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January 23, 2020

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Chicopee – Reconstruction & Related Work on Fuller Road, from
Memorial Dr (RTE 33) to Shawinigan Dr (2.0 Miles)
PROJECT MUNICIPALITY : Chicopee
PROJECT WATERSHED : Chicopee River Watershed
EEA NUMBER : 16135
PROJECT PROPONENT : City of Chicopee Department of Public Works
DATE NOTICED IN MONITOR : December 23, 2019

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project is proposed by the Town of Chicopee and the Massachusetts Department of Transportation (MassDOT) and includes rehabilitation and roadway widening to address safety and operational deficiencies on Fuller Road, from Memorial Drive (Route 33) to Shawinigan Drive, approximately 1.7 miles. The project will address operational deficiencies by improving traffic operations and creating accommodations for bicyclists and pedestrians; it will also improve safety within the project limits. The reconstruction of the roadway will extend the service life of Fuller Road and allow for the improvement of the existing drainage system to adequately convey and treat roadway runoff; the improvement will consist of the replacement of a deteriorating municipal water line located under East Main Street (Route 141)/the American Legion

Memorial Bridge over the Chicopee River. The project will provide wheelchair ramps, pedestrian access, and bicycle accommodations in compliance with the Americans with Disabilities Act (ADA), Architectural Access Board (AAB) requirements, and MassDOT's Healthy Transportation Policy (HTP) where feasible. The project is included on the Pioneer Valley Planning Commission's (PVPC's) Fiscal Year 2020 Transportation Improvement Program (TIP). Specifically, the project includes the following activities:

- Pavement reclamation and widening of Fuller Road from 32 feet to 38 feet to accommodate two 11-foot travel lanes and a 6- to 8-foot bicycle lane on each side of the roadway along the entire project limits;
- Construction of a 5.5-foot sidewalk on both sides of the roadway except between the Oxford Valley Estates Condominium Complex and Baskins Drive, where a sidewalk will only be provided on the north side of Fuller Road;
- Signal reconstruction at the Sheridan Street intersection with Fuller Road, including new signal equipment with pedestrian accommodations;
- Construction of a right turn only lane at the Sheridan Street intersection with Fuller Road
- Minor geometric improvements at the Industry Road intersection with Fuller Road to accommodate large truck turning movements;
- Signal reconstruction at the I-291 Ramp/American Legion Memorial Bridge intersection with Fuller Road;
- Construction of a right turn only lane at the I-291 Ramp/American Legion Memorial Bridge intersection with Fuller Road;
- Construction of drainage improvements and stormwater treatments BMPs, including one bioretention area, two wet basins, and one vegetated swale;
- In-kind replacement of the existing iron ductile bell/spigot water line, including the replacement of the existing variable (8-, 10-, and 20-inch-diameter) line with a 12-inch-diameter line.

Project Site

The project corridor length is approximately 1.7 miles. Fuller Road is a two-lane, east-west urban minor arterial roadway under the jurisdiction of the City of Chicopee. The roadway parallels Interstate 90 (I-90) to the north and Chicopee River to the south. It provides east-west travel between the Springfield Expressway/Interstate 291 (I-291) at Exit 6 to Memorial Drive (Route 33). Within the project area, Fuller Road is 32 feet wide with directional flow separated by a marked centerline and does not include sidewalks or defined shoulder lines. Land uses along Fuller Road include residential and commercial/industrial uses.

Within the project are two signalized intersections: Sheridan Street and I-291 Southbound Rams/American Legion Memorial Bridge. Sheridan Street is a two-lane, north-south roadway bounded by an industrial area adjacent to Westover Airport to the northeast and Memorial Drive to the southeast. Sheridan Street includes a sidewalk on the west side, south of Fuller Road. The American Legion Memorial Bridge provides a four-lane, north-south roadway over the Chicopee River. It connects Route 141 south of the river to the I-291 Southbound ramps north of the river. Minor intersections along Fuller Road include Old Fuller Road, Oakhill Circle, David Street, Virginia Avenue, Haynes Circle, Baskin Drive and Industry Road. All minor intersections are stop-controlled.

The ENF indicates several operational deficiencies relating to traffic along Fuller Road: the Sheridan Street intersection with Fuller Road experiences congestion during peak commuting hours; the Industry Road intersection with Fuller Road does not provide adequate accommodations for large trucks, which frequently use the road; and the I-291 southbound ramp intersection with Fuller Road/the American Legion Memorial Bridge currently experiences moderate delay for the Fuller Road westbound through-right movement, with significant delays projected during the design horizon year of 2029. Additionally, the existing pavement shows moderately severe signs of pavement deterioration.

The ENF indicates that sidewalks and shoulders of adequate width for bicycle travel are not provided anywhere in the project limits, and, as such, Fuller Road does not meet MassDOT's Healthy Transportation Policy. Additionally, the existing water line running under Fuller Road is outdated and in disrepair.

The project corridor contains wetland resources areas including Bordering Vegetated Wetlands (BVW), Inland Bank (Bank), Bordering Land Subject to Flooding (BLSF), and Riverfront Area. MassDOT has indicated that the project corridor and vicinity contain properties or structures listed on the Massachusetts Historical Commission's (MHC's) Inventory of Historic and Archaeological Resources of the Commonwealth (the Inventory). The project is not located within mapped *Estimated or Priority Habitat of Rare Species* according to the 14th edition of the Massachusetts Natural Heritage Atlas.

Environmental Impacts and Mitigation

Potential environmental impacts associated with the project include creation of 2.20 acres of new impervious area for a total of 11.67 acres of impervious area within the project corridor limit and the removal of seven (7) public shade trees. Additional potential environmental impacts include the alteration of 43,011 square feet of Riverfront Area including the creation of 3,315 square feet of new impervious/paved area within the Riverfront Area as a result of road widening. Additionally, 202,813 square feet of work is proposed within the BLSF including the creation of 16,607 square feet of new impervious area within the BLSF. The project would result in the placement of 22,942 cubic feet of permanent new fill within the project corridor.

Measures proposed to avoid, minimize, and mitigate environmental impacts include stormwater management improvements, restoration of temporarily impacted wetlands resources, use of erosion and sedimentation control measures during construction, and creation of compensatory flood storage. In addition, mitigation plantings are proposed to offset the impact of the removal of the seven public shade trees.

Jurisdiction and Permitting

The project is subject to MEPA review and preparation of an ENF pursuant to 301 CMR 11.03(6)(b)(1)(b) and 301 CMR 11.03(6)(b)(2)(b) because it requires State Agency Actions and will result in the widening of an existing roadway by four feet or more for one half or more miles, and the cutting of five or more living public shade trees of 14 or more inches in diameter at breast height. The project is being funded by a State Agency, MassDOT.

The project is subject to review by the City of Chicopee Conservation Commission pursuant to Section 40 of Chapter 131 of the Massachusetts General Laws. A Notice of Intent was filed with the Conservation Commission on September 17, 2019. MassDOT notified the Chicopee Historical Commission of the project on April 26, 2016 and the ENF indicates that MassDOT did not receive a response.

The project is subject to review by the Massachusetts Historical Commission (MHC) acting as the State Historic Preservation Officer (SHPO) pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR 800). MassDOT indicates that the project will have little to no impact to archaeological resources based on the effects of past roadway, stormwater, and utility construction and roadside development. The project was reviewed by the National Environmental Policy Act (NEPA) Office and received a Categorical Exclusion on October 11, 2019. The project requires a National Pollutant Discharge Elimination System (NPDES) General Permit for Construction from the U.S. Environmental Protection Agency (EPA).

Because the project is the recipient of Financial Assistance from a State Agency, MEPA jurisdiction is broad in scope and extends to all aspects of the project that may cause Damage to the Environment, as defined in the MEPA regulations.

Review of the ENF

The ENF provided a description of existing and proposed conditions, a discussion of project alternatives, preliminary project plans, and identified measures to avoid, minimize and mitigate environmental impacts. MassDOT provided supplemental information during the review period to facilitate MEPA review of the project, including additional information regarding wetland resource impacts and mitigation and cultural resources within the project area.¹

Alternatives Analysis

Alternatives were evaluated on their ability to best meet the purpose and need of the project while minimizing impacts to environmental resources and private property. Project goals include: improving roadway safety, compliance with MassDOT's Healthy Transportation Policy (HTP); rehabilitating and widening the roadway; and minimizing wetland impacts and earthmoving activities (cuts and fills). The City of Chicopee and MassDOT evaluated the following alternatives: No-Build Alternative, Pavement Resurfacing Alternative, and various configurations of multimodal accommodations, which considered varying widths of bicycle lanes as well as sidewalks along the north, south, and both sides of the roadway. The ENF also evaluated various improvements for major intersections along the project corridor.

A No-Build alternative does not result in any impacts to public shade trees or wetlands resources but was dismissed as a viable option, as it would not meet the project goals of improving roadway safety and traffic operations; the roadway surface would also continue to deteriorate to unacceptable conditions. A Pavement Resurfacing alternative would address the need to improve pavement conditions but would not meet the other needs of the project including improving multimodal accommodations and

¹ Emails from Eric Woodward (MassDOT) to Eva Murray (MEPA Office) sent on January 15-22, 2020.

traffic operations. The ENF evaluated combinations of 5.5 sidewalks, 5-foot shoulders, and 8-foot shoulders in various combinations along the corridor. Eight-foot shoulders were determined to not be a viable option due to impacts to right-of-way, additional impacts to wetland resource areas, and increased stormwater runoff generated by impervious cover. Five-foot shoulders were determined to not be a viable option because it would not provide enough space between cyclists and the high medium- and heavy-duty vehicle traffic along Fuller Road. In addition, a continuous 5.5-foot sidewalk on the south side of Fuller Road was considered in accordance with MassDOT's HTP but was not considered viable due to the greater impact to wetlands resources, private property, and utility relocations, as well as increased cost.

The Preferred Alternative (as described herein) will involve the reclamation and widening of Fuller Road to accommodate two 11-foot travel lanes and a 6- to 8-foot bicycle lane on each side of the roadway; a 5.5-foot sidewalk on both sides of the roadway except between the Oxford Valley Estates Condominium Complex and Baskins Drive, where a sidewalk will only be provided on the north side of Fuller Road; signal reconstruction and the addition of a right turn only lane at the Sheridan Street intersection and at the I-291 Ramp/American Legion Memorial Bridge intersection; minor geometric improvements at the Industry Road intersection; and the replacement of 1.7 miles of waterline.

The 6-foot shoulders were chosen for the majority of the corridor as it provides safe multimodal accommodations with minimal impacts to wetland resources. Eight-foot shoulders were determined to be necessary between Haynes Circle and Industry Road due to the high volume of truck traffic. A 5.5-foot sidewalk on both sides of the roadway except between the Oxford Valley Estates Condominium Complex and Baskins Drive, where a sidewalk will only be provided on the north side of Fuller Road as it meets the project goals of increasing pedestrian access and public safety with less right-of-way impacts, costs, and ability to service more users than a south-side only sidewalk. Signal reconstruction and the addition of a right turn only lane at the Sheridan Street intersection and at the I-291 Ramp/American Legion Memorial Bridge intersection were chosen due to ability to meet the project goal of reducing traffic operation improvements while reducing environmental impacts. Minor geometric improvements at the Industry Road intersection was chosen as part of the preferred alternative due to the ability to meet the project goal of providing turning movements for large trucks onto Industry Road while reducing impacts to environmental resources or private property. Additionally, the in-kind replacement of the deteriorated water line located under Route 141 and suspended under the American Legion Memorial Bridge was included in the preferred alternative as it is in disrepair, and the replacement does not result in impacts to environmental resources as the line will be abandoned in place without reconstruction, which would disturb surrounding natural source areas.

Land Alteration

Roadway widening will increase impervious area and require land clearing along the project corridor. The proposed project work is confined to previously disturbed areas within and immediately adjacent to existing rights of way. Erosion and sedimentation controls will be used during construction and all disturbed areas will be restored and revegetated upon completion of the project

Roadway widening will require the removal of approximately 7 public shade trees of 14 or more inches in diameter at breast height (dbh). MassDOT is evaluating 25 locations for planting additional

trees to mitigate this loss. I encourage MassDOT to consider replacing the impacted trees within at a minimum 1:1 ratio.

Wetlands/Stormwater

The project will impact 43,011 square feet of Riverfront Area including 3,315 square feet of new impervious/paved area within the Riverfront Area as a result of road widening. In addition, 202,813 square feet of work is proposed within the BLSF including by creating 16,607 square feet of new impervious area. Temporary impacts to wetland resource areas will be restored in-kind. According to supplemental information provided by MassDOT the project will place a total of 22,942 cubic feet of new permanent fill within BLSF. Proposed mitigation stated in the ENF and refined through discussion with MassDOT includes the provision of 24,390.4 total cubic feet of compensatory flood storage in various locations throughout the project area. Compensatory flood storage is provided on an incremental foot-by-foot basis with the exception of the area between elevations 121 and 123 due to site constraints. The ENF indicates the loss of flood storage at these elevations is compensated at lower elevations on a foot-by-foot basis. The Chicopee Conservation Commission will review the project to determine its consistency with the Wetlands Protection Act (WPA), the Wetlands Regulations (310 CMR 10.00), and associated performance standards, including the Stormwater Management Standards (SMS).

The ENF indicates the project is categorized as a redevelopment per Stormwater Standard 7 of the Massachusetts Stormwater Handbook in accordance with the WPA. According to the ENF, the stormwater management system will be improved to meet the SMS to the maximum extent practicable. Proposed improvements will direct runoff into a closed drainage system and then discharge through existing outlets. The project will add two wet basins, one bioretention basin, and one vegetated swale to improve the water quality of highway runoff prior to discharge by promoting recharge to groundwater and total suspended solids (TSS) removal. The project will also armor other outfalls within the project area to prevent erosion.

Drinking Water

The project will replace 1.7 miles of water line. I refer the proponent to MassDEP's comments indicating that a Distribution System Modification permit may be required in accordance with the Massachusetts Drinking Water Regulations (310 CMR 22.04). Comments from MassDEP state that a hydraulic evaluation should be complete prior to project construction to determine whether adequate pressures will be maintained under all flow conditions. I refer MassDOT to MassDEP's comment letter for additional information and guidance on this issue.

Historic Resources

The ENF identifies three (3) archaeological sites in the immediate vicinity of the project area which are listed in MHC's Inventory of Historic and Archaeological Resources of the Commonwealth (Inventory): a camp site along the southerly side of Fuller Road above the Chicopee River, a Late Archaic site of unknown type along the northerly side of the roadway, and a second camp site along the southerly side of Fuller Road above Chicopee River. Supplemental information provided by MassDOT indicates that the project will have little to no impact to archaeological resources based on the effects of past roadway, stormwater, and utility construction and roadside development. Review of the Inventory

also identified an additional structure within the project area which was not disclosed in the ENF (the Shawinigan Drive Bridge over Fuller Brook; CHI.917). I encourage MassDOT to consult with MHC regarding measures to avoid, minimize, and mitigate impacts to the additional structure.

Construction Period

The project must comply with Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, § 54 and 310 CMR 7.00. All construction activities should be undertaken in compliance with the conditions of all State and local permits. Consistent with the GreenDOT policy directive, MassDOT requires that contractors install emission control devices in all off-road vehicles. MassDOT's Revised Diesel Retrofit Specification also requires that emissions control standards must be met or technology must be used for non-road, diesel-powered construction equipment in excess of 50 horsepower. Contractors will be instructed to limit engine idling and use ultra-low sulfur diesel fuel. Stormwater Best Management Practices (BMPs) must be implemented during the construction period to reduce potential erosion. If oil and/or hazardous materials are identified during construction, notification must be provided to MassDEP pursuant to the Massachusetts Contingency Plan (310 CMR 40.0000).

Conclusion

The ENF has adequately described and analyzed the project and its alternatives, and assessed its potential environmental impacts and mitigation measures. Based on review of the ENF and comments received on it, and in consultation with State Agencies, I have determined that an EIR is not required. The project may proceed to permitting, where any outstanding issues may be addressed.

January 23, 2020

Date



Kathleen A. Theoharides

Comments received:

1/10/2020 Massachusetts Department of Environmental Protection (MassDEP) Western Regional Office (WERO)

KAT/ELM/elm



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Kathleen A. Theoharides
Secretary

Martin Suuberg
Commissioner

January 9, 2020

Kathleen A. Theoharides, Secretary
Executive Office of Energy & Environmental Affairs
Massachusetts Environmental Policy Act Office
Purvi Patel, EEA No. 16135
100 Cambridge Street, 9th Floor
Boston, MA 02114-2524

Re: Fuller Road (2.0 miles)
Chicopee ENF

Dear Secretary Theoharides,

The Massachusetts Department of Environmental Protection (MassDEP), Western Regional Office (WERO) appreciates the opportunity to comment on the Environmental Notification Form (ENF) submitted for the proposed reconstruction of approximately 2.0 miles of roadway and related work on Fuller Road from Memorial Drive (Rt 33) to Shawinigan Drive, in Chicopee, MA (EEA #16135).

I. Project Description

The City of Chicopee (the Proponent) in conjunction with Massachusetts Department of Transportation (MassDOT), proposes to reconstruct approximately 1.7 miles of roadway and improve the existing drainage system to adequately convey and treat roadway runoff. Additionally, 1.7 miles of aged municipal water lines along the reconstruction areas will be replaced. The project also includes upgrades to intersections and improvements of pedestrian facilities and bicycle accommodations by installation of sidewalks and widening of road shoulders.

The applicable MassDEP regulatory and permitting considerations regarding wetlands, air pollution, solid waste, hazardous waste and waste site cleanup are discussed.

This information is available in alternate format. Contact Michelle Waters-Ekanem, Director of Diversity/Civil Rights at 617-292-5751.
TTY# MassRelay Service 1-800-439-2370
MassDEP Website: www.mass.gov/dep

Printed on Recycled Paper

Environmental impacts associated with this project include:

- 14.33 total site acreage- existing
- 4.86 new acres of land altered
- 9.47 acres of impervious area (existing)
- 2.20 acres of impervious area (new)
- Riverfront area: 0.07 acres (permanent)
- Riverfront area: 0.39 acres (temporary)
- BLSF/FEMA: 0.55 acres (permanent)
- BLSF/FEMA: 1.41 acres (temporary)

II. Required Mass DEP Permits and/or Applicable Regulations

Wetlands

310 CMR 10.000

Drinking Water

310 CMR 22.00

Air Pollution

310 CMR 7.00

Solid Waste

310 CMR 16.00

Hazardous Waste

310 CMR 30.00

Bureau of Waste Site Cleanup

310 CMR 40.000

Asbestos

310 CMR 7.15

III. Permit Discussion

Bureau of Water Resources

Wetlands

On September 18, 2019, a Notice of Intent (NOI) was submitted to the Chicopee Conservation Commission and MassDEP for the proposed work. On September 24, 2019, the Department issued file number WE 133-0349 with comments. Those comments can be found here: <https://eeaonline.eea.state.ma.us/portal#!/wire/174782>. It was recommended to the Commission that they should keep the NOI hearing open until the Secretary's Certificate is issued.

Drinking Water

MassDEP cannot not at this time determine if a Distribution System Modification permit (WS32) is required. MassDEP notes that the narrative indicates a range of water main sizes

will be replaced with twelve (12") inch mains. One replaced main was identified as a twenty inch (20") main to be replaced with a twelve inch (12"). It is possible the eight (8") inch sections are restricting flow. MassDEP cannot determine if hydraulic changes are substantial from the submittal. An hydraulic evaluation, using hydraulic modeling of the water system, should be completed before the project begins to determine that adequate pressures will be maintained under all flow conditions.

Bureau of Air and Waste

Air Quality

Construction and Demolition Activities

The construction and demolition activity must conform to current Air Pollution Control Regulations. The proponent should implement measures to alleviate dust, noise, and odor nuisance conditions that may occur during the construction and demolition activities. Such measures must comply with the MassDEP's Bureau of Air and Waste (BAW) Regulations 310 CMR 7.01, 7.09, and 7.10.

Construction Equipment

MassDEP recommends that the project proponent participate in the MassDEP Diesel Retrofit Program. All non-road engines shall be operated using only ultra low sulfur diesel (ULSD) with a sulfur content of 15 ppm pursuant to 40 CFR 80.510.

Solid Waste

The proponent shall properly manage and dispose of all solid waste generated by this proposed project pursuant to 310 CMR 16.00 and 310 CMR 19.000, including the regulations at 310 CMR 19.017 (waste ban).

Asphalt, brick and concrete (ABC) generated through crushing and reuse on-site must be handled in accordance with regulation and policy. Otherwise, the proponent would need to obtain a site assignment and facility permit for the crushing activity and a Beneficial Use Determination (BUD) for the reuse of the crushed material. More information regarding the handling of ABC, and a copy of the 30-day notification form may be found at the following website:

<http://www.mass.gov/eea/agencies/massdep/recycle/reduce/using-or-processing-asphalt-pavement-brick-and-concrete-.html>.

The BUD regulations at 310 CMR 19.060 establish levels of assessment for four categories of beneficial use. Similarly, the fee regulations at 310 CMR 4.00, et seq. were amended. These amended regulations would be applicable to reuse any of the materials generated by this project that would otherwise be considered solid waste.

Hazardous Waste

If any hazardous waste, including waste oil, is generated at the site, the proponent must ensure that such generation is properly registered with the Department and managed in accordance with 310 CMR 30.00.

Solid and Hazardous Waste Management (Contaminated Soils)

If MassDEP determines that either because of the nature of the proposed activity, the amount of the material, and/or the characteristics of the material that the material requires management as a hazardous or solid waste, then the disposition of the soils must comply with any applicable requirements pursuant to 310 CMR 30.0000, 310 CMR 16.00 or 310 CMR 19.000. In addition, reuse or disposal of the contaminated soils at a Massachusetts landfill shall comply with MassDEP COMM-97-001 *"Reuse and Disposal of Contaminated Soil at Massachusetts Landfills"* and the *"Revised Guidelines for Determining Closure Activities at Inactive Unlined Landfill Sites"*.

Bureau of Waste Site Cleanup

This project involves a large subject area that contains disposal sites governed by the Massachusetts Oil and Hazardous Material Release Prevention and Response Act, M.G.L. c. 21E, and the Massachusetts Contingency Plan (the MCP-310 CMR 40.0000). The following are Release Tracking Numbers (RTNs) listed with Response Action Outcomes (RAOs) or Permanent or Temporary Solutions within and 0.5 miles of the project site:

- RTN 1-0016117 Sheridan Street and Fuller Road
- RTN 1-0019655 Fuller Road, Off of Exit 6 of Route 291
- RTN 1-0017289 99 Baskin Drive

In addition, MassDEP received a Tier I Permit from Mass Tank Disposal located at 99 Baskin Drive (RTN 1-0020513) and is currently listed as an open disposal site within a 0.5-mile radius of the project area.

If soil and/or groundwater contamination is encountered during excavation activities, the proponent should retain a Licensed Site Professional (LSP); the MCP details procedures to follow for the parties conducting work. MassDEP staff are available for guidance.

Asbestos

Excavation may disturb asbestos-containing materials or asbestos waste. All suspected asbestos-containing materials must be tested and removed in accordance with 310 CMR 7.15 and other state and federal regulations. The proponent shall manage regulated asbestos and asbestos-containing waste material as special wastes in accordance with 310 CMR 19.061.

Spills Prevention

A spills contingency plan addressing prevention and management of potential releases of oil and/or hazardous materials from pre- and post-construction activities should be presented to workers at the site and enforced. The plan should include but not be limited

to, refueling of machinery, storage of fuels, and potential future on-site activity releases. This plan is of particular importance due to the proximity of the work to the Chicopee River.

IV. Other Comments/Guidance

MassDEP staff is available for discussions as the project progresses. If you have any questions regarding this comment letter, please do not hesitate to contact Kathleen Fournier at (413) 755-2267.

Sincerely,

This final document copy is being provided to you electronically by the Department of Environmental Protection. A signed copy of this document is on file at the DEP office listed on the letterhead.

Michael Gorski
Regional Director

cc: MEPA File