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# MANAGING POSSIBLE ENVIRONMENTAL HAZARDS ON LYNNFIELD SECTION OF RAIL TRAIL

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## ➤ **BACKGROUND: RAIL BED FOR OUR PROPOSED RAIL TRAIL IS MAINLY A LOW RISK, RURAL LINE**

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- Historically, such rail lines have low incidence of any substantial spills, waste, etc.
- Sites of any potential concern can be readily identified through a study of historical records:
- No such sites have been found along the Lynnfield segment during the DOT engineering process.
- If contamination is identified, additional advanced studies can be conducted on sites of potential concern. This is a well-established practice for all sites where hazardous materials may be found.

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## ➤ **MANAGING POTENTIAL RISKS: PROVEN RESOURCES ARE AVAILABLE TO US**

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- In advance of construction:**
  - ✓ Town purchases environmental hazard insurance tailored to our specific project construction needs.
  - ✓ Insurance to have “occurrence basis” language to ensure only a single deductible would apply.
  - ✓ Town may hire a Licensed Site Professional (LSP) to conduct Phase 1 study of our rail bed. Conduct a more detailed Phase 2 study, if necessary.
- Once construction is underway:**
  - ✓ Strict compliance with MASS DEP Best Management Practices (BMP) ensures a safe project.
  - ✓ MASS DEP BMP: nationally recognized as “gold standard” since 2005.
  - ✓ Any low-level contamination (pesticides, rail tie residues, etc) is safely covered and capped.
  - ✓ Capping represents a significant health improvement over any current problem conditions.
  - ✓ If a substantial hazardous waste spot is found, it must be removed from right of way and properly disposed.
- Risk of any rail trail contamination is greatly reduced once the project is complete.**

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## ➤ **RAIL TRAIL DEVELOPMENT ACROSS MASSACHUSETTS: EFFECTIVE SITE MANAGEMENT WORKS**

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- Number of towns converting railbeds to rail trails/recreational paths/greenways: 70**
- Number of towns reporting a substantial hazardous material finding during rail trail construction: 4**
  - ✓ 3 towns (Maynard, Northborough, Easthampton) incurred no cost for clean-up as costs were covered by MA DOT/EPA grants.
  - ✓ 1 town (Newburyport) former Industrial site - still in-process (85% complete) but not incurred any cost to town to date. Anticipating for Federal/State funding to complete site clean-up and open second town rail trail.