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Pittsfield, MA 01201
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Via Electronic Mail

February 13, 2026

Mr. Alexander Carli-Dorsey
EPA Project Manager
U.S. Environmental Protection Agency
New England Region
Five Post Office Square, Suite 100
Boston, MA 02109

Re: GE-Pittsfield/Housatonic River Site
Rest of River (GECD850)
2025 Road Assessment Report

Dear Mr. Carli-Dorsey:

In accordance with EPA's September 10, 2025 conditional approval letter for GE's Revised Road Assessment Work Plan, attached is GE's 2025 Road Assessment Report, which reports on the first pre-construction assessment of local paved municipal roads and associated infrastructure, conducted in fall 2025.

Please let me know if you have any questions about this report.

Very truly yours,

Lauren Patnaude for

Matthew Calacone
Senior Project Manager
GE Aerospace

Attachment

Cc: (via electronic mail)
Joshua Fontaine, EPA
John Kilborn, EPA
Richard Fisher, EPA
Lisa Danek Burke, EPA
Christopher Ferry, ASRC Federal
Thomas Czelusniak, HDR Inc.
Scott Campbell, Taconic Ridge Environmental
Izabella Zapisek, Taconic Ridge Environmental

Michael Gorski, MassDEP
Tamara Cardona-Marek, MassDEP
Ben Guidi, MassDEP
Jason Perry, MassDEP
Michelle Craddock, MassDEP
Jeffrey Mickelson, MassDEP
Meredith Slesinger, MassDOT
Andrew Koziol, MassDOT
Scott Conti, MassDOT
Eve Schluter, MassDFW
Betsy Harper, MA AG
Graham Stevens, CT DEEP
Carol Papp, CT DEEP
Lori DiBella, CT AG
Danielle Perry, NOAA
James McGrath, City of Pittsfield
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Michael Coakley, PEDA
Melissa Provencher, BRPC
Jay Green, Town Administrator, Town of Lenox
R. Christopher Brittain, Town of Lee
Town Manager, Great Barrington
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Lance Hauer, GE
Eric Merrifield, GE
Andrew Inglis, GE
Kevin Mooney, GE
Rachel Leary, GE
Mark Gravelding and Lauren Putnam, Arcadis
Michael Werth, Anchor QEA
James Bieke, Counsel for GE
Public Information Repository at David M. Hunt Library in Falls Village, CT
GE Internal Repository

General Electric Company

2025 Road Assessment Report

Housatonic River – Rest of River
Pittsfield, Massachusetts

February 2026

2025 Road Assessment Report

Housatonic River – Rest of River
Pittsfield, Massachusetts

February 2026

Prepared By:
Arcadis U.S., Inc.
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Syracuse
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Prepared For:
General Electric Company
Pittsfield, Massachusetts

Our Ref:
ARC31156 (30299972)

Table of Contents

Tables

Figures

Attachments

Abbreviations

ASTM	ASTM International
EPA	United States Environmental Protection Agency
GE	General Electric Company
GPS	global positioning system
Final RD/RA Work Plan	*Final Remedial Design/Remedial Action Work Plan*
IMS	IMS Infrastructure Management Services
PCI	Pavement Condition Index
Revised QOL Plan	*Revised Quality of Life Compliance Plan*
ROR	Rest of River
RU	Remediation Unit
Second Revised QOL Plan	*Second Revised Quality of Life Compliance Plan*
SIP	Supplemental Information Package
UDF	Upland Disposal Facility

1 Introduction and Background

On December 16, 2020, pursuant to the 2000 Consent Decree for the GE-Pittsfield/Housatonic River Site, the United States Environmental Protection Agency (EPA) issued to the General Electric Company (GE) a final revised modification of GE's Resource Conservation and Recovery Act Corrective Action Permit (EPA 2020) for the Housatonic Rest of River (ROR), which required GE to implement the ROR Remedial Action selected by EPA to address polychlorinated biphenyls in the ROR. The ROR is that portion of the Housatonic River and its backwaters and floodplain (excluding certain residential lawn areas) located downstream of the confluence of the East and West Branches of the Housatonic River in Pittsfield, Massachusetts. The ROR has been segmented into separate Remediation Units (RUs), or reaches, to manage workflow and schedule for the ROR Remedial Action. The ROR Remedial Action also includes the construction and operation of an on-site Upland Disposal Facility (UDF) for the disposal of a portion of the sediments and soils removed from the ROR area. The ROR Remedial Action is generally referred to herein as the "ROR project."

On November 22, 2024, GE submitted a *Revised Quality of Life Compliance Plan* (Revised QOL Plan; Anchor QEA and Arcadis 2024), which included a discussion of road assessment activities to be performed to document the pre-, during-, and post-remediation conditions of local municipal roads (paved and unpaved) and associated infrastructure (e.g., bridges and culverts) that may be used for the transportation of ROR project materials. The purpose of these road assessment activities is to obtain the information necessary to evaluate whether the ROR project-related transportation has had any impact on the roads and infrastructure beyond the normal wear and tear sustained by the road network during implementation of the ROR project. On April 9, 2025, EPA issued a conditional approval letter for the November 2024 Revised QOL Plan. That letter approved the general approach outlined in the plan for the monitoring of roadway infrastructure conditions (i.e., Section 6.2 of the Revised QOL Plan) and directed GE to submit, for EPA review and approval, a road assessment work plan to outline the documentation and baseline assessment of pre-existing conditions of local municipal roads and the assessment of such roads during and after construction. GE submitted a Road Assessment Work Plan to EPA on June 26, 2025 to fulfill that requirement, and EPA provided conditional approval of that work plan on August 21, 2025. In that August 21, 2025 letter, EPA directed GE to submit a revised work plan for EPA review and approval, and GE submitted the Revised Road Assessment Work Plan on September 4, 2025 (Arcadis 2025).[1] EPA provided conditional approval of that work plan on September 10, 2025.

The first pre-construction assessment was conducted in fall 2025, in accordance with the Revised Road Assessment Work Plan, on local municipal roads associated with construction of the UDF (i.e., the first substantial ROR-related construction activity). As required, the assessment was completed before on-site construction work started for the UDF (in November 2025).

[1] On a separate track, EPA's April 9, 2025 conditional approval letter also directed GE to further revise the Revised QOL Plan, including minor updates to Section 6.2, and to submit the revised plan to EPA for review and approval. That document, *Second Revised Quality of Life Compliance Plan*, was submitted to EPA on May 15, 2025 (Second Revised QOL Plan; Anchor QEA and Arcadis 2025) and was approved by EPA on May 28, 2025. The Revised Road Assessment Work Plan was developed based on the approach outlined in Section 6.2 of the Second Revised QOL Plan for monitoring of roadway infrastructure conditions, as well as based on the conditions in EPA's August 21, 2025 letter.

2 Summary of 2025 Data Collection Activities

The 2025 data collection activities were performed for the first pre-construction assessment between September 14 and October 1, 2025 to document the conditions of local municipal roads associated with construction of the UDF and associated visible infrastructure (notably bridges and culverts). As required, the assessment was completed before on-site construction work started for the UDF (in November 2025). The work was conducted during favorable weather conditions (i.e., without leaves, rain, snow, etc. on the roadways that could have impaired visibility or the usability of equipment).

The 2025 road and infrastructure assessment included routes approved in the Revised Road Assessment Work Plan on local municipal roads (i.e., the municipal roads leading to, but not including, the state or federal roads) in the Towns of Lenox and Lee. The routes are illustrated on Figures 1 and 2 and are listed in Table 1. The infrastructure inspected along such routes are also illustrated on Figure 2 and listed in Table 2. As indicated on the figures and in the tables, GE collected information on routes anticipated to be subject to transportation activities for the ROR project, as well as on "background roads" – i.e., routes not anticipated to be used for transportation activities for the ROR project or otherwise used for project-related truck traffic – in order to assess background (i.e., non-project-related) conditions. The routes selected as background roads were selected because they are considered comparable paved roads outside of the routes anticipated for use during the project but expected to receive similar levels and patterns of traffic not related to the ROR project. Comparison of the two groups of routes will be used in future years to help evaluate whether assessed conditions can be attributed to road traffic associated with the ROR project, rather than normal wear and tear, as discussed in Section 3.

The methods for measuring and assessing the baseline condition of the local municipal roads and associated infrastructure are described in the remainder of this section. Only paved roads and associated infrastructure were included in the 2025 assessment; in accordance with the Revised Road Assessment Work Plan, unpaved roads will first be assessed in 2027. The processes described below will be repeated for the during- and post-construction assessments on the roads evaluated in 2025, and the data collected during the 2025 pre-construction baseline assessment will be used for comparison with the data from the during- and post-construction assessments, as described in Section 3.

2.1 Paved Roads

To assess the condition of paved municipal roads included in the 2025 assessment, GE used a specialized contractor with dedicated data collection vehicles equipped with sensors and instruments including the following:

- **Laser crack measurement system**: This system is used to detect, measure, and document the extent and severity of cracks on the pavement surface via the system's lasers and imaging techniques.
- **High-resolution cameras**: These cameras are used to capture images of the pavement surface, providing visual data on cracks, rutting, potholes, and other defects.
- **Global positioning system (GPS)**: GPS is used to georeference pavement distress data and images to allow for the accurate mapping of pavement conditions.

The field assessment of the paved roads was conducted by GE's contractor, IMS Infrastructure Management Services (IMS), in one day, on September 14, 2025. On that day approximately 2.63 miles of roads associated with construction of the UDF were assessed and approximately 4.05 miles of background roads were assessed. Data was collected in accordance with ASTM International's (ASTM's) Standard Practice for Roads and Parking

Lots Pavement Conditions Index Surveys (ASTM D6433). The details of the means and methods of the paved road assessment are included in IMS's report, provided in Attachment A.

The road-scanning sensors and instruments continuously gathered data as the data collection vehicles travelled along the road segments, and the associated imagery of the surrounding areas was extracted at 15- to 20-foot intervals. The road-scanning data include measurements of pavement distress and other key pavement parameters. Roads received a minimum of one pass per lane of travel with the data collection vehicle. Based on this information, Pavement Condition Index (PCI) ratings were created to identify and define each distress type and its severity and extent (based on the ASTM D6433 testing methodology). Experienced pavement evaluators reviewed the road segment's collected images for a complete and thorough evaluation of the existing pavement condition in accordance with the ASTM D6433 pavement distress rating process.

The results of the 2025 road assessment are included in Attachment A. The roadways included in the 2025 assessment were generally found to be in very good condition with an average PCI of 77. Approximately 68% of the roadways included in the 2025 assessment were found to be in Excellent or Very Good condition (pavements with a PCI above 70) and approximately 14% of the roadways included in the 2025 survey were found to be in the Poor or Very Poor condition (pavements with a PCI below 40). Roads associated with construction of the UDF received an average PCI score of 79 with PCI rankings ranging from Very Poor (23) to Excellent (100). Background routes had rankings ranging from Poor (27) to Excellent (100) and received an average PCI score of 75. The report in Attachment A includes in its appendices a table and a figure showing the PCI score classification for each road included in the 2025 assessment. The results of the 2025 pre-construction assessment will be used as baseline results and will be compared to future PCI rankings on each section of the same roads when they are assessed during and post-construction.

Note that, based on GE's review of the preliminary results collected with road imaging technology and photographs, ground penetrating radar use was found to be unnecessary to assess subsurface conditions of the paved local municipal roads.

2.2 Infrastructure

For infrastructure not captured by the imaging technology proposed for the paved roads, GE separately captured and archived imagery of the relevant visible infrastructure consisting of bridges and large culverts. A list of such infrastructure assessed in 2025 is provided in Table 2 and illustrated on Figure 2.

On September 15, 2025, in advance of field work for the pre-construction assessment, GE notified EPA of the proposed start date, with a copy to representatives from the relevant municipalities. This notification stated that EPA and/or the relevant municipalities could attend the assessment if desired. In addition, in the notification, GE requested input from the relevant municipalities' Departments of Public Works regarding the presence of relevant infrastructure of the same type as listed in Table 2 that was not already identified by GE in the Revised Road Assessment Work Plan. No additional infrastructure was identified by the Departments of Public Works or added to the survey as a result of this outreach.

The assessment of infrastructure associated with routes associated with the construction of the UDF was conducted on September 29 and October 1, 2025. Representatives from the Town of Lee met GE onsite September 29, 2025 to attend the assessment.

Standardized photograph locations (with position and direction) were established in the field to document the assessed infrastructure. The standardized photo locations were marked on a map, and an accompanying

photographic log was established so that pre-, during-, and post-construction images can be easily compared (see Section 3).

The results from the 2025 infrastructure assessment are provided in Attachment B, which includes infrastructure assessment orientation figures and photograph logs for each of the six infrastructure assessment locations – namely:

- The Mill Street bridge over the Housatonic River between Crystal Street and Willow Hill Road (Attachment B-1);
- The Mill Street bridge over the railroad between Crystal Street and Willow Hill Road (Attachment B-2);
- The Walker Street bridge and culvert over a creek (Attachment B-3);
- The Mill Street bridge over Washington Mountain Brook (Attachment B-4);
- The Bradley Street bridge over Codding Brook (Attachment B-5); and
- The Woodland Road bridge/culvert over Washington Mountain Brook (Attachment B-6).

Photographs will be taken in 2026 and in future during-construction and post-construction assessments at the same locations as in 2025 to evaluate potential changes in structure integrity.

3 Future Schedule, Data Evaluation, and Reporting

As described in the Revised Road Assessment Work Plan, given that the schedules for construction of the UDF and remediation in each RU will vary (and thus associated road usage will vary), the schedules for the pre-construction, during-construction, and post-construction assessments will differ for the different road segments. Table 1 lists the road assessment to be performed in 2026, which will include both: (a) a pre-construction assessment of additional routes proposed by the contractor selected to construct the UDF (as will be presented in the Supplemental Information Package [SIP] for the UDF construction, to be submitted to EPA on February 18, 2026); and (b) a during-construction assessment of the routes assessed in 2025 as well as the additional routes proposed by the UDF construction contractor.[2] The infrastructure along each route, as summarized in Table 2, will be assessed in 2026 on the same schedule as the route itself.

To the extent practicable, the pre-construction assessment of the additional routes proposed by the UDF construction contractor will be scheduled to be performed before construction starts on the UDF (i.e., before or during early April 2026) during favorable weather conditions (i.e., without leaves, rain, snow, etc. on the roadways that may impair visibility or the usability of equipment). These new routes will then also be included in the 2026 during-construction assessment, which is anticipated to be performed during the same general time of year as the 2025 assessment (i.e., late summer or early fall).

During future road assessments after the 2026 assessments, GE will make best efforts to collect data and images during the same general time of year as the 2026 during-construction assessment unless otherwise necessary to meet overall project schedule requirements. In addition, to the extent practicable, these future field assessments will be scheduled to occur during favorable weather conditions (i.e., without leaves, rain, snow, etc. on the roadways that may impair visibility or the usability of equipment). Finally, the same procedures and methods used to perform the pre-construction assessment will be repeated for the during-construction assessment(s) and post-construction assessment for the same roads in order to allow for comparison of the results from each event.

The procedures and proposed roads described in the Revised Road Assessment Work Plan will be reviewed periodically – e.g., after EPA approval of the SIP for UDF construction and/or the Final Remedial Design/Remedial Action Work Plan (Final RD/RA Work Plan) and/or SIP(s) for each RU – to ensure that the information contained in the plan is still valid. Additional meetings with local municipalities are also anticipated during development of the future design documents to discuss potential updates to RU-specific information on specific transportation routes to the UDF, to rail loading areas, and/or from backfill sources. If additional transportation routes are later identified – e.g. in a revised UDF construction SIP if required by EPA and/or the Final RD/RA Work Plan or SIP for each RU – such routes will be reviewed, and EPA will be advised as necessary. In addition, GE will communicate with the affected municipalities regarding any changes in the selection of the specific transportation routes proposed for use, as they are identified. If the addition of such routes would require a revision or addendum to the EPA-approved Revised Road Assessment Work Plan, GE will submit such revision or addendum in advance of the relevant construction activities on a schedule anticipated to allow for any required additional pre-construction assessments to be conducted prior to the associated construction activities.

The results of the first during-construction assessment (to be performed in late summer or early fall 2026) will be compared to those of the 2025 pre-construction assessment and the pre-construction assessment of the

[2] Note that the portions of the additional routes included in the Revised Road Assessment Work Plan for pre-construction assessment in 2027, Crystal Street and Willow Creek Road, will now receive a during-construction assessment in 2027.

additional routes proposed by the UDF construction contractor. Thereafter, as appropriate, the results of the during-construction assessment(s) will be compared to the results of the prior assessment(s) conducted during construction.[3] Similarly, the results of the post-construction assessment will be compared to those of the prior assessments. During these assessments, comparisons will also be made between the results from ROR project roads and those from background roads. The purpose of these various comparisons will be to help evaluate whether the conditions of the ROR project roads can be attributed to road traffic associated with the ROR project, rather than normal wear and tear (similar to that found on the surrounding road network or anticipated on similarly constructed roads with similar traffic). As described in the Revised Road Assessment Work Plan, the comparison process for previously evaluated paved roads and infrastructure will be as follows:

- For paved roads, GE will evaluate the roadway condition based on review and comparison of standard pavement metrics (e.g., PCI). These metrics will be compared to those from prior assessments. Further, once multiple years of data are available for a given road or road segment, a trend analysis will be performed of the different metrics, and the trend of the different metrics on the roads used for the ROR project will be compared to those on background roads. If a notable trend divergence (e.g., divergence greater than 20% from expected degradation rates) occurs on a road or road segment subject to ROR project transportation activities, GE will conduct additional analysis and review those results, using professional judgment, to assess whether the increased rate of road degradation can be attributed to the ROR project or some other factor. Such additional analysis may include a desktop quality control review, performed by a pavement expert, of condition values, photographs, and any other relevant data that were collected during the scanning process. This desktop quality control review may include coordination with local municipalities and the Massachusetts Department of Transportation to gather any recent pavement data that they may have collected or to gather information on any maintenance activities (e.g., patching, utility work) performed on roads included in the assessment. Based on the results of a desktop review, further additional analysis may include activities such as on-site visual assessment by a pavement expert and/or, if necessary, an assessment of the percentage of traffic on the road that is associated with the ROR project transportation activities.
- For the infrastructure located along paved roads, GE will evaluate the changes in conditions based on a review and comparison of the photographic log compiled during each assessment. Further, once multiple years of data are available, the evaluation will detail substantial visual differences between the most recent year's assessment results and the prior assessment(s). If notable differences are observed in infrastructure being used for ROR transportation activities (e.g., significant unexpected cracking in infrastructure earlier than expected for the age and average use of such infrastructure), GE will conduct additional analysis, using professional judgment, to assess whether these differences can be attributed to the ROR project or some other factor. Additional analysis may include activities such as on-site visual assessment by a professional engineer and/or, if necessary, an assessment of the percentage of traffic on the road that is associated with the ROR project transportation activities.

As further described in the Revised Road Assessment Work Plan, after the completion of each during-construction assessment, including the 2026 during-construction assessment, regardless of whether there was any damage or whether the damage was caused by the ROR Remedial Action, GE will discuss the results of the assessment with EPA and the affected local municipalities, using appropriate tables, figures, and photos to illustrate the comparison to pre-construction conditions. If the stress or damage is attributed to the ROR Remedial Action, GE will further discuss with EPA and the affected local municipality the appropriate steps for maintenance

[3] The discussion of the comparison process in this paragraph and the remainder of this section is taken largely from the EPA-approved 2025 Revised Road Assessment Work Plan, but is reiterated for completeness in this report.

or repair. It is anticipated that, if the stress or damage is attributed to the ROR Remedial Action but is not considered a safety hazard for the public or remedial construction workers, the maintenance/repair will be postponed until after construction is complete, at which point GE will discuss the appropriate steps for maintenance or repair with EPA and the affected local municipality and will then submit to EPA for review and approval a plan and schedule for maintenance and/or repair of such stress or damage. If the stress or damage attributed to the ROR Remedial Action would present a safety hazard, GE will correct such stress or damage as soon as possible, after discussing such correction with EPA and the affected municipality. If appropriate, GE will discuss with EPA and the affected local municipality whether pavement preservation tactics should be used to extend the life of the pavement through completion of construction.

Similarly, as described in the Revised Road Assessment Work Plan, after each post-construction road assessment, GE will discuss the results of that assessment with EPA and the affected local municipalities (regardless of whether there was any damage or whether the damage was caused by the ROR Remedial Action), again using appropriate tables, figures, and photos. If it is determined that any stress or damage is attributed to the ROR Remedial Action, GE will submit to EPA for review and approval a plan and schedule for maintenance and/or repair of such stress or damage; and GE will discuss the appropriate steps for maintenance or repair with EPA and the affected local municipality(ies).

In accordance with the Revised Road Assessment Work Plan, by February 15, 2027, GE will submit to EPA for review and approval, with copies to the pertinent municipalities, the 2026 annual report summarizing the 2026 road assessments and associated evaluations performed during that year. That report will be similar to the present report, and it will include photographic documentation of the condition of assessed infrastructure and roads for review by the affected municipality as appropriate.

4 References

Anchor QEA, LLC and Arcadis. 2024. *Revised Quality of Life Compliance Plan*. Prepared for General Electric Company, Pittsfield, Massachusetts. November 22.

Anchor QEA, LLC and Arcadis. 2025. *Second Revised Quality of Life Compliance Plan*. Prepared for General Electric Company, Pittsfield, Massachusetts. May 15.

Arcadis. 2025. *Revised Road Assessment Work Plan*. Prepared for General Electric Company, Pittsfield, Massachusetts. September 4.

EPA. 2020. *Revised Final Permit Modification to the 2016 Reissued RCRA Permit and Selection of CERCLA Remedial Action and Operation & Maintenance for Rest of River*. December 16.

Tables

Table 1
Roads Included in 2025 Assessment and Anticipated 2026 Road Assessment Schedule
Housatonic River – Rest of River

Road	Paved or Unpaved	Approximate Centerline Miles	Municipality(ies)	Type of Assessment	
				2025	2026
Woodland Rd (between UDF entrance and Willow Hill Rd)	Paved	0.31	Town of Lee	Pre-Construction	During-Construction
Willow Hill Rd	Paved	0.71	Town of Lee Town of Lenox	Pre-Construction	During-Construction
Mill St (between Crystal St and Willow Hill Rd)	Paved	0.066	Town of Lee Town of Lenox	Pre-Construction	During-Construction
Walker St (East of US-20)	Paved	1.55	Town of Lenox	Pre-Construction	During-Construction
Walker St (between US-20and Main St in Lenox)**	Paved	1.04	Town of Lenox	Pre-Construction	During-Construction
Mill St (South of Willow Hill Rd)**	Paved	0.49	Town of Lee Town of Lenox	Pre-Construction	During-Construction
Bradley St (between intersection with East St/Mill St and Greylock St)**	Paved	0.26	Town of Lee	Pre-Construction	During-Construction
Greylock St**	Paved	1.50	Town of Lee	Pre-Construction	During-Construction
Woodland Rd (between Willow Hill Rd and Bradley St)**	Paved	0.40	Town of Lee	Pre-Construction	During-Construction
Bradley St (north of intersection with East St/Mill St)**	Paved	0.36	Town of Lee	Pre-Construction	During-Construction
Main St	Paved	0.49	Town of Lee	--	Pre-Construction and During-Construction
Crystal St (between Housatonic St and Schweitzer Br)	Paved	0.71	Town of Lenox	--	Pre-Construction and During-Construction
Crystal St (south of Schweitzer Br)	Paved	0.50	Town of Lenox	--	Pre-Construction and During-Construction

Table 1
Roads Included in 2025 Assessment and Anticipated 2026 Road Assessment Schedule
Housatonic River – Rest of River

Road	Paved or Unpaved	Approximate Centerline Miles	Municipality(ies)	Type of Assessment	
				2025	2026
Willow Creek Rd (between Housatonic St and Woods Pond Spur)	Paved	0.15	Town of Lenox	--	Pre-Construction and During-Construction
Willow Creek Rd (Woods Pond Spur to Casella Waste Systems driveway)	Paved	0.14	Town of Lenox	--	Pre-Construction and During-Construction
Total Paved Miles				**6.68**	**8.18**
Total Project-Related Road Miles				**2.63**	**4.13**
Total Background Road Miles				**4.05**	**4.05**

Footnote:
** Road is included to evaluate background conditions (i.e., road not anticipated to be used as an approved travel route during the remedial action).

Acronyms and Abbreviations:
Rd = Road
St = Street
UDF = Upland Disposal Facility

Legend:
Route first associated with UDF construction (and associated background routes)
Route first associated with UDF construction (added in 2026)

Table 2
Infrastructure Included in 2025 Assessment and Infrastructure Anticipated to be Included in 2026 Assessment
Housatonic River – Rest of River

Road	Associated Infrastructure to be Assessed	Municipality(ies)	Type of Assessment	
			2025	2026
Mill St (between Crystal St and Willow Hill Rd)	Bridge over Housatonic River	Town of Lenox	Pre-Construction	During-Construction
	Bridge over railroad			
Walker St (East of US-20)	Bridge/culvert over creek	Town of Lenox	Pre-Construction	During-Construction
Mill St (South of Willow Hill Rd)**	Bridge over Washington Mountain Brook	Town of Lee	Pre-Construction	During-Construction
Bradley St (between intersection with East St/Mill St and Greylock St)**	Bridge over Codding Brook	Town of Lee	Pre-Construction	During-Construction
Woodland Rd (between Willow Hill Rd and Bradley St)**	Bridge/culvert over Washington Mountain Brook	Town of Lee	Pre-Construction	During-Construction

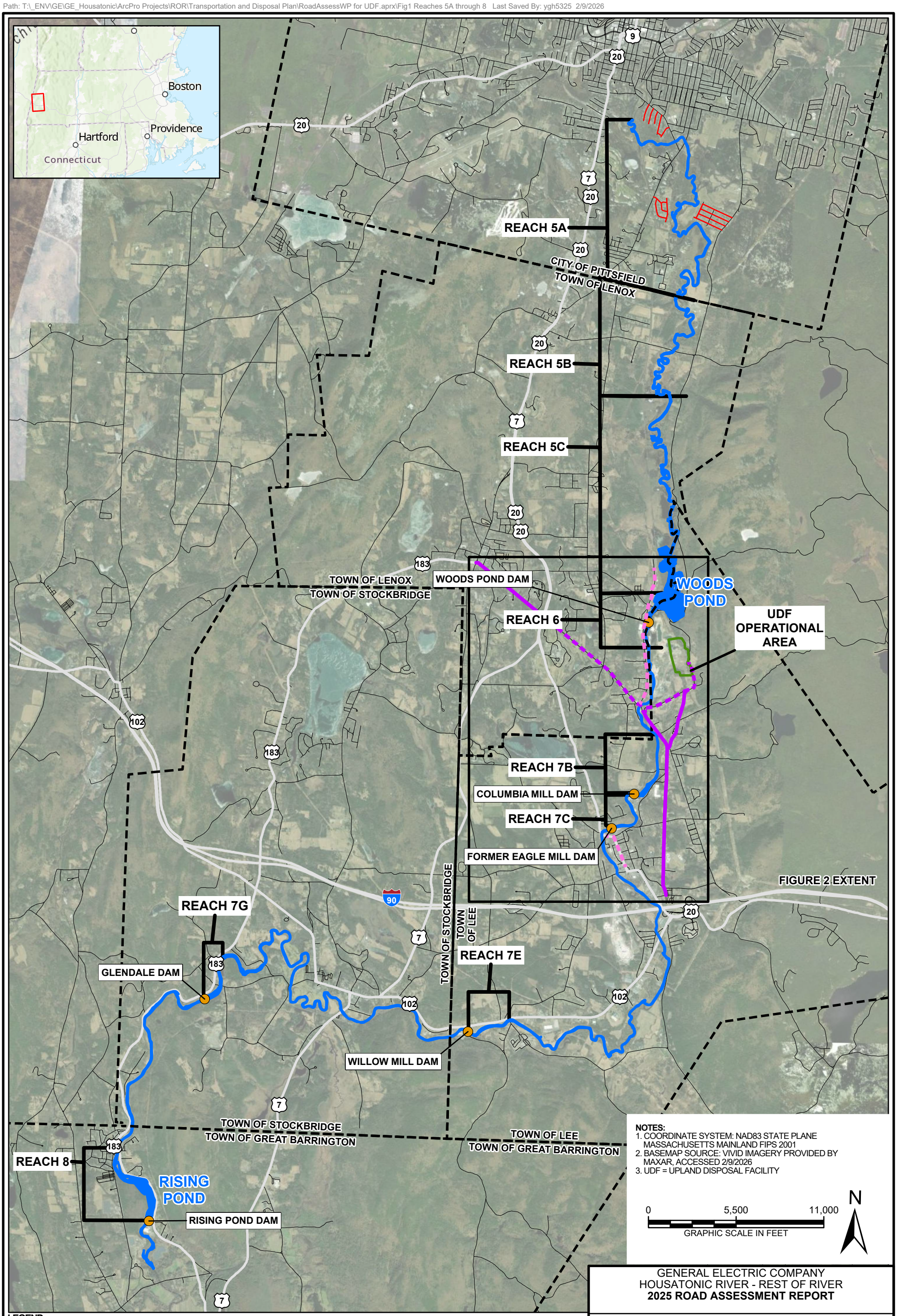
Footnotes:
** Road is included to evaluate background conditions (i.e., road not anticipated to be used as an approved travel route during the remedial action).

Acronyms and Abbreviations:
Rd = Road
St = Street
UDF = Upland Disposal Facility

Legend:
Route first associated with UDF construction (and associated background routes)

Figures

Path: T:_ENV\GE\GE_Housatonic\ArcPro Projects\ROR\Transportation and Disposal Plan\RoadAssessWP for UDF.aprx\Fig1 Reaches 5A through 8 Last Saved By: ygh5325 2/9/2026



NOTES:
1. COORDINATE SYSTEM: NAD83 STATE PLANE MASSACHUSETTS MAINLAND FIPS 2001
2. BASEMAP SOURCE: VIVID IMAGERY PROVIDED BY MAXAR, ACCESSED 2/9/2026
3. UDF = UPLAND DISPOSAL FACILITY

0 5,500 11,000
GRAPHIC SCALE IN FEET

N

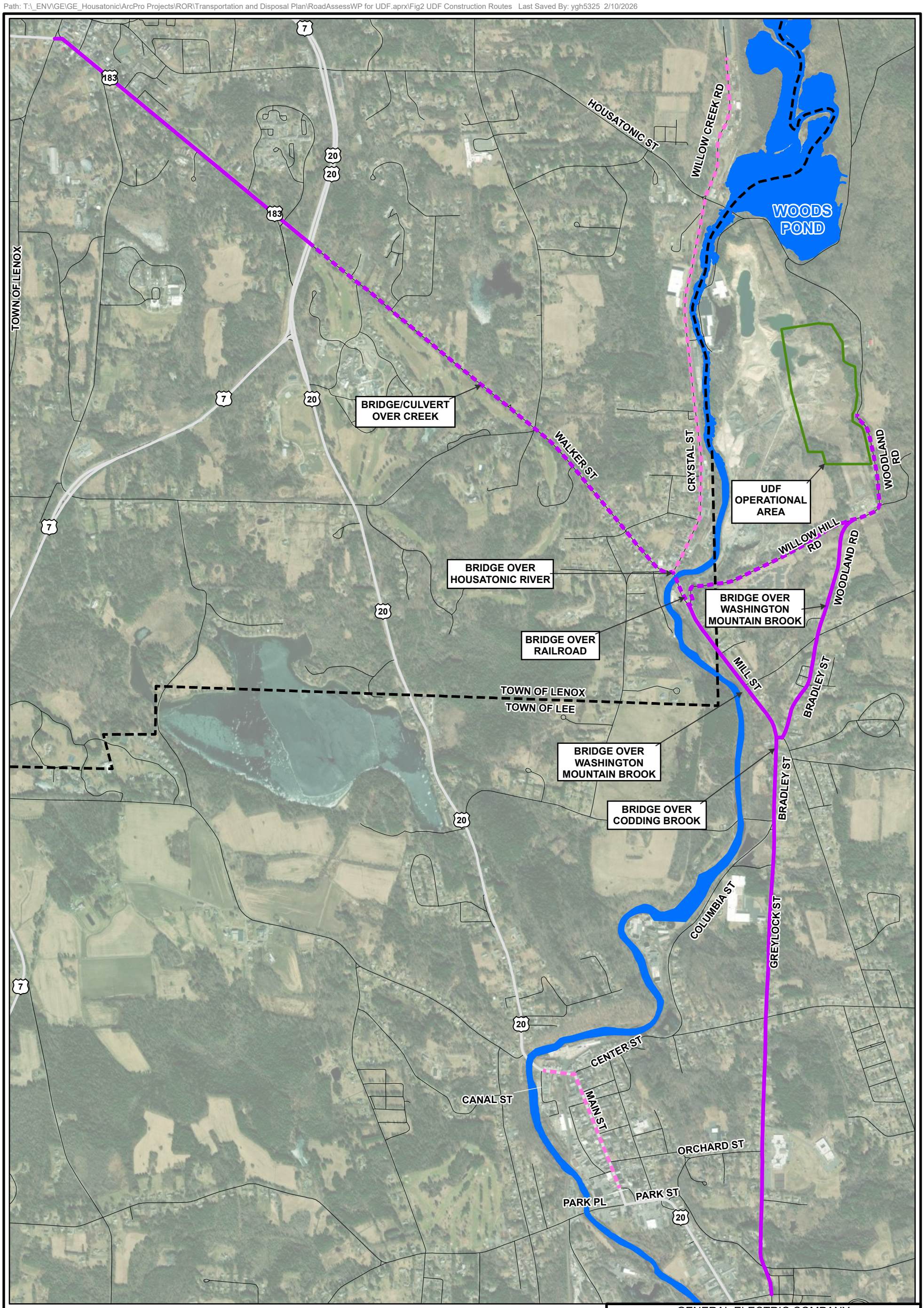
LEGEND
- DAM LOCATION
- ROAD
- ROAD USE RESTRICTED
- TOWNSHIP BOUNDARY
- HOUSATONIC RIVER
- ROUTE INCLUDED IN ASSESSMENT FOR BACKGROUND CONDITIONS ASSOCIATED WITH ROUTES FIRST FOR UDF CONSTRUCTION
- ROUTE FIRST ASSOCIATED WITH UDF CONSTRUCTION
- ROUTE FIRST ASSOCIATED WITH UDF CONSTRUCTION (ADDED IN 2026)

GENERAL ELECTRIC COMPANY
HOUSATONIC RIVER - REST OF RIVER
2025 ROAD ASSESSMENT REPORT

HOUSATONIC RIVER: REACHES 5A THROUGH 8

ARCADIS

FIGURE 1



LEGEND

- ROAD
- ROUTE INCLUDED IN ASSESSMENT FOR BACKGROUND CONDITIONS ASSOCIATED WITH ROUTES FIRST FOR UDF CONSTRUCTION
- ROUTE FIRST ASSOCIATED WITH UDF CONSTRUCTION
- ROUTE FIRST ASSOCIATED WITH UDF CONSTRUCTION (ADDED IN 2026)
- TOWNSHIP BOUNDARY
- HOUSATONIC RIVER

NOTES:

1. COORDINATE SYSTEM: NAD83 STATE PLANE MASSACHUSETTS MAINLAND FIPS 2001
2. BASEMAP SOURCE: VIVID IMAGERY PROVIDED BY MAXAR, ACCESSED 2/10/2026
3. PL = PLACE; RD = ROAD; ST = STREET; UDF = UPLAND DISPOSAL FACILITY.

0 1,500 3,000

GRAPHIC SCALE IN FEET

N

GENERAL ELECTRIC COMPANY
HOUSATONIC RIVER - REST OF RIVER
2025 ROAD ASSESSMENT REPORT

ROUTES FIRST ASSOCIATED WITH UDF CONSTRUCTION

ARCADIS

FIGURE
2

Attachment A

Paved Road Assessment Report (Prepared by IMS Infrastructure Management Services)

Rest of River

Pavement Assessment Report

November 2025

IMS

POWERED BY ICC

TABLE OF CONTENTS

APPENDICES

1.0 EXECUTIVE SUMMARY

1.1 Project and Methods Overview

In September of 2025, IMS Infrastructure Management Services (IMS) utilized a cutting-edge Integrated Road Information System (IRISpro Pave) (**Figure 1**) to capture continuous, high-resolution pavement images that were used to assess pavement cracking, rutting, and roughness on 3 miles of predominantly asphalt roadways in the Town of Lenox, MA and Town of Lee, MA. IMS followed the American Society for Testing and Materials (ASTM) D6433 standard to analyze the images and distress data collected by the IRISpro to determine the Pavement Condition Index (PCI) for each segment of the road. PCI values were recorded to provide an indication of the surface conditions and structural integrity of a pavement.

Figure 1 - IMS Integrated Road Information System platform (IRISPro Pave)

The PCI method was used in accordance with the ASTM D6433 standards to assess the condition of the pavements included in the 2025 survey. This method is considered an objective and repeatable approach to assess pavement condition, which is preferrable to alternative methods that rely upon potentially biased human ratings.

1.2 Results Overview

PCI values provide an indication of the surface conditions and structural integrity of a pavement. The 0–100 PCI range is commonly divided into categories using descriptive terms: *Very Poor*, *Poor*, *Marginal*, *Fair*, *Good*, *Very Good*, and *Excellent*. Divisions between the terms are not fixed but are meant to reflect common perceptions of pavement conditions. These divisions are discussed in more detail in Section 2.0.

The roadways included in the 2025 survey were generally found to be in very good condition with an average PCI of 77. **Figure 2** provides a visual breakdown of the distribution of pavement area across different PCI categories at the time of analysis. Approximately 68% of the roadways included in the 2025 survey were found to be in Excellent or Very Good condition and approximately 14% of the roadways included in the 2025 survey were found to be in the Poor or Very Poor condition (pavements with a PCI below 40).

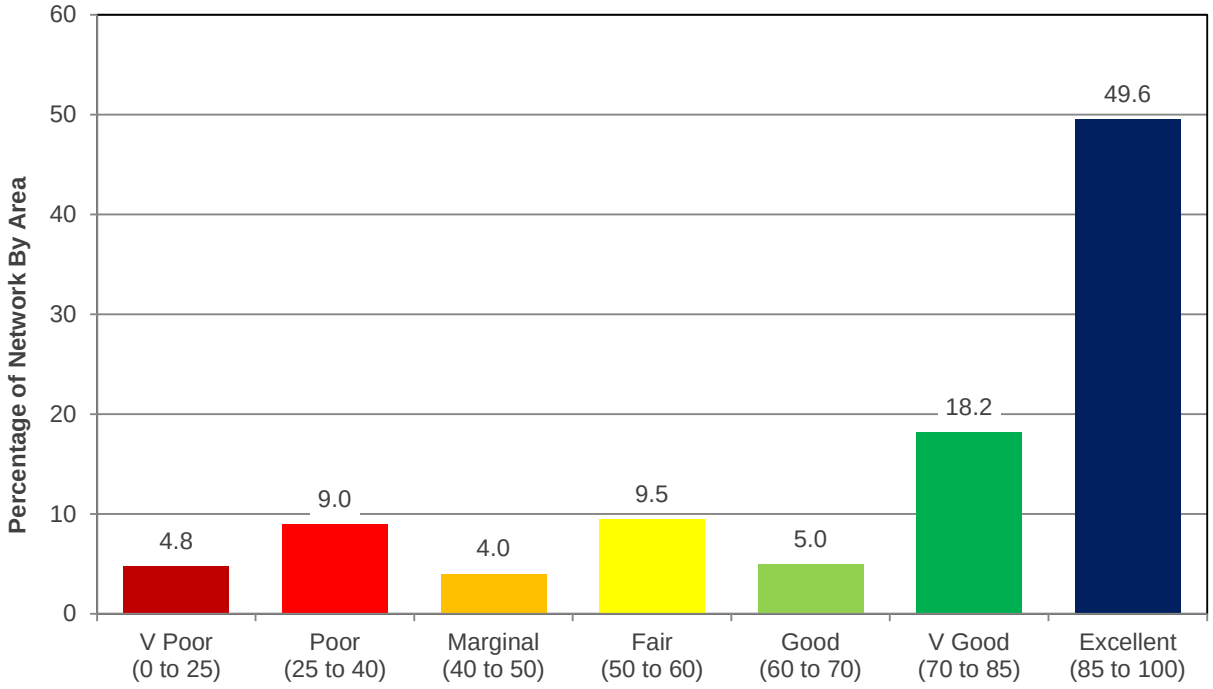


Figure 2 – Roadway Network Present Status on a Condition Scale

Metrics of Health

The following three metrics are frequently used as indicators of overall pavement network health. The pavement analysis uses these metrics as benchmarks when determining budget goals, such as the backlog control, PCI control, and recommended funding levels.

Pavement Condition Index (PCI) – The PCI score is a ranking assessment on the overall health of a pavement segment on a scale of 0 to 100. The network average PCI is a good global indicator of a network's overall health. The national average PCI currently seen by IMS is 60-65.

Percent of Excellent Roads – Roads with a condition category of Excellent are those that score between a PCI of 85 to 100. The minimum recommended target for excellent roads is 15%

Backlog –Backlog is the Very Poor and Poor roads (between a PCI of 0 and 40) that represent a portion of the network in need of extensive rehabilitation such as full and partial reconstruction. Using sound pavement management and finance principles, a very healthy network will have a backlog of 10% or less.

The surveyed network is separated into two functional classes presented in **Figure 3**:

The On-network Roads include routes first associated with UDF construction and represent 44% of the roads surveyed in 2025, with an average PCI of 79 observed in 2025.

The Background Roads include routes included in assessment for background conditions associated with routes first associated with UDF construction and represent 64% of the roads surveyed in 2025, with an average PCI of 75 observed in 2025.

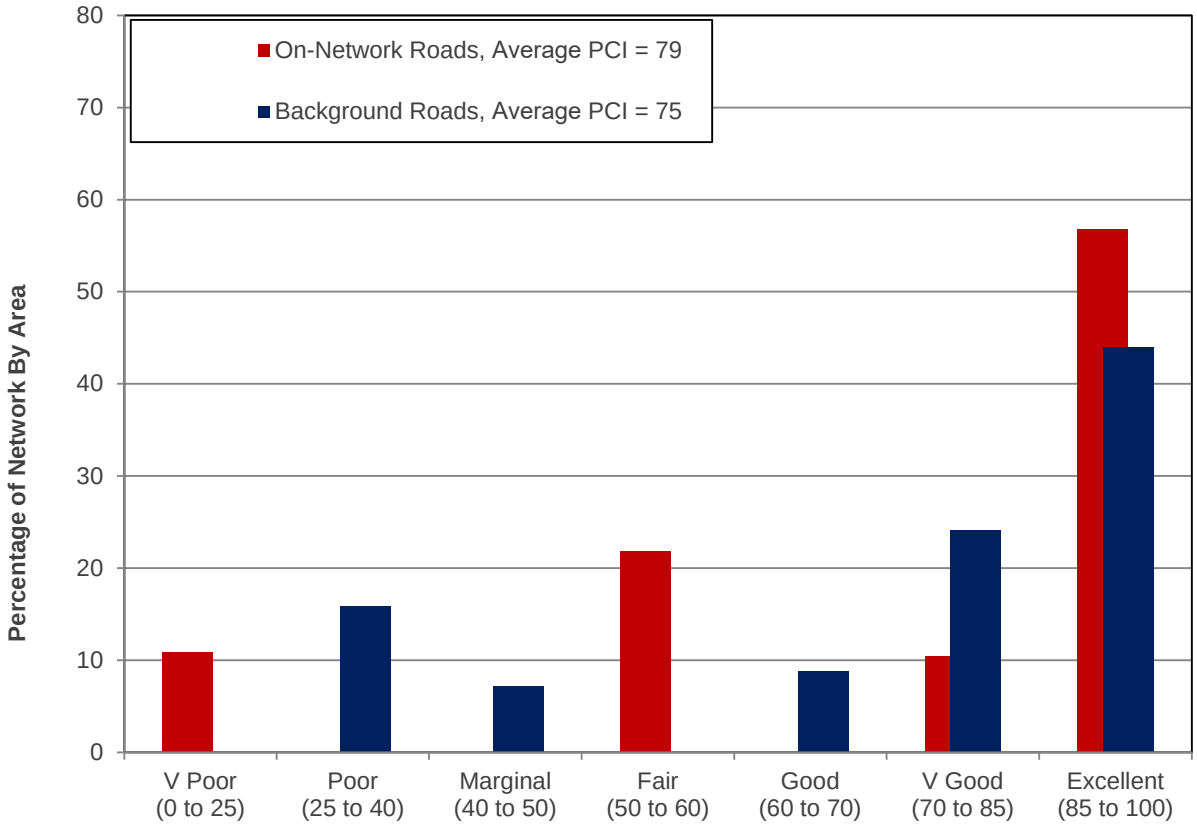


Figure 3 – Condition Rating by Functional Classification

2.0 DATA COLLECTION AND ANALYSIS

2.1 Field Survey Methodology

IMS deployed one of its IrisPro Pave Integrated Road Information Systems for data collection. IrisPro Pave integrates industry-leading subsystems, including 3D pavement imaging systems, lasers, accelerometers, right-of-way cameras, GPS antenna, distance measurement instruments, computers and more (**Figure 4**). All collected data is captured with Drive™ data collection software, which is designed to simplify the collection of quality road data with built-in calibration schedules, real-time quality control, GIS maps, section tracking, audible alerts and voice memos, fly-by events, and exception reporting. The custom-designed hardware and software on IrisPro Pave provides sub-millisecond synchronization between all subsystems.

Figure 4 – LCMS-2 data collection vehicle

3D Pavement Imaging

The Laser Crack Measurement System (LCMS-2) captures continuous 2D and 3D images at 1 mm resolution in the lane of travel up to 4 m (13 ft) wide at highway speeds, allowing for the visualization and characterization of all features on the road surface. The system allows for collection rates up to 28,000 profiles per second, five times faster than the first edition of LCMS. This allows smaller

cracks, especially transverse cracks, to be detected more consistently than in the past. The vertical accuracy has also improved from 0.50 mm to 0.25 mm.

High-Definition Imaging

The Ladybug 5+ captures high quality 30MP spherical images using six cameras for a 360-degree view of the roadway and surroundings. The images can be viewed in panoramic mode, 360 mode, or individual directional images can be extracted at any desired camera angle. Both the Pavement imaging and right of way cameras are triggered on a fixed-distance basis, image capture is precisely synchronized to GPSTime and DMI, and cameras are calibrated for asset inventory and geo-referenced image measurements.

2.2 Data Collection Vehicle Validation Testing

To verify the reliability of the survey data, each IRISpro Pave platform is subjected to a series of rigorous tests on a bi-annual basis. The primary objective of these procedures is to ensure the accuracy, reliability and performance of the vehicles' equipment and systems. Certification and validation play a vital role in guaranteeing that vehicles meet stringent quality standards and comply with specific acceptance criteria for any pavement data collection job.

The validations testing procedures include a focus on GPS accuracy, profiler certification, rutting and faulting measurements, pavement surface texture and crack detection capabilities.

GPS Validation

The GPS validation test involves a procedure in which a vehicle must successfully present data with a sub-meter precision in order to pass. This is accomplished using a 180-degree test which is shown in **Figure 5** below.

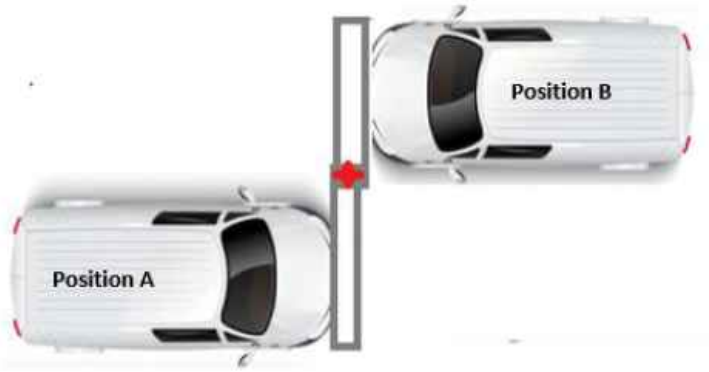


Figure 5 – GPS Validation Test

With the vehicle parked on the marked location (indicated by the red **+**) a data collection event is started. The collection vehicle is then maneuvered 180 degrees so that the marked location is in the same relative position to the vehicle, with the vehicle now facing the opposite direction. Here another collection event is initiated. This process is repeated several times to ensure the accuracy of the test. The accuracy of the internal GPS is then measured against the reference point (the **red +**) and scored for sub-meter accuracy.

Profiler Certification

The profiler certification is conducted according to the AASHTO R56 standard and using a design analysis software called ProVAL to ensure accuracy and repeatability. Prior to collecting the 10 repeated precision runs needed to validate the profiler for International Roughness Index (IRI) measurements, a series of additional vehicle checks are performed including:

- Laser Calibration
- Block Check
- Bounce Test
- Tire Pressure Check
- DMI Calibration

Validation Loop

The validation loop includes four preapproved pavement locations with pavement conditions specifically chosen to measure IRI, rutting, faulting, texture, and crack detection. The specific locations are selected ahead of the test and then all collected in a single run. The validation loop includes multiple pavement types and surface conditions, as well as segments with previously identified rutting and surface distresses. The total length of the validation loop is approximately 3.5 miles but may vary slightly when additional testing sites are chosen.

To score the survey results of the validation loop the data is compared to a baseline, which is an average gathered by other validated survey vehicles, combined with readings from the SurPro5000 walking profiler. These results are compared for a minimum passing repeatability score of 92% which identifies how closely the tested vehicle's survey results compare to the baseline.

The testing survey results are then analyzed through the Connect platform and subjected to similar quality control measures detailed in the following section. Connect is used to confirm that that the profiler data, the LCMS pavement imagery, the forward camera imagery, and the GPS data are all perfectly synchronized. As shown in **Figure 6**.

- The pavement window (top left) shows that the profiler and the LCMS are in sync, as the target position (the white stripe in the LCMS pavement image marked by the green square) matches the position (profiler), indicated by the red vertical line centered on the red square.
- The map (top right) shows that the GPS position is correct, as the event position (profiler), indicated by the red square box is where the tape Is on the ground.
- The forward image (bottom) shows that the target tape is close to the bottom of the image.

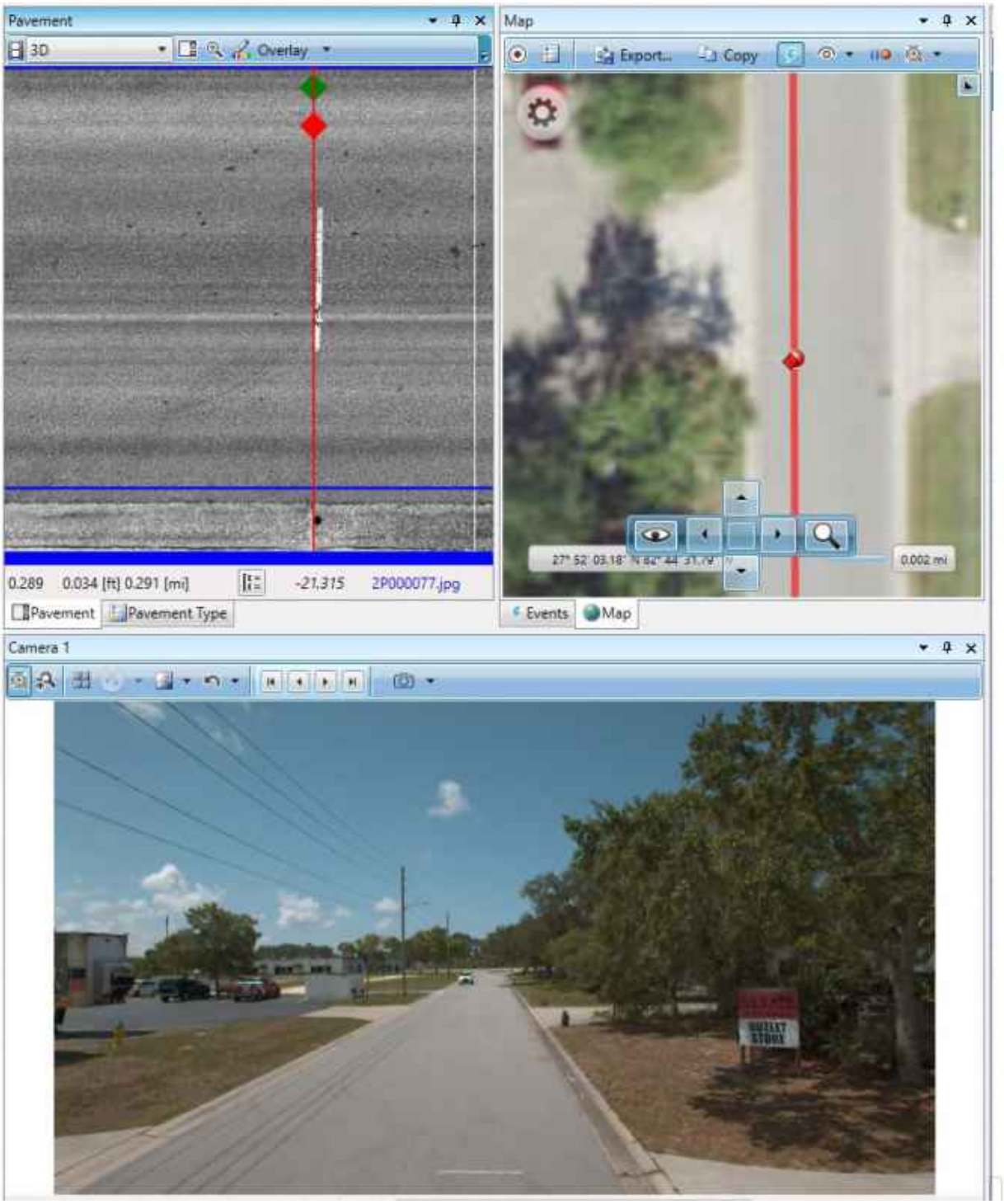


Figure 6 – Lever Arms Final Validations Check

A full summary of all of these tests and the results for the vehicle(s) used in the Town survey can be found in Appendix C of this report.

2.3 Data Quality Assurance

The collected data is processed in the office using the Connect™ software. Connect provides a perfectly synchronized multi window platform to view and alter all collected data including profile, distress, slope, International Roughness Index (IRI), events, images, and GPS map. **Figure 7** shows some examples of how data can be viewed in Connect. Using Connect, the LCMS-2 3D pavement images are analyzed to identify and classify distresses, and the longitudinal profile of the road is analyzed to determine the IRI and ride quality under the wheel paths according to industry standards. All processed data is matched to the segment ID of the roadway.

To ensure the accurate determination of PCI scores, the field data undergoes a rigorous series of processing phases and quality checks. These checks encompass synchronized assessment of both processed and raw data streams. The automatic distress identification and classification process involves various steps: First, different rules and processing parameters are applied on different pavement types; next, the auto detected lane markings are manually adjusted to exclude non-pavement areas and limit the assessment area for cracking and rutting to between the lane markings and invalidation rules are applied to exclude additional anomalies (e.g. near railroad crossing or bridge decks) from the assessment area. Finally, a team of pavement raters who are well-versed in both the distress standards and the data in its digital format review images and make the necessary corrections on areas with gross under/over detection.

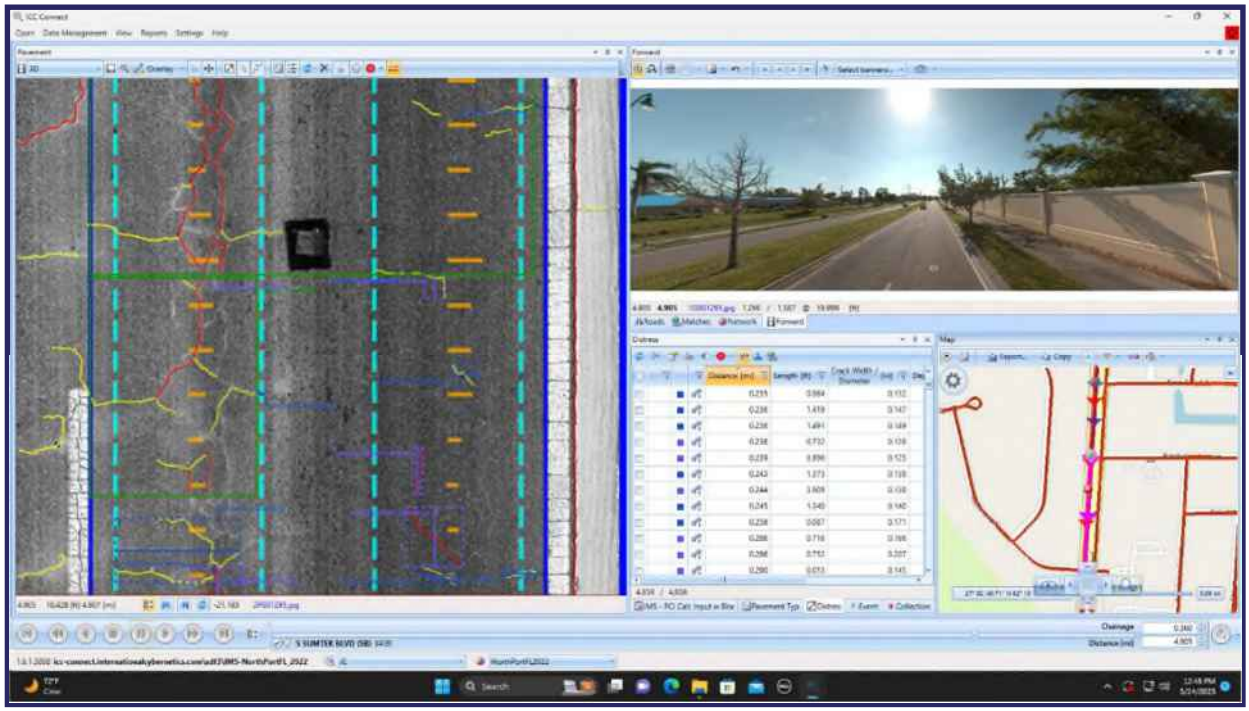


Figure 7 - QC Image from Connect™ Software

To further confirm the accuracy of our condition data, spot checks are conducted on a network-wide basis by both the QC team and engineering staff. These spot checks are carried out on a random selection of road sections across the entire network to verify that the condition data is consistent and accurate. They also help to identify any potential issues that may have been missed during the initial data collection and review process.

Once the QC team and engineering staff have established the integrity of the data, an initial condition spreadsheet with detailed data and summary tables and charts is prepared and submitted for review by the Client. This review process involves a careful examination of the condition data and includes a comprehensive analysis of the data's completeness, accuracy, and consistency before preparing data for import to Town's pavement management system.

2.4 Pavement Condition Survey

The goal of the pavement condition survey is to determine an accurate rating for each pavement section. The process of collecting and assessing data involves both automated and manual observations that originate from the data collected with the IrisPro Pave equipped with LCMS-2 downward imaging lasers, an array of 4k cameras, and trained rating personnel.

Within the "Network Analysis" tab in Easy Street Analysis (ESA), IMS has populated values for Surface Distresses, Roughness score, and Strength Rating. These three indices form the foundation on which ESA operates. They allow weighing factors to be uniquely specified for PCI calculation.

Surface Distress Index

ASTM D6433 provides a method of categorizing surface distress observations for both asphalt and concrete pavements, based on the extent and severity of distresses along the roadway. The Surface Distress Index (SDI) is used to represent the observed pavement defects on a scale from 0 to 100. However, not all surface distresses are given equal weight. Load-associated distresses (LAD), such as rutting or alligator cracking on asphalt streets, and divided slabs on concrete streets, have a greater impact on the SDI than non-load associated distresses (NLAD), such as raveling or longitudinal and transverse cracking. Even when present in low extents and moderate severity, LAD can significantly decrease the SDI. The SDI inputs are shown in **Figure 8**.

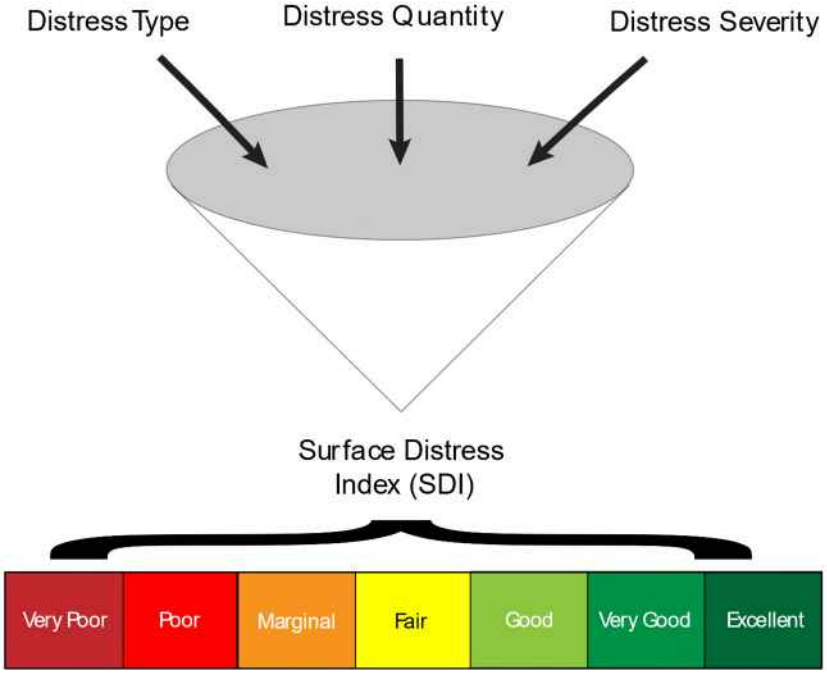


Figure 8 - SDI Inputs and Detailed Scale

ASTM D6433 covers nearly forty unique distress types that may or may not be present in a surveyed road network. For that reason, IMS uses a modified approach that collects the most common and relevant and repeatable distresses. The descriptions in **Table 1** outline some of the distresses collected for the surveyed roads:

Table 1 - Distress Descriptions

Distress Type	Pavement Type	Description	Example
Alligator Cracking	Asphalt	• Quantified by severity and square footage • Caused by the repeated bending from vehicle loads • Propagate from the bottom, meaning that structural failure has occurred • An LAD with significant impact on the condition score, even at low extents	
Rutting	Asphalt	• Caused by the permanent deformation of the pavement and/or subgrade layers • Even in Low densities can have a large impact on the final condition score due to their implication of possible structural failure	
Longitudinal & Transverse Cracking	Asphalt	• Quantified by their length and width • Results from pavement shrinkage due to natural daily and seasonal temperature cycles, construction issues, or other factors	

Distress Type	Pavement Type	Description	Example
Patching	Asphalt	• Quantified by the square footage and severity • Always considered a surface defect • Affects ride quality and condition of a pavement	
Distortion	Asphalt	• Bumps and sags, depressions, swell, corrugation, and shoving • Caused by several factors, such as construction issues, subgrade mixture failure, environmental influence, etc.	

Structural Index (SI)

Structural adequacy testing was not requested by the Town. Instead, IMS investigated the relationship between the PCI and the number of LAD observed in each pavement section to generate structural indices. Based on this analysis, each section was assigned a rating of Weak, Moderate, or Strong in terms of its strength. These ratings were represented by an SI of 30, 60, or 80, respectively. The established SI was not used in calculating the overall pavement condition score but rather to help determine appropriate rehabilitation strategies based on the pavement strength rating.

Roughness Index (RI)

The Roughness Index (RI) provides a quantifiable measure of ride quality, which is determined using the industry-standard ASTM E1926 for calculating the IRI. This value is derived from the longitudinal profile captured by the LCMS as it records the change in elevation over a distance. Once calculated, it is expressed as a slope and reported in millimeters per meter (mm/m). Typical IRI levels for new, older, and damaged pavements are displayed in **Figure 9.** The IRI is lower on average for roads or pavements that are normally used for higher speed travel.

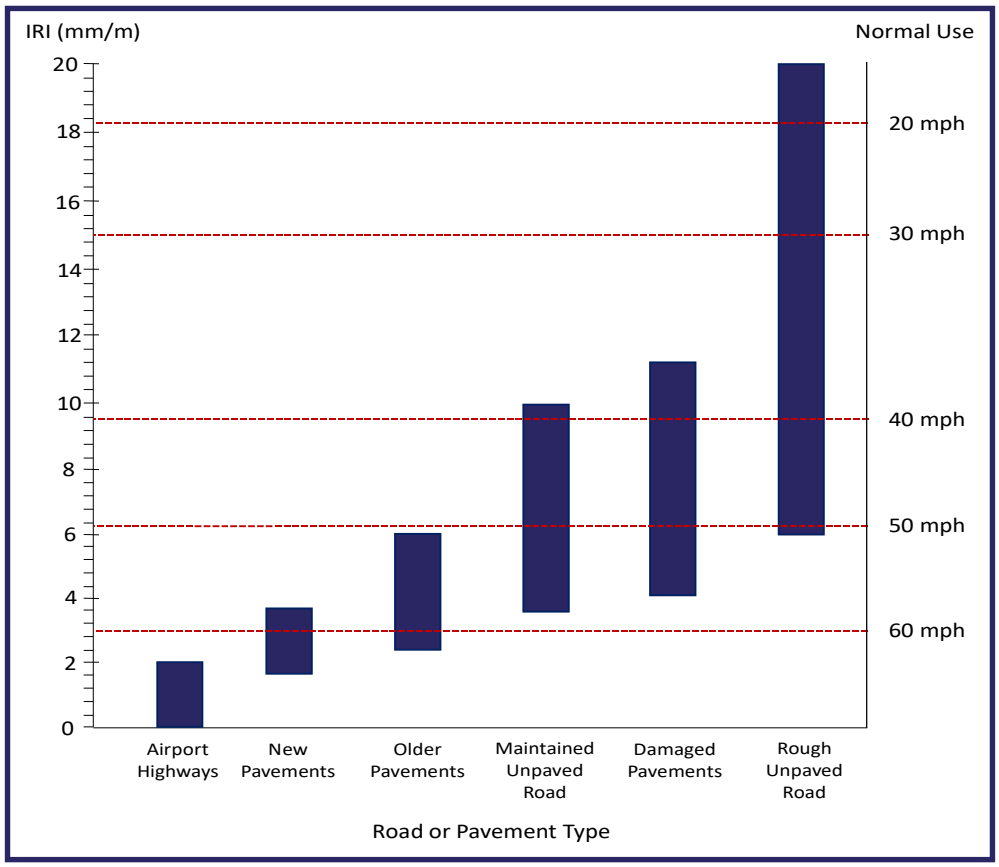


Figure 9 - IRI Scale Definitions

To enable the use of a blended condition score that incorporates both PCI and IRI scores, the IRI value is converted to an equivalent scale for analysis purposes. This is achieved by converting the IRI value into a score on a scale from 0 to 100 and reporting it as the RI using the following formula:

$$\mathbf{RI} = (11 - 3.5 \times \ln(IRI)) \times 10$$

ln(IRI) is the natural logarithm of IRI.

To provide some context, a newly constructed street would typically have an RI value of above 85, whereas a street that requires an overlay would fall within the range of 40 to 70. Roadways in poor condition generally have RI values below 40, although they may achieve higher blended scores if the distresses responsible for the low RI score are not due to structural failure or other severe causes. For instance, lower quality paving practices can lead to a pavement surface with less-than-optimal smoothness, resulting in a low RI value. However, since the distress or imperfection is not caused by severe failures within the pavement structure, the blended PCI value may not be significantly affected.

Pavement condition index (PCI) – Following the field surveys, the condition data was imported to ESA for calculating the overall PCI. The PCI for each segment was calculated using the following percentages of weighing factors:

PCI = 100% SDI

Table 2 presents each PCI category along with a brief description of the typical distresses and recommended treatments for each.

Table 2 – Pavement Condition Categories

Category	Typical Distresses and M&R Recommendations	PCI Range
Excellent	Like new condition – little to no maintenance required. *Fog Seals and Rejuvenators* Monitor condition or preventive maintenance.	85<PCI≤100
Very Good	Minor cracking, raveling, and other NLAD Routine or preventive maintenance. *E.g., Crack sealing, surface treatment*	70<PCI≤85
Good	Minor to moderate cracking and low severity LAD such as alligator cracking and rutting. Surface treatments with localized repairs and overlays *E.g., Surface treatments, localized surface patching, thin overlay*	60<PCI≤70
Fair	More extensive and severe longitudinal and transverse cracking, as well as moderate severity LAD Localized repairs or major rehabilitation. *E.g., Localized surface and/or full-depth patching, moderate overlays, In-place recycling*	50<PCI≤60
Marginal	Localized high-severity alligator cracking, and rutting Major rehabilitation. *E.g., Localized full-depth patching, mill and overlay, traditional overlay, in-place recycling*	40<PCI≤50
Poor	A greater extent of severe alligator cracking, rutting Major rehabilitation. *E.g., More extensive full-depth patching, mill and overlay, traditional overlay, in-place recycling*	25<PCI≤40
Very Poor	Extensive and severe alligator cracking, more extensive and deeper rutting, and potholes. Major rehabilitation. *E.g., Full-depth reclamation, reconstruction*	0<PCI≤25

2.5 Summary

This section outlined the fundamental concepts of pavement management. The operating parameters of ESA were reviewed, and the inputs provided by the LCMS-2 technology were explained to provide context for calculating PCI, Roughness Index, and Pavement Strength.

3.0 PAVEMENT CONDITION SURVEY RESULTS

This section will review the results of the pavement condition survey performed in September of 2025. The segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis (September of 2025). This section includes a summary of conditions in the functional classes used in the analysis, followed by a review of network photos taken from the survey vehicle.

3.1 Town Street Inventory and Condition Summary

The 2025 survey included approximately 3 centerline miles of pavement with an overall PCI of 77 and a backlog of 14%. The following **Table 3** presents the surveyed inventory and pavement condition breakdown across different functional classes (i.e., on-network roads and background roads). Detailed information for each management section is available in Appendix A.

Table 3 - Network Inventory Summary by Functional Class and Pavement Type

	Network	On-Network Roads	Background Roads
Segment (Block) Count	**23**	**10**	**13**
Network Length (mi):	**3**	**1**	**2**
Average Width (ft):	**11**	**11**	**11**
Network Area (yd2):	**19,990**	**8,746**	**11,244**
Average Pavement Condition Index	**77**	**79**	**75**

Notes:
Full Network = All roads surveyed in 2025.
On-Network Roads = Routes first associated with UDF construction.
Background Roads = Routes included in assessment for background conditions associated with routes first associated with UDF construction.

3.2 Example Network Condition Imagery

The images presented in this section provide a sampling of the surveyed streets that fall into various condition categories. These images are presented as an example of what to expect on a street within each of these conditions categories.

Very Poor (PCI = 0 to 25)

Willow Hill Road (On-Network, PCI = 23) – Rated as Very Poor, this street displays a large quantity of alligator and block cracking severe enough to suggest that the pavement structure is inadequate for current traffic loads. The rehabilitation of roads in this condition through a mill and overlay is generally ineffective, as the failures usually extend to the bottom of the pavement layer. Streets in this condition require rehabilitation that involves removal and replacement of the asphalt layer, base stabilization, or complete reconstruction based on design requirements.

Poor (PCI = 25 to 40)

Greylock Street (Background, PCI = 36) – Rated as Poor, a fair amount of the segment contains alligator cracking. There are also deep longitudinal and transverse cracks, particularly along the edges of the pavement. If left untreated, a partial to full reconstruction would be required within a short period of time.

Marginal (PCI = 40 to 50)

Greylock Street (Background, PCI = 45) – This street displays transverse and longitudinal cracking across the middle and edges of the pavement. There are sections of alligator cracking dispersed along the segment as well.

Fair (PCI = 50 to 60)

Woodland Road (On-Network, PCI = 55) – Fair streets have similar characteristics to Marginal streets in that the distresses present tend to be localized and moderate in severity; however, the distresses will predominately be non-load related (i.e., caused by environmental or other factors). This street displays block cracking towards the middle of the pavement. There are moderate amounts of longitudinal and transverse cracking, with some cracks being deep but localized.

Good (PCI = 60 to 70)

Bradley Street (Background, PCI = 63) – Rated as Good, the primary cause of deterioration for this street is the longitudinal and transverse cracking. The pavement surface could be restored with spot patching to remedy the more heavily distressed areas.

Very Good (PCI = 70 to 85)

Mill Street (On-Network, PCI = 75) – Rated as Very Good, this street displays minor amounts of transverse cracking. It is an example of a candidate for preventive maintenance to extend the life of the roadway.

Excellent (PCI = 85 to 100)

Walker Street (On-Network, PCI = 100) – Rated as Excellent, this pavement displays little to no surface distresses. The ride is smooth, and the surface and the base are intact.

Appendix A

Street Inventory and Condition Summary by Segment

Pavement Condition Inventory

GISID	On Street	From Street	To Street	Functional Class	Survey Length (ft)	Pavement Area (yd2)	PCI
1009	Mill St	CRYSTAL STREET	WILLOW HILL ROAD	On-Network Roads	695.4	917	75
1013	Walker St	ROUTE 20	FAIRWYNDS DRIVE	On-Network Roads	2018.9	828	99
1014	Walker St	FAIRWYNDS DRIVE	GALWAY COURT	On-Network Roads	1426.8	819	100
1015	Walker St	GALWAY COURT	EAST STREET	On-Network Roads	6199.4	811	100
1016	Walker St	EAST STREET	FAIRWAY DRIVE	On-Network Roads	1805.4	852	100
1017	Walker St	FAIRWAY DRIVE	ELM STREET	On-Network Roads	2720.8	811	100
1018	Walker St	ELM STREET	CRYSTAL STREET	On-Network Roads	2192.1	844	98
1019	Willow Hill Rd	MILL STREET	WOODLAND ROAD	On-Network Roads	6573.8	957	23
1020	Willow Hill Rd	WOODLAND ROAD	OCTOBER MOUNTAIN ROAD	On-Network Roads	958.5	982	58
1022	Woodland Rd	WOODLAND ROAD	OCTOBER MOUNTAIN ROAD	On-Network Roads	3232.2	925	54
				Average On-Network PCI	**79**		
1000	Bradley St	EAST STREET	GOLDEN HILL ROAD	Background Roads	2781.9	811	100
1001	Bradley St	WASHINGTON MOUNTAIN ROAD	MILL STREET	Background Roads	3765.4	1,006	64
1002	Greylock St	MAPLE STREET	FULLER STREET	Background Roads	963.7	811	36
1003	Greylock St	ORCHARD STREET	MAPLE STREET	Background Roads	3857.2	811	45
1004	Greylock St	EAST CENTER STREET	ORCHARD STREET	Background Roads	4449.1	819	90
1005	Greylock St	GOLDEN HILL ROAD	EAST CENTER STREET	Background Roads	6558.3	836	100
1006	Mill St	WASHINGTON MOUNTAIN ROAD	EAST STREET	Background Roads	1974.2	836	99
1007	Mill St	SUNSHINE AVENUE	WASHINGTON MOUNTAIN ROAD	Background Roads	1289.4	811	100
1008	Mill St	WILLOW HILL ROAD	SUNSHINE AVENUE	Background Roads	1934.0	844	71
1010	Walker St	MAIN ST	CHURCH ST	Background Roads	902.2	957	81
1011	Walker St	CHURCH ST	KEMBLE STREET	Background Roads	1027.4	941	74
1012	Walker St	KEMBLE STREET	ROUTE 20	Background Roads	9052.2	892	95
1021	Woodland Rd	WILLOW HILL ROAD	WASHINGTON MOUNTAIN ROAD	Background Roads	4204.2	998	27
				Average Background PCI	**75**		

Appendix B

Full-Size Maps

Functional Classification

Walker St
1010
1011
1012
1013
1014
1015
1016
1017
1018
1009
Willow Hill Rd
1019
1020
1022
Woodland Rd
1021
Mill St
1006
1001
Bradley St
1000
1005
Greylock St
1004
1003
1002

TOWN OF LENOX

TOWN OF LEE

Eastover
Lenox Station
Lenox Dale
Lee
Lilac Park
Ore Bed
Veterans Memorial
Cranwell Resort and Golf Club
Tillotson Park
Laurel Lake
The Pinnacle
Lanier Hill
River Park
Greenock Country Club
Athletic Field
Lee Plaza
Perkins Pond
Woods Pond
Willow Creek
Willow Brook
Codding Brook
CSX Transportation Railroad
Housatonic River

N

0 0.25 0.5 1 Miles

Functional Class

- Background Roads
- On-Network Roads
- Municipalities

Current Pavement Condition Index

Eastover
Lenox Station
Lenox Dale
Cranwell Resort and Golf Club
Tillotson Park
Lilac Park
Ore Bed
Veterans Memorial
Lanier Hill
Laurel Lake
The Pinnacle
River Park
Greenock Country Club
Athletic Field
Lee
Lee Plaza
Perkins Pond
Woods Pond
Willow Creek
Willow Brook
Codding Brook
Housatonic River
CSX Transportation Railroad

1010
1011
1012
Walker St
1013
1014
1015
1016
1017
1018
1009
Mill St
1019
Willow Hill Rd
1020
1022
Woodland Rd
1021
1001
1006
1000
Bradley St
1005
Greylock St
1004
1003
1002

TOWN OF LENOX
TOWN OF LEE

N

0 0.25 0.5 1 Miles

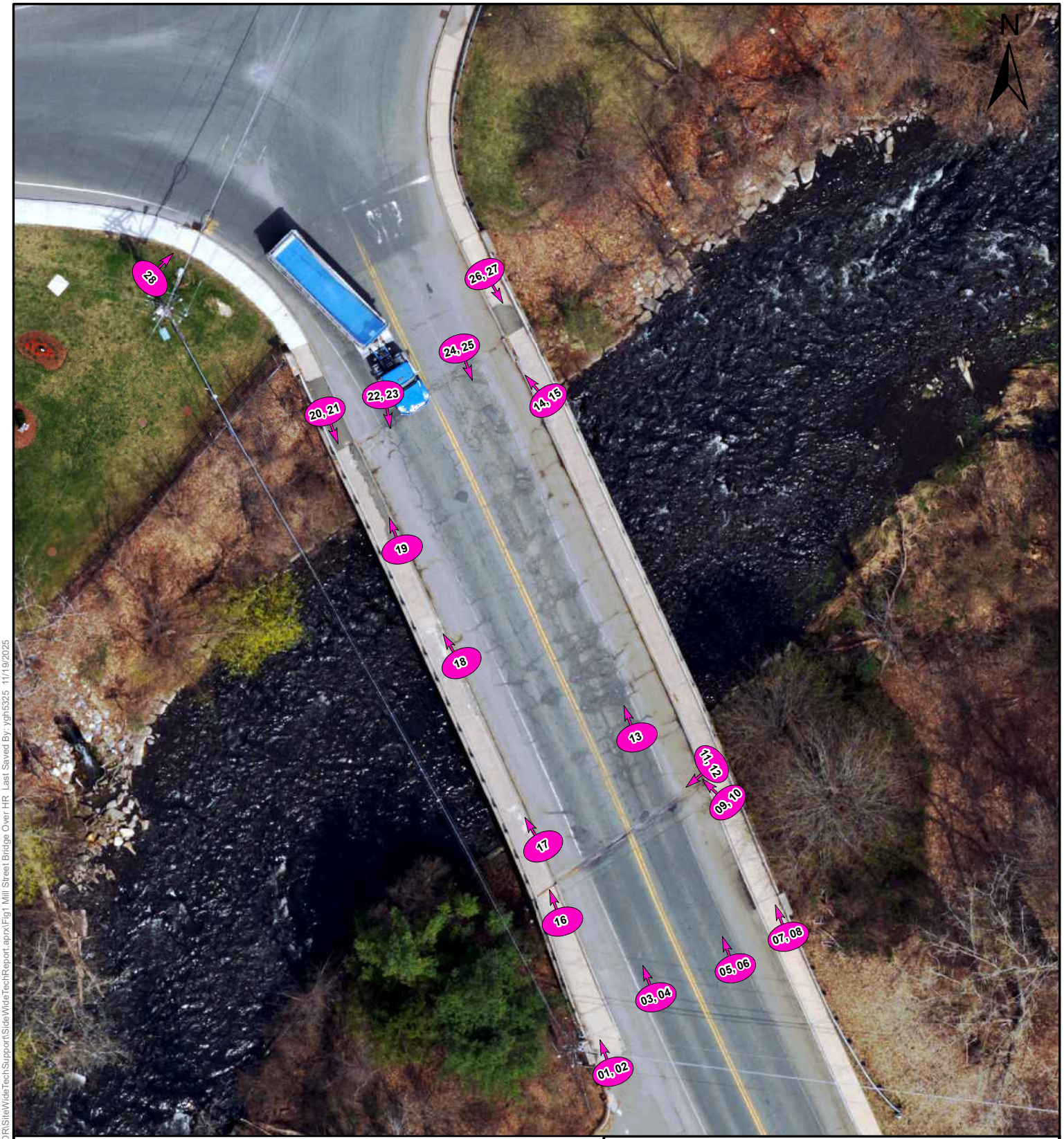
Current PCI

- Very Poor (1 - 25)
- Poor (26 - 40)
- Marginal (41 - 50)
- Fair (51 - 60)
- Good (61 - 70)
- Very Good (71 - 85)
- Excellent (86 - 100)
- Municipalities

Attachment B

Infrastructure Assessment Orientation Figures and Photograph Logs

Attachment B-1



LEGEND

STANDARDIZED PHOTOGRAPH LOCATION (WITH VIEW DIRECTION AND PHOTOGRAPH NUMBER)

0 30
FEET

NOTES:

1. COORDINATE SYSTEM: NAD83 STATE PLANE MA FEET

2. BASEMAP SOURCE: IMAGERY CAPTURED BY BLUESKY GEOSPATIAL LTD OF NORTH ADAMS, MASSACHUSETTS, ON BEHALF OF GE, ON APRIL 25, 2025.

GENERAL ELECTRIC COMPANY
HOUSATONIC RIVER - REST OF RIVER
2025 ROAD ASSESSMENT REPORT

MILL STREET (BETWEEN CRYSTAL ST. AND WILLOW HILL RD) – BRIDGE OVER HOUSATONIC RIVER

ARCADIS

FIGURE
B-1

Path: T:_ENV\GE\GE_Housatonic\ArcPro Projects\ROR\SiteWideTechSupport\SideWideTechReport.aprx\Fig1 Mill Street Bridge Over HR Last Saved By: ygh5325 11/19/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 1

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 2

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 3

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 4

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 5

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 6

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 7

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 8

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 9

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 10

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 11

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 12

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 13

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 14

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 15

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 16

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 17

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 18

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 19

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 20

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 21

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 22

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 23

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 24

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 25

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph: 26

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Photograph Log B-1

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 27

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

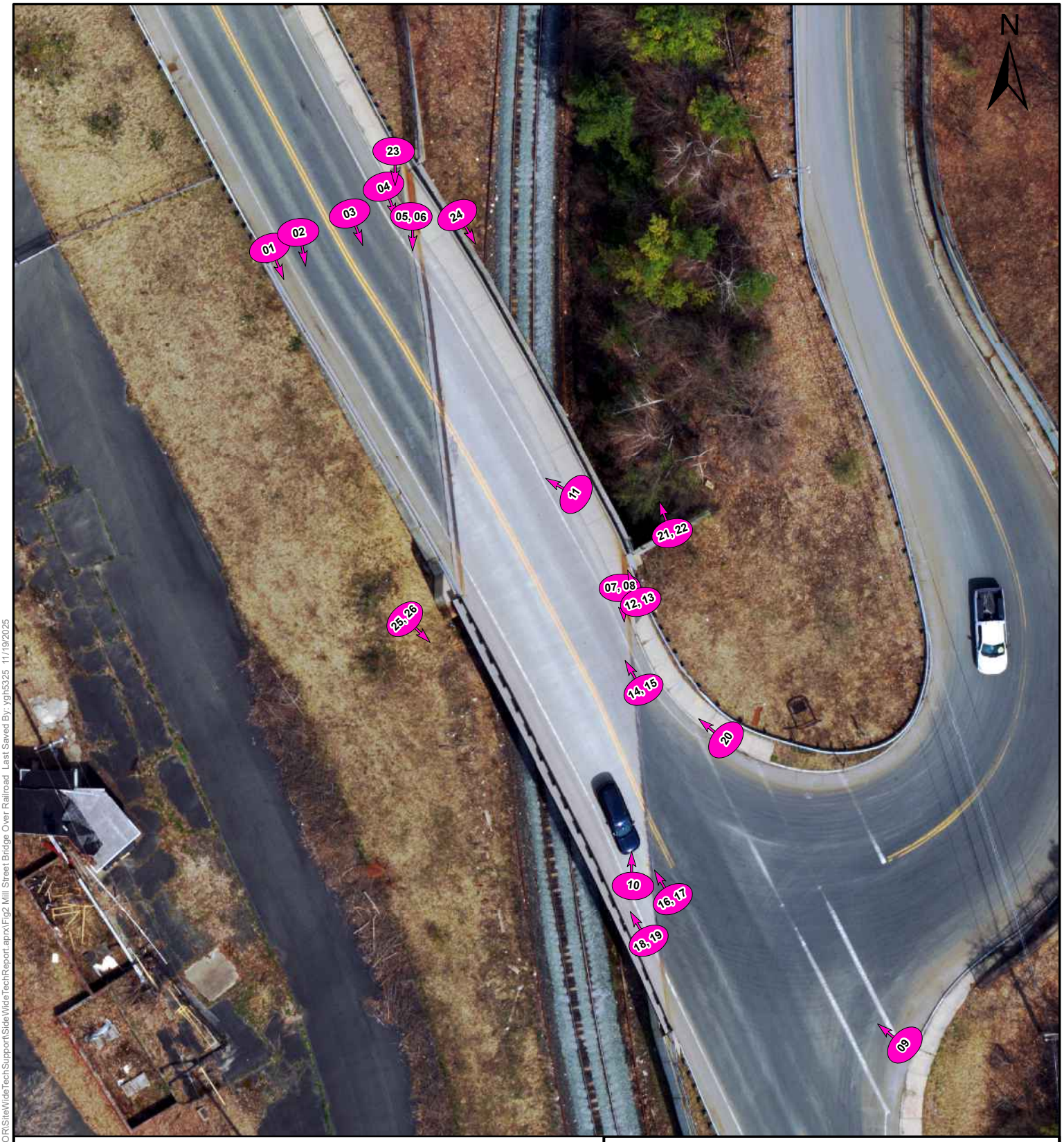
Date: 9/29/2025

Photograph: 28

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge Over Housatonic River

Date: 9/29/2025

Attachment B-2



LEGEND

STANDARDIZED PHOTOGRAPH LOCATION (WITH VIEW DIRECTION AND PHOTOGRAPH NUMBER)

0 30
FEET

NOTES:

1. COORDINATE SYSTEM: NAD83 STATE PLANE MA FEET

2. BASEMAP SOURCE: IMAGERY CAPTURED BY BLUESKY GEOSPATIAL LTD OF NORTH ADAMS, MASSACHUSETTS, ON BEHALF OF GE, ON APRIL 25, 2025.

GENERAL ELECTRIC COMPANY
HOUSATONIC RIVER - REST OF RIVER
2025 ROAD ASSESSMENT REPORT

MILL STREET (BETWEEN CRYSTAL ST. AND WILLOW HILL RD) – BRIDGE OVER RAILROAD

ARCADIS

FIGURE
B-2

Path: T:_ENVIGE\GE_Housatonic\ArcPro Projects\ROR\SiteWideTechSupport\SideWideTechReport.aprx\Fig2 Mill Street Bridge Over Railroad Last Saved By: ygh5325 11/19/2025

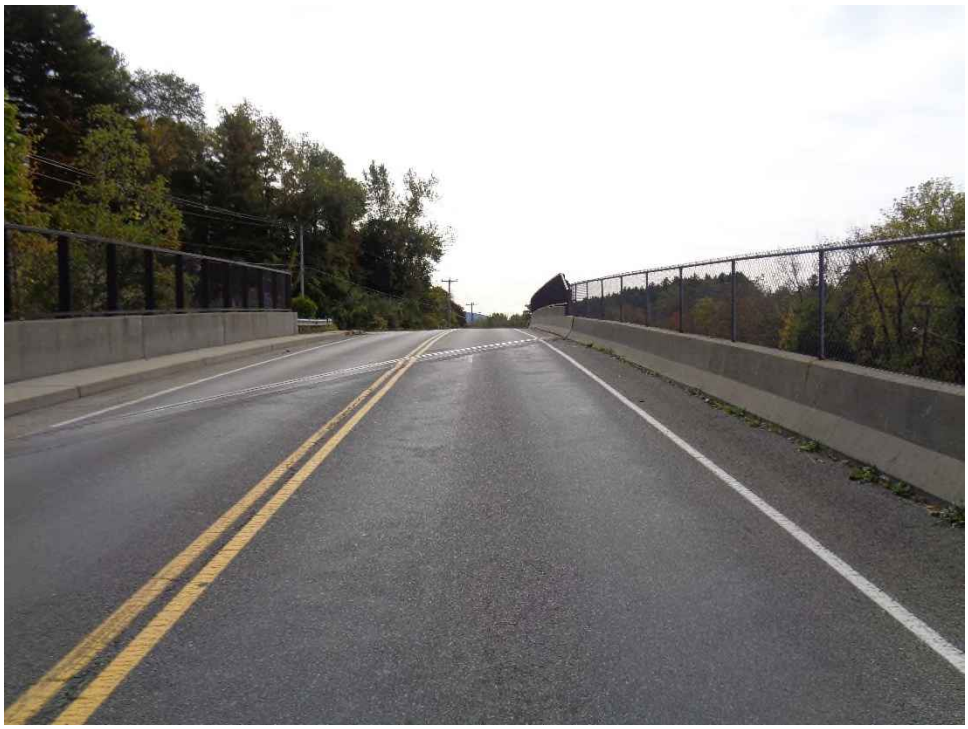
Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 1

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025



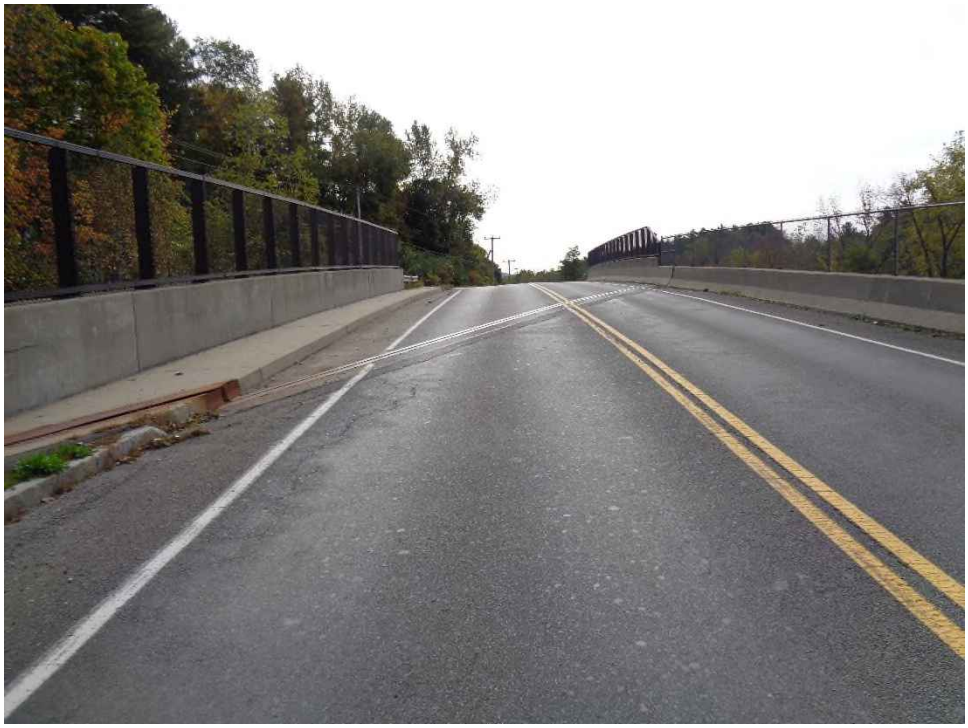
Photograph: 2

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment



Photograph: 3

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph: 4

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 5

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph: 6

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 7

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph: 8

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 9

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph: 10

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 11

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph: 12

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

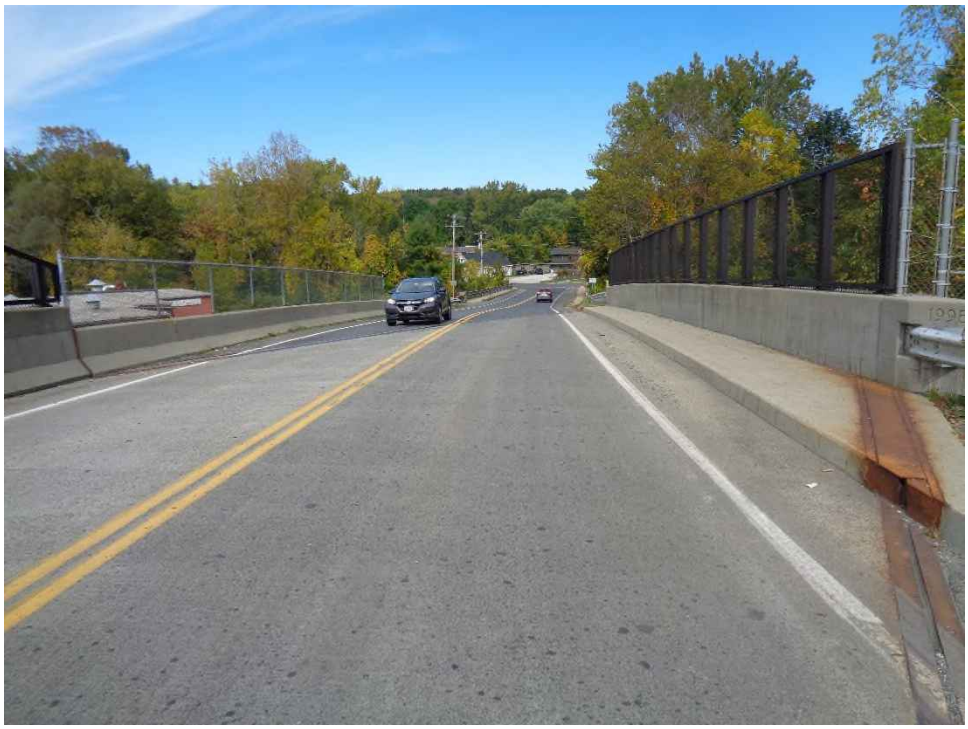
Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 13

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025



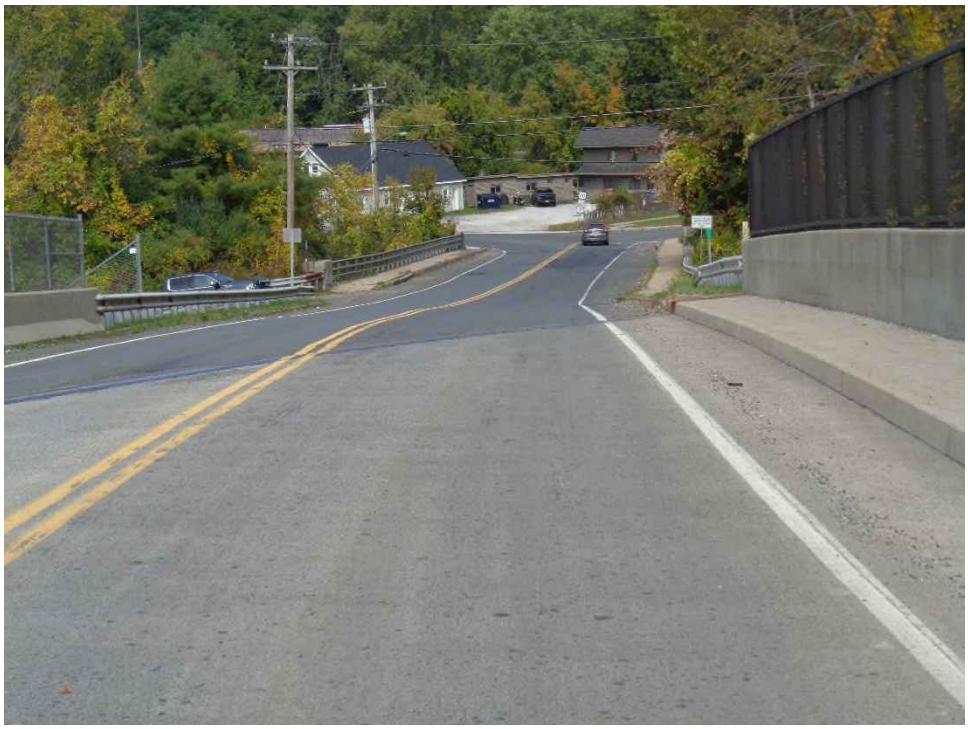
Photograph: 14

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

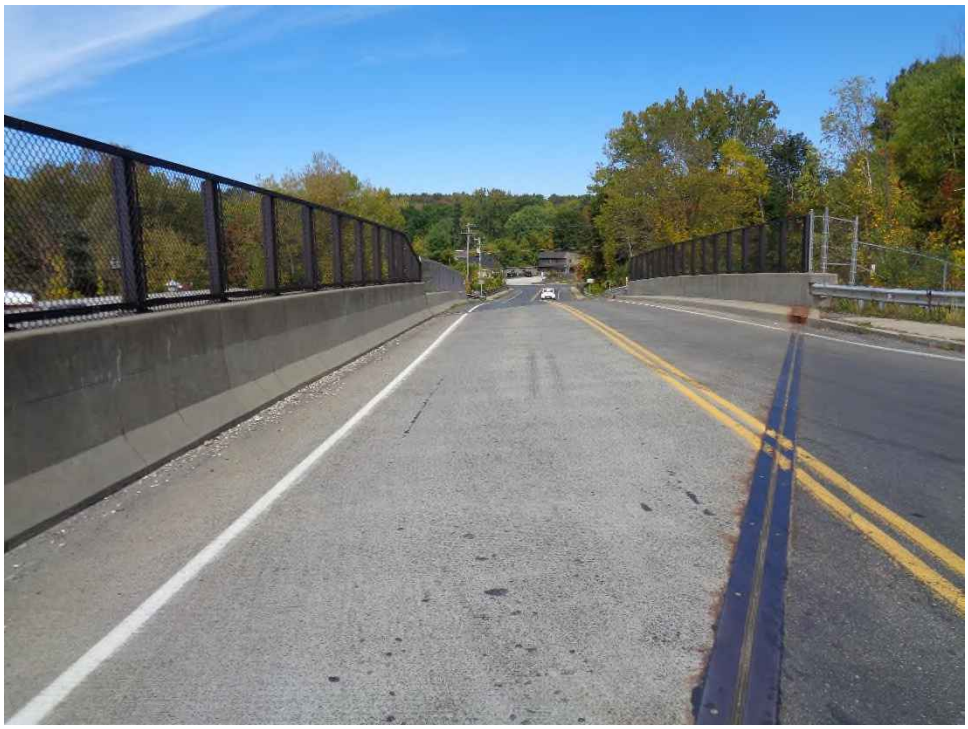
General Electric
Housatonic Rest of River – 2025 Road Assessment



Photograph: 15

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025



Photograph: 16

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 17

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph: 18

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 19

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph: 20

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 21

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph: 22

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 23

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph: 24

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph Log B-2

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 25

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Photograph: 26

Description:
Mill Street (Between Crystal St and Willow Hill Rd) – Bridge over Railroad

Date: 9/29/2025

Attachment B-3

LEGEND

STANDARDIZED PHOTOGRAPH LOCATION (WITH VIEW DIRECTION AND PHOTOGRAPH NUMBER)

0 30
FEET

NOTES:

1. COORDINATE SYSTEM: NAD83 STATE PLANE MA FEET

2. BASEMAP SOURCE: IMAGERY CAPTURED BY BLUESKY GEOSPATIAL LTD OF NORTH ADAMS, MASSACHUSETTS, ON BEHALF OF GE, ON APRIL 25, 2025.

GENERAL ELECTRIC COMPANY
HOUSATONIC RIVER - REST OF RIVER
2025 ROAD ASSESSMENT REPORT

WALKER STEET – BRIDGE/CULVERT OVER CREEK

ARCADIS

FIGURE
B-3

Path: T:_ENV\GE\GE_Housatonic\ArcPro Projects\ROR\SiteWideTechSupport\SideWideTechReport.aprx\Fig3 Walker St Bridge Over Creek Last Saved By: ygh5325 11/19/2025

Photograph Log B-3

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 1

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph: 2

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph Log B-3

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 3

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph: 4

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph Log B-3

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 5

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph: 6

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph Log B-3

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 7

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph: 8

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph Log B-3

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 9

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph: 10

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph Log B-3

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 11

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Photograph: 12

Description:
Walker Street – Bridge/Culvert over Creek

Date: 9/29/2025

Attachment B-4

LEGEND

STANDARDIZED PHOTOGRAPH LOCATION (WITH VIEW DIRECTION AND PHOTOGRAPH NUMBER)

0 20
FEET

NOTES:

1. COORDINATE SYSTEM: NAD83 STATE PLANE MA FEET

2. BASEMAP SOURCE: IMAGERY CAPTURED BY BLUESKY GEOSPATIAL LTD OF NORTH ADAMS, MASSACHUSETTS, ON BEHALF OF GE, ON APRIL 25, 2025.

GENERAL ELECTRIC COMPANY
HOUSATONIC RIVER - REST OF RIVER
2025 ROAD ASSESSMENT REPORT

MILL STREET – BRIDGE OVER WASHINGTON MOUNTAIN BROOK

ARCADIS

FIGURE
B-4

Photograph Log B-4

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 1

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Photograph: 2

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Photograph Log B-4

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 3

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Photograph: 4

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Photograph Log B-4

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 5

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Photograph: 6

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Photograph Log B-4

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 7

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Photograph: 8

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Photograph Log B-4

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 9

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Photograph: 10

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Photograph Log B-4

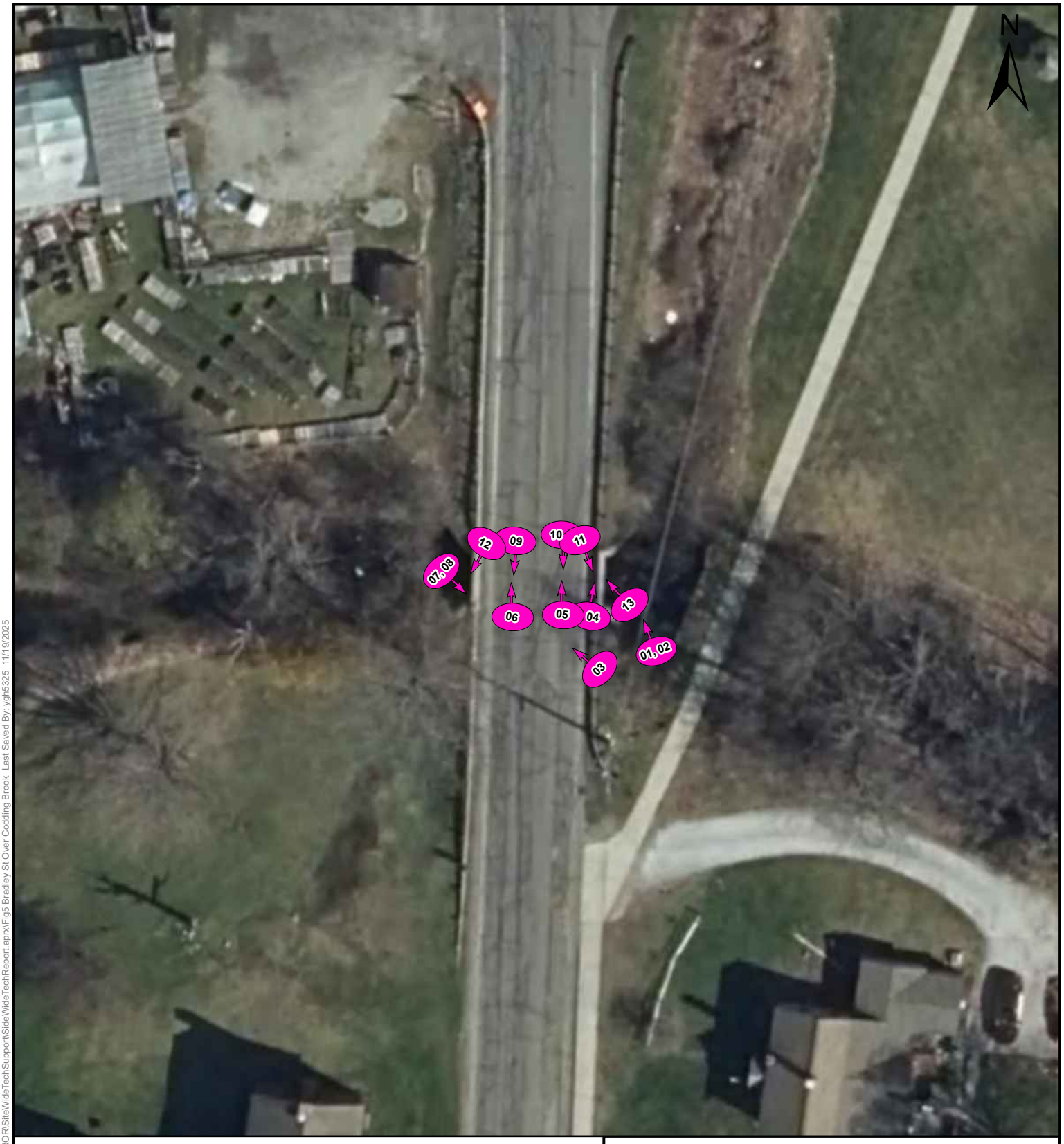
General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 11

Description:
Mill Street – Bridge Over Washington Mountain Brook

Date: 9/29/2025

Attachment B-5



LEGEND

STANDARDIZED PHOTOGRAPH LOCATION (WITH VIEW DIRECTION AND PHOTOGRAPH NUMBER)

0 30
FEET

NOTES:

1. COORDINATE SYSTEM: NAD83 STATE PLANE MA FEET

2. BASEMAP SOURCE: IMAGERY CAPTURED BY BLUESKY GEOSPATIAL LTD OF NORTH ADAMS, MASSACHUSETTS, ON BEHALF OF GE, ON APRIL 25, 2025.

GENERAL ELECTRIC COMPANY
HOUSATONIC RIVER - REST OF RIVER
2025 ROAD ASSESSMENT REPORT

BRADLEY ST (BETWEEN INTERSECTION WITH EAST ST/MILL ST AND GREYLOCK ST) – BRIDGE OVER CODDING BROOK

ARCADIS

FIGURE
B-5

Photograph Log B-5

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 1

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph: 2

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph Log B-5

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 3

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph: 4

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph Log B-5

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 5

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph: 6

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph Log B-5

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 7

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph: 8

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph Log B-5

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 9

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph: 10

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph Log B-5

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 11

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph: 12

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Photograph Log B-5

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 13

Description:
Bradley St (Between Intersection with East St/Mill St and Greylock St) – Bridge over Codding Brook

Date: 9/29/2025

Attachment B-6

LEGEND

STANDARDIZED PHOTOGRAPH LOCATION (WITH VIEW DIRECTION AND PHOTOGRAPH NUMBER)

0 30
FEET

NOTES:

1. COORDINATE SYSTEM: NAD83 STATE PLANE MA FEET

2. BASEMAP SOURCE: IMAGERY CAPTURED BY BLUESKY GEOSPATIAL LTD OF NORTH ADAMS, MASSACHUSETTS, ON BEHALF OF GE, ON APRIL 25, 2025.

GENERAL ELECTRIC COMPANY
HOUSATONIC RIVER - REST OF RIVER
2025 ROAD ASSESSMENT REPORT

WOODLAND RD (BETWEEN WILLOW HILL RD AND BRADLEY ST) – BRIDGE/CULVERT OVER WASHINGTON MOUNTAIN BROOK

ARCADIS

FIGURE
B-6

Path: T:_ENV\GE\GE_Housatonic\ArcPro Projects\ROR\SiteWideTechSupport\SideWideTechReport.aprx\Fig6 Woodland Rd Last Saved By: ygh5325 11/19/2025

Photograph Log B-6

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 1

Description:
Woodland Rd (Between Willow Hill Rd and Bradley St) – Bridge/Culvert Over Washington Mountain Brook

Date: 9/30/2025

Photograph: 2

Description:
Woodland Rd (Between Willow Hill Rd and Bradley St) – Bridge/Culvert Over Washington Mountain Brook

Date: 9/30/2025

Photograph Log B-6

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 3

Description:
Woodland Rd (Between Willow Hill Rd and Bradley St) – Bridge/Culvert Over Washington Mountain Brook

Date: 9/30/2025

Photograph: 4

Description:
Woodland Rd (Between Willow Hill Rd and Bradley St) – Bridge/Culvert Over Washington Mountain Brook

Date: 9/30/2025

Photograph Log B-6

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 5

Description:
Woodland Rd (Between Willow Hill Rd and Bradley St) – Bridge/Culvert Over Washington Mountain Brook

Date: 9/30/2025

Photograph: 6

Description:
Woodland Rd (Between Willow Hill Rd and Bradley St) – Bridge/Culvert Over Washington Mountain Brook

Date: 9/30/2025

Photograph Log B-6

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 7

Description:
Woodland Rd (Between Willow Hill Rd and Bradley St) – Bridge/Culvert Over Washington Mountain Brook

Date: 9/30/2025

Photograph: 8

Description:
Woodland Rd (Between Willow Hill Rd and Bradley St) – Bridge/Culvert Over Washington Mountain Brook

Date: 9/30/2025

Photograph Log B-6

General Electric
Housatonic Rest of River – 2025 Road Assessment

Photograph: 9

Description:
Woodland Rd (Between Willow Hill Rd and Bradley St) – Bridge/Culvert Over Washington Mountain Brook

Date: 9/30/2025

Photograph: 10

Description:
Woodland Rd (Between Willow Hill Rd and Bradley St) – Bridge/Culvert Over Washington Mountain Brook

Date: 9/30/2025

Arcadis U.S., Inc.
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Fax: 315 449 0017
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