

\\Mabos\projects\10111.00\GIS\output\Phase2\TechReports\WaterResources\AE_Figures\10111_Figure 3-1a.dwg Printing Date: 11/17/2010

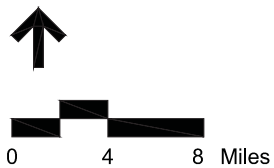
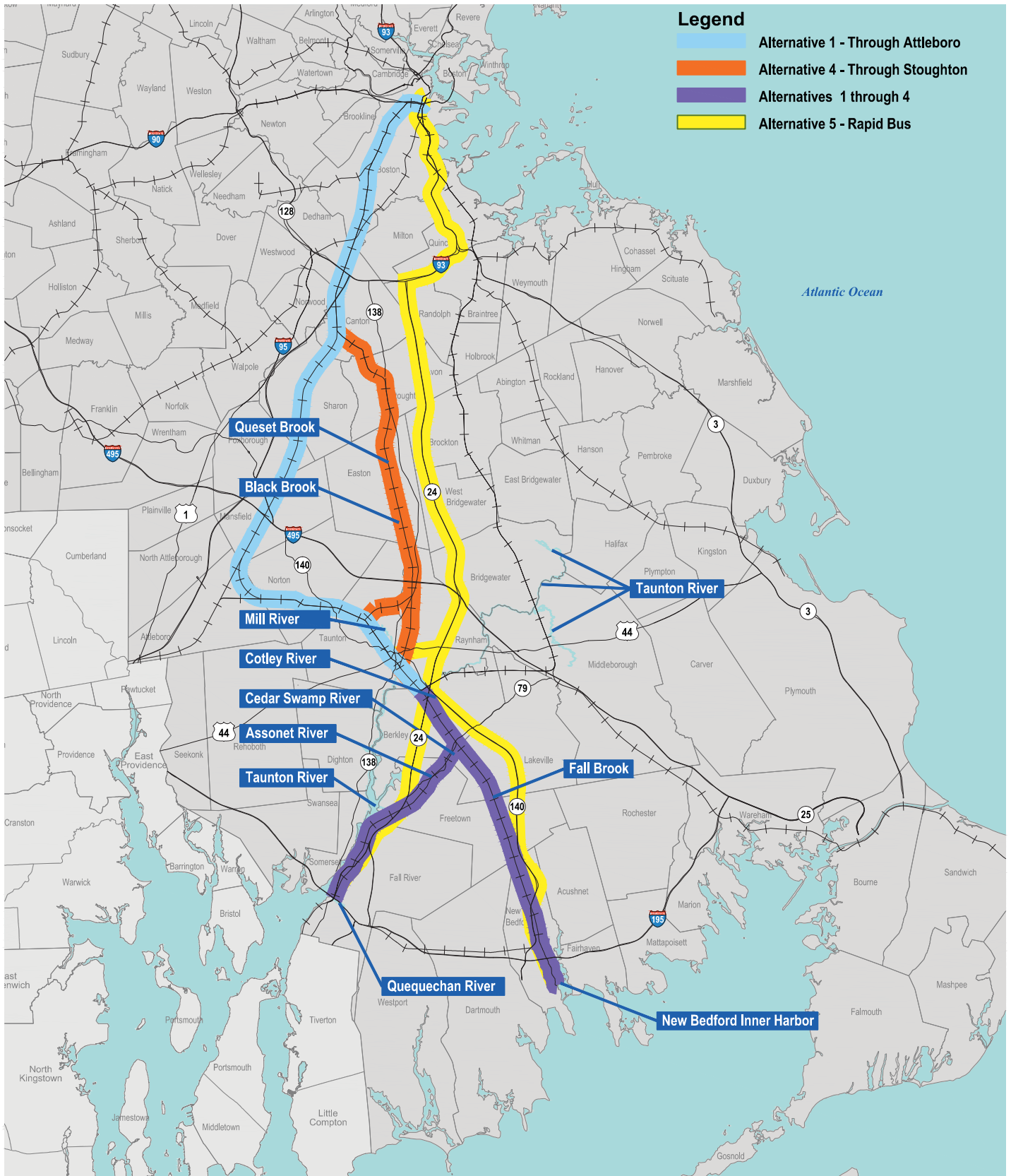
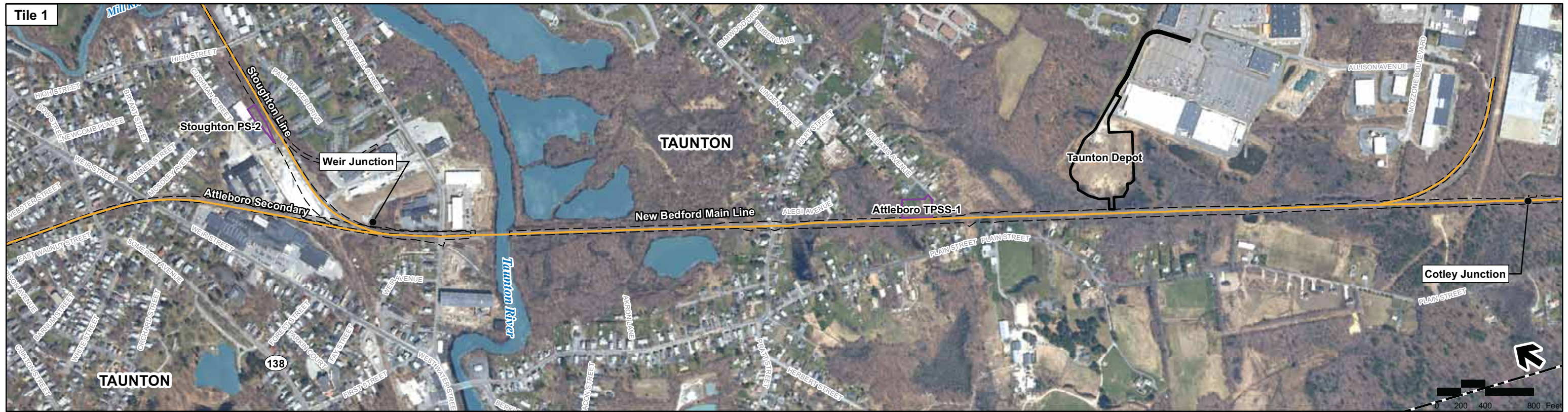


Figure 4.17-1
Major Water Bodies



Printing Date: 6/16/2009
 File: \\MABOS\projects\10111_00\GIS\project\Phase2\TechReports\WaterQuality\ECWQ_EC_NewBedford_pg2.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Alternative Alignments
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

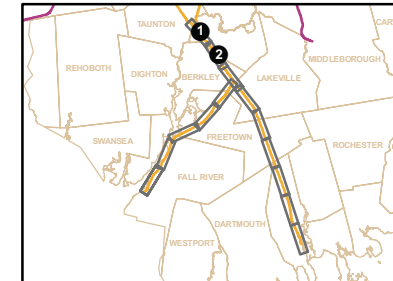


Figure 4.17-2a
 All Rail Alternatives -
 New Bedford Main Line (Sheet 1 of 5)



Printing Date: 6/17/2009
 File: \\mbas\projects\10111.00\GIS\project\Phase2\Tech\Reports\WaterQuality\ECWQ_EC_D_NewBedford.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

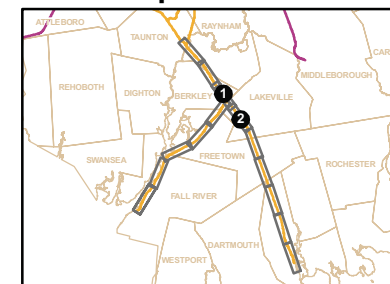


Figure 4.17-2b
 All Rail Alternatives -
 New Bedford Main Line (Sheet 2 of 5)



Printing Date: 6/17/2009
 File: I:\mbas\projects\10111.00\GIS\project\Phase2\TechReports\WaterQuality\ECWQ_EC_NewBedford_pg3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

Index Map

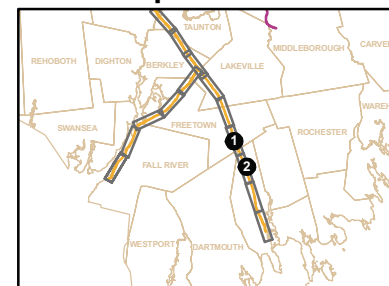


Figure 4.17-2c

All Rail Alternatives -
New Bedford Main Line (Sheet 3 of 5)

* Traction power stations are only required for electric rail alternative



Printing Date: 6/17/2009
 File: \msbos\projects\10111.0\GIS\project\Phase2\TechReports\WaterQuality\ECWQ_EC_NewBedford_pg4.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

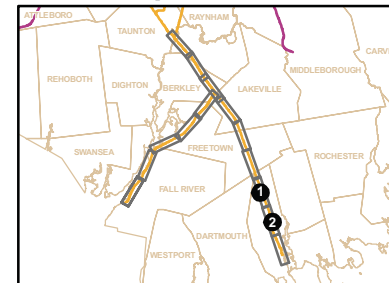


Figure 4.17-2d

All Rail Alternatives -
New Bedford Main Line (Sheet 4 of 5)



Printing Date: 6/17/2009
 File: \\mabos\projects\101111.00\GIS\project\Phase2\TechReports\WaterQuality\ECWQ_EC_NewBedford_pg5.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

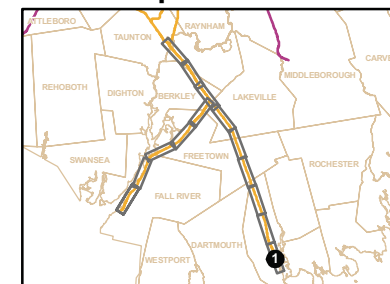


Figure 4.17-2e

All Rail Alternatives -
 New Bedford Main Line (Sheet 5 of 5)



Printing Date: 6/16/2009
 \\mba\proj\Bostom\10111_00\GIS\project\Phase2\TechReports\WaterQuality\EC\WQ_EC_FallRivier_pg1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

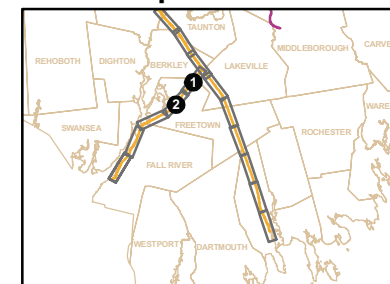


Figure 4.17-3a

All Rail Alternatives - Fall River Secondary (Sheet 1 of 3)



Printing Date: 6/16/2009
 File: \\hob\proj\Bos\m10111_00\GIS\project\Phase2\Tech\Reports\WaterQuality\EC\WQ_EC_FallRiver_fig2.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Proposed Alternative Alignments
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

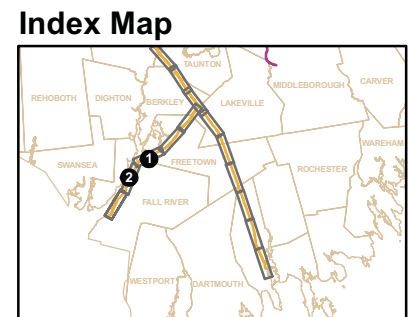


Figure 4.17-3b
 All Rail Alternatives - Fall River Secondary (Sheet 2 of 3)



Printing Date: 6/16/2009
 File: W:\h\proj\Bosbom10111.00\GIS\project\Phase2\Tech\Reports\WaterQuality\EC\WQ_EC_FallRiver_pg3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- - - Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

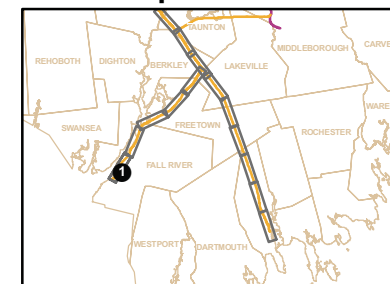
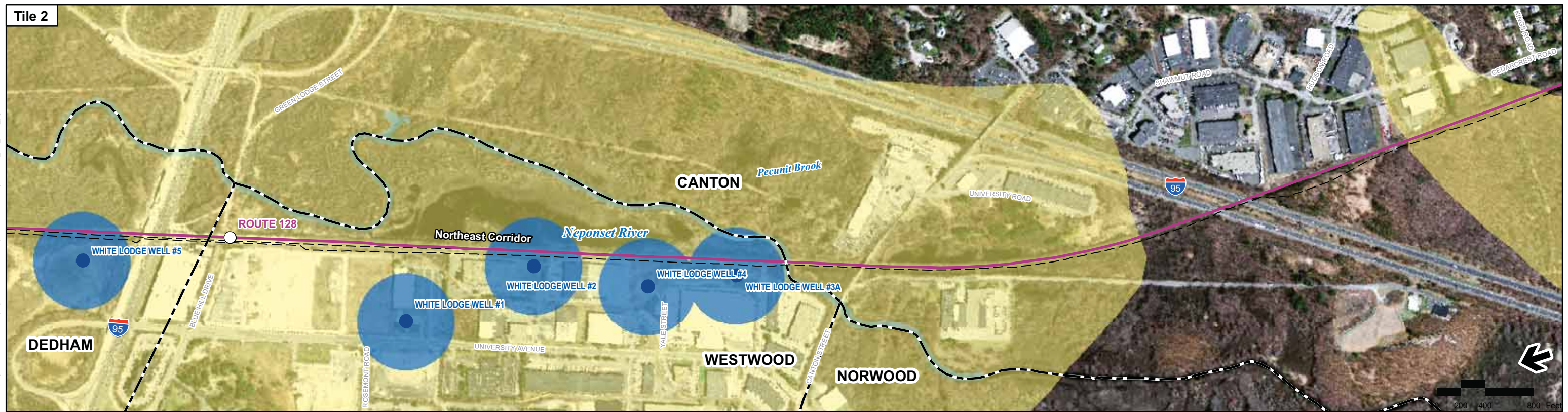


Figure 4.17-3c
 All Rail Alternatives - Fall River
 Secondary (Sheet 3 of 3)



Printing Date: 6/16/2009
 \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\WaterQuality\EC\WQ_EC_NEC_pg1.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Proposed Alternative Alignments
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

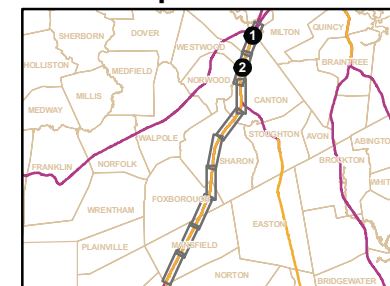


Figure 4.17-4a

Attleboro Alternative -
Northeast Corridor (Sheet 1 of 5)



Printing Date: 6/16/2009
 File: \\mbas\projects\10111.00\GIS\project\Phase2\TechR\reports\WaterQuality\ECIWO_EC_NEC_pg2.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Proposed Alternative Alignments
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

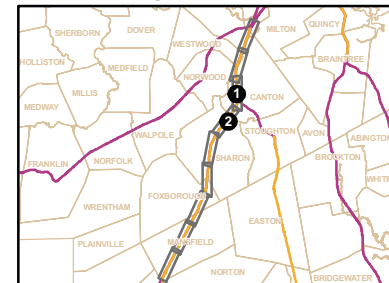
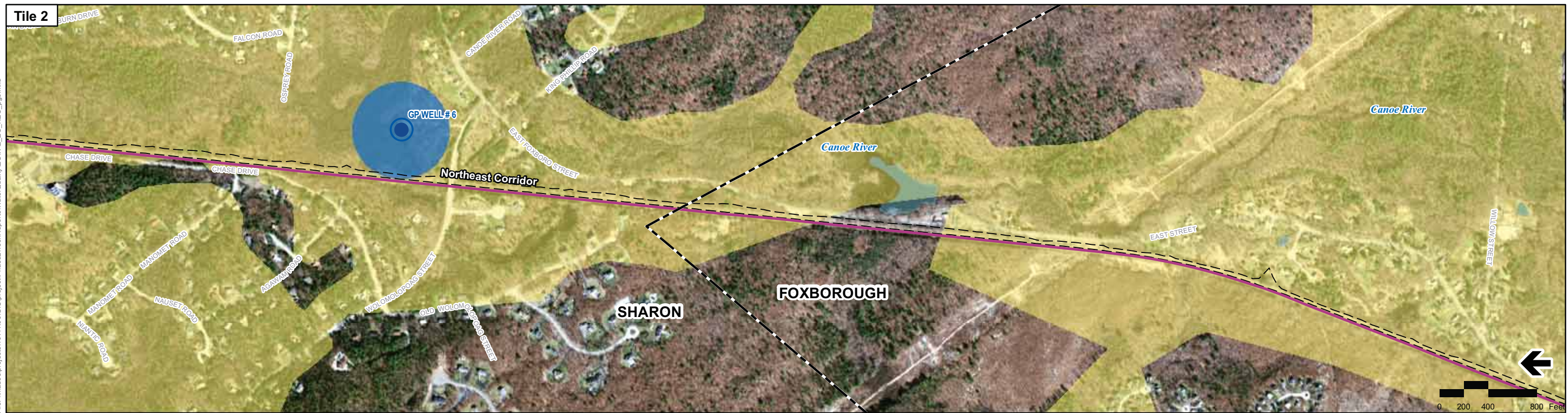


Figure 4.17-4b

Attleboro Alternative -
Northeast Corridor (Sheet 2 of 5)



Printing Date: 6/16/2009
 File: \\mbas\projects\10111.00\GIS\project\Phase2\TechR\reports\WaterQuality\EQIWO_EC_NEC_pg3.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Proposed Alternative Alignments
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

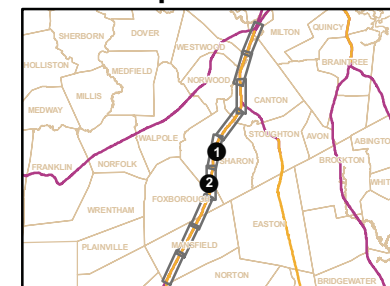
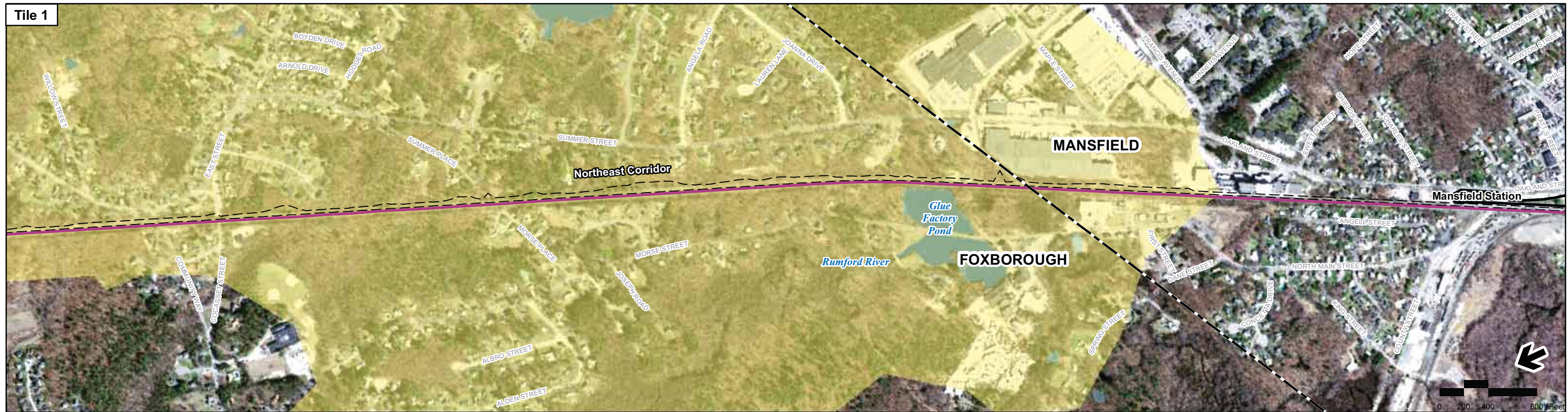


Figure 4.17-4c

Attleboro Alternative -
Northeast Corridor (Sheet 3 of 5)



Printing Date: 6/16/2009
 File: \\mabos\projects\10111\00\GIS\project\Phase2\TechR\reports\WaterQuality\CWQV_EC_NEC_pp4.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Proposed Alternative Alignments
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

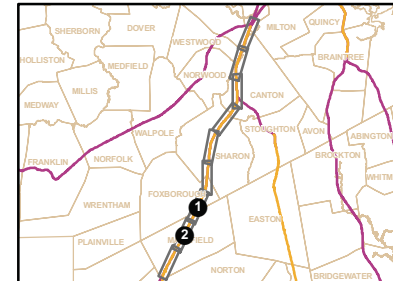
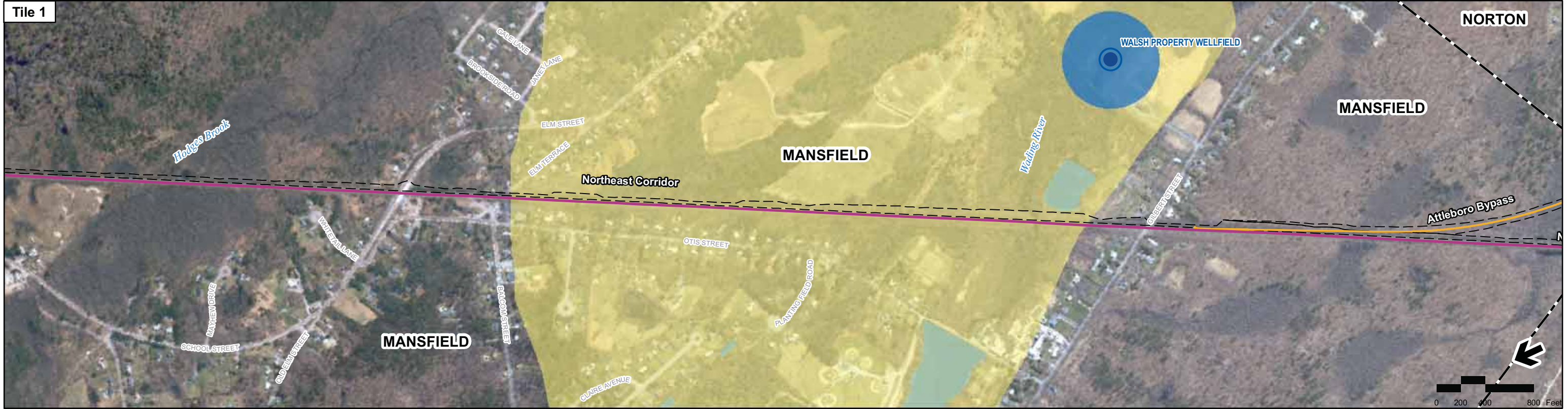


Figure 4.17-4d

 Attleboro Alternative -
 Northeast Corridor (Sheet 4 of 5)



Printing Date: 6/16/2009
 File: \\mba\os\projects\10111.00\GIS\project\Phase2\TechReports\WaterQuality\ECIWO_EC_NEC_pg5.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

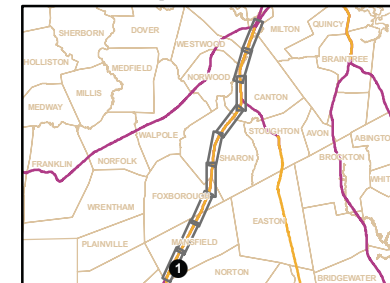


Figure 4.17-4e

 Attleboro Alternative -
 Northeast Corridor (Sheet 5 of 5)



Printing Date: 6/17/2009
 File: \\mabos\projects\101111\00\GIS\project\Phase2\TechReports\WaterQuality\ECWQ_EC_Atteleboro_pg1.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Proposed Alternative Alignments
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - - - Limit of Permanent Impact for Proposed Rail
 - ▭ Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

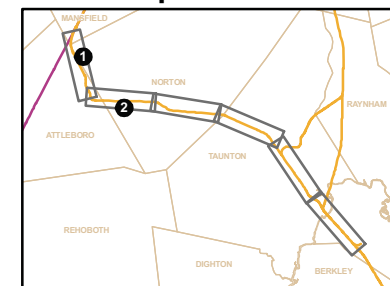


Figure 4.17-5a

 Attleboro Alternative -
 Attleboro Bypass and Attleboro Secondary
 (Sheet 1 of 3)



Printing Date: 6/17/2009
 File: \\mbas\projects\10111.00\GIS\project\Phase2\TechReports\WaterQuality\ECIWQ_EC_Atteboro_ng2.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Proposed Alternative Alignments
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

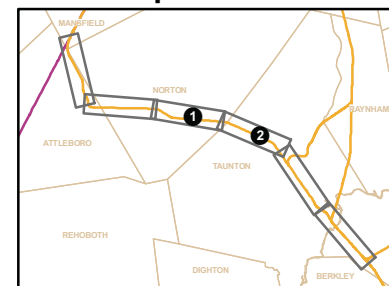


Figure 4.17-5b

Attleboro Alternative -
 Attleboro Bypass and Attleboro Secondary
 (Sheet 2 of 3)



Printing Date: 6/17/2009
 File: \\mabos\projects\10111_00\GIS\project\Phase2\TechReports\WaterQuality\ECW\ECW_EC_Atteboro_pg3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

Index Map

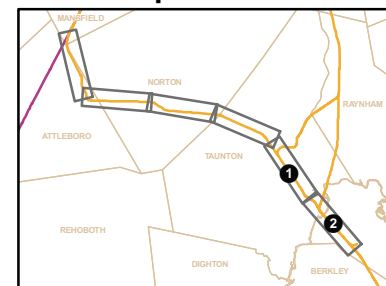


Figure 4.17-5c

Attleboro Alternative -
 Attleboro Bypass and Attleboro Secondary
 (Sheet 3 of 3)

* Traction power stations are only required for electric rail alternative



Printing Date: 6/17/2009
 File: I:\mbos\projects\10111.00\GIS\project\Phase2\Tech\Reports\WaterQuality\ECWQ_EC_Stoughton_pg1.mxd

- Legend**
- MBTA Commuter Rail Station
 - Proposed Alternative Alignments
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Limit of Work for Proposed Station/Layover Facility
 - Limit of Permanent Impact for Proposed Rail
 - Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

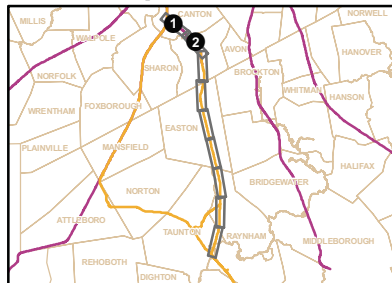


Figure 4.17-6a

Stoughton Alternative -
Stoughton Line (Sheet 1 of 5)



- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Proposed Alternative Alignments
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

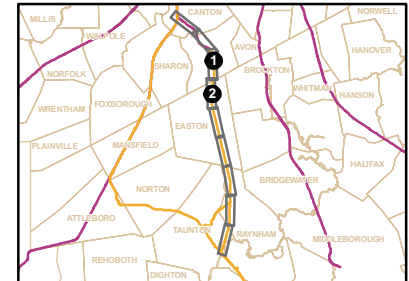
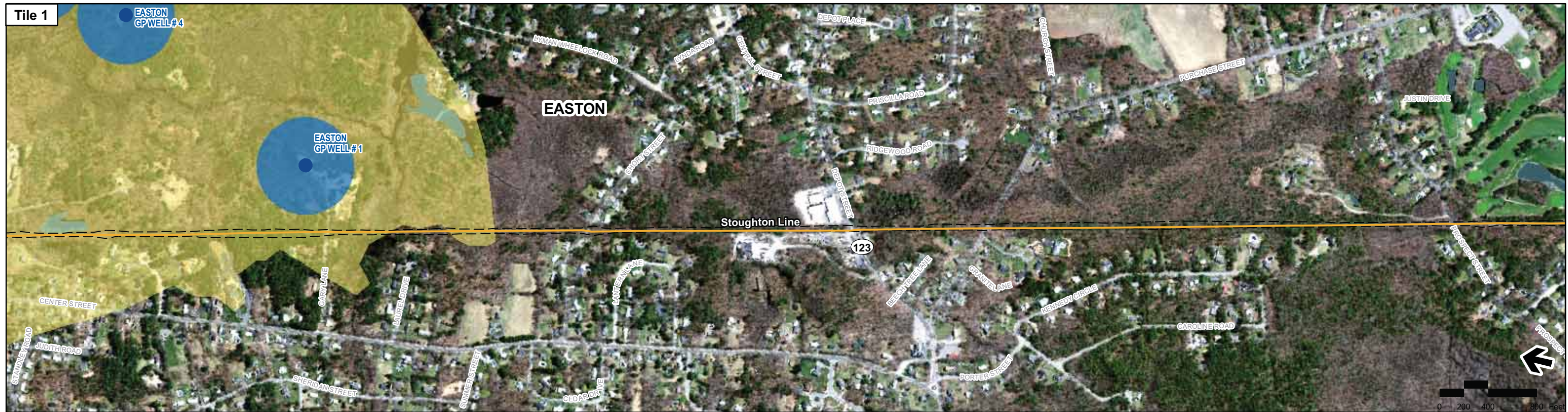


Figure 4.17-6b
Stoughton Alternative -
Stoughton Line (Sheet 2 of 5)

Printing Date: 6/17/2009
File:\mabos\projects\10111_00\GIS\project\Phase2\TechReports\WaterQuality\EC\WQ_EC_Stoughton_pg2.mxd



Printing Date: 6/17/2009
 File: \\mbas\proj\proj\101111_00\GIS\project\Phase2\Tech\Reports\WaterQuality\EClWQ_EC_Stoughton_pg3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

Index Map

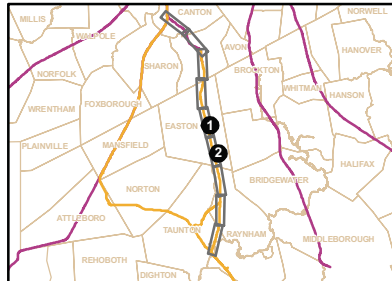
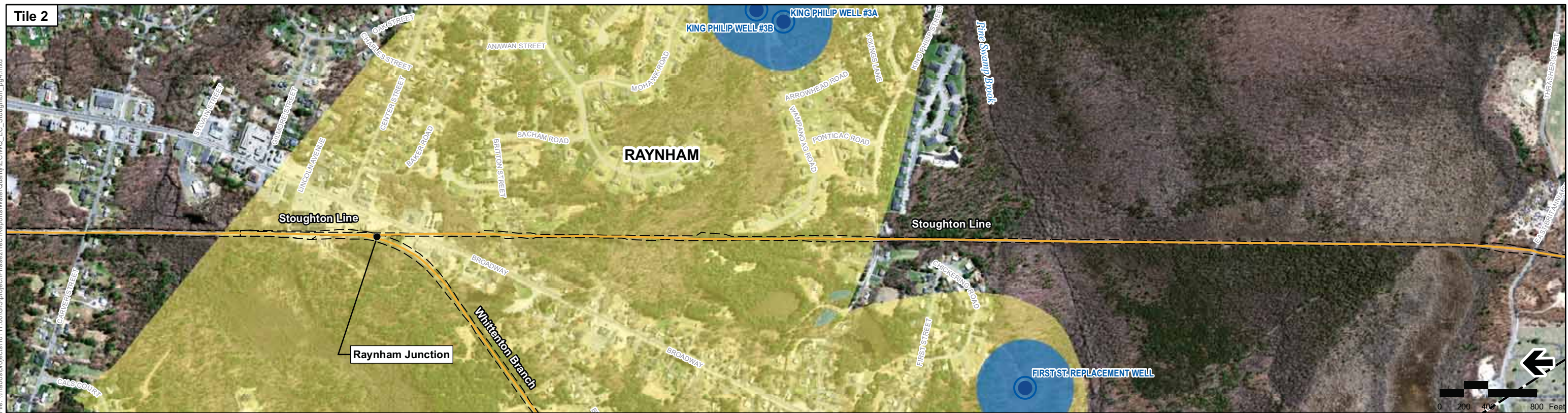
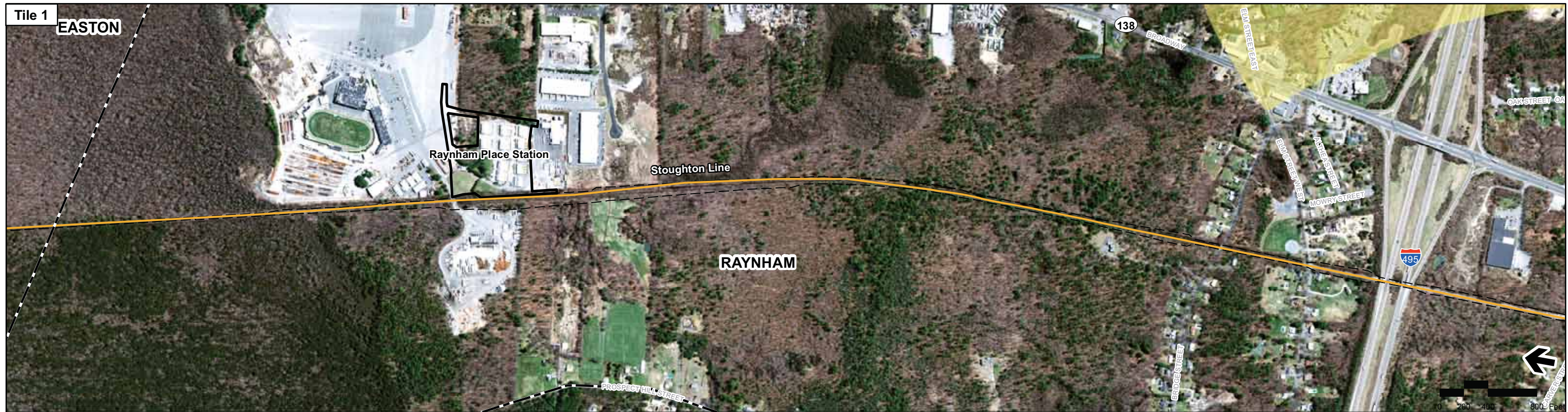


Figure 4.17-6c
 Stoughton Alternative -
 Stoughton Line (Sheet 3 of 5)

* Traction power stations are only required for electric rail alternative



Printing Date: 6/17/2009
 File: I:\mbos\projects\10111_00\GIS\project\Phase2\Tech\Reports\WaterQuality\ECWQ_EC_Stoughton_pg4.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

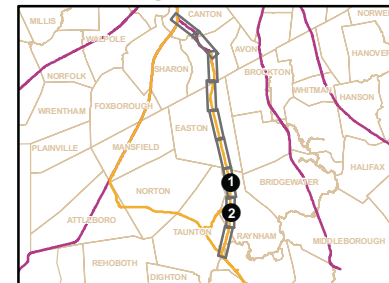


Figure 4.17-6d
 Stoughton Alternative -
 Stoughton Line (Sheet 4 of 5)



Printing Date: 6/17/2009
 File: \\msbos\projects\10111.00\GIS\project\Phase2\TechReports\WaterQuality\ECWQ_EC_e_Stoughton.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

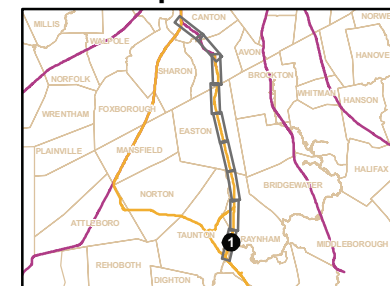
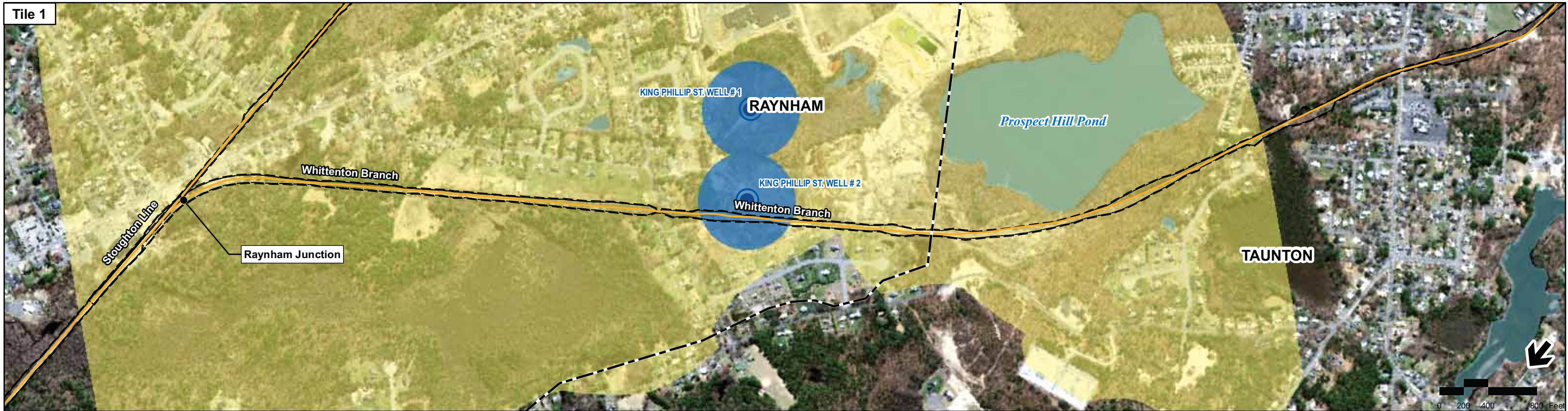


Figure 4.17-6e
 Stoughton Alternative -
 Stoughton Line (Sheet 5 of 5)



- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Alternative Alignments
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Traction Power Station*
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

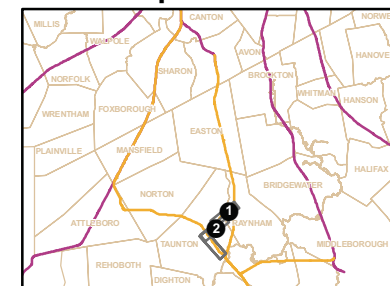
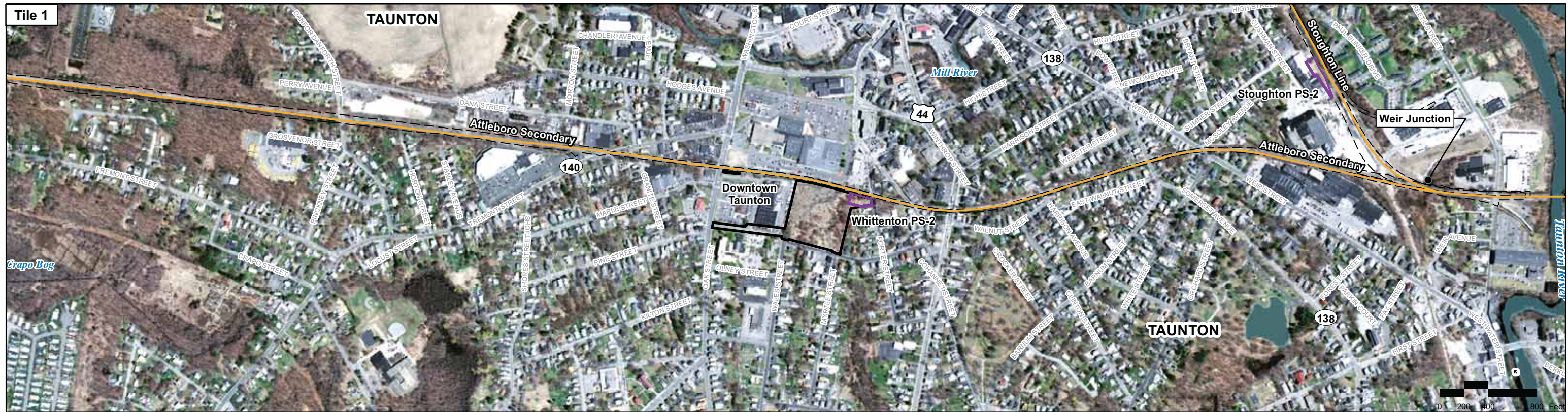


Figure 4.17-7a
Whittenton Alternative -
Whittenton Branch (Sheet 1 of 2)

Printing Date: 6/17/2009
 File: \\mabos\projects\101111.00\GIS\project\Phase2\TechReports\WaterQuality\ECWQ_EC_Stoughton_Whittenton_pg1.mxd



Printing Date: 6/17/2009
 File: \\mabos\projects\10111.00\GIS\project\Phase2\Tech\Reports\WaterQuality\ECWQ_EC_Stoughton_Whittenton_pg2.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

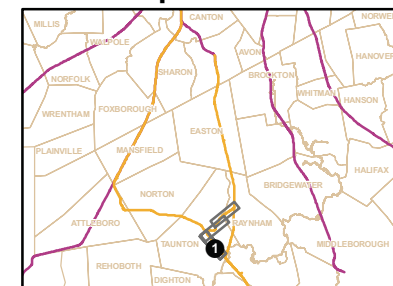


Figure 4.17-7b

Whittenton Alternative -
Whittenton Branch (Sheet 2 of 2)



Printing Date: 6/17/2009
 File: \\msb01s\projects\10111_00\GIS\project\Phase2\TechR\reports\WaterQuality\ECWQ_EC_RapidBus_pg1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Limit of Permanent Impact for Proposed Rapid Bus
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

Index Map

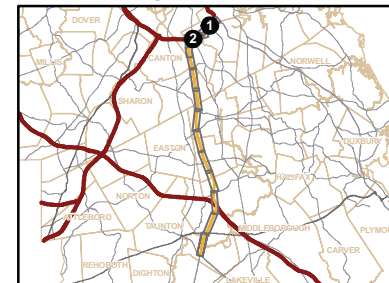


Figure 4.17-8a



Printing Date: 6/17/2009
 File: \\mbos\projects\10111_00\GIS\project\Phase2\TechReports\WaterQuality\ECWQ_EC_RapidBus_pg2.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Limit of Permanent Impact for Proposed Rapid Bus
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

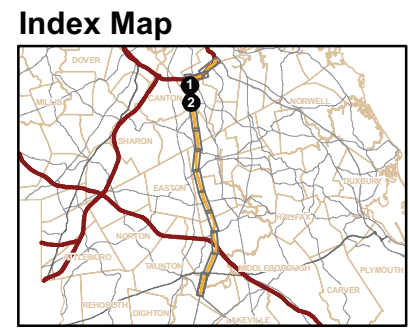


Figure 4.17-8b

Rapid Bus Alternative (Sheet 2 of 7)



Printing Date: 6/17/2009
 File: \\MBOS\projects\10111_00\GIS\project\Phase2\TechReports\WaterQuality\EC\WQ_EC_RapidBus_pg3.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Limit of Permanent Impact for Proposed Rapid Bus
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

Index Map

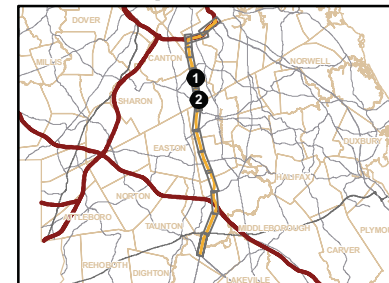


Figure 4.17-8c
Rapid Bus Alternative (Sheet 3 of 7)



Printing Date: 6/17/2009
 File: \\MA\BOS\projects\10111\00\GIS\project\Phase2\Tech\Reports\WaterQuality\ECW\EC_RapidBus_pg4.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Limit of Permanent Impact for Proposed Rapid Bus
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

Index Map

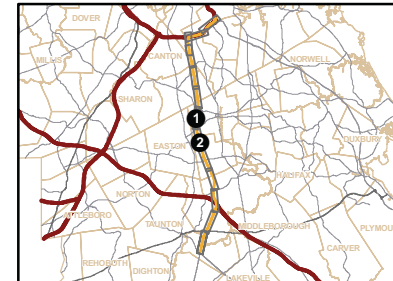


Figure 4.17-8d
 Rapid Bus Alternative (Sheet 4 of 7)

Tile 1











Tile 2



Printing Date: 6/17/2009
File: \\mbas\projects\10111.00\GIS\project\Phase2\Tech\Reports\WaterQuality\ECIWO_EC_ReportBus_pg5.mxd

Legend

-  MBTA Commuter Rail Station
-  MBTA Commuter Rail
-  Town Boundaries
-  Limit of Permanent Impact for Proposed Rapid Bus
-  Open Water
-  Public Water Supply Well
-  Zone I (400ft buffer of Public Water Supplies)
-  Zone II DEP Wellhead Protection Areas
-  IWPA DEP Wellhead Protection Areas
-  Zone A Surface Water Supply Protection Areas

Index Map

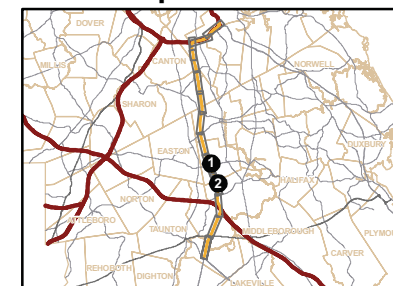


Figure 4.17-8e



Printing Date: 6/17/2009
 File: \\limbos\projects\10111_0\GIS\project\Phase2\Tech\Reports\WaterQuality\ECWQ_EC_I_RapidBus.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Limit of Permanent Impact for Proposed Rapid Bus
 - Open Water
 - Public Water Supply Well
 - Zone I (400ft buffer of Public Water Supplies)
 - Zone II DEP Wellhead Protection Areas
 - IWPA DEP Wellhead Protection Areas
 - Zone A Surface Water Supply Protection Areas

Index Map

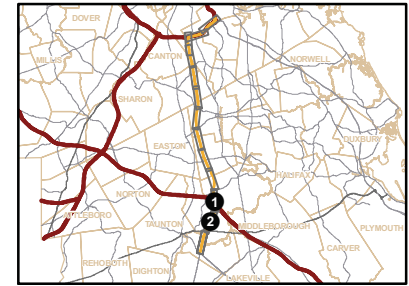


Figure 4.17-8f

Rapid Bus Alternative (Sheet 6 of 7)



Printing Date: 6/17/2009
 File: \\mabos\projects\10111.0\GIS\project\Phase2\TechReports\WaterQuality\ECWQ_EC_RapidBus_pg7.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Limit of Permanent Impact for Proposed Rapid Bus
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

Index Map

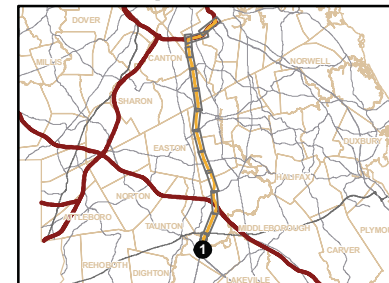


Figure 4.17-8g

Rapid Bus Alternative (Sheet 7 of 7)