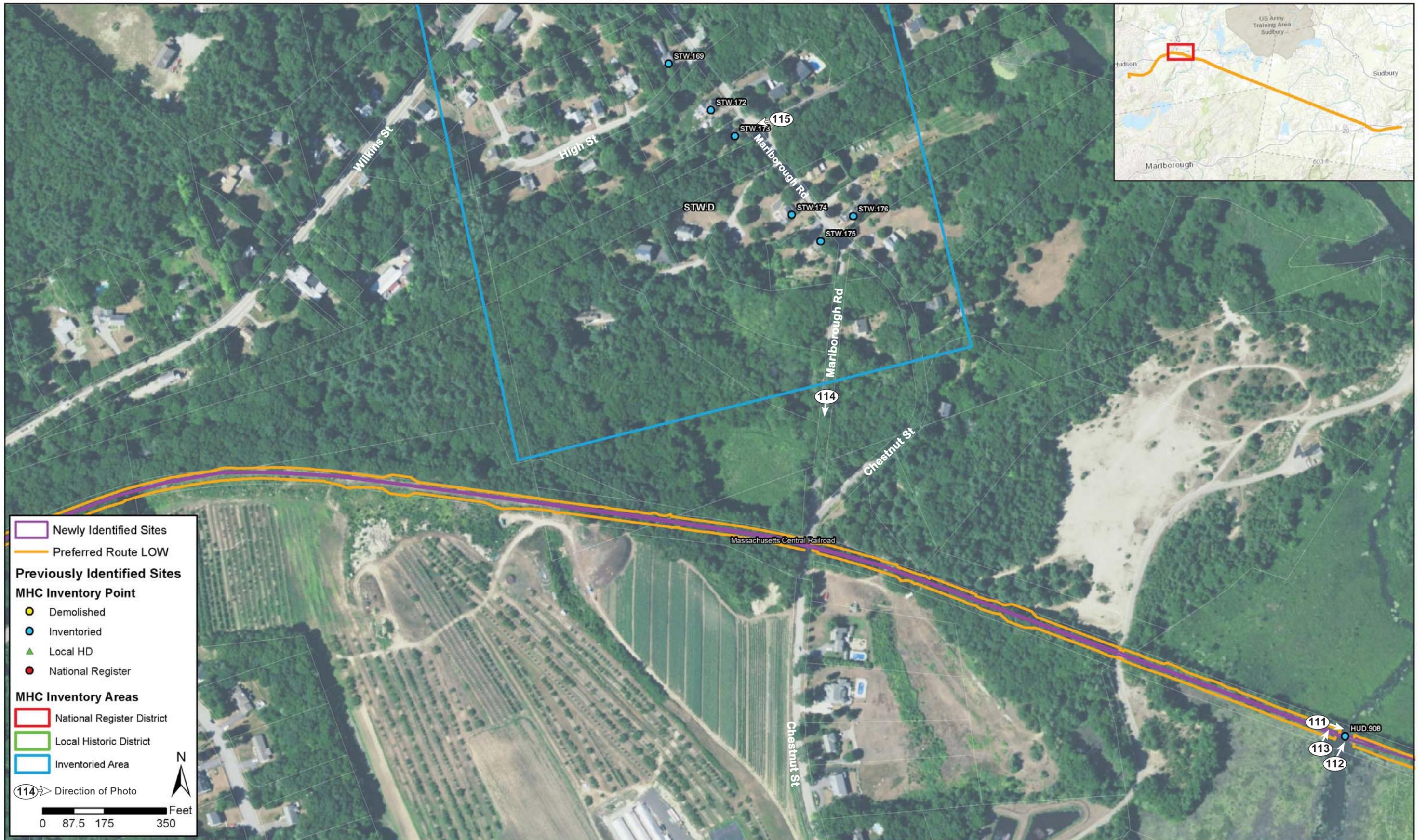


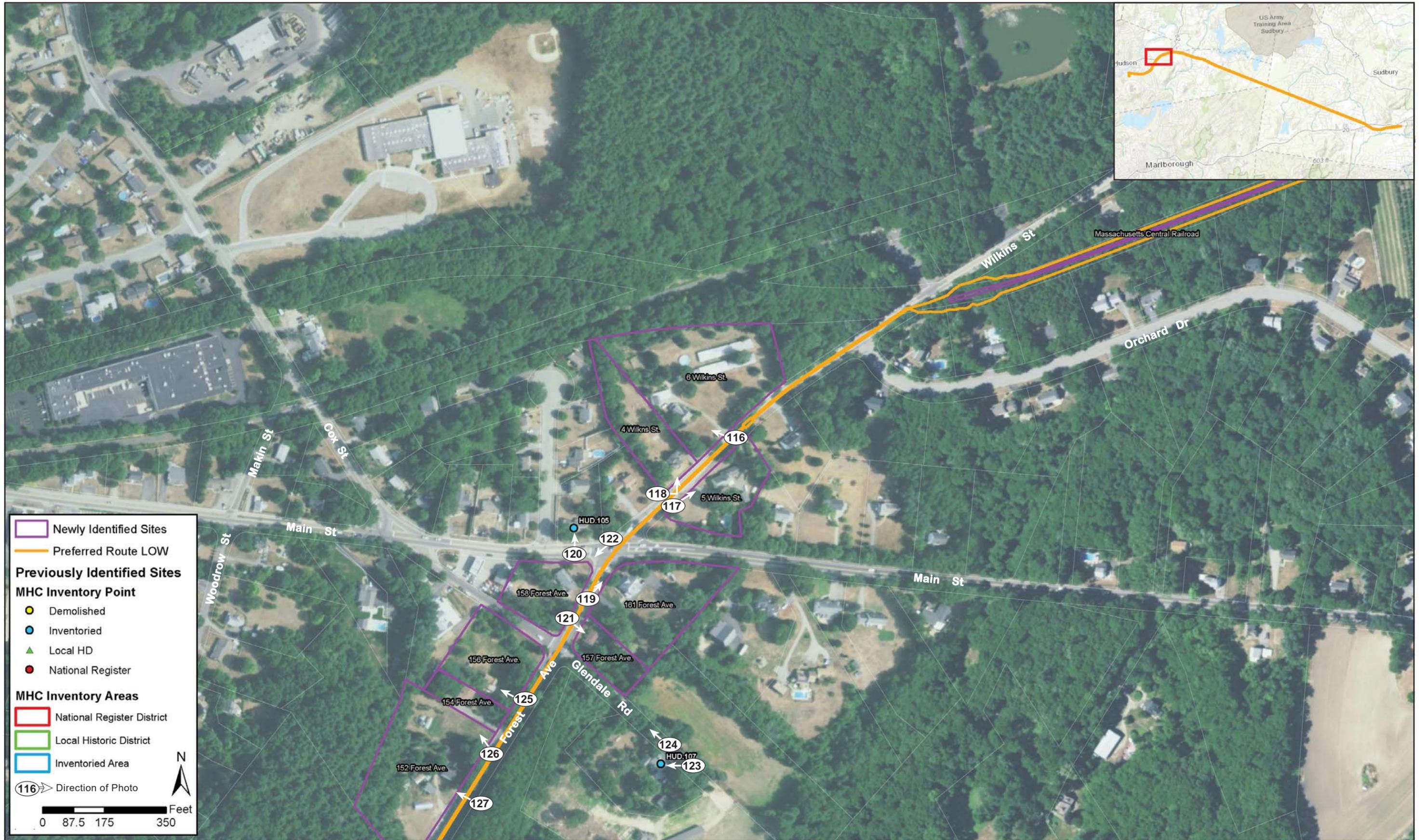


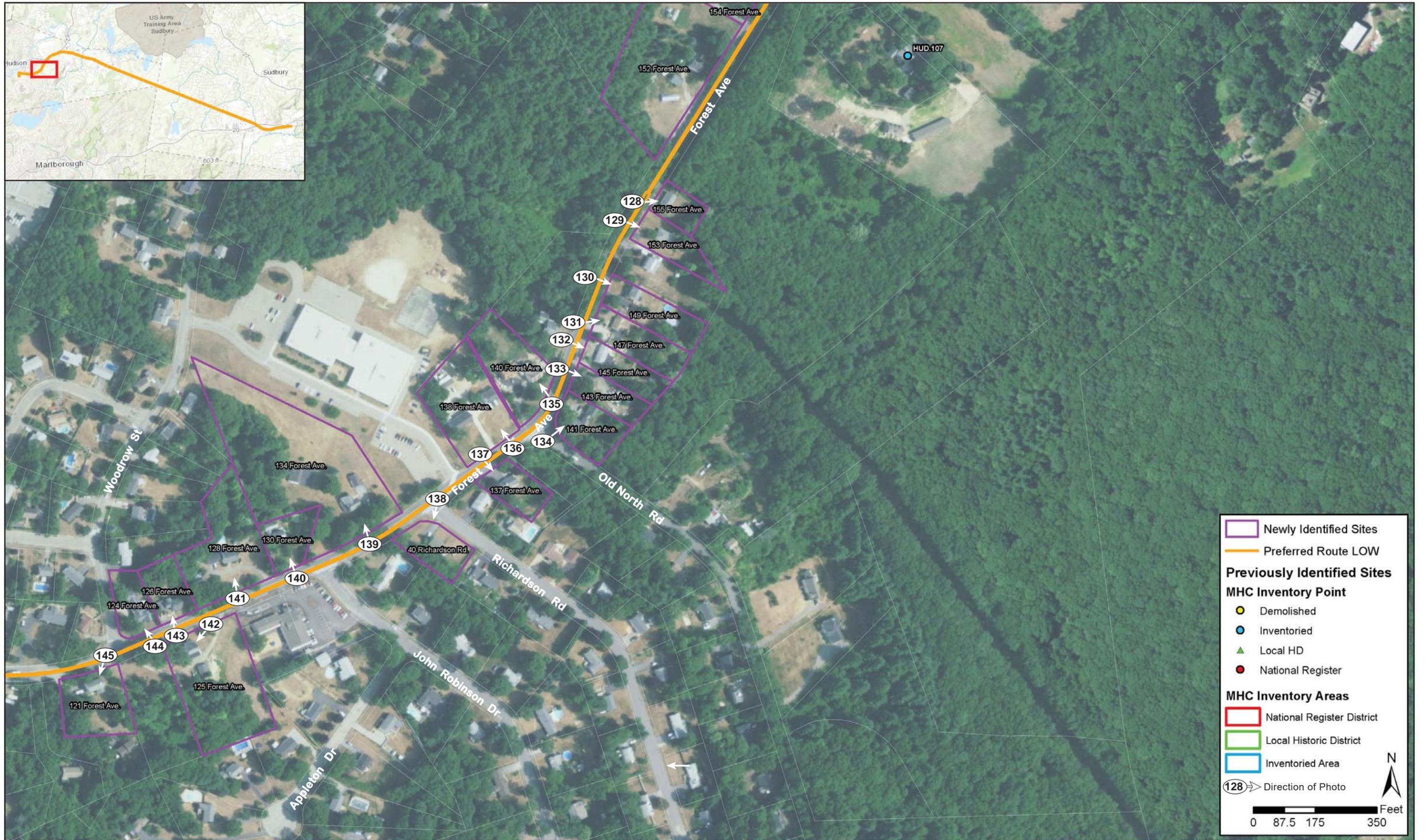












Newly Identified Sites  
 Preferred Route LOW

**Previously Identified Sites**

**MHC Inventory Point**

- Demolished
- Inventoried
- ▲ Local HD
- National Register

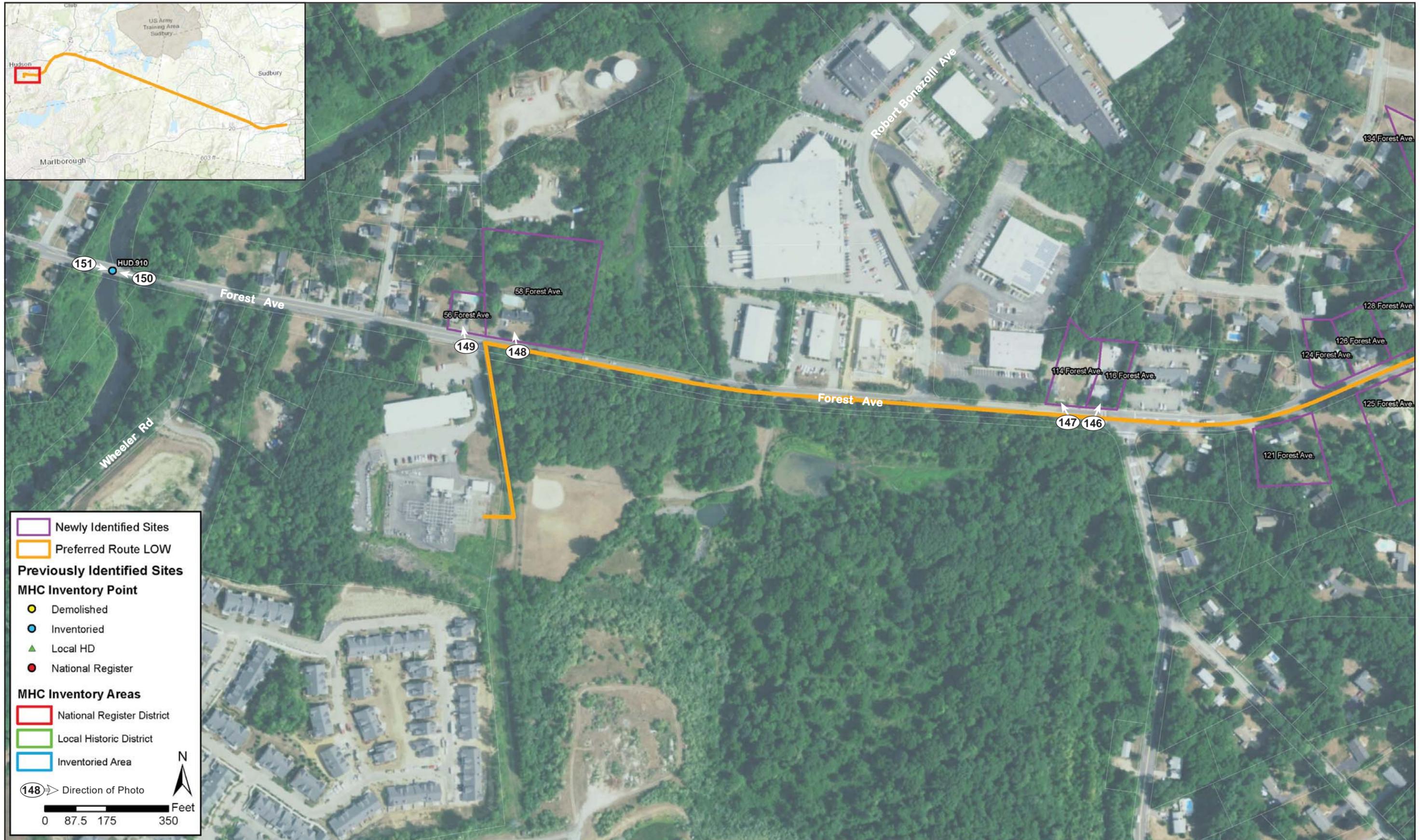
**MHC Inventory Areas**

- National Register District
- Local Historic District
- Inventoried Area

128 → Direction of Photo

N

0 87.5 175 350 Feet



# **PHOTOGRAPHS**

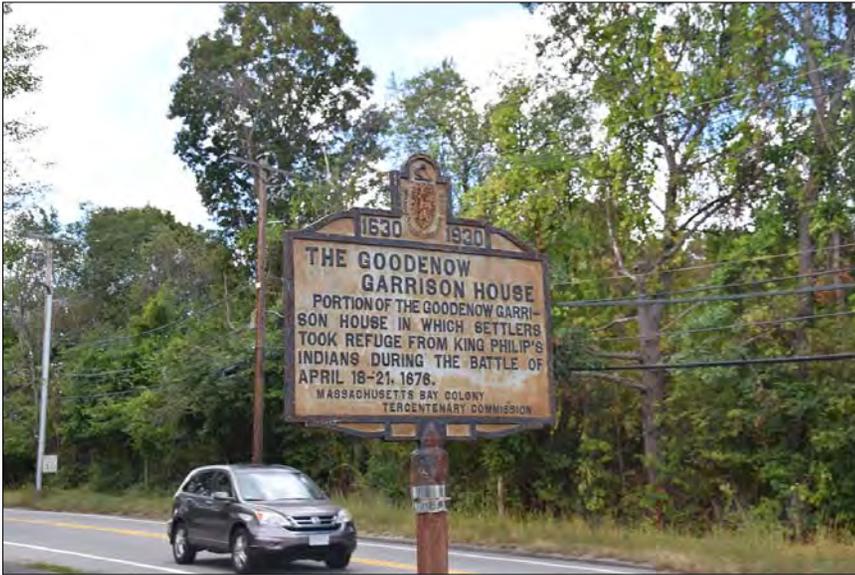


Photo 1. SUD.911/Goodenow Garrison House Site Marker, facing southwest.



Photo 2. SUD.925/Buddy Dog Sculpture, facing southeast.



Photo 3. SUD.19/Asher Goodnow House and Farm, facing northwest.



Photo 4. SUD.920/Milestone 24, 1767 Multiple Resource, facing southeast.



Photo 5. 209 Boston Post Road, facing southwest.



Photo 6. SUD.330/Frank W. Goodnow/Wandla C. Ranstrom House, facing northwest.



Photo 7. SUD.331/Carl W. Ranstrom/Guisepe Mercury House, facing southwest.



Photo 8. SUD.332/Nicodemo Mercury House, facing northwest.



Photo 9. SUD.320/George H. Hall House, facing southeast.



Photo 10. SUD.320/George H. Hall House, view toward project ROW, facing southwest.



Photo 11. SUD.38/John Goodnow House, SUD.I/King Philip Historic District, facing north.



Photo 12. SUD.34/Benjamin Richardson House, SUD.I/King Philip Historic District, facing north.



Photo 13. SUD.266/Josiah Richardson House, SUD.I/King Philip Historic District, facing northwest.



Photo 14. SUD.254/George Washington Hunt House, SUD.I/King Philip Historic District, facing northwest.



Photo 15. SUD.255/Emory Hunt House/Frederick William Gardner House, SUD.I/King Philip Historic District, facing northeast.



Photo 16. SUD.17/John-Woods Allen House/Allen House/Abraham House, SUD.I/King Philip Historic District, facing north.



Photo 17. SUD.I/King Philip Historic District, view toward project ROW, facing west.



Photo 18. SUD.235/Arthur and Wilbur Bowen House, SUD.B/South Sudbury, facing southwest.



Photo 19. SUD.234/Charles Hunt House, SUD.B/South Sudbury, facing southwest.



Photo 20. SUD.372/354 Boston Post Road, SUD.D/Sudbury First Industrial Area, facing northeast.



Photo 21. SUD.373/Taylor Real Estate Office, SUD.D/Sudbury First Industrial Area, facing east.



Photo 22. SUD16/Richardson House, SUD.D/Sudbury First Industrial Area, facing south.



Photo 23. SUD.15/Abel Richardson House, SUD.D/Sudbury First Industrial Area, facing south.



Photo 24. SUD.D/Sudbury First Industrial Area, view toward project ROW, facing west.



Photo 25. SUD.14/374/Enoch Kidder Shoe Shop, SUD.D/Sudbury First Industrial Area, facing southeast.



Photo 26. SUD.922/Milepost 25, 1767 Multiple Resource, facing northwest.



Photo 27. SUD.923/Goodnow Watering Trough, facing southwest.



Photo 28. SUD.378/Hill Jewelers, SUD.D/Sudbury First Industrial Area, facing west.



Photo 29. SUD.380/Bank Building, SUD.D/Sudbury First Industrial Area facing northwest.



Photo 30. SUD.232/Archer H. Townes House, SUD.B/South Sudbury Historic District, facing east.



Photo 31. SUD.377/8 Concord Road, SUD.B/South Sudbury Historic District, facing east.



Photo 32. SUD.78/Goodnow Library, SUD.907/Union Soldier-Civil War Statue, SUD.K/Goodnow Library Historic District, facing southwest.



Photo 33. SUD.78/Goodnow Library, SUD.K/Goodnow Library Historic District, view toward project ROW, facing southwest.



Photo 34. SUD.233/Martin Goodnow House, SUD.D/Sudbury First Industrial Area, northwest.



Photo 35. SUD.363/365 Boston Post Road, SUD.P/George Pitts Tavern Historic District, facing southwest.



Photo 36. SUD.282/Boston and Maine Railroad Section Tool House, SUD.P/George Pitts Tavern Historic District., facing southeast.



Photo 37. SUD.901/Massachusetts Central Railroad Bridge 127, SUD.B/South Sudbury, facing southeast.



Photo 38. SUD.901/Massachusetts Central Railroad Bridge 127, SUD.B/South Sudbury, facing northeast.



Photo 39. Project ROW in vicinity of SUD.P/George Pitts Tavern Historic District, facing southeast.



Photo 40. Project ROW in vicinity of SUD.P/George Pitts Tavern Historic District, northwest.



Photo 41. View toward SUD.P/George Pitts Tavern Historic District taken from project ROW, facing southwest.



Photo 42. View toward SUD.P/George Pitts Tavern Historic District taken from project ROW, facing northwest.



Photo 43. SUD.364/4 Maple Avenue, SUD.P/George Pitts Tavern Historic District, facing north.



Photo 44. SUD.334/B.S. Cole-Forest D. Bradshaw House, SUD.P/George Pitts Tavern Historic District, facing southeast.



Photo 45. SUD.335/Forest D. Bradshaw Garage, SUD.P/George Pitts Tavern Historic District, facing north.



Photo 46. SUD.367/22 Maple Avenue, SUD.P/George Pitts Tavern Historic District, facing north.



Photo 47. SUD.369/28 Maple Avenue, SUD.P/George Pitts Tavern Historic District, facing north.



Photo 48. SUD.371/34-36 Maple Avenue, SUD.P/George Pitts Tavern Historic District, facing north.



Photo 49. 44 Maple Avenue, facing northeast.



Photo 50. 50 Maple Avenue, facing northeast.



Photo 51. SUD.370/31 Maple Avenue, SUD. P/George Pitts Tavern Historic District, facing southwest.



Photo 52. SUD.368/25 Maple Avenue, SUD. P/George Pitts Tavern Historic District, facing southwest.



Photo 53. SUD.336/Shedd-Maynard House, SUD.P/George Pitts Tavern Historic District, facing southwest.



Photo 54. SUD.366/15 Maple Avenue, SUD.P/George Pitts Tavern Historic District, facing southwest.



Photo 55. SUD.365/11 Maple Avenue, SUD. P/George Pitts Tavern Historic District, facing southwest.



Photo 56. SUD.30/ Christopher G. Cutler House, SUD. P/George Pitts Tavern Historic District, facing west.



Photo 57. SUD.12/ Dr. George A. Oviatt House/Charles Hunt House, SUD.B/South Sudbury, facing northwest.



Photo 58. SUD.12/Dr. George A. Oviatt House/Charles Hunt House, SUD.B/South Sudbury, view toward project ROW, facing northeast.



Photo 59. SUD.11/Samuel B. Rodgers House, SUD.B/South Sudbury, facing northeast.



Photo 60. SUD.337/Edwin Rogers House, SUD.B/South Sudbury, facing northwest.



Photo 61. 28 Union Avenue, facing southeast.



Photo 62. 37 Union Avenue, facing southwest.



Photo 63. 46 Union Avenue, facing northeast.



Photo 64. 39 Union Avenue, facing northwest.



Photo 65. SUD.919/Milestone 26, 1767 Multiple Resource, facing southwest.



Photo 66. 3 Stonebrook Road, facing southwest.



Photo 67. 9 Stonebrook Road, facing southwest.



Photo 68. 15 Stonebrook Road, facing southwest.



Photo 69. 21 Stonebrook Road, facing southwest.



Photo 70. 29 Stonebrook Road, facing southwest.



Photo 71. 33 Stonebrook Road, facing southwest.



Photo 72. 41 Stonebrook Road, facing southwest.



Photo 73. 47 Stonebrook Road, facing southwest.



Photo 74. 111 Horse Pond Road, facing northwest.



Photo 75. 12 Jarman Road, facing northeast.



Photo 76. 18 Jarman Road, facing northeast.



Photo 77. 24 Jarman Road, facing northeast.



Photo 78. 42 Jarman Road, facing northeast.



Photo 79. 48 Jarman Road, facing northeast.



Photo 80. 54 Jarman Road, facing north.



Photo 81. 60 Jarman Road, facing northeast.



Photo 82. 66 Jarman Road, facing north.



Photo 83. 72 Jarman Road, facing northeast.



Photo 84. 80 Jarman Road, facing north.



Photo 85. SUD.341/Charles E. Wilson House, facing east.



Photo 86. SUD.313/232 Peakham Road, facing southwest.



Photo 87. SUD.313/232 Peakham Road, view toward project ROW, facing southwest.



Photo 88. 230 Peakham Road, facing southeast.



Photo 89. SUD.F/Wayside Inn Historic District, view toward project ROW, facing northwest.



Photo 90. SUD.F/Wayside Inn Historic District, facing northeast.



Photo 91. SUD.C/Natick Research and Development Laboratories in vicinity of project ROW, facing southeast.



Photo 92. SUD.C/Natick Research and Development Laboratories, facing northwest.



Photo 93. SUD.900/Massachusetts Central Railroad Bridge, facing northwest.



Photo 94. SUD.900/Massachusetts Central Railroad Bridge, facing southeast.



Photo 95. SUD.900/Massachusetts Central Railroad Bridge, facing northwest.



Photo 96. Project ROW in vicinity of SUD.900/Massachusetts Central Railroad Bridge, facing northwest.



Photo 97. 27 Parmenter Road, facing east.



Photo 98. 20 Parmenter Road, facing west.



Photo 99. HUD.108/James Ordway Farm, facing northeast.



Photo 100. HUD.108/James Ordway Farm, view toward project ROW, facing northwest.



Photo 101. HUD.F/Goodale Homestead, in vicinity of project ROW, facing northwest.



Photo 102. HUD.F/Goodale Homestead, view toward project ROW, facing northwest.



Photo 103. HUD.F/Goodale Homestead, facing northwest.



Photo 104. HUD.D/Lake Boon, facing northeast.



Photo 105. HUD.D/Lake Boon, view toward project ROW, facing southeast.



Photo 106. 557 Main Street, facing southeast.



Photo 107. 556 Main Street, facing north.



Photo 108. 556 Main Street, facing northwest.



Photo 109. 564 Main Street, facing northeast.



Photo 110. 560 Main Street, facing northwest.



Photo 111. HUD.908/Fort Meadow Brook Railroad Bridge, facing southeast.



Photo 112. HUD.908/Fort Meadow Brook Railroad Bridge, facing southeast.



Photo 113. HUD.908/Fort Meadow Brook Railroad Bridge, detail of rails, facing northeast.



Photo 114. STW.D/Gleasondale, view toward project ROW, facing southeast.



Photo 115. STW.173/Lewis Allen House, STW.172/Stillman Augustus Gleason House, STW.D/Gleasondale, facing northwest.



Photo 116. 6 Wilkins Street, facing northwest.



Photo 117. 5 Wilkins Street, facing northeast.



Photo 118. 4 Wilkins Street, facing north.



Photo 119. 161 Forest Avenue, facing northeast.



Photo 120. HUD.105/William and Joel Wilkins Farm, facing northwest.



Photo 121. 157 Forest Avenue, facing southeast.



Photo 122. 158 Forest Avenue, facing southwest.



Photo 123. HUD. 107/Joshua and Levi Wilkins House, facing southwest.



Photo 124. HUD. 107/Joshua and Levi Wilkins House, view toward ROW, facing northwest.



Photo 125. 156 Forest Avenue, facing northwest.



Photo 126. 154 Forest Avenue, facing northwest.



Photo 127. 152 Forest Avenue, facing northwest.



Photo 128. 155 Forest Avenue, facing east.

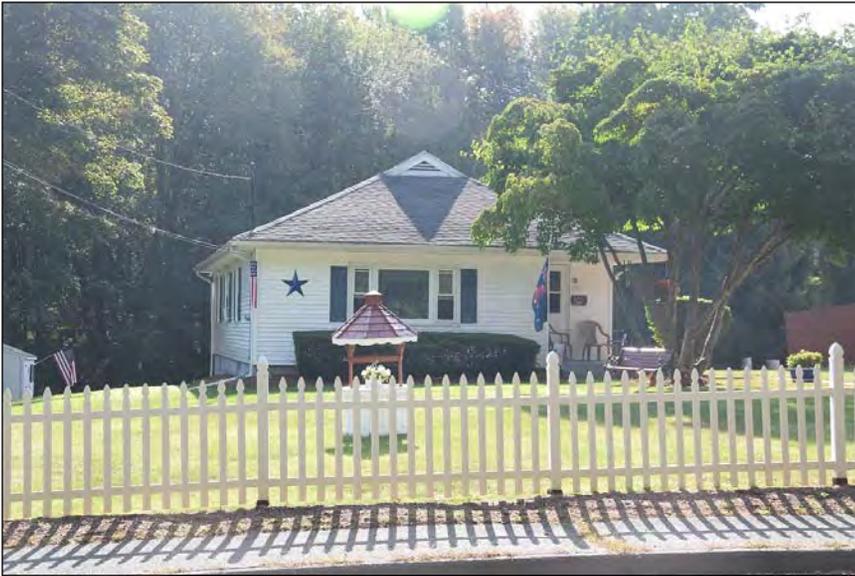


Photo 129. 153 Forest Avenue, facing southeast.



Photo 130. 149 Forest Avenue, facing southeast.



Photo 131. 147 Forest Avenue, facing east.



Photo 132. 145 Forest Avenue, facing southeast.



Photo 133. 143 Forest Avenue, facing southeast.



Photo 134. 141 Forest Avenue, facing east.



Photo 135. 140 Forest Avenue, facing northwest.



Photo 136. 138 Forest Avenue, facing northwest.



Photo 137. 137 Forest Avenue, facing southeast.



Photo 138. 40 Richardson Road, facing west.



Photo 139. 134 Forest Avenue, facing north.



Photo 140. 130 Forest Avenue, facing northwest.



Photo 141. 128 Forest Avenue, facing northwest.



Photo 142. 125 Forest Avenue, facing southwest.



Photo 143. 126 Forest Avenue, facing northeast.



Photo 144. 124 Forest Avenue, facing northwest.



Photo 145. 121 Forest Avenue, facing southwest.



Photo 146. 116 Forest Avenue, facing northeast.



Photo 147. 114 Forest Avenue, facing northwest.



Photo 148. 58 Forest Avenue, facing north.



Photo 149. 56 Forest Avenue, facing northwest.



Photo 150. HUD.910/Forest Avenue Bridge, facing northwest.



Photo 151. HUD.910/Forest Avenue Bridge, view toward ROW, facing southeast.