Contract No. 99771

Notice of Intent – Wamsutta Layover

Prepared for:

Massachusetts Department of Transportation
10 Park Plaza
Boston, Massachusetts

Prepared by:

The VHB/HNTB Team – a Joint Venture
99 High Street, 10th Floor
Boston, Massachusetts

September 7, 2017

Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO
Steve Poftak, Interim General Manager

massDOT
Massachusetts Department of Transportation

September 7, 2017

Ref: 12815.00

Mr. Craig Dixon, Chairman
New Bedford Conservation Commission
133 William Street
New Bedford, Massachusetts 02740

Re: Notice of Intent
South Coast Rail Wamsutta Layover Facility
New Bedford, Massachusetts

Dear Chairman Dixon;

The Massachusetts Department of Transportation respectfully submits two (2) copies of the attached Notice of Intent for the proposed Wamsutta Layover Facility, located between Wamsutta Street and the proposed Whale's Tooth Station. The northern portion of the facility will be within the buffer zone to an off-site bordering vegetated wetland (BVW). MassDOT will, at a later date, be submitting a separate NOI for improvements to the track infrastructure at other locations in New Bedford as well as the proposed Kings Highway Station.

This NOI is submitted under the Massachusetts Wetlands Protection Act only. In compliance with the Act, notification to abutters (within 100 feet) regarding the NOI has been made by certified, return-receipt mail on this date. A copy of the certified abutters list has been included with this submission. This submittal includes a check made payable to the City of New Bedford in the amount of $737.50 as payment of the City's share of the NOI filing fees.

As the right-of-way (ROW) is within active the freight lines and yard operated by MassCoastal railroad, access is restricted for safety reasons. Conservation Commissions can only access the ROW in accordance with MassCoastal's safety standards, which require that all persons on the ROW have passed a safety training class and are accompanied by a MassCoastal flag person. If the Commission requires access to the site, MassDOT will be happy to arrange safety training.

Please publish the appropriate public notice and schedule pertaining to this NOI filing for the next regularly scheduled Conservation Commission meeting, which we understand is Tuesday September 5th. We understand that our representative, VHB, Inc. will be billed for the cost of publishing the public notice. If you have any questions or require additional information, please contact me via email at jean.fox@dot.state.ma.us or phone (857-368-8853). Our representative, Lisa Standley, can be contacted at LStandley@vhb.com or by phone at (617) 924-1770.

MassDOT is excited to be starting the permitting process for South Coast Rail in the great City of New Bedford!

Very truly yours,

MassDOT

J C. Fox

Jean C. Fox
Project Manager, South Coast Rail

CC: James Eng, MassDOT
Holly Palmgren, MBTA
MassDEP, Southeast Regional Office

Enclosures:

Notice of Intent (2 copies)

New Bedford Filing Fee

Notice of Intent Application

- NOI Form
- Fee Transmittal Form
- Notice to Abutters
- List of Abutters
- Copy of Property Deed
- Figures
  - Figure 1 – USGS Site Location Map
  - Figure 2 – Aerial Map
  - Figure 3 – NHESP Map
  - Figure 4 – FEMA FIRM
- NOI Narrative
- Plans (attached separately)

Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

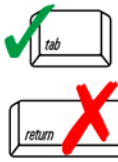
Provided by MassDEP:

MassDEP File Number

Document Transaction Number

NEW BEDFORD
City/Town

Important:
When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



Note:
Before completing this form consult your local Conservation Commission regarding any municipal bylaw or ordinance.

A. General Information

1. Project Location (**Note:** electronic filers will click on button to locate project site):

a. Street Address	b. City/Town	c. Zip Code
217 HERMAN MELVILLE BOULEVARD	NEW BEDFORD	02740

Latitude and Longitude:

d. Latitude	e. Longitude
41.647698	-70.925297

f. Assessors Map/Plat Number	g. Parcel /Lot Number
Map 72	Lot 275

2. Applicant:

a. First Name	b. Last Name
JEAN	FOX

c. Organization: MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

d. Street Address: 10 PARK PLAZA

e. City/Town	f. State	g. Zip Code
BOSTON	MA	02116

h. Phone Number	i. Fax Number	j. Email Address
857-368-4636		JEAN.FOX@STATE.MA.US

3. Property owner (required if different from applicant): ☐ Check if more than one owner

a. First Name	b. Last Name

c. Organization: HOUSING 70 CORP.

d. Street Address: 131 WILLIAM STREET

e. City/Town	f. State	g. Zip Code
NEW BEDFORD	MA	02740

h. Phone Number	i. Fax Number	j. Email address

4. Representative (if any):

a. First Name	b. Last Name
LISA	STANDLEY

c. Company: VANASSE HANGEN BRUSTLIN, INC

d. Street Address: 101 WALNUT STREET

e. City/Town	f. State	g. Zip Code
WATERTOWN	MA	02472

h. Phone Number	i. Fax Number	j. Email address
617-607-2164	617-924-2286	LSTANDLEY@VHB.COM

5. Total WPA Fee Paid (from NOI Wetland Fee Transmittal Form):

a. Total Fee Paid	b. State Fee Paid	c. City/Town Fee Paid
$1,450	$712.50	$737.50

A. General Information (continued)

6. General Project Description:

The subject of this NOI is the Wamsutta overnight commuter rail layover facility, proposed near the intersection of Wamsutta Street and Herman Melville Blvd on the east side of the railroad right-of-way and adjacent to an existing freight yard. The northern portion of the proposed layover facility is within the previously disturbed 100-foot buffer to BVW associated with an off-site channel.

7a. Project Type Checklist: (Limited Project Types see Section A. 7b.)

1. ☐ Single Family Home
2. ☐ Residential Subdivision
3. ☐ Commercial/Industrial
4. ☐ Dock/Pier
5. ☐ Utilities
6. ☐ Coastal engineering Structure
7. ☐ Agriculture (e.g., cranberries, forestry)
8. ☒ Transportation
9. ☐ Other

7b. Is any portion of the proposed activity eligible to be treated as a limited project (including Ecological Restoration Limited Project) subject to 310 CMR 10.24 (coastal) or 310 CMR 10.53 (inland)?

1. ☐ Yes ☒ No

If yes, describe which limited project applies to this project. (See 310 CMR 10.24 and 10.53 for a complete list and description of limited project types)

2. Limited Project Type

If the proposed activity is eligible to be treated as an Ecological Restoration Limited Project (310 CMR10.24(8), 310 CMR 10.53(4)), complete and attach Appendix A: Ecological Restoration Limited Project Checklist and Signed Certification.

8. Property recorded at the Registry of Deeds for:

a. County	b. Certificate # (if registered land)
BRISTOL COUNTY SOUTHERN DISTRICT	
c. Book	**d. Page Number**
1806	59

B. Buffer Zone & Resource Area Impacts (temporary & permanent)

1. ☒ Buffer Zone Only – Check if the project is located only in the Buffer Zone of a Bordering Vegetated Wetland, Inland Bank, or Coastal Resource Area.
2. ☐ Inland Resource Areas (see 310 CMR 10.54-10.58; if not applicable, go to Section B.3, Coastal Resource Areas).

Check all that apply below. Attach narrative and any supporting documentation describing how the project will meet all performance standards for each of the resource areas altered, including standards requiring consideration of alternative project design or location.

B. Buffer Zone & Resource Area Impacts (temporary & permanent) (cont'd)

For all projects affecting other Resource Areas, please attach a narrative explaining how the resource area was delineated.

Resource Area	Size of Proposed Alteration	Proposed Replacement (if any)
a. ☐ Bank	1. linear feet	2. linear feet
b. ☐ Bordering Vegetated Wetland	1. square feet	2. square feet
c. ☐ Land Under Waterbodies and Waterways	1. square feet 3. cubic yards dredged	2. square feet

Resource Area	Size of Proposed Alteration	Proposed Replacement (if any)
d. ☐ Bordering Land Subject to Flooding	1. square feet 3. cubic feet of flood storage lost	2. square feet 4. cubic feet replaced
e. ☐ Isolated Land Subject to Flooding	1. square feet 2. cubic feet of flood storage lost	3. cubic feet replaced
f. ☐ Riverfront Area	1. Name of Waterway (if available) - **specify coastal or inland**	

2. Width of Riverfront Area (check one):

☐ 25 ft. - Designated Densely Developed Areas only

☐ 100 ft. - New agricultural projects only

☐ 200 ft. - All other projects

3. Total area of Riverfront Area on the site of the proposed project: _____ square feet

4. Proposed alteration of the Riverfront Area:

a. total square feet _____ b. square feet within 100 ft. _____ c. square feet between 100 ft. and 200 ft. _____

5. Has an alternatives analysis been done and is it attached to this NOI? ☐ Yes ☐ No

6. Was the lot where the activity is proposed created prior to August 1, 1996? ☒ Yes ☐ No

3. ☐ Coastal Resource Areas: (See 310 CMR 10.25-10.35)

Note: for coastal riverfront areas, please complete **Section B.2.f**. above.

B. Buffer Zone & Resource Area Impacts **(temporary & permanent)** (cont'd)

Check all that apply below. Attach narrative and supporting documentation describing how the project will meet all performance standards for each of the resource areas altered, including standards requiring consideration of alternative project design or location.

Online Users: Include your document transaction number (provided on your receipt page) with all supplementary information you submit to the Department.

Resource Area	Size of Proposed Alteration	Proposed Replacement (if any)
a. ☐ Designated Port Areas	Indicate size under Land Under the Ocean, below	
b. ☐ Land Under the Ocean	1. square feet 2. cubic yards dredged	
c. ☐ Barrier Beach	Indicate size under Coastal Beaches and/or Coastal Dunes below	
d. ☐ Coastal Beaches	1. square feet	2. cubic yards beach nourishment
e. ☐ Coastal Dunes	1. square feet	2. cubic yards dune nourishment

Resource Area	Size of Proposed Alteration	Proposed Replacement (if any)
f. ☐ Coastal Banks	1. linear feet	
g. ☐ Rocky Intertidal Shores	1. square feet	
h. ☐ Salt Marshes	1. square feet	2. sq ft restoration, rehab., creation
i. ☐ Land Under Salt Ponds	1. square feet 2. cubic yards dredged	
j. ☐ Land Containing Shellfish	1. square feet	
k. ☐ Fish Runs	Indicate size under Coastal Banks, inland Bank, Land Under the Ocean, and/or inland Land Under Waterbodies and Waterways, above 1. cubic yards dredged	
l. ☐ Land Subject to Coastal Storm Flowage	1. square feet	

4. ☐ Restoration/Enhancement

If the project is for the purpose of restoring or enhancing a wetland resource area in addition to the square footage that has been entered in Section B.2.b or B.3.h above, please enter the additional amount here.

a. square feet of BVW

b. square feet of Salt Marsh

5. ☐ Project Involves Stream Crossings

a. number of new stream crossings

b. number of replacement stream crossings

C. Other Applicable Standards and Requirements

☐ This is a proposal for an Ecological Restoration Limited Project. Skip Section C and complete Appendix A: Ecological Restoration Notice of Intent – Required Actions (310 CMR 10.11).

Streamlined Massachusetts Endangered Species Act/Wetlands Protection Act Review

1. Is any portion of the proposed project located in **Estimated Habitat of Rare Wildlife** as indicated on the most recent Estimated Habitat Map of State-Listed Rare Wetland Wildlife published by the Natural Heritage and Endangered Species Program (NHESP)? To view habitat maps, see the *Massachusetts Natural Heritage Atlas* or go to http://maps.massgis.state.ma.us/PRI_EST_HAB/viewer.htm.

   a. ☐ Yes ☒ No

   If yes, include proof of mailing or hand delivery of NOI to:

   Natural Heritage and Endangered Species Program
   Division of Fisheries and Wildlife
   1 Rabbit Hill Road
   Westborough, MA 01581

   8-1-2017
   b. Date of map

   If *yes*, the project is also subject to Massachusetts Endangered Species Act (MESA) review (321 CMR 10.18). To qualify for a streamlined, 30-day, MESA/Wetlands Protection Act review, please complete Section C.1.c, and include requested materials with this Notice of Intent (NOI); *OR* complete Section C.1.f, if applicable. *If MESA supplemental information is not included with the NOI, by completing Section 1 of this form, the NHESP will require a separate MESA filing which may take up to 90 days to review (unless noted exceptions in Section 2 apply, see below).*

   c. Submit Supplemental Information for Endangered Species Review*

      1. ☐ Percentage/acreage of property to be altered:

         (a) within wetland Resource Area _____ percentage/acreage

         (b) outside Resource Area _____ percentage/acreage

      2. ☐ Assessor's Map or right-of-way plan of site

2. ☐ Project plans for entire project site, including wetland resource areas and areas outside of wetlands jurisdiction, showing existing and proposed conditions, existing and proposed tree/vegetation clearing line, and clearly demarcated limits of work **

   (a) ☐ Project description (including description of impacts outside of wetland resource area & buffer zone)

   (b) ☐ Photographs representative of the site

* Some projects **not** in Estimated Habitat may be located in Priority Habitat, and require NHESP review (see http://www.mass.gov/eea/agencies/dfg/dfw/natural-heritage/regulatory-review/). Priority Habitat includes habitat for state-listed plants and strictly upland species not protected by the Wetlands Protection Act.

** MESA projects may not be segmented (321 CMR 10.16). The applicant must disclose full development plans even if such plans are not required as part of the Notice of Intent process.

C. Other Applicable Standards and Requirements (cont'd)

(c) ☐ MESA filing fee (fee information available at http://www.mass.gov/dfwele/dfw/nhesp/regulatory_review/mesa/mesa_fee_schedule.htm). Make check payable to "Commonwealth of Massachusetts - NHESP" and ***mail to NHESP*** at above address

*Projects altering **10 or more acres** of land, also submit:*

(d) ☐ Vegetation cover type map of site

(e) ☐ Project plans showing Priority & Estimated Habitat boundaries

(f) OR Check One of the Following

1. ☐ Project is exempt from MESA review.
Attach applicant letter indicating which MESA exemption applies. (See 321 CMR 10.14, http://www.mass.gov/dfwele/dfw/nhesp/regulatory_review/mesa/mesa_exemptions.htm; the NOI must still be sent to NHESP if the project is within estimated habitat pursuant to 310 CMR 10.37 and 10.59.)

2. ☐ Separate MESA review ongoing. a. NHESP Tracking # b. Date submitted to NHESP

3. ☐ Separate MESA review completed.
Include copy of NHESP "no Take" determination or valid Conservation & Management Permit with approved plan.

3. For coastal projects only, is any portion of the proposed project located below the mean high water line or in a fish run?

a. ☒ Not applicable – project is in inland resource area only b. ☐ Yes ☐ No

If yes, include proof of mailing, hand delivery, or electronic delivery of NOI to either:

South Shore - Cohasset to Rhode Island border, and the Cape & Islands:

Division of Marine Fisheries -
Southeast Marine Fisheries Station
Attn: Environmental Reviewer
1213 Purchase Street – 3rd Floor
New Bedford, MA 02740-6694
Email: DMF.EnvReview-South@state.ma.us

North Shore - Hull to New Hampshire border:

Division of Marine Fisheries -
North Shore Office
Attn: Environmental Reviewer
30 Emerson Avenue
Gloucester, MA 01930
Email: DMF.EnvReview-North@state.ma.us

Also if yes, the project may require a Chapter 91 license. For coastal towns in the Northeast Region, please contact MassDEP's Boston Office. For coastal towns in the Southeast Region, please contact MassDEP's Southeast Regional Office.

C. Other Applicable Standards and Requirements (cont'd)

Online Users: Include your document transaction number (provided on your receipt page) with all supplementary information you submit to the Department.

4. Is any portion of the proposed project within an Area of Critical Environmental Concern (ACEC)?

   a. ☐ Yes ☒ No If yes, provide name of ACEC (see instructions to WPA Form 3 or MassDEP Website for ACEC locations). **Note:** electronic filers click on Website.

   b. ACEC

5. Is any portion of the proposed project within an area designated as an Outstanding Resource Water (ORW) as designated in the Massachusetts Surface Water Quality Standards, 314 CMR 4.00?

   a. ☐ Yes ☒ No

6. Is any portion of the site subject to a Wetlands Restriction Order under the Inland Wetlands Restriction Act (M.G.L. c. 131, § 40A) or the Coastal Wetlands Restriction Act (M.G.L. c. 130, § 105)?

   a. ☐ Yes ☒ No

7. Is this project subject to provisions of the MassDEP Stormwater Management Standards?

   a. ☒ Yes. Attach a copy of the Stormwater Report as required by the Stormwater Management Standards per 310 CMR 10.05(6)(k)-(q) and check if:

      1. ☐ Applying for Low Impact Development (LID) site design credits (as described in Stormwater Management Handbook Vol. 2, Chapter 3)

      2. ☒ A portion of the site constitutes redevelopment

      3. ☒ Proprietary BMPs are included in the Stormwater Management System.

   b. ☐ No. Check why the project is exempt:

      1. ☐ Single-family house

      2. ☐ Emergency road repair

      3. ☐ Small Residential Subdivision (less than or equal to 4 single-family houses or less than or equal to 4 units in multi-family housing project) with no discharge to Critical Areas.

D. Additional Information

☐ This is a proposal for an Ecological Restoration Limited Project. Skip Section D and complete Appendix A: Ecological Restoration Notice of Intent – Minimum Required Documents (310 CMR 10.12).

Applicants must include the following with this Notice of Intent (NOI). See instructions for details.

Online Users: Attach the document transaction number (provided on your receipt page) for any of the following information you submit to the Department.

1. ☒ USGS or other map of the area (along with a narrative description, if necessary) containing sufficient information for the Conservation Commission and the Department to locate the site. (Electronic filers may omit this item.)

2. ☒ Plans identifying the location of proposed activities (including activities proposed to serve as a Bordering Vegetated Wetland [BVW] replication area or other mitigating measure) relative to the boundaries of each affected resource area.

D. Additional Information (cont'd)

3. ☒ Identify the method for BVW and other resource area boundary delineations (MassDEP BVW Field Data Form(s), Determination of Applicability, Order of Resource Area Delineation, etc.), and attach documentation of the methodology.

4. ☒ List the titles and dates for all plans and other materials submitted with this NOI.

WAMSUTTA LAYOVER NOTICE OF INTENT PLANS
a. Plan Title

VHB/HNTB
b. Prepared By

RICHARD CAREY, P.E.
c. Signed and Stamped by

8/18/2017
d. Final Revision Date

1:40
e. Scale

f. Additional Plan or Document Title

g. Date

5. ☐ If there is more than one property owner, please attach a list of these property owners not listed on this form.

6. ☐ Attach proof of mailing for Natural Heritage and Endangered Species Program, if needed.

7. ☐ Attach proof of mailing for Massachusetts Division of Marine Fisheries, if needed.

8. ☒ Attach NOI Wetland Fee Transmittal Form

9. ☒ Attach Stormwater Report, if needed.

E. Fees

1. ☐ Fee Exempt: No filing fee shall be assessed for projects of any city, town, county, or district of the Commonwealth, federally recognized Indian tribe housing authority, municipal housing authority, or the Massachusetts Bay Transportation Authority.

Applicants must submit the following information (in addition to pages 1 and 2 of the NOI Wetland Fee Transmittal Form) to confirm fee payment:

325002
2. Municipal Check Number

8/9/2017
3. Check date

325003
4. State Check Number

8/9/2017
5. Check date

VANASSE HANGEN BRUSTLIN INC.
6. Payor name on check: First Name

7. Payor name on check: Last Name

Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Provided by MassDEP:

MassDEP File Number

Document Transaction Number

NEW BEDFORD
City/Town

F. Signatures and Submittal Requirements

I hereby certify under the penalties of perjury that the foregoing Notice of Intent and accompanying plans, documents, and supporting data are true and complete to the best of my knowledge. I understand that the Conservation Commission will place notification of this Notice in a local newspaper at the expense of the applicant in accordance with the wetlands regulations, 310 CMR 10.05(5)(a).

I further certify under penalties of perjury that all abutters were notified of this application, pursuant to the requirements of M.G.L. c. 131, § 40. Notice must be made by Certificate of Mailing or in writing by hand delivery or certified mail (return receipt requested) to all abutters within 100 feet of the property line of the project location.

1. Signature of Applicant	2. Date: 8-30-2017
3. Signature of Property Owner (if different)	4. Date: 9-20-17
5. Signature of Representative (if any)	6. Date: 8-31-2017

For Conservation Commission:
Two copies of the completed Notice of Intent (Form 3), including supporting plans and documents, two copies of the NOI Wetland Fee Transmittal Form, and the city/town fee payment, to the Conservation Commission by certified mail or hand delivery.

For MassDEP:
One copy of the completed Notice of Intent (Form 3), including supporting plans and documents, one copy of the NOI Wetland Fee Transmittal Form, and a **copy** of the state fee payment to the MassDEP Regional Office (see Instructions) by certified mail or hand delivery.

Other:
If the applicant has checked the "yes" box in any part of Section C, Item 3, above, refer to that section and the Instructions for additional submittal requirements.

The original and copies must be sent simultaneously. Failure by the applicant to send copies in a timely manner may result in dismissal of the Notice of Intent.

Housing 70 Corporation, is the owner of the property south of Wamsutta Street (Map 72, Parcel 275) in New Bedford, MA. On behalf of Housing 70 Corporation, I authorize the Massachusetts Department of Transportation (MassDOT) to file a Notice of Intent with the New Bedford Conservation Commission under the Massachusetts Wetlands Protection Act for construction of a proposed layover facility for the South Coast Rail project.

WITNESS the execution hereof under seal this 20th day of September, 2017

Owner: Housing 70 Corporation

By Its Representative: _____
Honorable Jonathan F. Mitchell, Mayor

COMMONWEALTH OF MASSACHUSETTS

Bristol, ss Sept. 20, 2017

On this 20th day of September, 2017, before me, the undersigned notary public, personally appeared Jonathan F. Mitchell proved to me through satisfactory evidence of identification, which were personally known, to be the person whose name is signed on this document, and acknowledged to me that he signed it voluntarily for stated purpose.

Diane L Roy (official signature and seal of notary)

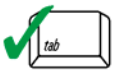
DIANE L. ROY
Notary Public
COMMONWEALTH OF MASSACHUSETTS
My Commission Expires
November 16, 2018

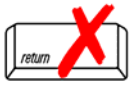
Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

NOI Wetland Fee Transmittal Form

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Important: When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.





A. Applicant Information

1. Location of Project:

a. Street Address	b. City/Town
217 HERMAN MELVILLE BOULEVARD	NEW BEDFORD
c. Check number	**d. Fee amount**
325003	$712.50

2. Applicant Mailing Address:

a. First Name	b. Last Name
JEAN	FOX

c. Organization: MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

d. Mailing Address: 10 PARK PLAZA

e. City/Town	f. State	g. Zip Code
BOSTON	MA	02116

h. Phone Number	i. Fax Number	j. Email Address
857-368-4636		JEAN.FOX@STATE.MA.US

3. Property Owner (if different):

a. First Name	b. Last Name

c. Organization: HOUSING 70 CORP.

d. Mailing Address: 131 WILLIAM STREET

e. City/Town	f. State	g. Zip Code
NEW BEDFORD	MA	02740

h. Phone Number	i. Fax Number	j. Email Address

B. Fees

To calculate filing fees, refer to the category fee list and examples in the instructions for filling out WPA Form 3 (Notice of Intent).

Fee should be calculated using the following process & worksheet. ***Please see Instructions before filling out worksheet.***

Step 1/Type of Activity: Describe each type of activity that will occur in wetland resource area and buffer zone.

Step 2/Number of Activities: Identify the number of each type of activity.

Step 3/Individual Activity Fee: Identify each activity fee from the six project categories listed in the instructions.

Step 4/Subtotal Activity Fee: Multiply the number of activities (identified in Step 2) times the fee per category (identified in Step 3) to reach a subtotal fee amount. Note: If any of these activities are in a Riverfront Area in addition to another Resource Area or the Buffer Zone, the fee per activity should be multiplied by 1.5 and then added to the subtotal amount.

Step 5/Total Project Fee: Determine the total project fee by adding the subtotal amounts from Step 4.

Step 6/Fee Payments: To calculate the state share of the fee, divide the total fee in half and subtract $12.50. To calculate the city/town share of the fee, divide the total fee in half and add $12.50.

Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

NOI Wetland Fee Transmittal Form

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

B. Fees (continued)

Step 1/Type of Activity	Step 2/Number of Activities	Step 3/Individual Activity Fee	Step 4/Subtotal Activity Fee
CATEGORY 4(e)	1	$1,450	$1,450

Step 5/Total Project Fee:

Step 6/Fee Payments:

Total Project Fee:	$1,450 (a. Total Fee from Step 5)
State share of filing Fee:	$712.50 (b. 1/2 Total Fee **less $**12.50)
City/Town share of filling Fee:	$737.50 (c. 1/2 Total Fee **plus** $12.50)

C. Submittal Requirements

a.) Complete pages 1 and 2 and send with a check or money order for the state share of the fee, payable to the Commonwealth of Massachusetts.

Department of Environmental Protection
Box 4062
Boston, MA 02211

b.) **To the Conservation Commission:** Send the Notice of Intent or Abbreviated Notice of Intent; a **copy** of this form; and the city/town fee payment.

To MassDEP Regional Office (see Instructions): Send a copy of the Notice of Intent or Abbreviated Notice of Intent; a **copy** of this form; and a **copy** of the state fee payment. (E-filers of Notices of Intent may submit these electronically.)

VANASSE HANGEN BRUSTLIN, INC.
101 WALNUT STREET • PO BOX 9151
WATERTOWN, MASSACHUSETTS 02471

CITIZENS BANK
MASSACHUSETTS
5-7017/2110

325002
CHECK DATE

August 9, 2017

Seven Hundred Thirty Seven and 50/100

AMOUNT

$737.50

City of New Bedford
133 William Street
New Bedford, MA 02740

AUTHORIZED SIGNATURE

Security Check features included. Details on back.

⑈325002⑈ ⑆211070175⑆ 113016137⑆

VANASSE HANGEN BRUSTLIN, INC.
101 WALNUT STREET • PO BOX 9151
WATERTOWN, MASSACHUSETTS 02471

CITIZENS BANK
MASSACHUSETTS
5-7017/2110

325003
CHECK DATE

August 9, 2017

Seven Hundred Twelve and 50/100

AMOUNT

$712.50

Commonwealth of Massachusetts
DEP-Department of Environmental Protection
P.O. Box 4062
Boston, MA 02211

AUTHORIZED SIGNATURE

Security Check features included. Details on back.

⑈325003⑈ ⑆211070175⑆ 113016137⑆

Notification to Abutters

In Accordance with the Wetlands Protection Act (MGL c. 131, s.40) you are hereby notified of the following.

The name of the applicant is: Massachusetts Department of Transportation

The applicant has filed a Notice of Intent for the municipality Of New Bedford, Massachusetts seeking permission to remove, fill, dredge or alter an area subject to protection under the Wetlands Protection Act.

The address of the lot where the activity is proposed is: 217 Herman Melville Boulevard
Assessor's Map 72 ; Lot 275

Copies of the Notice of Intent may be examined at the New Bedford Conservation Commission, City Hall, 133 William St. Room 304 New Bedford, MA 02740 between the hours of 8:00 AM and 4:00 PM, Monday through Friday. For more information call (508) 991-6188.

Copies of the Notice of Intent may be obtained from either (check one) the applicant _____ or the applicant's representative ___X___ by calling this telephone number _617.607.2164 between the hours of 8:00 AM and 4:00 PM on the following days of the week: Monday through Friday.

Information regarding the date, time and place of the public hearing may be obtained from New Bedford Conservation Commission by calling 508-991-6188 between the hours of 8:00 AM and 4:00 PM Monday through Friday.

Note: Notice of the Public hearing, including its date, time and place, will be posted in the City Hall not less than forty-eight (48) hours in advance of the meeting.

Note: Notice of the Public Hearing including its date, time and place, will be published at least five (5) days in advance in the Standard Times.

Note: You may also contact the New Bedford Conservation Commission at 508-991-6188 for more information about this publication or the Wetlands Protection Act.

For more information about the South Coast Rail Project, please go to the project website: www.massdot.state.ma.us/southcoastrail/home

City of New Bedford

REQUEST *for a* CERTIFIED ABUTTERS LIST

This information is needed so that an official abutters list as required by MA General Law may be created and used in notifying abutters. You, as applicant, are responsible for picking up and paying for the certified abutters list from the assessor's office (city hall, room #109).

SUBJECT PROPERTY			
MAP #	59, 66, 72	LOT(S)#	59-77,145; 66-99; 72-138,139,275
ADDRESS:	Right-of-Way (multiple locations), 730 Acushnet Ave, 217 Herman Melville Boulevard		

OWNER INFORMATION	
NAME:	Penn Central Co. (Right-of-Ways), David P Glicksman TR (730 Acushnet), Housing 70 Corp (217 Herman Melville)
MAILING ADDRESS:	PENN CENTRAL CO. CONSOLIDATED RAIL CORP 500 WATER STREET DEPT J910 JACKSONVILLE , FL 32202 GLICKSMAN DAVID P "TRUSTEE" DAVID P GLICKSMAN REVOCABLE TR 1550 PADANARAM AVENUE NEW BEDFORD , MA 02740 HOUSING 70 CORPORATION 131 WILLIAM STREET NEW BEDFORD , MA 02740

APPLICANT/CONTACT PERSON INFORMATION	
NAME (IF DIFFERENT):	Vanasse Hangen Brustlin, Inc
MAILING ADDRESS (IF DIFFERENT):	101 Walnut Street, Watertown, MA 02472
TELEPHONE #	617-607-6112
EMAIL ADDRESS:	LLaich@vhb.com

REASON FOR THIS REQUEST: *Check appropriate*	
	ZONING BOARD OF APPEALS APPLICATION
	PLANNING BOARD APPLICATION
x	CONSERVATION COMMISSION APPLICATION
	LICENSING BOARD APPLICATION
	OTHER (*Please explain*):

PLANNING DEPARTMENT
AUG 07 2017

Once obtained, the Certified List of Abutters must be attached to this Certification Letter.

Submit this form to the Planning Division Room 303 in City Hall, 133 William Street. You, as applicant, are responsible for picking up and paying for the certified abutters list from the assessor's office (city hall, room #109).

Official Use Only:

As Administrative Assistant to the City of New Bedford's Board of Assessors, I do hereby certify that the names and addresses as identified on the attached "abutters list" are duly recorded and appear on the most recent tax.

Printed Name	Signature	Date
	Carlos Mendes	8/10/2017

August 10, 2017
Dear Applicant,

Please find below the List of Abutters within 100 feet of the property known as Right of Way (multiple locations), 730 Acushnet avenue, 217 Herman Melville Boulevard (59-77,145; 66-99; 72-138,139,275).
The current ownership listed herein must be checked and verified by the City of New Bedford Assessor's Office. Following said verification, the list shall be considered a Certified List of Abutters.

Please note that multiple listed properties with identical owner name and mailing address shall be considered duplicates, and shall require only 1 mailing. Additionally, City of New Bedford-Owned properties shall not require mailed notice.

Parcel	Location	Owner and Mailing Address
72-263 CS	WAMSUTTA ST	WAMSUTTA WAREHOUSE CO INC, 92 KILBURN STREET NEW BEDFORD, MA 02740
72-293 ES	HERMAN MELVILLE BLVD	CITY OF NEW BEDFORD, HARBOR DEVELOPMENT 133 WILLIAM STREET NEW BEDFORD, MA 02740
72-138	RIGHT OF WAY	PENN CENTRAL CO, CONSOLIDATED RAIL CORP ~~P O BOX 8097~~ 500 Water St. Dept. J910 ~~PHILADELPHIA, PA 19101~~ Jacksonville, FL 32202
72-264 CS	WAMSUTTA ST	CITY OF NEW BEDFORD, HARBOR DEVELOPMENT 131 WILLIAM ST NEW BEDFORD, MA 02740
72-243	301 HERMAN MELVILLE BLVD	~~CARNATION REALTY INC,~~ Christopher Saucier (TTRS), Verde Realty Trus ~~70 HEDGE STREET~~ 22 Forestview Drive FAIRHAVEN, MA 02719
72-301 ES	HERMAN MELVILLE BLVD	CITY OF NEW BEDFORD, HARBOR DEVELOPMENT 131 WILLIAM STREET NEW BEDFORD, MA 02740
59-152	RIGHT OF WAY	PENN CENTRAL CO, CONSOLIDATED RAIL CORP ~~P O BOX 8097~~ 500 Water Street Dept. J910 ~~PHILADELPHIA, PA 19101~~ Jacksonville, FL 32202
59-80	RIGHT OF WAY	PENN CENTRAL CO, CONSOLIDATED RAIL CORP ~~P O BOX 8097~~ 500 Water Street Dept. J910 ~~PHILADELPHIA, PA 19101~~ Jacksonville, FL 32202
59-145	RIGHT OF WAY	PENN CENTRAL CO, CONSOLIDATED RAIL CORP ~~P O BOX 8097~~ 500 Water Street Dept J910 ~~PHILADELPHIA, PA 19101~~ Jacksonville FL 32202
59-41	40 HERMAN MELVILLE BLVD	~~ASP LLC, C/O HIGH LINER FOODS INC~~ Blue Harvest Real Estate ~~40 HERMAN MELLVILLE BLVD~~ 1152 Goodlette Rd. N. Holdings LLC ~~NEW BEDFORD, MA 02740~~ Naples, FL 34102
66-134 ES	HERMAN MELVILLE BLVD	~~ASP LLC, C/O HIGH LINER FOODS INC~~ Blue Harvest Real Estate ~~40 HERMAN MELLVILLE BLVD~~ 1152 Goodlette Rd. N (Holdings LLC ~~NEW BEDFORD, MA 02740~~ Naples, FL 34102
59-77	RIGHT OF WAY	PENN CENTRAL CO., CONSOLIDATED RAIL CORP ~~P O BOX 8097~~ 500 Water Street Dept. J910 ~~PHILADELPHIA, PA 19101~~ Jacksonville, FL 32202
66-165 ES	HERMAN MELVILLE BLVD	NEW BEDFORD LAND COMPANY INC, ONE INDIA STREET PROVIDENCE, RI 02903

August 10, 2017
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Parcel	Location	Owner and Mailing Address
66-101	ACUSHNET AVE	NEW BEDFORD HARBOR DEVELOPMENT, COMMISSION (THE) PIER 3 WHARFINGER BUILDING NEW BEDFORD, MA 02740
66-121 SS	PEARL ST	N B REDEVELOPMENT, AUTHORITY 133 WILLIAM STREET NEW BEDFORD, MA 02740
66-157 SS-R	PEARL ST	N B REDEVELOPMENT AUTHORITY, 133 WILLIAM STREET NEW BEDFORD, MA 02740
66-127	E OF O C R R TRACK	CITY OF NEW BEDFORD, HARBOR DEVELOPMENT 131 WILLIAM ST NEW BEDFORD, MA 02740
66-153-A	198 HERMAN MELVILLE BLVD	SEAWARD RESOURCES INC LESSEE, 198 HERMAN MELVILLE BLVD NEW BEDFORD, MA 02740
66-154	HERMAN MELVILLE BLVD	SEA WATCH INTERNATIONAL,LTD, 8978 GLEBE PARK DRIVE EASTON, MD 21601
66-99	RIGHT OF WAY	PENN CENTRAL CO, CONSOLIDATED RAIL CORP ~~P O BOX 8097~~ 500 Water Street Dept. J910 ~~PHILADELPHIA, PA 19101~~ Jacksonville FL 32202
66-131 End of	PEARL ST	COMMONWEALTH ELECTRIC CO, C/O PROPERTY TAX DEPARTMENT P O BOX 270 HARTFORD, CT 06141
72-283-A	216 HERMAN MELVILLE BLVD	~~SERVAIS RENE, C/O~~ NORDIC FISHERIES INC 14 HERVEY TICHON AVENUE NEW BEDFORD, MA 02740
72-173	1 PEARL ST	AGUIAR KIMBERLY "TRS", FERREIRA JOHN JEFFREY "TRS" FERREIRA THOMAS F "TRS" 680 ACUSHNET AVENUE NEW BEDFORD, MA 02740
72-291-A	272 HERMAN MELVILLE BLVD	COOK ROBERT C - LESSEE, NEW BEDFORD WELDING SUPPLY 3 BELLS BROOK RD LAKEVILLE, MA 02347
72-294-A	242 HERMAN MELVILLE BLVD	R M PACKER CO INC, C/O U.S. EPA REGION 1 NEW ENGLAND 1 CONGRESS STREET SUITE 1100 BOSTON, MA 02114
72-137	RIGHT OF WAY	PENN CENTRAL CO., CONSOLIDATED RAIL CORP ~~P O BOX 8097~~ 500 Water Street Dept J910 ~~PHILADELPHIA, PA 19101~~ Jacksonville, FL 32202

August 10, 2017
Dear Applicant,

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Parcel	Location	Owner and Mailing Address
72-287 WS	HERMAN MELVILLE BLVD	HOUSING 70 CORPORATION, 131 WILLIAM STREET NEW BEDFORD, MA 02740
72-274	700 ACUSHNET AVE	PLUMBERS SUPPLY COMPANY, P O BOX 51687 NEW BEDFORD, MA 02745
72-248-A	256 HERMAN MELVILLE BLVD	CHAMBERS DAVID - LESSEE, MARINE HYDRAULICS 256 HERMAN MELVILLE BLV NEW BEDFORD, MA 02740
72-292-A	286 HERMAN MELVILLE BLVD -300	COOK ROBERT C., 3 BELLS BROOK ROAD LAKEVILLE, MA 02347
72-297-A	300 HERMAN MELVILLE BLVD	~~DOLINSKY MARVIN L, C/O RHONDA KILANOWSKI~~ Shoreline Resources LLC ~~9 WEST STREET~~ 137 Popes Island ~~LINCOLN, NH 03251~~ New Bedford, MA 02740
72-299-A	302 HERMAN MELVILLE BLVD	ACUSHNET RIVER SHIPYARD INC, LESSEE 302 HERMAN MELVILLE BLVD NEW BEDFORD, MA 02740
72-262	38 WAMSUTTA ST	CITY OF NEW BEDFORD, INTERCEPTING SEWER 131 WILLIAM ST NEW BEDFORD, MA 02740
72-244 SS	WAMSUTTA ST	CITY OF NEW BEDFORD, 131 WILLIAM ST NEW BEDFORD, MA 02740
72-270 E	ACUSHNET AVE	GLICKSMAN DAVID, GLICKSMAN RUTH 1550 PADANARAM AVENUE NEW BEDFORD, MA 02740
72-139	730 ACUSHNET AVE	GLICKSMAN DAVID P "TRUSTEE", DAVID P GLICKSMAN REVOCABLE TRUST - 2003 1550 PADANARAM AVENUE NEW BEDFORD, MA 02740
72-140	RIGHT OF WAY	PENN CENTRAL CO., C/O CSX TRANSPORTATION (J910) 500 WATER STREET JACKSONVILLE, FL 32202
72-260 SS	WAMSUTTA ST	WAMSUTTA WAREHOUSE CO INC, 92 KILBURN STREET NEW BEDFORD, MA 02740
72-275	217 HERMAN MELVILLE BLVD	HOUSING 70 CORPORATION, 131 WILLIAM STREET NEW BEDFORD, MA 02740

August 10, 2017
Dear Applicant,

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Please note that multiple listed properties with identical owner name and mailing address shall be considered duplicates, and shall require only 1 mailing. Additionally, City of New Bedford-Owned properties shall not require mailed notice.

Parcel	Location	Owner and Mailing Address
72-261	48 WAMSUTTA ST	RHEAUME ROBERT, RHEAUME GEORGE 48 WAMSUTTA STREET NEW BEDFORD, MA 02740
78-138	RIGHT OF WAY	PENN CENTRAL CO, CONSOLIDATED RAIL CORP ~~P O BOX 8097~~ 500 Water Street Dept. J910 ~~PHILADELPHIA, PA 19101~~ Jacksonville, FL 32202
79-5	10 N FRONT ST	~~PAL REALTY LLC,~~ New Bedford Holdings LLC ~~10 NORTH FRONT STREET~~ 448 Boston Street ~~NEW BEDFORD, MA 02740~~ Topsfield MA 01983
78-219	75 WAMSUTTA ST	WAMSUTTA LLC, C/O ACORN MANAGEMENT CO INC ~~P O BOX 690307~~ 218 Willard Street QUINCY, ~~MA 02269~~ 02169
66-172 WS	HERMAN MELVILLE BLVD	CITY OF NEW BEDFORD, 133 WILLIAM STREET NEW BEDFORD, MA 02740
59-76	281 – 289 MACARTHUR DR	MARITIME TERMINAL INC, P O BOX 7745 NEW BEDFORD, MA 02742
72-276	706 ACUSHNET AVE	GOYETTE MAURICE, GOYETTE JEANNE C 311 AVE E CHULUOTA, FL 32766

, Massachusetts

Release
12-29-82
1853-847

5082

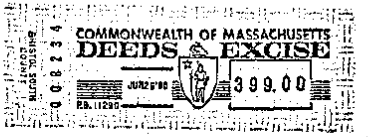
KNOW ALL MEN BY THESE PRESENTS

That THE PENN CENTRAL CORPORATION, a Pennsylvania corporation, having an office at 1700 Market Street, Philadelphia, Pennsylvania 19103,

W.S. HERMAN HEWINS BLVD.

hereinafter referred to as the Grantor, for consideration of ONE HUNDRED SEVENTY FIVE THOUSAND DOLLARS ($175,000.00)- - - paid, does hereby grant and release to HOUSING/70 CORPORATION, a Massachusetts corporation, having an office at 133 William Street, New Bedford, Massachusetts 02740,

, hereinafter referred to as the Grantee, all the right, title and interest of the said Grantor of, in and to the premises described in Schedule "A" attached hereto and made a part hereof.



BOOK 1806 PAGE 59

SCHEDULE "A"

ALL THAT PARCEL of land with the buildings and improvements thereon erected situate in the City of New Bedford, County of Bristol, and Commonwealth of Massachusetts, bounded and described according to a plan of a survey entitled "Plan of Land in New Bedford, Massachusetts drawn for Penn Central Transportation Company" made by Hayward-Boynton & Williams, Inc. dated October 20, 1976 as follows; viz:

BEGINNING at a point in the westerly line of Herman Melville Boulevard (City Layout of 1971 60 feet wide) measured South 07 degrees 33 minutes 27 seconds East along the westerly line of said Herman Melville Boulevard a distance of 60.00 feet from its intersection with the south line of Wamsutta Street (City Layout of 1910 50 feet wide)

EXTENDING from said beginning point, the following eighteen courses and distances, (1) South 07 degrees 33 minutes 27 seconds East, along the westerly line of Herman Melville Boulevard a distance of 42.32 feet to a point in the north line of land now or formerly of the City of New Bedford; thence by said land the following six courses and distances; (2) South 82 degrees 00 minutes 27 seconds West, a distance of 7.71 feet to a point; thence (3) South 22 degrees 45 minutes 42 seconds West, a distance of 31.86 feet to a point; thence (4) South 04 degrees 22 minutes 24 seconds West, a distance of 187.30 feet to a point; thence (5) Southwesterly, on a curve to the right having a radius of 653.40 feet, the chord of which bears South 08 degrees 03 minutes 37 seconds West, for a length of 83.95 feet, the arc distance of 84.01 feet to a point; thence (6) South 84 degrees 52 minutes 15 seconds East, a distance of 37.91 feet to a point; thence (7) Northeasterly on a curve to the left having a radius of 302.08 feet, the chord of which bears North 26 degrees 14 minutes 54 seconds East for a length of 78.44 feet, the arc distance of 78.66 feet to a point; thence (8) South 68 degrees 52 minutes 34 seconds East, a distance of 3.63 feet to a point in the westerly line of Herman Melville Boulevard; thence along said line the following two courses and distances; (9) Southeasterly on a curve to the right having a radius of 900.00 feet, the chord of which bears South 00 degrees 44 minutes 55 seconds East, for a length of 114.36 feet, the arc distance of 114.44 feet to a point; thence (10) South 02 degrees 48 minutes 39 seconds West, a distance of 1194.26 feet to a point in the north line of land now or formerly of the City of New Bedford; thence (11) North 87 degrees 11 minutes 21 seconds West, along said line of land a distance of 95.16 feet to a point distant 20.00 feet in a northeasterly direction from the centerline of a track of railroad formerly of Penn Central Transportation Company; thence parallel with said centerline of track the following four courses and distances; (12) Northwesterly in a curve to the left having a radius of 671.73 feet, the chord of which bears, North 12 degrees 08 minutes 45 seconds West for a length of 82.75 feet, the arc distance of 82.80 feet to a point; thence (13) North 15 degrees 40 minutes 39 seconds West, a distance of 857.77 feet to a point; thence (14) Northwesterly on the arc of a circle curving to the left having a radius of 623.80 feet, the chord of which bears North 06 degrees 56 minutes 39 seconds West for a length of 189.43 feet, the arc distance of 190.17 feet to a point; thence (15) North 33 degrees 08 minutes 39 seconds West, a distance of 133.01 feet, to a point; thence (16) North 56 degrees 51 minutes 21 seconds East a distance of 80.00 feet to a point distant 100 feet in a northeasterly direction from the centerline of a track of railroad formerly of Penn Central Transportation Company; thence (17) North 33 degrees 08 minutes 39 seconds West, parallel with said centerline of track a distance of 320.00 feet to a point in the south line of land now or formerly of Wamsutta Warehouse Company, Inc.; thence (18) North 82 degrees 59 minutes 18 seconds East along said line of land, and the south line of land now or formerly of the City of New Bedford, a distance of 629.45 feet to a point the place of beginning.

EXCEPTING thereout and therefrom a parcel of land now or formerly of

Pacific Trading Corporation recorded in P.B. 47/21 that is within the limits of the hereinabove described parcel of land bounded and described as follows, viz:

COMMENCING at a point where the south line of Wamsutta Street (City Layout of 1910 50 feet wide) meets the west line of Herman Melville Boulevard (City Layout of 1971 60 feet wide); thence South 07 degrees 33 minutes 27 seconds East, along the west line of Herman Melville Boulevard a distance of 60.00 feet to a point; thence South 54 degrees 40 minutes 29 seconds West a distance of 97.14 feet to a point; the point of beginning of the parcel to be described;

EXTENDING from said beginning point, the following six courses and distances, (1) South 04 degrees 19 minutes 22 seconds West, a distance of 216.58 feet to a point; thence (2) Southwesterly on a curve to the right having a radius of 3264.63 feet, the chord of which bears South 05 degrees 40 minutes 58 seconds West, for a length of 155.00 feet, the arc distance of 155.01 feet to a point; thence (3) South 82 degrees 08 minutes 30 seconds West, a distance of 48.26 feet to a point; thence (4) Northwesterly on a curve to the left having a radius of 1076.18 feet, the chord of which bears North 07 degrees 30 minutes 25 seconds West, for a length of 35.82 feet, the arc distance of 35.83 feet to a point; thence (5) North 08 degrees 28 minutes 15 seconds West, a distance of 326.58 feet to a point; thence (6) North 82 degrees 08 minutes 30 seconds East a distance of 133.52 feet to a point the place of beginning.

It is intended to convey a parcel of land which contains a net area of 11.49 acres, more or less.

EXCEPTING AND RESERVING, however, to Grantor, easements for all existing wire and pipe agreements, occupancies and licenses, if any, between Grantor and other parties, of record or not of record, that in any way encumber the premises hereinabove described, together with the right to convey such easements to the occupant without securing approval of the Grantee herein. Grantor specifically reserves and retains all rentals, fees and considerations resulting from such agreements, occupancies, licenses and easement conveyances.

FURTHER EXCEPTING AND RESERVING, unto the said Grantor, the existing railroad track and appurtenances thereto, located upon the premises hereinabove described, together with the right, but not the obligation, to enter upon so much of the premises as may be required for a period of six months after the date of delivery hereof, for the purpose of removing said track and appurtenances. In the event of Grantor's failure to remove said track within the aforesaid time period, the same shall be considered abandoned by Grantor and title thereto shall vest in the said Grantee.

SUBJECT, however, to (1) the state of facts disclosed by the survey hereinabove mentioned; and (2) any easements and agreements, recorded or unrecorded, affecting the premises hereinbefore described.

THIS DEED is delivered by Grantor and accepted by Grantee upon the understanding and agreement that should any claim adverse to the title hereby granted and released be asserted and/or proved, no recourse shall be had against the Grantor.

TITLE to the premises hereinabove described became vested in the said Grantor on October 24, 1978, pursuant to Consummation Order No. 3708 of the United States District Court for the Eastern District of Pennsylvania, In Proceedings for the Reorganization of a Railroad, Cause No. 70-347.

AND FURTHER SUBJECT to the right of the Consolidated Rail Corporation to use the tracks of railroad located on the parcel of land herein above described which are presently being used as direct routes from tracks of railroad of the Consolidated Rail Corporation through or within the parcel of land herein described in order to provide continued loading or unloading of railroad cars at the facilities of existing users or at any existing public delivery team track facility currently in use within said parcel.

THE words "Grantor" and "Grantee" used herein shall be construed as if they read "Grantors" and "Grantees", respectively, whenever the sense of this Indenture so requires and whether singular or plural, such words shall be deemed to include in all cases the heirs or successors and assigns of the respective parties.

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed this 18th day of April A. D. 1980.

THE PENN CENTRAL CORPORATION

BY: [signature]
RICHARD D. JORDAN, Director of Property Sales Administration

ATTEST: [signature]
Assistant Secretary

MASSACHUSETTS - Acknowledgment

STATE OF PENNSYLVANIA :
:ss
COUNTY OF PHILADELPHIA:

ON THIS 18th day of April, 1980, before me appeared RICHARD D. JORDAN, to me personally known, who, being by me duly sworn, did say that he is the Director of Property Sales Administration, of THE PENN CENTRAL CORPORATION, a Pennsylvania corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors and said RICHARD D. JORDAN acknowledged said instrument to be the free act and deed of said corporation.

Mildred C. Oruska
Notary Public

MILDRED C. ORUSKA
Notary Public, Philadelphia, Philadelphia Co.
My Commission Expires May 26, 1980

NOTARY PUBLIC

BOOK 1806 PAGE 63

BOOK 1896 PAGE 64

THE PENN CENTRAL CORPORATION

CERTIFICATE OF AUTHORITY

I, A. V. MARTORELLI, the ASSISTANT Secretary of The Penn Central Corporation HEREBY CERTIFY as follows:

(1) The sale by The Penn Central Corporation (Corporation) of the following described real estate: A parcel of land containing 11.49 acres (with the buildings and improvements thereon erected) adjoining Conrail tracks at Herman Melville Boulevard and Wamsutta Street in the City of New Bedford, Bristol County, Massachusetts,

to Housing/70 Corporation
for a consideration of $175,000. has been duly authorized on behalf of the Corporation.

(2) Richard D. Jordan is Director, Property Sales Administration and Joseph J. Supon is Director of Leased Property and Special Sales, of this Corporation, and either of such officers is authorized to execute on behalf of the Corporation original agreements, contracts, deeds, leases, licenses, or other documents necessary or desirable to effectuate the foregoing sale.

(3) The authorizations described in the foregoing paragraphs (1) and (2) are in full force and effect.

WITNESS my hand and the corporate seal of said THE PENN CENTRAL CORPORATION, at Philadelphia, Pa. this 1st day of April, 1980.

A. V. Martorelli

Received & recorded JUN 26 19 80 at 3 hrs 16 min P.M.

Attest: John Jones Register

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SCR SOUTH COAST RAIL

Legend

- Wamsutta Layover Design
- Town Boundary

Massachusetts Bay Transportation Authority

Figure 1 - USGS Locus Map
Wamsutta Layover Facility
New Bedford, Massachusetts

0 2,000 4,000 Feet

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SCR SOUTH COAST RAIL

Legend

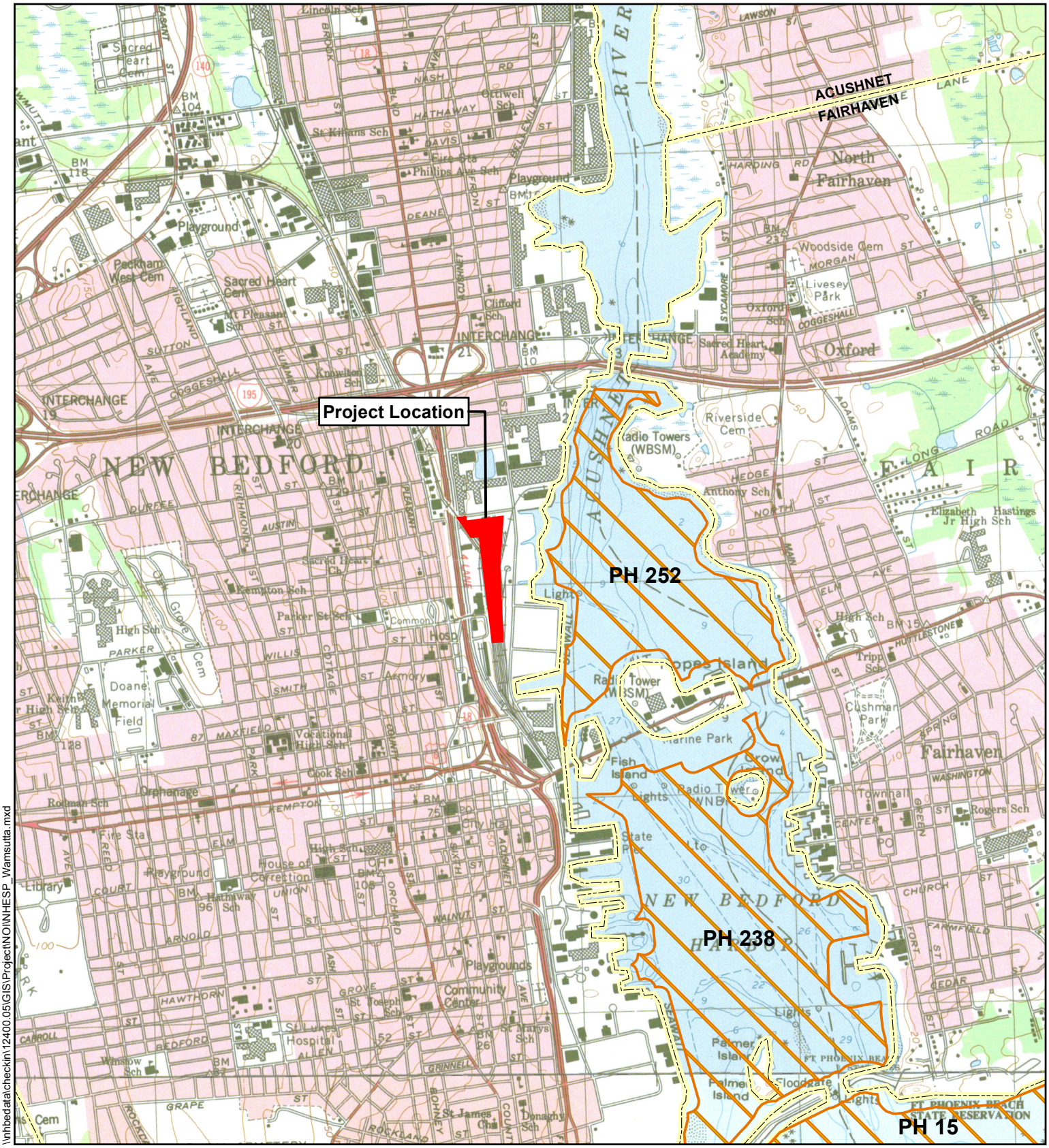
Wamsutta Layover Design

Town Boundary

Massachusetts Bay Transportation Authority

0 300 600 Feet

Figure 2 - Aerial Map
Wamsutta Layover Facility
New Bedford, Massachusetts



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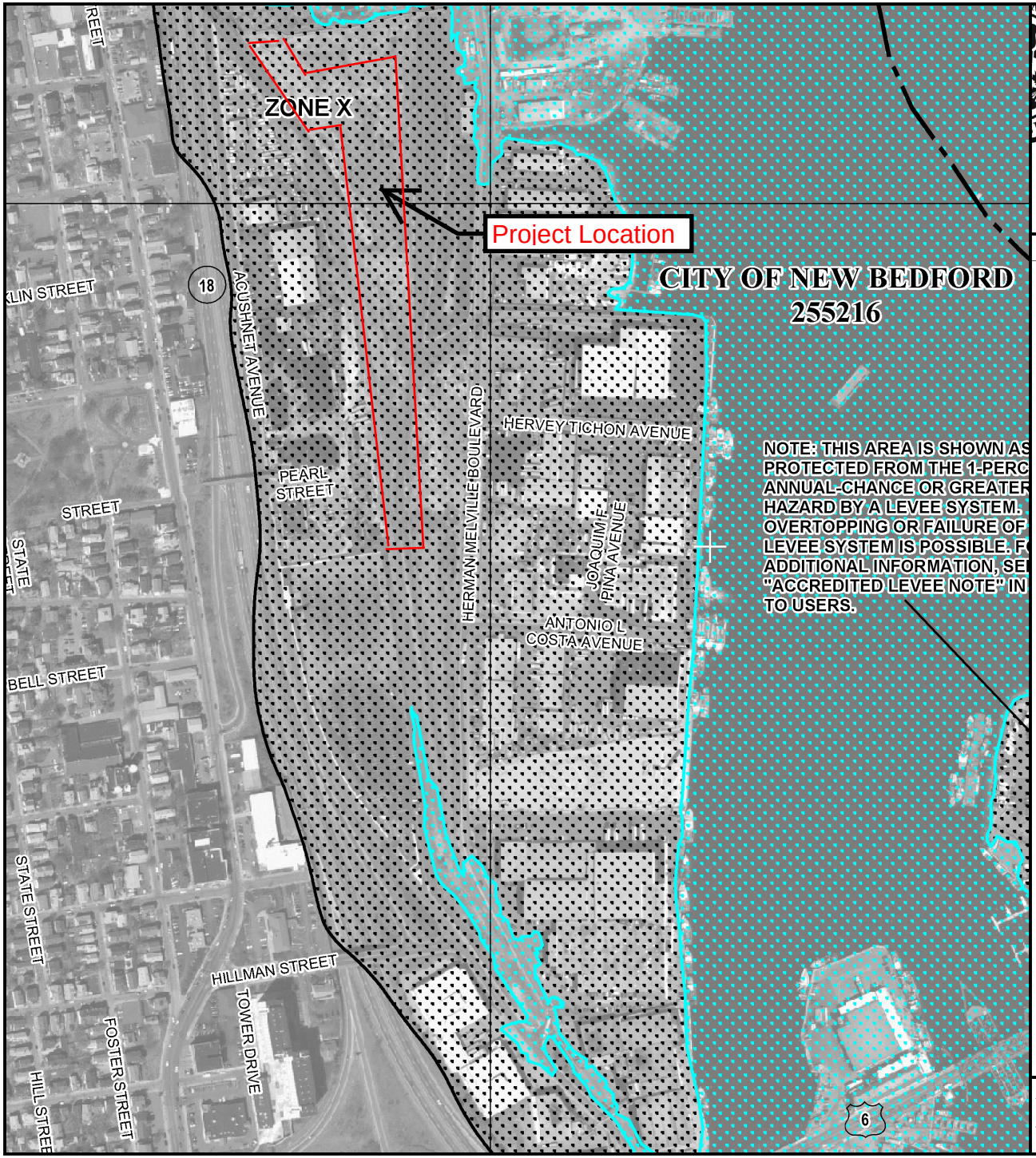
SCR SOUTH COAST RAIL

Legend

Massachusetts Bay Transportation Authority

Figure 3 - NHESP Map
Wamsutta Layover Facility
New Bedford, Massachusetts

Figure 4 - FEMA Map



MAP NUMBER
25005C0393G

MAP REVISED
JULY 16, 2014

Emergency Management Agency

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that ha a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determin
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevatio determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% Annual Chance Floodplain Boundary

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

NOI Narrative and Supporting Information

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List of Acronyms

BMP	Best Management Practice
BVW	Bordering Vegetated Wetland
DEP	Department of Environmental Protection
FEIR	Final Environmental Impact Report
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
LID	Low Impact Development
LUPPHL	Land Use with Higher Potential Pollutant Loads
MBTA	Massachusetts Bay Transportation Authority
MCRR	Mass Coastal Railroad
MEPA	Massachusetts Environmental Policy Act
NEPA	National Environmental Policy Act
NHESP	Natural Heritage and Endangered Species Program
NPDES	National Pollutant Discharge Elimination System
O&M	Operation and Maintenance
OOC	Order of Conditions
SERO	Southeast Regional Office of DEP
SMP	Stormwater Management Policy
SWPPP	Stormwater Pollution Prevention Plan
TMDL	Total Maximum Daily Load
USACE	U.S. Army Corps of Engineers
WPA	Wetlands Protection Act

1. Introduction

The South Coast Rail (SCR) project is an initiative of the Massachusetts Department of Transportation (MassDOT), implemented through the Massachusetts Bay Transportation Authority (MBTA). The purpose of the project is "to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston, Massachusetts, and to enhance regional mobility while supporting smart growth planning and development strategies in the affected communities." The SCR project will extend the existing Stoughton Line commuter rail service south to Fall River and New Bedford using the out-of-service portion of the Stoughton Line from Stoughton to Taunton, the New Bedford Main Line from Taunton to New Bedford, and the Fall River Secondary from Myricks Junction (Berkley) to Fall River.

MassDOT intends to construct the South Coast Rail in phases, due to the cost and lengthy permitting and construction schedules for the complete project. Currently, MassDOT is advancing the design and permitting for Phase 1, which will extend the existing Middleborough-Lakeville service to Cotley Junction in Taunton using the Middleborough Secondary line, then to New Bedford and Fall River using the New Bedford Main Line and Fall River Secondary. All of these are active freight or commuter rail lines.

Phase 1 of the project will provide diesel commuter rail service, and construct six new stations south of Cotley Junction (East Taunton, Freetown, Fall River Depot, Battleship Cove, Kings Highway and Whale's Tooth). Two new overnight layover facilities will also be constructed (Weaver's Cove in Fall River and Wamsutta in New Bedford). The project will improve 7 miles of the Middleborough Secondary, reconstruct 20 miles of the New Bedford Line from Taunton to New Bedford; and reconstruct 12.3 miles of the Fall River Line between Berkley and Fall River. The project will add a second track and passing track where needed to support the future commuter and freight operations. The project will also reconstruct or replace railroad bridges over roads and waterways, and will reconstruct three highway bridges that cross over the railroad. The project will also upgrade equipment and signals at all at-grade crossings to meet modern standards.

The SCR project was reviewed under the Massachusetts Environmental Policy Act (MEPA) in 2002 and 2013 (EOEEA 14346), with a Final Certificate issued in November, 2013, completing the MEPA process. It has also been reviewed under the National Environmental Policy Act (NEPA) with the U.S. Army Corps of Engineers (USACE) as the lead federal agency. The Final Environmental Impact Statement (FEIS) was released in September 2013. In March 2017, MassDOT filed a Notice of Project Change with the Executive Office of Energy and Environmental Affairs to initiate public and agency review of its plans to construct the South Coast Rail in phases. Currently, MassDOT is preparing a Draft Supplemental Environmental Impact Report as required by EOEEA. The USACE has not yet issued its Record of Decision to complete the NEPA process.

1.1 Summary of Proposed Work

MassDOT is proposing to construct the Wamsutta Layover as an overnight commuter rail layover facility situated on a previously developed parcel at 217 Herman Melville Boulevard along the New

Bedford Main Line. The Wamsutta Layover facility was designed as part of the 30% design phase for the New Bedford Main Line. This NOI provides a detailed design for the Wamsutta Layover. The facility will have six layover tracks, a paved driveway and access aisle around the layover tracks, ancillary landscape improvements, 33 parking spaces, one power substation, and one crew quarters building along with utility connections to support this use. Figures 1 and 2 show the project location.

The northern portion of the project will be within the previously disturbed 100-foot buffer zone to Bordering Vegetated Wetland (BVW) associated with an off-site intermittent tidal stream. Work within the buffer zone will include constructing a retaining wall along the north edge of the site and installing a fence, guardrail, and concrete berm inside the retaining wall. Additional work within the buffer zone consists of constructing a portion of the tracks and stormwater management infrastructure for the Layover facility and six parking spaces for the crew building.

1.2 Design Status

MassDOT is advancing the design for Phase 1 (Middleborough, Lakeville, Raynham, Taunton, Berkley, Freetown, New Bedford and Fall River) to support the permitting process, which includes grading and drainage for track and stations; culvert replacements or extensions; bridge design; platform and station layout; and grade crossing improvements. MassDOT anticipates that the design of the northern half of the project (Canton, Stoughton, Easton, Raynham) will be advanced concurrent with the design and construction of Phase 1.

1.3 NOI Contents

This NOI provides information on wetland resource areas and impacts to wetland resource areas based on the 30% Design Plans. In this NOI,

- Chapter 2 provides an updated description of existing wetland resource areas;
- Chapter 3 provides a detailed description of the proposed work;
- Chapter 4 describes and quantifies impacts to wetland resource areas; and
- Chapter 5 addresses the stormwater management standards.

2. Resource Areas

Portions of the proposed Wamsutta Layover facility in New Bedford are located within the 100-foot buffer zone to BVW associated with an off-site intermittent tidal stream.

As defined by 310 CMR 10.55(2)(a)&(c), BVWs are "freshwater wetlands which border on creeks, rivers, streams, ponds, and lakes." The boundary of BVW is determined by the presence of 50 percent or more of wetland indicator plants and saturated or inundated conditions.

A channel is present immediately north of the project site. The bank, as depicted on the site plans, was added using a combination of aerial photography, topographic survey, and prior delineation information provided by the New Bedford Conservation Commission. A field delineation could not be conducted due to restricted access to the property. According to the Conservation Commission, the channel has bordering wetlands dominated by common reed (*Phragmites australis)* with some willow (*Salix* sp.) along the upland border. The buffer zone extending from the BVW consists mainly of maintained lawn, paved areas, and an open construction lot with gravel and spoil piles. The channel receives stormwater from Wamsutta Street at its west end and may be the remnant of a former stream now culverted for most of its length. At its east end, the channel is culverted for approximately 150 feet under Herman Melville Boulevard. According to the Conservation Commission, the channel is subject to tidal influence.

3. Proposed Project

The Wamsutta Layover Facility will include constructing track, drainage, a crew building, access roads, and adding power for diesel train plug-ins. The Wamsutta Layover facility will be constructed near the southern terminus of the New Bedford Main Line, south of Wamsutta Street. It will be located on the east side of the right-of-way, north of the proposed Whale's Tooth Station, and adjacent to an existing freight yard. The Layover will be used to store, service, inspect, and maintain trains when not in service. Layover yards are critical to operations because they provide a location to stage trains during off-peak periods, thereby keeping unused trains off active tracks to minimize congestion at stations. Layovers can also be used for daily service and inspection activities. The 11-acre Wamsutta Layover facility specifications include:

- Length of Yard – 1,540 feet
- Width of Yard – 420 feet
- Highway Access – Access to Wamsutta Street via a 120-foot driveway from the on-site parking area
- Six layover tracks
- 33 parking spaces
- Crew building

A segment of the project will occur within the 100-foot buffer zone extending from BVW associated with a partially-culverted intermittent tidal stream. The limited work in the buffer zone will include constructing a retaining wall along the north edge of the site and installing a fence, guardrail, and concrete berm inside the retaining wall. Dewatering may be required to install the retaining wall. Additional work within the buffer zone consists of constructing a portion of the tracks for the Layover facility and six parking spaces for the crew building. A portion of the stormwater management infrastructure for the Layover facility, including a drainage swale, drain lines, and one catch basin, will be installed within the buffer zone.

4. Wetland Impacts

The following section describes in detail the impact calculations, the reason for unavoidable wetland impacts, and efforts to minimize impacts.

Part of the project will be within the 100-foot buffer zone to jurisdictional wetlands. The buffer zone on the project site consists of previously disturbed areas over a capped landfill and is currently an open construction lot with gravel and spoil piles.

The project will not impact BVW. All reasonable measures will be undertaken during construction to avoid indirect impacts to BVW. To minimize temporary impacts to wetland resource areas during the construction phase of the project, an erosion and sedimentation control program will be implemented. The program incorporates Best Management Practices specified in guidelines developed by the DEP[1] and the U.S. Environmental Protection Agency (USEPA).[2]

Proper implementation of the erosion and sedimentation control program will:

- Minimize exposed soil areas through sequencing and permanent stabilization;
- Place structures to manage stormwater runoff and erosion; and
- Establish a permanent vegetative cover or other forms of stabilization as soon as practicable.

Both non-structural and structural practices will be used during construction and all of these practices comply with criteria contained in the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges from Large and Small Construction Activities issued by the EPA.

Non-structural practices to be used during construction will be initiated as soon as practicable in appropriate areas at the site and may include:

- **Pavement Sweeping** - Paved portions of the site proximal to the work zone will be swept as needed during construction. The sweeping program will remove sediment and other contaminants directly from paved surfaces to avoid their release into stormwater runoff. Pavement sweeping has been demonstrated to be an effective initial treatment for reducing pollutant loading into stormwater.[3]

Structural erosion and sedimentation controls (as shown on Plan Sheet CV-307) may include:

- **Erosion Control Barriers** - Prior to any ground disturbance, a barrier of compost filter tubes (CFT) will be installed at the downgradient limit of work. If sediment has accumulated to a depth that impairs proper functioning of the barrier, it will be removed by hand or by machinery operating upslope of the

1 DEP, 1997. *Massachusetts Erosion and Sediment Control Guidelines for Urban and Suburban Areas: A Guide for Planners, Designers, and Municipal Officials.*

2 EPA, 2007. *Interim Developing Your Stormwater Pollution Prevention Plan: A Guide for Construction Sites*. Office of Water Report EPA 833-R-060-04.

3 U.S. Environmental Protection Agency, 1979. *Demonstration of Nonpoint Pollution Abatement Through Improved Street Cleaning Practices.*

barriers. This material will be either reused at the site or disposed of at a suitable offsite location. Any damaged sections of CFT will be repaired or replaced immediately upon discovery.

- **Catch Basin Inlet Protection** - The active inlets of existing catch basins in the vicinity of the work will be protected from sediment inflow during the work period by installing an in-basin sediment trap. If sediment has collected in the basin sediment trap to a point where it impairs proper functioning, the sediment will be removed and will be either reused onsite or disposed of at a suitable offsite location.

5. Stormwater Management

5.1 Introduction

Stormwater within the Wamsutta Layover facility will be collected within catch basins and two perimeter ditches and conveyed through subsurface pipes located between the tracks to the existing municipal stormwater system in Wamsutta Street. From the municipal system, stormwater will flow to the channel north of the site boundary.

The Wamsutta Layover facility will be constructed in a previously-developed area, within an area capped to isolate contaminated soils. The facility is considered a Land Use with Higher Potential Pollutant Loads (LUPPHL) as defined in 310 CMR 10.04 and 314 CMR 9.02. As a result, certain Best Management Practices (BMPs) are required to prevent contamination of wetlands and water resources. The storage tracks will have drip pans (collection trays) to catch any incidental drips, leaks, or spills of hazardous materials that may occur during storage or maintenance. The drip pans will be connected by pipes to an oil/grit separator that would separate petroleum products from stormwater runoff prior to discharge, protecting wetland and water resources from contamination. Any oil or other hazardous materials stored at the sites will be secured with secondary containment structures to catch any spills. With the proposed containment measures in place, the layover facility will not pose a significant risk to surface or groundwater resources.

For the Wamsutta Layover facility, three design points were identified and the contributing drainage areas to each design point were evaluated under existing and proposed conditions. Low Impact Development (LID) techniques and stormwater BMPs such as drip pans, oil/grit separators, water quality manholes, and vegetated swales will be used to manage and treat runoff. The BMPs were sized to manage the water quality volume requirements identified under the Stormwater Standards. Because the layover facility is located on a site where soil contamination is capped in place, recharge is required only to the maximum extent practicable. The site drains to the municipal separate storm sewer within a coastal watershed and is not required to manage runoff for peak rate controls. The Layover facility is within the Buzzards Bay watershed and is subject to the approved total maximum daily load (TMDL) for pathogens in the watershed.[4] It is not anticipated that the proposed layover facility would increase bacteria loads in the watershed as there are no project elements that contribute bacteria to stormwater runoff.

5.2 Compliance with Standards

In November of 1996, DEP issued the Stormwater Management Policy (SMP) with the stated goal to encourage recharge and prevent stormwater discharge from causing or contributing to the pollution of surface and groundwater. The SMP contains ten standards that must be met to the extent that they apply to a particular project. If the standards are met, there is a presumption that the stormwater

4 MassDEP, 2009. Final Pathogen TMDL for the Buzzards Bay Watershed. March 2009. Control Number: CN 251.1

design meets the requirements of several different State and Federal permitting authorities. Compliance with the SMP is typically triggered by a project's jurisdiction under the WPA.

The Wamsutta Layover facility in New Bedford constitutes a Redevelopment Project in accordance with Standard 7, as construction within jurisdictional areas will be within disturbed areas over a capped landfill. No areas of natural vegetation or soils occur within the project limits.

The following sections describe how the project complies with all ten of the Stormwater Standards. The project is a redevelopment and has been designed to comply with Stormwater Management Standards 2-6 to the maximum extent practicable. Standards 1 and 8-10 have been met completely.

See Attachment C for the Stormwater Report computations pertaining to the track drainage system components.

Standard 1 - Stormwater Discharges – *"No new stormwater conveyances (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth."*

Full compliance will be achieved. There are no direct discharges to wetlands or waterways. Portions of the site will drain to the existing municipal storm drains in Wamsutta Street, which discharge to the channel north of the site boundary. The BMPs included in the proposed stormwater management system have been designed in accordance with the Massachusetts Stormwater Handbook. Supporting information and computations demonstrating that no new untreated discharges will result from the project are presented through compliance with Standards 4 through 6.

Standard 2 - Stormwater Discharge Rates – "Stormwater management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates. This standard may be waived for discharges to land subject to coastal storm flowage as defined in 310 CMR 10.04."

This requirement is waived because the site discharges to land subject to coastal storm flowage as defined in 310 CMR 10.04.

Standard 3 - Groundwater Recharge – "Loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration measures including environmentally sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from the pre-development conditions based on soil type. This standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook."

The project is seeking relief under Stormwater Management Standard 7 and as such complies with Standard 3 to the maximum extent practicable. The site is capped to isolate contaminated soils, and groundwater infiltration and recharge are not permitted. Therefore, zero recharge is the maximum extent practical for compliance with Standard 3.

Standard 4 - 80% Total Suspended Solids Removal – *"Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS)."*

The project has been designed to fully comply with Standard 4. The proposed stormwater management system implements a treatment train of BMPs that has been designed to provide 80%

TSS removal of stormwater runoff from all proposed impervious surfaces. Computations and supporting information, including the Long-Term Pollution Prevention Plan, are included in Appendix A and B of the Stormwater Report.

Standard 5 - Discharge from Areas with Higher Pollutant Loads – "For land uses with higher pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If through source control and/or pollution prevention all land uses with higher potential pollutant loads cannot be completely protected from exposure to rain, snow, snow melt, and stormwater runoff, the proponent shall use the specific structural stormwater BMPs determined by the Department to but suitable for such uses as provided in the Massachusetts Stormwater Handbook."

The project is considered a LUHPPL and therefore has been designed with suitable BMPs sized to treat the 1-inch Water Quality Volume. Proposed source controls and pollution prevention measures have been identified in the Long-Term Pollution Prevention Plan included in Appendix C of the Stormwater Report.

Standard 6 - Discharge to Critical Areas – "Stormwater discharges within the Zone II or Interim Wellhead Protection Area of a public water supply and stormwater discharge near or to any other critical area, require the use of specific source control and pollution prevention measures and the specific structural stormwater best management practices determined by the Department to be suitable for managing discharges to such areas, as provided in the Massachusetts Stormwater Handbook."

The project does not discharge near or to a critical area.

Standard 7 - Redevelopment Site – "A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural best management practice requirements of Standard 4, 5 and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions."

The project is a redevelopment and has been designed to comply with Stormwater Management Standards 2-6 to the maximum extent practicable. Standards 8-10 have been met completely.

Standard 8 - Erosion and Sedimentation Control – "A plan to control construction-related impacts including erosion, sedimentation and other pollutant sources during construction and land disturbance activities (construction period erosion, sedimentation, and pollution prevention plan) shall be developed and implemented."

The project will disturb approximately 11 acres of land and is therefore required to obtain coverage under the USEPA NPDES Construction General Permit. As required under this permit, a Stormwater Pollution Prevention Plan (SWPPP) will be developed before land disturbance begins. Recommended construction period pollution prevention and erosion and sedimentation controls to be finalized in the SWPPP are included in Appendix B of the Stormwater Report.

Standard 9 - Operation & Maintenance Plan – "A long term operation and maintenance plan shall be developed and implemented to ensure that stormwater management systems function as designed."

Full compliance will be achieved. MassDOT will develop a detailed O&M plan during final design.

In compliance with Standard 9, a draft Post Construction Stormwater Operation and Maintenance (O&M) Plan has been developed for the Site. The O&M Plan is included in Appendix C of the Stormwater Report as part of the Long-Term Pollution Prevention Plan.

Standard 10 – Prohibition of Illicit Discharges – "All illicit discharges to the stormwater management system are prohibited."

Existing sanitary sewer and storm drainage structures on this site that reside outside the limits of the engineered soil containment area are to be completely removed during the site redevelopment. Structures within the containment area shall remain. The design plans submitted with this report have been designed in full compliance with current standards. The Long-Term Pollution Prevention Plan includes measures to prevent illicit discharges.

Attachment A - Plans

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Attachment B - Representative Photos

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PHOTOGRAPHIC LOG

Client Name:	Site Location:	Project No.
MassDOT	Wamsutta Layover Facility	12815.02

Photo No.	Date:
1	2/19/16

Direction Photo Taken:
East

Description:
View of Northern Electric Motor Co. at 48 Wamsutta Street, New Bedford. Lot to the South (right rear of photo) is the project site. The intermittent stream is just beyond the fence, bordering the gravel lot.

Photo No.	Date:
2	12/10/14

Direction Photo Taken:
North

Description:
End of tracks adjacent to the northern most area of the Layover project site

PHOTOGRAPHIC LOG

Client Name:	Site Location:	Project No.
MassDOT	Wamsutta Layover Facility	12815.02

Photo No.	Date:
3	12/10/14

Direction Photo Taken:
Northeast

Description:
View of tracks within the center of the project site.

Photo No.	Date:
4	12/10/14

Direction Photo Taken:
West

Description:
View of northeastern edge of project site.

PHOTOGRAPHIC LOG

Client Name:	Site Location:	Project No.
MassDOT	Wamsutta Layover Facility	12815.02

Photo No.	Date:
5	12/10/14

Direction Photo Taken: North

Description:
View of the project site with Wamsutta Street beyond.

Photo No.	Date:
6	12/10/14

Direction Photo Taken:
Northwest

Description:
View of rail bridge northwest of project site.

PHOTOGRAPHIC LOG

Client Name:	Site Location:	Project No.
MassDOT	Wamsutta Layover Facility	12815.02

Photo No.	Date:
7	12/10/14

Direction Photo Taken:
Northwest

Description:
View of adjacent main line tracks heading northwest. Site is to the right in photo.

Attachment C - Stormwater Report

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STORMWATER REPORT

Wamsutta Layover Facility

PREPARED FOR

massDOT

Massachusetts Department of Transportation
10 Park Plaza
Boston, Massachusetts

PREPARED BY

vhb

99 High Street
Floor 10
Boston, MA 02110
617.728.7777

August 2017

Table of Contents

List of Figures

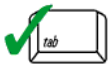
Checklist for Stormwater Report

Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands Program

Checklist for Stormwater Report

A. Introduction

Important: When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



A Stormwater Report must be submitted with the Notice of Intent permit application to document compliance with the Stormwater Management Standards. The following checklist is NOT a substitute for the Stormwater Report (which should provide more substantive and detailed information) but is offered here as a tool to help the applicant organize their Stormwater Management documentation for their Report and for the reviewer to assess this information in a consistent format. As noted in the Checklist, the Stormwater Report must contain the engineering computations and supporting information set forth in Volume 3 of the Massachusetts Stormwater Handbook. The Stormwater Report must be prepared and certified by a Registered Professional Engineer (RPE) licensed in the Commonwealth.

The Stormwater Report must include:

- The Stormwater Checklist completed and stamped by a Registered Professional Engineer (see page 2) that certifies that the Stormwater Report contains all required submittals.[1] This Checklist is to be used as the cover for the completed Stormwater Report.
- Applicant/Project Name
- Project Address
- Name of Firm and Registered Professional Engineer that prepared the Report
- Long-Term Pollution Prevention Plan required by Standards 4-6
- Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan required by Standard 8[2]
- Operation and Maintenance Plan required by Standard 9

In addition to all plans and supporting information, the Stormwater Report must include a brief narrative describing stormwater management practices, including environmentally sensitive site design and LID techniques, along with a diagram depicting runoff through the proposed BMP treatment train. Plans are required to show existing and proposed conditions, identify all wetland resource areas, NRCS soil types, critical areas, Land Uses with Higher Potential Pollutant Loads (LUHPPL), and any areas on the site where infiltration rate is greater than 2.4 inches per hour. The Plans shall identify the drainage areas for both existing and proposed conditions at a scale that enables verification of supporting calculations.

As noted in the Checklist, the Stormwater Management Report shall document compliance with each of the Stormwater Management Standards as provided in the Massachusetts Stormwater Handbook. The soils evaluation and calculations shall be done using the methodologies set forth in Volume 3 of the Massachusetts Stormwater Handbook.

To ensure that the Stormwater Report is complete, applicants are required to fill in the Stormwater Report Checklist by checking the box to indicate that the specified information has been included in the Stormwater Report. If any of the information specified in the checklist has not been submitted, the applicant must provide an explanation. The completed Stormwater Report Checklist and Certification must be submitted with the Stormwater Report.

[1] The Stormwater Report may also include the Illicit Discharge Compliance Statement required by Standard 10. If not included in the Stormwater Report, the Illicit Discharge Compliance Statement must be submitted prior to the discharge of stormwater runoff to the post-construction best management practices.

[2] For some complex projects, it may not be possible to include the Construction Period Erosion and Sedimentation Control Plan in the Stormwater Report. In that event, the issuing authority has the discretion to issue an Order of Conditions that approves the project and includes a condition requiring the proponent to submit the Construction Period Erosion and Sedimentation Control Plan before commencing any land disturbance activity on the site.

Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands Program

Checklist for Stormwater Report

B. Stormwater Checklist and Certification

The following checklist is intended to serve as a guide for applicants as to the elements that ordinarily need to be addressed in a complete Stormwater Report. The checklist is also intended to provide conservation commissions and other reviewing authorities with a summary of the components necessary for a comprehensive Stormwater Report that addresses the ten Stormwater Standards.

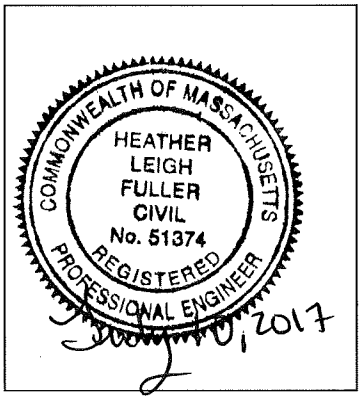
Note: Because stormwater requirements vary from project to project, it is possible that a complete Stormwater Report may not include information on some of the subjects specified in the Checklist. If it is determined that a specific item does not apply to the project under review, please note that the item is not applicable (N.A.) and provide the reasons for that determination.

A complete checklist must include the Certification set forth below signed by the Registered Professional Engineer who prepared the Stormwater Report.

Registered Professional Engineer's Certification

I have reviewed the Stormwater Report, including the soil evaluation, computations, Long-term Pollution Prevention Plan, the Construction Period Erosion and Sedimentation Control Plan (if included), the Long-term Post-Construction Operation and Maintenance Plan, the Illicit Discharge Compliance Statement (if included) and the plans showing the stormwater management system, and have determined that they have been prepared in accordance with the requirements of the Stormwater Management Standards as further elaborated by the Massachusetts Stormwater Handbook. I have also determined that the information presented in the Stormwater Checklist is accurate and that the information presented in the Stormwater Report accurately reflects conditions at the site as of the date of this permit application.

Registered Professional Engineer Block and Signature



July 10, 2017
Signature and Date

Checklist

Project Type: Is the application for new development, redevelopment, or a mix of new and redevelopment?

☐ New development

☒ Redevelopment

☐ Mix of New Development and Redevelopment

Checklist for Stormwater Report

Checklist (continued)

LID Measures: Stormwater Standards require LID measures to be considered. Document what environmentally sensitive design and LID Techniques were considered during the planning and design of the project:

- ☐ No disturbance to any Wetland Resource Areas
- ☐ Site Design Practices (e.g. clustered development, reduced frontage setbacks)
- ☐ Reduced Impervious Area (Redevelopment Only)
- ☐ Minimizing disturbance to existing trees and shrubs
- ☐ LID Site Design Credit Requested:
  - ☐ Credit 1
  - ☐ Credit 2
  - ☐ Credit 3
- ☐ Use of "country drainage" versus curb and gutter conveyance and pipe
- ☐ Bioretention Cells (includes Rain Gardens)
- ☐ Constructed Stormwater Wetlands (includes Gravel Wetlands designs)
- ☐ Treebox Filter
- ☐ Water Quality Swale
- ☒ Grass Channel
- ☐ Green Roof
- ☐ Other (describe): _____

Standard 1: No New Untreated Discharges

- ☒ No new untreated discharges
- ☐ Outlets have been designed so there is no erosion or scour to wetlands and waters of the Commonwealth
- ☐ Supporting calculations specified in Volume 3 of the Massachusetts Stormwater Handbook included.

Checklist for Stormwater Report

Checklist (continued)

Standard 2: Peak Rate Attenuation

☒ Standard 2 waiver requested because the project is located in land subject to coastal storm flowage and stormwater discharge is to a wetland subject to coastal flooding.

☐ Evaluation provided to determine whether off-site flooding increases during the 100-year 24-hour storm.

☐ Calculations provided to show that post-development peak discharge rates do not exceed pre-development rates for the 2-year and 10-year 24-hour storms. If evaluation shows that off-site flooding increases during the 100-year 24-hour storm, calculations are also provided to show that post-development peak discharge rates do not exceed pre-development rates for the 100-year 24-hour storm.

Standard 3: Recharge

☐ Soil Analysis provided.

☐ Required Recharge Volume calculation provided.

☐ Required Recharge volume reduced through use of the LID site Design Credits.

☐ Sizing the infiltration, BMPs is based on the following method: Check the method used.

☐ Static ☐ Simple Dynamic ☐ Dynamic Field[1]

☐ Runoff from all impervious areas at the site discharging to the infiltration BMP.

☐ Runoff from all impervious areas at the site is *not* discharging to the infiltration BMP and calculations are provided showing that the drainage area contributing runoff to the infiltration BMPs is sufficient to generate the required recharge volume.

☐ Recharge BMPs have been sized to infiltrate the Required Recharge Volume.

☒ Recharge BMPs have been sized to infiltrate the Required Recharge Volume *only* to the maximum extent practicable for the following reason:

☐ Site is comprised solely of C and D soils and/or bedrock at the land surface

☐ M.G.L. c. 21E sites pursuant to 310 CMR 40.0000

☐ Solid Waste Landfill pursuant to 310 CMR 19.000

☒ Project is otherwise subject to Stormwater Management Standards only to the maximum extent practicable.

☐ Calculations showing that the infiltration BMPs will drain in 72 hours are provided.

☐ Property includes a M.G.L. c. 21E site or a solid waste landfill and a mounding analysis is included.

[1] 80% TSS removal is required prior to discharge to infiltration BMP if Dynamic Field method is used.

Checklist for Stormwater Report

Checklist (continued)

Standard 3: Recharge (continued)

☐ The infiltration BMP is used to attenuate peak flows during storms greater than or equal to the 10-year 24-hour storm and separation to seasonal high groundwater is less than 4 feet and a mounding analysis is provided.

☐ Documentation is provided showing that infiltration BMPs do not adversely impact nearby wetland resource areas.

Standard 4: Water Quality

The Long-Term Pollution Prevention Plan typically includes the following:

- Good housekeeping practices;
- Provisions for storing materials and waste products inside or under cover;
- Vehicle washing controls;
- Requirements for routine inspections and maintenance of stormwater BMPs;
- Spill prevention and response plans;
- Provisions for maintenance of lawns, gardens, and other landscaped areas;
- Requirements for storage and use of fertilizers, herbicides, and pesticides;
- Pet waste management provisions;
- Provisions for operation and management of septic systems;
- Provisions for solid waste management;
- Snow disposal and plowing plans relative to Wetland Resource Areas;
- Winter Road Salt and/or Sand Use and Storage restrictions;
- Street sweeping schedules;
- Provisions for prevention of illicit discharges to the stormwater management system;
- Documentation that Stormwater BMPs are designed to provide for shutdown and containment in the event of a spill or discharges to or near critical areas or from LUHPPL;
- Training for staff or personnel involved with implementing Long-Term Pollution Prevention Plan;
- List of Emergency contacts for implementing Long-Term Pollution Prevention Plan.

☒ A Long-Term Pollution Prevention Plan is attached to Stormwater Report and is included as an attachment to the Wetlands Notice of Intent.

☐ Treatment BMPs subject to the 44% TSS removal pretreatment requirement and the one inch rule for calculating the water quality volume are included, and discharge:

- ☐ is within the Zone II or Interim Wellhead Protection Area
- ☐ is near or to other critical areas
- ☐ is within soils with a rapid infiltration rate (greater than 2.4 inches per hour)
- ☐ involves runoff from land uses with higher potential pollutant loads.

☐ The Required Water Quality Volume is reduced through use of the LID site Design Credits.

☒ Calculations documenting that the treatment train meets the 80% TSS removal requirement and, if applicable, the 44% TSS removal pretreatment requirement, are provided.

Checklist for Stormwater Report

Checklist (continued)

Standard 4: Water Quality (continued)

☒ The BMP is sized (and calculations provided) based on:

- ☒ The ½" or 1" Water Quality Volume or
- ☐ The equivalent flow rate associated with the Water Quality Volume and documentation is provided showing that the BMP treats the required water quality volume.

☐ The applicant proposes to use proprietary BMPs, and documentation supporting use of proprietary BMP and proposed TSS removal rate is provided. This documentation may be in the form of the propriety BMP checklist found in Volume 2, Chapter 4 of the Massachusetts Stormwater Handbook and submitting copies of the TARP Report, STEP Report, and/or other third party studies verifying performance of the proprietary BMPs.

☐ A TMDL exists that indicates a need to reduce pollutants other than TSS and documentation showing that the BMPs selected are consistent with the TMDL is provided.

Standard 5: Land Uses With Higher Potential Pollutant Loads (LUHPPLs)

☐ The NPDES Multi-Sector General Permit covers the land use and the Stormwater Pollution Prevention Plan (SWPPP) has been included with the Stormwater Report.

☒ The NPDES Multi-Sector General Permit covers the land use and the SWPPP will be submitted ***prior to*** the discharge of stormwater to the post-construction stormwater BMPs.

☐ The NPDES Multi-Sector General Permit does ***not*** cover the land use.

☐ LUHPPLs are located at the site and industry specific source control and pollution prevention measures have been proposed to reduce or eliminate the exposure of LUHPPLs to rain, snow, snow melt and runoff, and been included in the long term Pollution Prevention Plan.

☐ All exposure has been eliminated.

☐ All exposure has ***not*** been eliminated and all BMPs selected are on MassDEP LUHPPL list.

☐ The LUHPPL has the potential to generate runoff with moderate to higher concentrations of oil and grease (e.g. all parking lots with >1000 vehicle trips per day) and the treatment train includes an oil grit separator, a filtering bioretention area, a sand filter or equivalent.

Standard 6: Critical Areas

☐ The discharge is near or to a critical area and the treatment train includes only BMPs that MassDEP has approved for stormwater discharges to or near that particular class of critical area.

☒ Critical areas and BMPs are identified in the Stormwater Report.

Checklist for Stormwater Report

Checklist (continued)

Standard 7: Redevelopments and Other Projects Subject to the Standards only to the maximum extent practicable

☒ The project is subject to the Stormwater Management Standards only to the maximum Extent Practicable as a:

- ☐ Limited Project
- ☐ Small Residential Projects: 5-9 single family houses or 5-9 units in a multi-family development provided there is no discharge that may potentially affect a critical area.
- ☐ Small Residential Projects: 2-4 single family houses or 2-4 units in a multi-family development with a discharge to a critical area
- ☐ Marina and/or boatyard provided the hull painting, service and maintenance areas are protected from exposure to rain, snow, snow melt and runoff
- ☐ Bike Path and/or Foot Path
- ☒ Redevelopment Project
- ☐ Redevelopment portion of mix of new and redevelopment.

☒ Certain standards are not fully met (Standard No. 1, 8, 9, and 10 must always be fully met) and an explanation of why these standards are not met is contained in the Stormwater Report.

☐ The project involves redevelopment and a description of all measures that have been taken to improve existing conditions is provided in the Stormwater Report. The redevelopment checklist found in Volume 2 Chapter 3 of the Massachusetts Stormwater Handbook may be used to document that the proposed stormwater management system (a) complies with Standards 2, 3 and the pretreatment and structural BMP requirements of Standards 4-6 to the maximum extent practicable and (b) improves existing conditions.

Standard 8: Construction Period Pollution Prevention and Erosion and Sedimentation Control

A Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan must include the following information:

- Narrative;
- Construction Period Operation and Maintenance Plan;
- Names of Persons or Entity Responsible for Plan Compliance;
- Construction Period Pollution Prevention Measures;
- Erosion and Sedimentation Control Plan Drawings;
- Detail drawings and specifications for erosion control BMPs, including sizing calculations;
- Vegetation Planning;
- Site Development Plan;
- Construction Sequencing Plan;
- Sequencing of Erosion and Sedimentation Controls;
- Operation and Maintenance of Erosion and Sedimentation Controls;
- Inspection Schedule;
- Maintenance Schedule;
- Inspection and Maintenance Log Form.

☒ A Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan containing the information set forth above has been included in the Stormwater Report.

Checklist for Stormwater Report

Checklist (continued)

Standard 8: Construction Period Pollution Prevention and Erosion and Sedimentation Control (continued)

☐ The project is highly complex and information is included in the Stormwater Report that explains why it is not possible to submit the Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan with the application. A Construction Period Pollution Prevention and Erosion and Sedimentation Control has ***not*** been included in the Stormwater Report but will be submitted ***before*** land disturbance begins.

☐ The project is ***not*** covered by a NPDES Construction General Permit.

☐ The project is covered by a NPDES Construction General Permit and a copy of the SWPPP is in the Stormwater Report.

☒ The project is covered by a NPDES Construction General Permit but no SWPPP been submitted. The SWPPP will be submitted BEFORE land disturbance begins.

Standard 9: Operation and Maintenance Plan

☒ The Post Construction Operation and Maintenance Plan is included in the Stormwater Report and includes the following information:

- ☐ Name of the stormwater management system owners;
- ☐ Party responsible for operation and maintenance;
- ☐ Schedule for implementation of routine and non-routine maintenance tasks;
- ☐ Plan showing the location of all stormwater BMPs maintenance access areas;
- ☐ Description and delineation of public safety features;
- ☐ Estimated operation and maintenance budget; and
- ☐ Operation and Maintenance Log Form.

☐ The responsible party is ***not*** the owner of the parcel where the BMP is located and the Stormwater Report includes the following submissions:

- ☐ A copy of the legal instrument (deed, homeowner's association, utility trust or other legal entity) that establishes the terms of and legal responsibility for the operation and maintenance of the project site stormwater BMPs;
- ☐ A plan and easement deed that allows site access for the legal entity to operate and maintain BMP functions.

Standard 10: Prohibition of Illicit Discharges

☐ The Long-Term Pollution Prevention Plan includes measures to prevent illicit discharges;

☒ An Illicit Discharge Compliance Statement is attached;

☐ NO Illicit Discharge Compliance Statement is attached but will be submitted ***prior to*** the discharge of any stormwater to post-construction BMPs.

Stormwater Report Narrative

This Stormwater Report has been prepared to demonstrate compliance with the Massachusetts Stormwater Management Standards in accordance with the Massachusetts Wetlands Protection Act Regulations (310 CMR 10.00) and Water Quality Certification Regulations (314 CMR 9.00). This report also demonstrates compliance with the City of New Bedford rules and regulations for stormwater design and mitigation.

Project Description

MassDOT is proposing to construct an overnight commuter rail layover facility at a location known as Wamsutta, situated on a previously developed parcel adjacent to 216 Herman Melville Boulevard in New Bedford, Massachusetts along the New Bedford Main Line (the Project). The Project proposes six layover tracks, a paved driveway and access aisle around the layover tracks, ancillary landscape improvements, 33 parking spaces, one supply shed for maintenance equipment, one power substation, and one crew quarters building along with utility connections to support this use.

The Project is considered a Land Use with Higher Potential Pollutant Loads (LUHPPL) as defined in 3.10 CMR 10.04 and 314 CMR 9.02 because the use is regulated under the NPDES Multi-Sector General Permit.

Site Description

The Site is an approximately 11-acre parcel of land located at the end of the New Bedford Main Line in New Bedford, Massachusetts (Figure 1). It is located near the intersection of Wamsutta Street and Herman Melville Boulevard, near the southern terminus of the New Bedford Main Line, immediately north of the proposed Whale's Tooth Station. The Site is on the east side of the railroad right-of-way (ROW), opposite the proposed Whale's Tooth Station platform and adjacent to an existing freight rail yard. New Bedford Harbor lies to the east, just beyond the existing freight yard and Herman Melville Boulevard. The Site is ideally suited for a terminal storage/ layover facility since it is located in an industrial area adjacent to a freight rail yard and is at the end of the railroad line, limiting deadhead moves.

The former freight rail yard comprising the Site was managed as a voluntary "Brownfields" redevelopment site. Soils near the center of the Site contained elevated concentrations of polychlorinated biphenyls (PCB), arsenic, lead, and polycyclic

aromatic hydrocarbons (PAHs) with the perimeter soils having lower concentrations of these contaminants. An agreement was reached with the Massachusetts Department of Environmental Protection (MassDEP) and US Environmental Protection Agency (EPA) based on the financial infeasibility of remediating contamination at the Site. The contamination was proposed to be left in place with proper engineering controls, such as a soil geotextile composition cap and land use restrictions consisting of an Activity and Use Limitation (AUL) in the areas exhibiting the highest concentrations of contamination above the Upper Concentration Limits. Since contaminated soil was left in place, there are potential human health impacts related to exposure during future soil disturbance at the Site during construction related to the South Coast Rail Project.

There is no Wetland Resource Area located on the Site, but the proposed layover facility is within the 100-foot buffer zone of a jurisdictional wetland just north of the Site, along Wamsutta Street. Hydrologic Soil Group (HSG) data is not available from National Resources Conservation Service (NRCS) for this site.

The project is not located within the 100-year flood plain as shown on the FEMA Flood Insurance Rate Map, City of New Bedford, Massachusetts Bristol County, Community Panel Number 0393G dated July 16, 2014. This map is included in Figure 2. The proposed layover facility is located entirely within the coastal zone associated with New Bedford Inner Harbor but is not within the New Bedford/Fairhaven Designated Port Area (DPA).

Existing Drainage Conditions

The majority of the Site is currently situated on an engineered cap. The cap consists of an impermeable geotextile material that is covered with a layer of soil and crushed stone, which varies in depth from 1 to 3 feet. Vegetation has grown in a swath along the easternmost freight yard track that was left without the crushed stone layer. When it rains, water seeps into the crushed stone layer and pools above the cap to a depth just a few inches below the top of the crushed stone. Some water flows through the crushed stone and to the vegetated area, where water also pools. In peak storm events, water flows off the Site and into the municipal storm drain system which discharges into the stream to the north of the Site and ultimately to the harbor.

Proposed Drainage Conditions

The Project is a redevelopment of the Site, so as stated in Standard 7 of the Massachusetts Stormwater Standards, it is subject to Standards 2, 3, 4, 5, and 6 to the maximum extent practicable. The Site is subject to coastal storm flowage as defined in 310 CMR 10.04, so it is not subject Standard 2. An overview of planned drainage is provided. Runoff would be split between three drainage areas.

The northern part of the Site, including the access roads and the track sections, would drain into either one of two grass channels adjacent to the outermost tracks or be collect by catchbasins located between each of the center tracks. On the east and west side of the Site, two grass channels would direct runoff towards the northern side of the site to a HDPE pipe that runs to a main drainage trunkline. The stormwater flows through a reinforced concrete pipe to a water quality manhole. Finally, a concrete pipe connects the water quality manhole with the municipal drainage system in Wamsutta Street.

The stormwater for the southern part of the Site would be captured by a swale and perforated pipe adjacent to the outermost tracks The system has been designed to accommodate a future station platform and transition plaza drainage. Drip pans would be located in the track where locomotives will be stored overnight to collect higher potential pollution loads and channel any runoff into the closed drainage system. The drip pans first channel flow to an oil gas separator prior to combining flows from the drainage system into a single water quality manhole located on the southern side of the site. From the water quality manhole, the stormwater flows through a concrete pipe south to tie into the municipal system near proposed Whales Tooth Station parking area.

The Site has been designed with a comprehensive stormwater management system to the maximum extent practicable that has been developed in accordance with the Massachusetts Stormwater Standards.

Environmentally Sensitive and Low Impact Development (LID) Techniques

Low Impact Development (LID) techniques and stormwater Best Management Practices (BMPs) implemented into the site design include:

- Grass Channel: Runoff from portions of the proposed rail layover yard will be directed to grass channels which will discharge to the underground drainage system.

In general, stormwater runoff from all impervious surfaces in proposed conditions would receive some form of treatment for stormwater quality prior to discharge to the existing design points. Under existing conditions no such treatment is provided for stormwater runoff.

Figure 1: Site Locus Map

0 1000 2000 4000 Feet

Site Locus Map

Figure 1

August 2017

Figure 2: FEMA Map

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) Report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS Report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study Report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study Report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study Report for information on flood control structures for this jurisdiction.

Accredited Levee Notes to Users: Check with your local community to obtain more information, such as the estimated level of protection provided (which may exceed the 1-percent-annual-chance level) and Emergency Action Plan, or the levee system(s) shown as providing protection for areas on this panel. To mitigate flood risk in residual risk areas, property owners and residents are encouraged to consider flood insurance and floodproofing or other protective measures. For more information on flood insurance, interested parties should visit the FEMA Website at http://www.fema.gov/businessandjobindex.shtm.

The **projection** used in the preparation of this map was Massachusetts State Plane Mainland Zone (FIPS zone 2001). The **horizontal datum** was NAD83, GRS 1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit its website at http://www.ngs.noaa.gov.

Base Map information shown on this FIRM was derived from digital orthophotography. Base map files were provided in digital form by Massachusetts Geographic Information System (MassGIS). Ortho imagery was produced at a scale of 1:5,000. Aerial photography is dated April 2005.

The **profile baselines** depicted on this map represent the hydraulic modeling baselines that match the flood profiles in the FIS report. As a result of improved topographic data, this **profile baseline**, in some cases, may deviate significantly from the channel centerline or appear outside the SFHA.

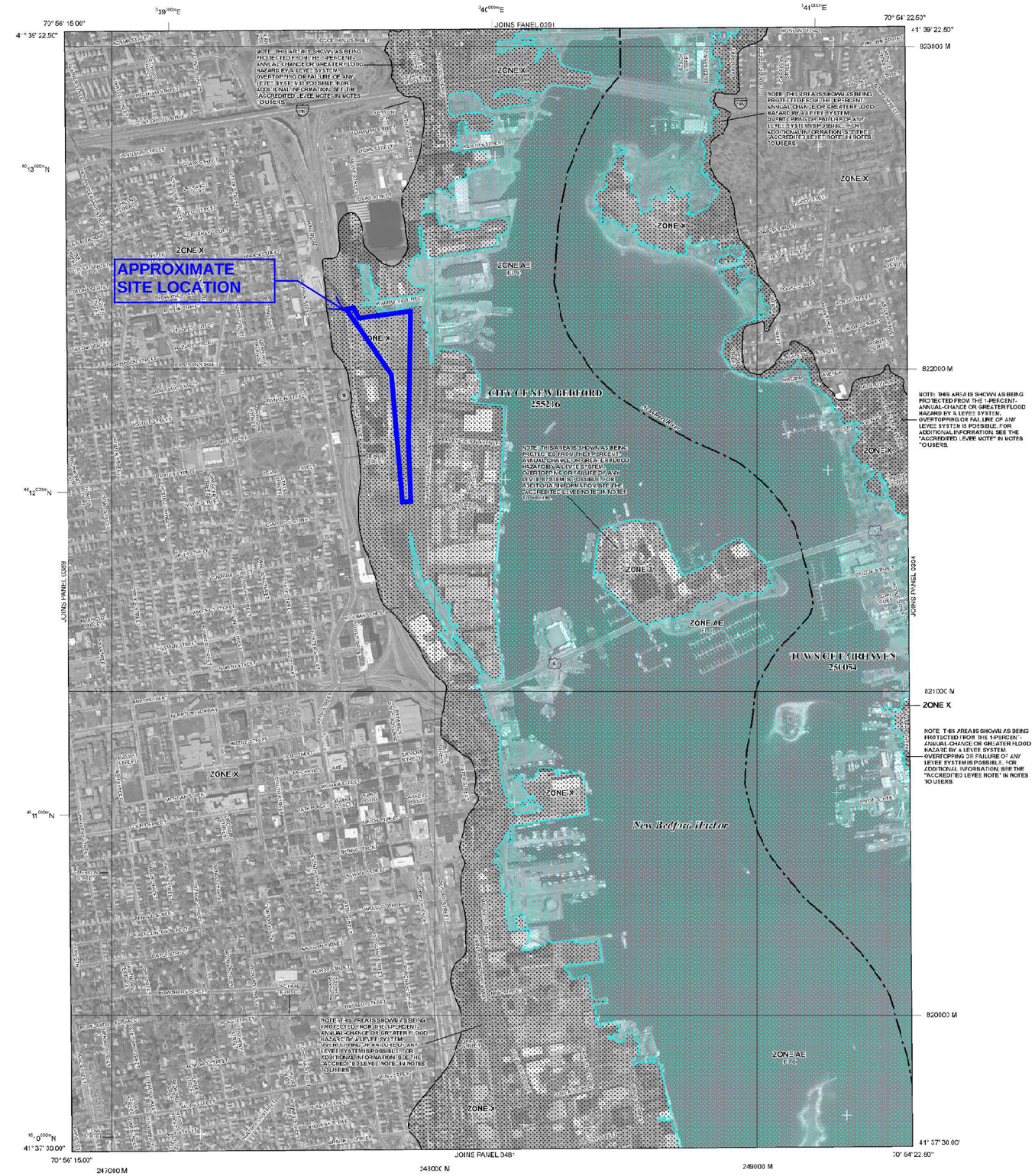
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables for multiple streams in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For information on available products associated with this FIRM visit the **Map Service Center (MSC)** website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map,** how to order products, or the National Flood Insurance Program in general, please call the **FEMA Map Information eXchange (FMIX)** at **1-877-FEMA-MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfp.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AR, AO, AH, A99, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	1% Annual Chance Floodplain Boundary
	0.2% Annual Chance Floodplain Boundary
	Floodway boundary
	Zone D boundary
	CBRS and OPA boundary
	Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities.
513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A	Cross section line
23 — 23	Transect line
97° 02' 08", 32° 22' 30"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) Western Hemisphere
4189000 M	1000-meter ticks: Massachusetts State Plane Mainland Zone (FIPS Zone 2001), Transverse Mercator projection
4589000 N	1000-meter Universal Transverse Mercator grid values, zone 19
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
M1.5	River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
July 7, 2009

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
July 16, 2014 - to reflect the accreditation of formerly provisionally accredited levees.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET
150 0 150 300 METERS

PANEL 0393G

FIRM

FLOOD INSURANCE RATE MAP

BRISTOL COUNTY, MASSACHUSETTS (ALL JURISDICTIONS)

PANEL 393 OF 550
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
FAIRHAVEN, TOWN OF	250054	0393	G
NEW BEDFORD, CITY OF	250216	0393	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
25005C0393G
MAP REVISED
JULY 16, 2014

Federal Emergency Management Agency

NFIP NATIONAL FLOOD INSURANCE PROGRAM

Regulatory Compliance

Massachusetts Department of Environmental Protection (DEP) - Stormwater Management Standards

As demonstrated below, the proposed Project fully complies with the DEP Stormwater Management Standards.

Standard 1: No New Untreated Discharges or Erosion to Wetlands

The Project has been designed to fully comply with Standard 1.

The Best Management Practices (BMPs) included in the proposed stormwater management system have been designed in accordance with the Massachusetts Stormwater Handbook. Supporting information and computations demonstrating that no new untreated discharges will result from the Project are presented through compliance with Standards 4 through 6.

Standard 2: Peak Rate Attenuation

The Project is requesting a Standard 2 waiver as it is located on land subject to coastal storm flowage.

Standard 3: Stormwater Recharge

The Project is seeking relief under Stormwater Management Standard 7 because the site is capped to isolate contaminated soils, and groundwater infiltration and recharge are not permitted. Therefore, zero recharge is the maximum extent practical for compliance with Standard 3.

Standard 4: Water Quality

The Project has been designed to fully comply with Standard 4.
The proposed stormwater management system implements a treatment train of BMPs that has been designed to provide 80% TSS removal of stormwater runoff from all proposed impervious surfaces.

Computations and supporting information, including the Long-Term Pollution Prevention Plan, are included in Appendix A and B.

Standard 5: Land Uses with Higher Potential Pollutant Loads (LUHPPLs)

The Project is considered a LUHPPL and therefore has been designed with suitable BMPs sized to treat the 1-inch Water Quality Volume. Proposed source controls and pollution prevention measures have been identified in the Long-Term Pollution Prevention Plan included in Appendix C.

Standard 6: Critical Areas

The Project will not discharge stormwater near or to a critical area.

Standard 7: Redevelopments and Other Projects Subject to the Standards only to the Maximum Extent Practicable

The Project is a redevelopment and has been designed to comply with Stormwater Management Standards 2-6 to the maximum extent practicable. Standards 8-10 have been met completely.

Standard 8: Construction Period Pollution Prevention and Erosion and Sedimentation Controls

The Project will disturb approximately 11 acres of land and is therefore required to obtain coverage under the Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) Construction General Permit. As required under this permit, a Stormwater Pollution Prevention Plan (SWPPP) will be developed and submitted before land disturbance begins. Recommended construction

period pollution prevention and erosion and sedimentation controls to be finalized in the SWPPP are included in Appendix B.

Standard 9: Operation and Maintenance Plan

In compliance with Standard 9, a Post Construction Stormwater Operation and Maintenance (O&M) Plan has been developed for the Project. The O&M Plan is included in Appendix C as part of the Long Term Pollution Prevention Plan.

Standard 10: Prohibition of Illicit Discharges

Sanitary sewer and storm drainage structures which were part of the previous development on this site are to be completely removed during the site redevelopment. The design plans submitted with this report have been designed in full compliance with current standards. The Long-Term Pollution Prevention Plan includes measures to prevent illicit discharges.

Appendix A
Standard 4 Computations and Supporting Information

Water Quality Volume Calculations

Project Name: **Wamsutta** Proj. No.: 12815.02
Layover Facility Date: 3/25/2016
Project Location: **New Bedford, MA** Calculated by: JIR

WQU 1

Total Impervious Area = 2.63 Acres

Required:				
	Runoff Depth to be Treated (in.)	Required Volume (c.f.)	Required Volume (gal)	
Water Quality Volume	1	9,547	71,416	
Provided:	See Attached Calculations			

WQU 2 (OGS)

Total Impervious Area = 750 SF

Required:				
	Rainfall Instensity (in/hr)	Duration (min)	Required Volume (gal)	
Water Quality Volume	4	5	156	Per Pan
			6	Pans
			935	
		Min Requirement	1500	

Provided: Detail Dimensions

L	W	D		
5	10	4.1	205	1,534

WQU 3

Total Impervious Area = 0.32 Acres

Required:			
	Runoff Depth to be Treated (in.)	Required Volume (c.f.)	Required Volume (gal)
Water Quality Volume	1	1,162	8,689
Provided:	See Attached Calculations		

Brief Stormceptor Sizing Report - WQU 1

Project Information & Location			
Project Name	Wamsutta	**Project Number**	668
City		**State/ Province**	Massachusetts
Country	United States of America	**Date**	3/25/2016
Designer Information		**EOR Information (optional)**	
Name	Jon Ralphs	**Name**	
Company	VHB	**Company**	
Phone #	617-607-1591	**Phone #**	
Email	jralphs@vhb.com	**Email**	

Stormwater Treatment Recommendation

The recommended Stormceptor Model(s) which achieve or exceed the user defined water quality objective for each site within the project are listed in the below Sizing Summary table.

Site Name	WQU 1
Target TSS Removal (%)	80
TSS Removal (%) Provided	
Recommended Stormceptor Model	STC 4800

The recommended Stormceptor Model achieves the water quality objectives based on the selected inputs, historical rainfall records and selected practicle size distribution.

Stormceptor Sizing Summary	
Stormceptor Model	**% TSS Removal Provided**
STC 450i	62
STC 900	73
STC 1200	73
STC 1800	73
STC 2400	78
STC 3600	79
STC 4800	82
STC 6000	83
STC 7200	85
STC 11000	88
STC 13000	89
STC 16000	90
Stormceptor MAX	Custom

Sizing Details

Drainage Area	
Total Area (acres)	2.63
Imperviousness %	100.0

Rainfall	
Station Name	HYANNIS
State/Province	Massachusetts
Station ID #	3821
Years of Records	14
Latitude	41°24'0"N
Longitude	70°10'47"W

Water Quality Objective	
TSS Removal (%)	80.0
Runoff Volume Capture (%)	
Oil Spill Capture Volume (Gal)	
Peak Conveyed Flow Rate (CFS)	
Water Quality Flow Rate (CFS)	

Up Stream Storage	
Storage (ac-ft)	Discharge (cfs)
0.000	0.000

Up Stream Flow Diversion	
Max. Flow to Stormceptor (cfs)	

Particle Size Distribution (PSD)
The selected PSD defines TSS removal
Fine Distribution

Particle Diameter (microns)	Distribution %	Specific Gravity
20.0	20.0	1.30
60.0	20.0	1.80
150.0	20.0	2.20
400.0	20.0	2.65
2000.0	20.0	2.65

Notes

• Stormceptor performance estimates are based on simulations using PCSWMM for Stormceptor, which uses the EPA Rainfall and Runoff modules.
• Design estimates listed are only representative of specific project requirements based on total suspended solids (TSS) removal defined by the selected PSD, and based on stable site conditions only, after construction is completed.
• For submerged applications or sites specific to spill control, please contact your local Stormceptor representative for further design assistance.

For Stormceptor Specifications and Drawings Please Visit:
http://www.imbriumsystems.com/technical-specifications

Brief Stormceptor Sizing Report - WQU 3

Project Information & Location			
Project Name	Wamsutta	**Project Number**	668
City		**State/ Province**	Massachusetts
Country	United States of America	**Date**	3/25/2016
Designer Information		**EOR Information (optional)**	
Name	Jon Ralphs	**Name**	
Company	VHB	**Company**	
Phone #	617-607-1591	**Phone #**	
Email	jralphs@vhb.com	**Email**	

Stormwater Treatment Recommendation

The recommended Stormceptor Model(s) which achieve or exceed the user defined water quality objective for each site within the project are listed in the below Sizing Summary table.

Site Name	WQU 3
Target TSS Removal (%)	80
TSS Removal (%) Provided	
Recommended Stormceptor Model	STC 450i

The recommended Stormceptor Model achieves the water quality objectives based on the selected inputs, historical rainfall records and selected practicle size distribution.

Stormceptor Sizing Summary	
Stormceptor Model	**% TSS Removal Provided**
STC 450i	81
STC 900	86
STC 1200	86
STC 1800	86
STC 2400	88
STC 3600	88
STC 4800	90
STC 6000	90
STC 7200	92
STC 11000	94
STC 13000	94
STC 16000	95
Stormceptor MAX	Custom

Sizing Details

Drainage Area	
Total Area (acres)	0.32
Imperviousness %	100.0

Rainfall	
Station Name	HYANNIS
State/Province	Massachusetts
Station ID #	3821
Years of Records	14
Latitude	41°24'0"N
Longitude	70°10'47"W

Water Quality Objective	
TSS Removal (%)	80.0
Runoff Volume Capture (%)	
Oil Spill Capture Volume (Gal)	
Peak Conveyed Flow Rate (CFS)	
Water Quality Flow Rate (CFS)	

Up Stream Storage	
Storage (ac-ft)	Discharge (cfs)
0.000	0.000

Up Stream Flow Diversion	
Max. Flow to Stormceptor (cfs)	

Particle Size Distribution (PSD)
The selected PSD defines TSS removal
Fine Distribution

Particle Diameter (microns)	Distribution %	Specific Gravity
20.0	20.0	1.30
60.0	20.0	1.80
150.0	20.0	2.20
400.0	20.0	2.65
2000.0	20.0	2.65

Notes

• Stormceptor performance estimates are based on simulations using PCSWMM for Stormceptor, which uses the EPA Rainfall and Runoff modules.
• Design estimates listed are only representative of specific project requirements based on total suspended solids (TSS) removal defined by the selected PSD, and based on stable site conditions only, after construction is completed.
• For submerged applications or sites specific to spill control, please contact your local Stormceptor representative for further design assistance.

For Stormceptor Specifications and Drawings Please Visit:
http://www.imbriumsystems.com/technical-specifications

Appendix B
Standard 8 Supporting Information

Erosion and Sedimentation Control Measures

The following erosion and sedimentation controls are for use during the earthwork and construction phases of the project. The following controls are provided as recommendations for the site contractor and do not constitute or replace the final Stormwater Pollution Prevention Plan that must be fully implemented by the Contractor and owner in Compliance with EPA NPDES regulations.

Hay Bale Barriers

Hay bale barriers will be placed to trap sediment transported by runoff before it reaches the drainage system or leaves the construction site. Bales will be set at least four inches into the existing ground to minimize undercutting by runoff.

Silt Fencing

In areas where high runoff velocities or high sediment loads are expected, hay bale barriers will be backed up with silt fencing. This semi-permeable barrier made of a synthetic porous fabric will provide additional protection. The silt fences and hay bale barrier will be replaced as determined by periodic field inspections.

Catch Basin Protection

Newly constructed and existing catch basins will be protected with hay bale barriers (where appropriate) or silt sacks throughout construction.

Gravel and Construction Entrance/Exit

A temporary crushed-stone construction entrance/exit will be constructed. A cross slope will be placed in the entrance to direct runoff to a protected catch basin inlet or settling area. If deemed necessary after construction begins, a wash pad may be included to wash off vehicle wheels before leaving the project site.

Diversion Channels

Diversion channels will be used to collect runoff from construction areas and discharge to either sedimentation basins or protected catch basin inlets.

Vegetative Slope Stabilization

Stabilization of open soil surfaces will be implemented within 14 days after grading or construction activities have temporarily or permanently ceased, unless there is sufficient snow cover to prohibit implementation. Vegetative slope stabilization will be used to minimize erosion on slopes of 3:1 or flatter. Annual grasses, such as annual rye, will be used to ensure rapid germination and production of root mass. Permanent stabilization will be completed with the planting of perennial grasses or legumes. Establishment of temporary and permanent vegetative cover may be established by hydro-seeding or sodding. A suitable topsoil, good seedbed preparation, and adequate lime, fertilizer and water will be provided for effective establishment of these vegetative stabilization methods. Mulch will also be used after permanent seeding to protect soil from the impact of falling rain and to increase the capacity of the soil to absorb water.

Maintenance

- The contractor or subcontractor will be responsible for implementing each control shown on the Sedimentation and Erosion Control Plan. In accordance with EPA regulations, the contractor must sign a copy of a certification to verify that a plan has been prepared and that permit regulations are understood.
- The on-site contractor will inspect all sediment and erosion control structures periodically and after each rainfall event. Records of the inspections will be prepared and maintained on-site by the contractor.
- Silt shall be removed from behind barriers if greater than 6-inches deep or as needed.
- Damaged or deteriorated items will be repaired immediately after identification.
- The underside of hay bales should be kept in close contact with the earth and reset as necessary.
- Sediment that is collected in structures shall be disposed of properly and covered if stored on-site.

- Erosion control structures shall remain in place until all disturbed earth has been securely stabilized. After removal of structures, disturbed areas shall be regraded and stabilized as necessary.

The sedimentation and erosion control plan is included in project plan set; a reduced version and Erosion Control Maintenance checklist is included here for quick reference.

Appendix C
Standard 9 Supporting Information

Long-Term Pollution Prevention Plan

This Long-Term Pollution Prevention Plan has been developed to establish site management practices that improve the quality of stormwater discharges from the Project.

Pollutant Control Approach

Maintenance of Pavement Systems

Standard Asphalt Pavement

Regular maintenance of pavement surfaces will prevent pollutants such as oil and grease, trash, and sediments from entering the stormwater management system. The following practices should be performed:

- Sweep or vacuum asphalt pavement areas [semi-annually, annually, monthly, etc.] with a commercial cleaning unit and dispose of removed material.
- Check loading docks and dumpster areas frequently for spillage and/or pavement staining and clean as necessary
- Routinely pick up and remove litter from the parking areas, islands, and perimeter landscaping.

Management of Snow and Ice

Storage and Disposal

Snow shall be stockpiled on standard pavement surfaces so sand and salt may be swept in the spring or removed as snow melts and drains through the stormwater management system. Recommended locations for snow storage are shown on the attached Snow Storage Plan. Key practices for the safe storage and disposal of snow include:

- Under no circumstances shall snow be disposed or stored in wetland resource areas.
- Under no circumstances shall snow be disposed or stored in stormwater basins, ponds, rain gardens, swales, channels, or trenches.
- Do not stockpile snow on permeable pavement surfaces. Sand and grit in snow will clog pavement.
- Plow parking areas paved with permeable asphalt pavement carefully. Plow blades should be set approximately 1" higher than usual to avoid scarring the pavement and loosening material that could potentially clog surface pores.
- Do not apply abrasives such as sand or grit on or adjacent to permeable asphalt pavement.
- Monitor application rates of deicing materials on permeable pavement areas and reduce application rate accordingly. Permeable pavements tend to require less deicer per unit area because the water is not required to remain liquid over the entire parking surface area before discharge.
- Do not apply abrasives such as sand or grit on or adjacent to permeable pavers.
- Avoid plowing of areas with permeable pavers.

Snow Management

No snow will be placed in, or directly adjacent to wetland resource areas. As much as possible snow will be allowed to melt on pavement where debris and sand may be deposited and swept up for disposal. Snow melt will enter the stormwater management system where it will receive proper treatment.

Spill Prevention and Response Plan

Spill prevention equipment and training will be provided by the property management company

Initial Notification

In the event of a spill the facility and/or construction manager or supervisor will be notified immediately.

FACILITY MANAGER

Name: _____ Home Phone: _____
Phone: _____ E-mail: _____

CONSTRUCTION MANAGER

Name: _____ Home Phone: _____
Phone: _____ E-mail: _____

The supervisor will first contact the Fire Department and then notify the Police Department, the Public Health Commission and the Conservation Commission. The Fire Department is ultimately responsible for matters of public health and safety and should be notified immediately.

Further Notification

The Massachusetts Department of Environmental Protection (DEP)/ and the EPA may be notified depending upon the nature and severity of the spill. The Fire Chief will be responsible for determining the level of cleanup and notification required. The attached list of emergency phone numbers shall be posted in the main construction/facility office and readily accessible to all employees. A hazardous waste spill report shall be completed as necessary using the attached form.

Emergency Notification Phone Numbers

1. FACILITY MANAGER

Name: _____ Home Phone: _____

Phone: _____ E-mail: _____

ALTERENATE

Name: _____ Home Phone: _____

Phone: _____ E-mail: _____

2. FIRE DEPARTMENT

Emergency: **911**

Business: _____

POLICE DEPARTMENT

Emergency: **911**

Business: _____

3. CLEANUP CONTRACTOR:

Address: _____

Phone: _____

4. MASSACHUSETTS DEPARTMENT OF ENVIRONMENTAL PROTECTION

Emergency: _____

Northeast Region – Woburn Office: _____

5. NATIONAL RESPONSE CENTER

Phone: (800) 424-8802

ALTERNATE: U.S. ENVIRONMENTAL PROTECTION AGENCY

Emergency: _____

Business: _____

6. CONSERVATION COMMISSION

Contact: _____

Phone: _____

BOARD OF HEALTH

Contact: _____

Phone: _____

Hazardous Waste / Oil Spill Report

Date _____ Time _____ AM / PM

Exact location (Transformer #) _____

Type of equipment _____ Make _____ Size _____

S / N _____ Weather Conditions _____

On or near Water ☐ Yes If Yes, name of body of Water _____

☐ No

Type of chemical/oil spilled _____

Amount of chemical/oil spilled _____

Cause of Spill _____

Measures taken to contain or clean up spill _____

Amount of chemical/oil recovered _____ Method _____

Material collected as a result of cleanup:

_____ Drums containing _____

_____ Drums containing _____

_____ Drums containing _____

Location and method of debris disposal

_____

Name and address of any person, firm, or corporation suffering damages:

_____

Procedures, method, and precautions instituted to prevent a similar occurrence from recurring:

_____

Spill reported to General Office by _____ Time _____ AM / PM

Spill reported to DEP / National Response Center by _____

DEP Date _____ Time _____ AM / PM Inspector _____

NRC Date _____ Time _____ AM / PM Inspector _____

Additional comments: _____

Assessment - Initial Containment

The supervisor or manager will assess the incident and initiate containment control measures with the appropriate spill containment equipment included in the spill kit kept on-site. A list of recommended spill equipment to be kept on site is included on the following page.

Fire / Police Department	911
Municipality Health Department	
Municipality Conservation Commission:	

Emergency Response Equipment

The following equipment and materials shall be maintained at all times and stored in a secure area for long-term emergency response need.

Supplies		***Recommended Suppliers***
SORBENT PILLOWS/"PIGS"	**2**	http://www.newpig.com
SORBENT BOOM/SOCK	**25 FEET**	Item # KIT276 — mobile container with two pigs, 26 feet of sock, 50 pads, and five pounds of absorbent (or equivalent)
SORBENT PADS	**50**	
LITE-DRI® ABSORBENT	**5**	
POUNDS		http://www.forestry-suppliers.com
SHOVEL	**1**	Item # 43210 — Manhole cover pick (or equivalent)
PRY BAR	**1**	
GOGGLES	**1 PAIR**	Item # 33934 — Shovel (or equivalent)
GLOVES – HEAVY	**1 PAIR**	Item # 90926 — Gloves (or equivalent)
		Item # 23334 — Goggles (or equivalent)

Stormwater Operation and Maintenance Plan

Project Information

Site

Wamsutta Layover Facility
Intersection of Wamsutta St and Herman Melville Blvd.
New Bedford, Massachusetts

Owner

Massachusetts Department of Transportation
10 Park Plaza
Boston, Massachusetts

Site Supervisor

Site Manager Name
Site Manager Address
Site Manager City, State Zip
Site Manager Phone Number

Name: _____

Telephone: _____

Cell phone: _____

Email: _____

Description of Stormwater Maintenance Measures

The following Operation and Maintenance (O&M) program is proposed to ensure the continued effectiveness of the stormwater management system. Attached to this plan are a Stormwater Best Management Practices Checklist and Maintenance Figure for use during the long term operation and maintenance of the stormwater management system.

Catch Basins

- All catch basins shall be inspected and cleaned a minimum of at least once per year.
- Sediment (if more than six inches deep) and/or floatable pollutants shall be pumped from the basin and disposed of at an approved offsite facility in accordance with all applicable regulations.
- Any structural damage or other indication of malfunction will be reported to the site manager and repaired as necessary
- During colder periods, the catch basin grates must be kept free of snow and ice.
- During warmer periods, the catch basin grates must be kept free of leaves, litter, sand, and debris.

Structural Water Quality Devices

- Check specific manufacturer instructions on O&M requirements and methodology. Section 12 of the manufacturer's technical manual describes the maintenance requirements of the water quality units (see below).
- Inspect devices monthly for the first three months after construction.
- After initial three month period, all water quality units are to be inspected at least four times per year and cleaned a minimum of at least once per year or when sediment reaches 8" in depth.
- Follow manufacturer instructions for inspection and cleaning and contact manufacturer if system is malfunctioning (See Section 12 of the manufacturer's technical manual below).

Roof Drain Leaders

- Perform routine roof inspections quarterly.
- Keep roofs clean and free of debris.
- Keep roof drainage systems clear.
- Keep roof access limited to authorized personnel.
- Clean inlets draining to the subsurface bed twice per year as necessary.

11. Stormceptor Construction Sequence

The concrete Stormceptor is installed in sections in the following sequence:

1. Aggregate base
2. Base slab
3. Lower chamber sections
4. Upper chamber section with fiberglass insert
5. Connect inlet and outlet pipes
6. Assembly of fiberglass insert components (drop tee, riser pipe, oil cleanout port and orifice plate
7. Remainder of upper chamber
8. Frame and access cover

The precast base should be placed level at the specified grade. The entire base should be in contact with the underlying compacted granular material. Subsequent sections, complete with joint seals, should be installed in accordance with the precast concrete manufacturer's recommendations.

Adjustment of the Stormceptor can be performed by lifting the upper sections free of the excavated area, re-leveling the base and re-installing the sections. Damaged sections and gaskets should be repaired or replaced as necessary. Once the Stormceptor has been constructed, any lift holes must be plugged with mortar.

12. Maintenance

12.1. Health and Safety

The Stormceptor System has been designed considering safety first. It is recommended that confined space entry protocols be followed if entry to the unit is required. In addition, the fiberglass insert has the following health and safety features:

- Designed to withstand the weight of personnel
- A safety grate is located over the 24 inch (600 mm) riser pipe opening
- Ladder rungs can be provided for entry into the unit, if required

12.2. Maintenance Procedures

Maintenance of the Stormceptor system is performed using vacuum trucks. No entry into the unit is required for maintenance (in most cases). The vacuum service industry is a well-established sector of the service industry that cleans underground tanks, sewers and catch basins. Costs to clean a Stormceptor will vary based on the size of unit and transportation distances.

The need for maintenance can be determined easily by inspecting the unit from the surface. The depth of oil in the unit can be determined by inserting a dipstick in the oil inspection/cleanout port.

Similarly, the depth of sediment can be measured from the surface without entry into the Stormceptor via a dipstick tube equipped with a ball valve. This tube would be inserted through the riser pipe. Maintenance should be performed once the sediment depth exceeds the guideline values provided in the Table 4.

Table 4. Sediment Depths indicating required servicing.

Sediment Depths Indicating Required Servicing *	
Model	Sediment Depth inches (mm)
450i	8 (200)
900	8 (200)
1200	10 (250)
1800	15 (381)
2400	12 (300)
3600	17 (430)
4800	15 (380)
6000	18 (460)
7200	15 (381)
11000	17 (380)
13000	20 (500)
16000	17 (380)
* based on 15% of the Stormceptor unit's total storage	

Although annual servicing is recommended, the frequency of maintenance may need to be increased or reduced based on local conditions (i.e. if the unit is filling up with sediment more quickly than projected, maintenance may be required semi-annually; conversely once the site has stabilized maintenance may only be required every two or three years).

Oil is removed through the oil inspection/cleanout port and sediment is removed through the riser pipe. Alternatively oil could be removed from the 24 inches (600 mm) opening if water is removed from the lower chamber to lower the oil level below the drop pipes.

The following procedures should be taken when cleaning out Stormceptor:

1. Check for oil through the oil cleanout port
2. Remove any oil separately using a small portable pump
3. Decant the water from the unit to the sanitary sewer, if permitted by the local regulating authority, or into a separate containment tank
4. Remove the sludge from the bottom of the unit using the vacuum truck
5. Re-fill Stormceptor with water where required by the local jurisdiction

12.3. Submerged Stormceptor

Careful attention should be paid to maintenance of the Submerged Stormceptor System. In cases where the storm drain system is submerged, there is a requirement to plug both the inlet and outlet pipes to economically clean out the unit.

12.4. Hydrocarbon Spills

The Stormceptor is often installed in areas where the potential for spills is great. The Stormceptor System should be cleaned immediately after a spill occurs by a licensed liquid waste hauler.

12.5. Disposal

Requirements for the disposal of material from the Stormceptor System are similar to that of any other stormwater Best Management Practice (BMP) where permitted. Disposal options for the sediment may range from disposal in a sanitary trunk sewer upstream of a sewage treatment plant, to disposal in a sanitary landfill site. Petroleum waste products collected in the Stormceptor (free oil/chemical/fuel spills) should be removed by a licensed waste management company.

12.6. Oil Sheens

With a steady influx of water with high concentrations of oil, a sheen may be noticeable at the Stormceptor outlet. This may occur because a rainbow or sheen can be seen at very small oil concentrations (<10 mg/L). Stormceptor will remove over 98% of all free oil spills from storm sewer systems for dry weather or frequently occurring runoff events.

The appearance of a sheen at the outlet with high influent oil concentrations does not mean the unit is not working to this level of removal. In addition, if the influent oil is emulsified the Stormceptor will not be able to remove it. The Stormceptor is designed for free oil removal and not emulsified conditions.