



The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

DEVAL L. PATRICK
GOVERNOR

TIMOTHY P. MURRAY
LIEUTENANT GOVERNOR

IAN A. BOWLES
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
<http://www.mass.gov/envir>

January 9, 2008

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
THIRD NOTICE OF PROJECT CHANGE

PROJECT NAME : Payne's Crossing (formerly Fly Ash Landfill
Redevelopment)
PROJECT MUNICIPALITY : Freetown
PROJECT WATERSHED : Taunton
EOEA NUMBER : 1982
PROJECT PROPONENT : K.R. Rezendes, Inc.
DATE NOTICED IN MONITOR : December 10, 2007

Pursuant to the Massachusetts Environmental Policy Act (G. L., c. 30, ss. 61-62H) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I determine that this third Notice of Project Change (NPC 3) submitted for this project and hereby determine that it continues to require the preparation of a Second Supplemental Final Environmental Impact Report (Second Supplemental Final Environmental Impact Report (SSFEIR)).

The Secretary's Certificate on the Supplemental Final EIR (September 14, 2007) required the proponent to respond to the comments received on the Supplemental FEIR, particularly to the comments received from MassHighway, the Freetown Police Department, and others regarding the Payne's Crossing project's traffic impacts and proposed traffic mitigation commitments, stormwater management and impacts to rare species. According to the comments received from MassHighway, the proponent's traffic impact analysis and proposed traffic mitigation commitments requires additional information to satisfactorily demonstrate that the proponent's proposed traffic mitigation commitments are adequate to support the Payne's Crossing project as currently proposed. The SSFEIR must demonstrate that the traffic mitigation plan can accommodate the daily and peak traffic impacts associated with the project, as currently proposed. The SSFEIR must also demonstrate that the stormwater management plan can accommodate the project's stormwater flows to avoid impacts to wetland resource areas located within and adjacent to the project site.

MEPA History

The project was the subject of Draft and Final EIR in 1976 for the landfilling of approximately 800 tons per day (tpd) of coal fly ash on a 35-acre portion of a 60.2-acre former sand and gravel mining site located off Route 79A (South Main Street) in Freetown. The daily tonnage of coal fly ash received at the site was increased to 1,500 tpd in 1994. The project site is bordered by Route 24, the Assonet River, Payne's Cove and South Main Street. The proponent also proposed to develop an industrial park within the project site comprised of the former sand and gravel and completed fly ash landfill containing approximately 3.7 million square feet (sf) of light manufacturing and commercial space. The business park was not constructed.

Notice of Project Change

A Notice of Project Change (NPC 1) was filed with the MEPA Office in March 2005 and described the addition of 19.9 acres to the project site (80.5 acres total) and a reduced mixed-use development (105,000 sf total) consisting of five commercial development lots with a sales and service center for recreational vehicles, a campground, a bank and offices, a retail center, and a restaurant. The additional 19.9 acre acreage is located between South Main Street and the fly ash landfill. The NPC submittal also contained the proponent's request for a Phase I Waiver to construct the recreational vehicle sales and service center prior to the completion of the Supplemental EIR for the project. On May 20, 2005 a Secretary's Certificate was issued for the NPC submittal and required the proponent to prepare an EIR for the proposed mixed use project. A Record of Decision (ROD) granting the proponent's Phase I Waiver Request was issued on May 20, 2005.

A second Notice of Project Change (NPC 2) was filed with the MEPA Office in September 26, 2006. As described in the NPC 2nd submittal, the project involved the phased development (Phase I, Phase II) of approximately 451,700 sf of mixed-use commercial office and retail space with a bank and restaurant. The project site has been expanded with the addition of 0.88 acres of land area (81.38 acres total) to provide for increased separation between the project site's proposed site drive and the Route 24 southbound exit ramp (Exit 9). The additional acreage is located between South Main Street and the fly ash landfill. Phase I construction activities will include completion of the closure process for the fly ash landfill, construction of internal roadways, utilities and stormwater management infrastructure. Phase II will include the construction of the proposed mixed-use commercial and retail space, and approximately 1,980 surface parking spaces. On October 26, 2006 a Secretary's Certificate was issued for the NPC 2nd submittal and required the proponent to prepare a Supplemental Draft and Final EIR (Supplemental DEIR, Supplemental FEIR) for the proposed mixed use project.

On February 6, 2007, the proponent filed a Supplemental DEIR with the MEPA Office. On April 13, 2007, a Secretary's Certificate was issued for the Supplemental DEIR and found that the Supplemental DEIR adequately and properly complied with the Massachusetts Environmental Policy Act (M.G.L. c. 30, ss. 61-62H) and with its implementing regulations.

The Secretary's Certificate required the proponent to provide additional information in the Supplemental FEIR pertaining to traffic, wetlands, rare species, and mitigation. On August 8, 2007, the proponent filed a Supplemental FEIR with the MEPA Office. A Secretary's Certificate was issued for the Supplemental FEIR On September 14, 2007 and found that the SFEIR did not successfully demonstrate that the proponent's proposed traffic mitigation commitments were adequate to support Phase I and Phase II (the full-build project) of the Payne's Crossing project. The Secretary's Certificate required the proponent to prepare a Second Supplemental FEIR (SSFEIR) for the proposed mixed use project to provide additional information and pertaining to the Payne's Crossing project's traffic impacts and proposed traffic mitigation.

Third Notice of Project Change

According to the information provided in this NPC (NPC3) submittal, the mixed use commercial/retail development project has been revised and reduced through the elimination of the previously proposed Phase II development plan consisting of 80,690 sf of building footprint, 340 surface parking spaces. As currently proposed, the Payne's Crossing retail development project involves the construction of a 167,000 square foot (sf) home improvement warehouse store, a 195,000 sf discount superstore, a 15,000 sf retail building, approximately 1,534 surface parking spaces, internal roadways, and associated utilities and stormwater management infrastructure including two stormwater detention basins, and off-site traffic mitigation roadway improvements. The project also includes the completion of the closure process for the inactive coal fly ash landfill.

MEPA Jurisdiction

The project as currently proposed requires preparation of an Supplemental EIR pursuant to sections 11.03 (1)(a)2, 11.03 (6)(a)6, and (6)(a)7 of the MEPA regulations because the project requires state permits and will involve the creation of more than 10 acres (approximately 37 acres total) of new impervious surfaces, generate more than 3,000 new vehicle trips per day (approximately 15,872 total) and result in the construction of 1,000 or more new parking spaces (1,534 spaces total), respectively. The project will require a Highway Access Permit from the Massachusetts Highway Department (MassHighway), and a Post-Closure Use Permit and Sewer Extension Permit from the Massachusetts Department of Environmental Protection (MassDEP). The project will require an Order of Conditions from the Freetown Conservation Commission (and hence a Superseding Order from MassDEP if the local Order were appealed). The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site of over one acre. An air quality mesoscale analysis for ozone will be needed for this project to assess the total volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions associated with all project-related vehicle trips.

REVIEW OF THIRD NPC

Land Alteration

The proposed project change will result in a reduction in land alteration and increases in undeveloped upland areas. If the project should result in additional land alteration, or otherwise undergoes any material change during or after the permitting process, I remind the proponent to file another timely NPC. I strongly encourage the proponent to work with the Town of Freetown to develop a CR for the project site that would ensure permanent protection of open spaces, avoid future impacts from property maintenance and residential activities, and enhance the project's overall aesthetic value.

Wetlands

The project site contains bordering vegetated wetlands (BVW, approximately 9.7-acres), Riverfront Area and 100-year flood plain located along the western and northern shoreline boundaries to Payne's Cove (Assonet River), and Assonet Bay. As described by the proponent, prior coal ash landfill construction and operation activities included the construction of service roadways and a stormwater management detention basin (Detention Basin 1) that resulted in a small amount of alteration to BVW and Riverfront Area. As depicted in the site plan included in the NPC submittal, the reduced build project will not impact BVW resources. The project will impact approximately 30,000 sf of wetland buffer and approximately 5.5 acres of flood plain to accommodate internal roadways, stormwater management infrastructure and surface parking. As noted elsewhere in this Certificate, the project will require an Order of Conditions from the Freetown Conservation Commission.

Rare Species

The proponent conducted a habitat assessment of the project site and identified suitable nesting, aestivation and foraging habitats for the Diamondback Terrapin (*Malaclemys terrapin*), a state protected threatened species, along gravely and sandy portions of the project site's northern shoreline, and in salt marsh areas located along portions of the project site's southwest shoreline. In order to avoid a "take" of state listed rare species, and the need for a MESA permit, the proponent has committed to a number of project design, construction, and management conditions for the previously proposed full-build project (Phases I and II) that NHESP determined are critically important to the long term protection of the Diamondback Terrapin and to avoid a take of the Diamondback Terrapin:

- The construction of a 4' tall fence along the northern portions of the 81.38-acre project site to protect the nesting habitat and minimize risk to the species;
- The implementation of the NHESP Operation and Maintenance Plan (June 22, 2007) including trash and snow removal, fence and plant screening maintenance and stormwater detention basin maintenance;
- Installation of Arborvitae planting screen along the project site's southwestern shoreline; and,

- Submission to NHESP of a final report on baseline Diamondback Terrapin nesting and mating aggregation surveys prior to project construction.

In their comments on the NPC submittal, NHESP has indicated that the currently proposed reduced-build project will need to be further reviewed by NHESP to identify any additional conditions or revisions to existing conditions that may be required.

Drinking Water

The project's potable water supply demand (approximately 32,000 gpd) will be served by the Freetown Water Commission which receives its water supply from the City of Fall River Municipal Water Supply System. Under an existing Water Management Act Registration, the City of Fall River is authorized to withdrawal 14.59 million gallons per day (MGD). According to the proponent, the Fall River Office of Economic Development has identified sufficient potable water capacity in the City's Municipal Water Supply System to accommodate the previously proposed project's water supply demand (36,000 gpd).

Wastewater

The mixed-use development project's estimated wastewater flows (approximately 32,000 gpd) will be conveyed through the Town of Freetown's sewer collection system, via the proponent's new on-site sewer pump station, and connection to a new 10" sewer main extension within the South Main Street (Route 79) right-of-way, to be constructed by others, to the Fall River Wastewater Treatment Facility (Fall River WWTF). The proponent has proposed to construct a 4" pressure sewer line (2,272 lf total) from the Payne's Crossing project site north to a new Ridge Hill Road sewer pump station to be constructed by the proponent for the Campanelli Business Park of Freetown project (EOEA #13895). As described by the proponent, the proponent for the Campanelli Business Park has committed to construct a 1.75 mile extension of a 10" municipal sewer line, from the City of Fall River municipal boundary at 136 South Main Street, northward within the South Main Street (Route 79) right-of-way, past the Payne's Crossing project site, to a proposed new sewer pump station to be located at Ridge Hill Road. The proposed South Main Street sewer extension and the Ridge Hill Road sewer pump station have been designed to provide additional capacity to the Town of Freetown's sewer collection system, and will accommodate the Payne's Crossing wastewater flows along with the combined estimated wastewater flows (approximately 724,000 gpd) associated with a number of proposed developments and developable parcels located along South Main Street including the Campanelli Business Park, Campanelli Drive, Ridge Hill Road, Narrows Road, Copicut Road, and Assonet Village in Freetown. I note that in the event the Campanelli Business Park project does not move forward with construction of the sewer main extension, the Payne's Crossing proponent has committed to construct a 4" pressure sewer main (6,050 lf total) from the Payne's Crossing project site south to 136 South Main Street and the City of Fall River's municipal sewer line.

Stormwater and Solid Waste Management

The Payne's Crossing project as currently designed will create approximately 37 acres of new impervious surface area. As described in the NPC 3 document, the project's stormwater management plan has been revised and designed to be consistent with this MassDEP's Stormwater Management Policy's standards for water quality, recharge to groundwater, and peak runoff impacts. The proponent's stormwater management plan incorporates Best Management Practices (BMPs) including: hooded deep sump catch basins, water quality inlets, oil and water separators sediment forebays and a total of two stormwater detention basins (North Basin, South Basin).

The project site is the location of the former K.R. Rezendes, Inc. coal fly ash landfill. The landfill operated under applicable MassDEP permits until around 2002, when it ceased accepting and disposing of coal ash. To date, the proponent has capped approximately 80% of the landfill area in accordance with previously approved landfill design plans. Most of the remaining 20% of uncapped landfill will be brought to grade with clean fill as part of the proposed Payne's Crossing project construction. As described by the proponent, a small amount of former landfill area will be made available for the potential need to relocate fly ash material generated during project construction. The project's new buildings and impervious surface parking areas will provide additional barriers to further isolate the coal ash and eliminate possible exposure pathways. The proponent has proposed to incorporate the use of Controlled Modulus Column (CMC) technology to provide needed ground stabilization and load carrying capacity for the project with minimal amount of coal ash displacement and disturbance.

I note that according to MassDEP, the proposed post-closure use project is permissible, but must comply with MassDEP's permitting requirements before it can issue the proponent a Major Post-Closure Use Permit (BWP SW 36) pursuant to 310 CMR 19.142. The proponent will need to demonstrate to MassDEP the completion of a number of assessments, studies and design plans as part of MassDEP's Post-Closure Use Permit application review process including:

- completion and certification of the landfill's capping system in accordance with previously approved landfill design plans;
- completion of a Qualitative Risk Assessment and a Quantitative Risk Assessment in accordance with MassDEP's Landfill Technical Guidance Manual May 1997;
- completion of Land Fill Design Plans containing detailed information pertaining to the proposed post-closure use's geo-technical stability, stormwater management Best Management Practices (BMPs), utilities installation, and compliance with the Wetlands Protection Act; and,
- completion of a Traffic Study demonstrating that the proposed project development will not result in an adverse affect to vehicular and pedestrian traffic in the project area.

Traffic Generation and Mitigation

According to MassHighway, the NPC 3 submittal included a traffic study that appears to conform to the EOEA/EOTC Guidelines for EIR/EIS Traffic Impact Assessment.

Using the Institute of Traffic Engineers Trip Generation Land Use Codes (LUC) 862 - Home Improvement Store, 813 - Free Standing Discount Superstore, and 820 - Shopping Center, the project, as currently proposed, is estimated to generate approximately 15,870 new vehicle trips on the average weekday, and approximately 20,340 vtd on a Saturday. According to the information provided in the NPC 3 document, the proposed parking plan (1,534 surface parking spaces) includes 278 more surface parking spaces than the number of parking spaces required under local Town of Freetown zoning regulations (1 space/300 sf). As noted in the NPC 3 document, the additional surface parking spaces will increase the impervious capping system placed over the inactive coal fly ash landfill.

The proponent has identified and committed to traffic mitigation roadway improvements and Travel Demand Management measures (TDM) to mitigate the project's impacts to traffic.

- South Main Street/project site drive intersection - geometric improvements and new traffic signal;
- Route 24 northbound ramp /South Main Street intersection - geometric improvements and new traffic signals;
Route 24 southbound ramp/South Main Street intersection - geometric improvements and new traffic signals;
- channelization and pavement markings and minor geometric improvements South Main Street/Elm Street/North Main Street/Water Street intersection;
Elm Street/Mill Street intersection - channelization and pavement markings and minor geometric improvements; and,
- South Main Street/Ridge Hill Road/Mobil Access Road intersection - revisions to existing posted speed limit and traffic signage.

The proponent's proposed TDM plan incorporates a number of measures for reducing project generated vehicle trip generation including:

- the appointment of an Employee Transportation Coordinator (ETC);
- the use of staggered employee work hours;
- the implementation of an employee ride-matching program (carpooling and vanpooling) program;
- install bicycle amenities including secured bicycle storage racks at each building, and bicycle shoulders along site driveways;
- work closely with the Southeastern Regional Transit Authority (SRTA) to extend existing bus service (Route #2) to proposed new on-site transit amenities including bus shelters and bus stops, and posting of transit schedules on-site; and,
- construct sidewalks along site driveways to connect to existing sidewalks on South Main Street..

All Payne's Crossing project tenants and businesses should be required to participate in the proposed TDM plan. The TDM plan should describe any monitoring necessary to ensure the success of the program. The proponent should continue discussions with the Southern Regional Transit Authority (SRTA), the Massachusetts Bay Transit Authority (MBTA), and other transit providers, and local area businesses in Freetown and Fall River to identify opportunities for providing existing MBTA bus service, and shuttle service to the project site.

Revised Scope for Second Supplemental FEIR

Many comments have been received on the proposed project change requesting that the Secretary of Environmental Affairs (EOEA) and the MEPA Office deny this project. As I have indicated in previous Certificates issued for this project, the MEPA Review process is not a permitting process, and does not itself result in any formal adjudicative decision approving or disapproving a project. The MEPA Review process is designed to ensure public participation in the state environmental permitting process, to ensure that potential environmental impacts are fully described and avoided, minimized and mitigated to the maximum extent feasible, and that state permitting agencies have adequate information on which to base their permit decisions and their Section 61 Findings. The NPC 3 submitted for this project has undergone a review and public comment period to ensure that all potentially affected parties have an opportunity to review and comment on the proposed project.

I have reviewed the NPC3 submittal for the Payne's Crossing Project and instruct the proponent to provide additional information in the SSFEIR pertaining to traffic impacts and mitigation and stormwater management to demonstrate that the proponent's proposed traffic mitigation commitments and stormwater management plan are adequate to support the Payne's Crossing project as currently proposed.

Traffic Mitigation

I have received many comments on the NPC 3 submittal expressing concern with the vehicle trips resulting from the Payne's Crossing project, as currently proposed, and the impacts to traffic operations including, vehicle queues, along the Route 79 (South Main Street) and its intersection with Route 24. In their comments on the NPC 3, MassHighway, the Town of Freetown and others have reiterated their concerns with the proponent's traffic mitigation plan and its ability to accommodate high volume holiday traffic and emergency vehicle response actions. According to MassHighway and others, the proponent's proposed traffic mitigation may result in the development of vehicle queues that will extend beyond available queue storage of the turn lanes and will potentially block access to traffic attempting to enter the Route 24 northbound and southbound ramps.

MassHighway has requested that the SSFEIR include a detailed analysis of the feasibility of widening the westbound approach at the Route 24 southbound ramp intersection to provide an exclusive right-turn lane that would enable the flow of Route 24 southbound traffic and prevent vehicle queues from extending under the bridge. Similar traffic mitigation roadway improvements should also be considered for the Route 24 northbound/South Main Street intersection. The SSFEIR should include suitably scaled conceptual plans depicting the proponent's proposed overall traffic mitigation plan. The SSFEIR should discuss the suitability of any/all proposed signalization improvements and any roadway widening.

The SSFEIR must respond to the comments received from MassHighway and others and include a detailed discussion of the proponent's commitments to accommodate peak holiday shopping periods and emergency vehicle response actions. MassHighway has requested that the proponent to commit to installing an operational closed loop coordinated signals system, and to evaluate the operation of the signal system upon project completion and full occupancy. The proponent's traffic mitigation plan should include a commitment to provide and implement any subsequent traffic control signals that may be required and approved by MassHighway. The proponent's traffic mitigation plan should also include a description of the proponent's commitment to implement a traffic monitoring program during construction and upon completion and occupancy of the project. . The SSFEIR should demonstrate the proponent's commitment to implement, monitor, and continuously fund the proposed TDM plan. The SSFEIR must demonstrate a clear commitment to complete the proposed traffic mitigation plan. I ask that the proponent, MassHighway's Public/Private Development Unit and the District 5 Office, and the Town of Freetown, work closely during the preparation of the SSFEIR.

Stormwater

The SSFEIR should include a detailed description of the proposed Stormwater Management Plan for the project. In consultation with the MEPA Office, NHESP has asked that the SSFEIR include a description of any additional conditions or revisions to existing conditions for the currently proposed reduced-build Payne's Crossing project that may be required by NHESP to ensure the long term protection of the Diamondback Terrapin. The proponent's stormwater management plan should identify and incorporate and any/all conditions agreed upon with NHESP for the Pyane's Crossing project as currently proposed. According to the comments received from MassAudubon and others, the project's proposed stormwater management plan may impact important nesting habitat for the Diamondback Terrapin. MassAudubon's comment letter raises a number of concerns pertaining to the potential migration of fly ash leachate from the unlined landfill to the North Basin and subsequently to habitat areas and the Assonet River. The proponent should respond to MassAudubon's comments.

As noted elsewhere in this Certificate, the proponent must comply with MassDEP's Major Post-Closure Use permitting requirements before it can issue the proponent a permit pursuant to 310 CMR 19.142. I anticipate that MassDEP's Post-Closure Use Permit application review process will address any potential impacts to groundwater contamination within and down-gradient of the project site from the proponent's stormwater management plan.

I encourage the proponent to continue to evaluate opportunities for incorporating sustainable design alternatives including Low Impact Development (LID) techniques in the project's site design and stormwater management plans. LID techniques incorporate stormwater best management practices (BMPs) and can reduce impacts to land and water resources by conserving natural systems and hydrologic functions. The primary tools of LID are landscaping features and naturally vegetated areas, which encourage detention, infiltration and filtration of stormwater on-site. Other tools include water conservation and use of pervious surfaces. Clustering of buildings is an example of how LID can preserve open space and minimize land disturbance. LID can also protect natural resources by incorporating wetlands, stream buffers and mature forests as project design features. For more information on LID, visit <http://www.mass.gov/envir/lid/>. Other LID resources include the national LID manual (Low Impact Development Design Strategies: An Integrated Design Approach), which can be found on the EPA website at: <http://www.epa.gov/owow/nps/lid/>.

Mitigation/Section 61

The SSFEIR should contain a separate chapter on proposed traffic mitigation and a Draft Section 61 Finding for all state permits that describes a clear commitment to completing the proposed traffic mitigation roadway improvements for the project. The Draft Section 61 Findings should contain a clear commitment to any/all mitigation, an estimate of the individual costs of the proposed mitigation, and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of all roadway mitigation, approved by MassHighway, must also be included.

Response to Comments

The SSFEIR should include a copy of this Certificate and a copy of each comment letter received on the NPC 3 document to the extent that they are within MEPA jurisdiction and the revised Scope for the SSFEIR. If other portions of the document substantively respond to individual comments, I will allow the proponent to reference sections of the SSFEIR; however such responses must include page and paragraph references to assist the reader in review.

Circulation

The SSFEIR should be circulated in compliance with Section 11.16 (3) of the MEPA regulations and copies should also be sent to the list of "comments received" below and to Freetown town officials. A copy of the SSFEIR should be made available for public review at the Freetown Public Library. The proponent must make every effort to provide a timely response to each request for copies of the SSFEIR. While copies should be made available at the public library, this does not obviate the proponent from providing an individual copy of the document(s) to members of the public, or other interested parties who may request the document.

January 9, 2008
Date



Ian A. Bowles, Secretary

Comments received: (continued on next page)

12/16/2007	Anne Morse
12/18/2007	Louis Fox
12/18/2007	Roland Hebert / SRPEDD
12/19/2007	Carl Brodeur 2 letters
12/19/2007	Lauren Hughes
12/19/2007	Sarah Ashley
12/20/2007	Michael & Valerie Gauthier
12/20/2007	Peg Riley
12/20/2007	Robert and Catherine Adams
12/20/2007	Marjorie T. Schroeder, Architect 2 letters
12/20/2007	Melanie King
12/21/2007	Noella Santerre
12/21/2007	Brian Dunning 2 letters
12/22/2007	Paul Russell
12/22/2007	Margaret Russell
12/23/2007	Don Cuddy
12/23/2007	Barbara Nixon
12/23/2007	Bob Weiser
12/23/2007	Susan Murray
12/23/2007	John Bedford / The Quill Co.
12/23/2007	Leona Walder
12/23/2007	Maurice Griffin
12/23/2007	Gary Marshall
12/23/2007	Joan Akin

Comments received: (continued on next page)

12/23/2007 Marie Duprey
12/23/2007 Carolyn Pepler
12/23/2007 Anthony Boff
12/23/2007 Susan McGrath
12/23/2007 Anne Morse
12/24/2007 Michael Brophy
12/24/2007 Bernard Couming
12/24/2007 Deb Goeschel
12/24/2007 Dale Weber
12/24/2007 Deborah Roher
12/24/2007 Frank McDonough
12/24/2007 Patricia Chace
12/24/2007 Town of Freetown Board of Selectmen
12/24/2007 Mary Jane Cuneo
12/24/2007 Mr. & Mrs. Thomas Gregoire
12/24/2007 Sara Kaufman
12/24/2007 Paul Russell
12/24/2007 Michael Andrade
12/24/2007 Margaret Russell
12/24/2007 Molly Russell
12/24/2007 Anne Teahan Dunning
12/24/2007 Lee Deane 3 letters
12/24/2007 Glenn Scott
12/25/2007 Nancy Keith
12/25/2007 Sarah McCracken
12/25/2007 Mary Beth Soares
12/26/2007 Gary Martin
12/26/2007 Sandra Sevigney
12/26/2007 Brian Dunning / Independence Harbor 3 letters
12/26/2007 Denya LeVine
12/26/2007 Thomas Daigle
12/26/2007 Amy Carpentier
12/26/2007 Leah Carpentier
12/26/2007 Sheila Chaves
12/26/2007 Brian Rose
12/26/2007 Kathy Garganta
12/26/2007 McMAHON Transportation Engineers & Planners
12/27/2007 Suzanne Ashley 2 letters
12/27/2007 MASS Division of Fisheries & Wildlife
12/27/2007 Robert VanNostrand
12/27/2007 Amie VanNostrand

Comments received: (continued on next page)

12/27/2007 Nancy VanNostrand
12/27/2007 Christopher Steere
12/27/2007 Matthew DeCosta 2 letters
12/27/2007 Carol Darcy
12/27/2007 Robert Frizelle
12/27/2007 Remigio Tan
12/27/2007 M. Ogara
12/27/2007 Gabe & Evelyn Souza
12/27/2007 Bryan Dunning
12/27/2007 Mike McCue
12/27/2007 William Frazier
12/27/2007 Roberta & Victor Aucoin
12/27/2007 Jill Hayes
12/27/2007 Elizabeth Winiarz
12/27/2007 Peter Cura
12/27/2007 Elisa & David Santos
12/28/2007 Tom Padwa
12/28/2007 William Lombardi
12/28/2007 Daniel Lanier
12/28/2007 McGregor & Associates 2 letters
12/28/2007 Susan Canfield 2 letters
12/28/2007 State Representative David Sullivan
12/28/2007 State Representative John Quinn & Representative Stephen Canessa
12/31/2007 Mark Hutson / GEO-HYDRO
12/31/2007 Wilfred and Patricia Canto 2 letters
12/31/2007 Eldora Capeto 2 letters
12/31/2007 Kerstin Mingels 2 letters
12/31/2007 Dawn Hughes 3 letters
12/31/2007 Jacqueline Hughes 3 letters
12/31/2007 Gary Hughes 3 letters
12/31/2007 Mass DEP/SERO
12/31/2007 ABAC Comments
12/31/2007 Freetown Police Dept. / Carlton Abbott
12/31/2007 Lynne Byers D.M.D 2 letters
12/31/2007 James Byers D.M.D 2 letters
12/31/2007 Howard Hawkins
12/31/2007 Lori Madden
12/31/2007 Tom & Lisa Daley
12/31/2007 Karen Sullivan
12/31/2007 Kathleen Teahan
12/31/2007 Lori Riley 2 letters

Comments received: (continued on next page)

12/31/2007 Gary Fernandes
12/31/2007 Mark Logan
12/31/2007 Don Lewis
12/31/2007 Hanspeter and Maria Schoepflin
12/31/2007 Cora Peirce 2 letters
12/31/2007 Janet Butler
12/31/2007 Kristen Raffa
12/31/2007 Davis Deane
12/31/2007 Sarah and Kevin Whittey
12/31/2007 Stephen Garell
12/31/2007 Walter Crane
12/31/2007 Derrick Conti
12/31/2007 JoAnn Gard
12/31/2007 Nancy Lee Orsi
12/31/2007 Jack & Julia Conway
12/31/2007 Peter Martin
12/31/2007 Jacqueline Campos
12/31/2007 Paul Couture
12/31/2007 Joseph Luiz
12/31/2007 Kevin Saunders
12/31/2007 Muriel Saunders
12/31/2007 Cheryl Rau 2 letters
12/31/2007 Thomas Manley
12/31/2007 Judy Hanna
12/31/2007 Keith Blanchard
12/31/2007 Scott O'Connor
12/31/2007 Betsey Cole
12/31/2007 Helen Gerdratis
12/31/2007 President A-Formal Limosine
12/31/2007 Harry Dunham
12/31/2007 Sherryl Perry
12/31/2007 Michael Perry
12/31/2007 Cheryl and John Gouveia
12/31/2007 Ann Clark 2 letters
12/31/2007 Jo-Anna DeCosta
12/31/2007 Judith Morris
12/31/2007 Greg Cowan
12/31/2007 Joseph Clark
12/31/2007 Kerrin O'Leary
12/31/2007 Robert Marshall
12/31/2007 James O'Leary

Comments received: (continued on next page)

12/31/2007 Andrew Fitzgerald
12/31/2007 Jean Rossner
12/31/2007 Ashley Crepeau
12/31/2007 Guinnevere Lowe
12/31/2007 Chelsea Crepeau
12/31/2007 Jessica Morse
12/31/2007 Cheryl Dunning
12/31/2007 Linda Callaghan
12/31/2007 Janet Butler
12/31/2007 Sarah Daley
12/31/2007 Thalia Took
12/31/2007 Paul Woodward
12/31/2007 Gail Woodward
12/31/2007 Lora and John Teahan
12/31/2007 Paul Ziobro
12/31/2007 Joanne DeVoe
12/31/2007 Mass Audubon
12/31/2007 Bruce Deane White
12/31/2007 Tom Viveiros
12/31/2007 Patrick Gardner
12/31/2007 Vanessa Aguiar
12/31/2007 Richard Stonecypher
12/31/2007 Robert and Heather Teahan
12/31/2007 Scott and Paula Cray
12/31/2007 Kathy Rusinoski
12/31/2007 Brian Aguiar
12/31/2007 Charles Cavallaro
12/31/2007 Andrew deMelo
12/31/2007 Katherine deMelo
12/31/2007 Holly deMelo
12/31/2007 Althea Brady
12/31/2007 Mary Rourke
12/31/2007 Constance Dunning
12/31/2007 Kevin Garganta
12/31/2007 James deMelo
12/31/2007 Shane and Barbara McHugh
12/31/2007 Kimberly Kay / Concerned Citizens of Assonet
01/02/2008 Linda Fernandes
01/02/2008 David Theriault
01/02/2008 Ken Green
01/02/2008 Kathleen Martin

Comments received: (continued)

01/02/2008 Richard Field
01/02/2008 The Machado Family
01/02/2008 Mark Ravinski
01/02/2008 Jeanne Tierney
01/02/2008 Mary McCarthy
01/02/2008 Gerry McCarthy
01/02/2008 Carolyn Moore
01/03/2008 Caitlyn Moore
01/03/2008 Robert Bennett
01/04/2008 Executive Office of Transportation (EOT) - MassHighway

IAB/NCZ/ncz
EEA #01982 NPC 3