

EXHIBIT A

Woburn-Wakefield Routes EFSB 15-04/D.P.U. 15-140/15-141

1) Companies' Preferred Route

The Companies' Preferred Route (which has been noticed) is an underground route which starts in Woburn at the Woburn Substation, crossing the northeastern extent of the substation property to enter Lake Avenue, heading generally northeast. The route then turns south onto Pickering Street for approximately 500 feet before turning generally east onto Border Street for another 500 feet where it crosses Main Street (Route 38) and enters Cross Street at the border of Woburn and Winchester. The Preferred Route continues on Cross Street (traversing under an elevated section of the MBTA Lowell Line) east into Winchester until its intersection with Washington Street. The route then follows Washington Street north and crosses into Woburn before it travels east along Montvale Avenue, under Interstate Route 93, into Stoneham. The route continues east along Montvale Avenue to its intersection with Main Street. The route then continues north on Main Street until its intersection with Elm Street, and then heads east on Elm Street to the Wakefield town line. The route follows Albion Street, east/northeast to Broadway, following that roadway north, crossing the MBTA Haverhill Line railroad tracks at grade and continuing along Broadway to its intersection with an inactive railroad ROW owned by the MBTA in Wakefield. The route continues north in Wakefield on the MBTA Railroad ROW for approximately one mile to its intersection with Salem Street. The route then turns east on Salem Street, then south onto Montrose Avenue, and southeast on the Wakefield Junction Substation driveway.

2) Green Street Variation

The Green Street Variation (which has been noticed) of the Preferred Route¹ is an underground route which begins at the intersection of Cross Street at the border between Woburn and Winchester and extends north along an inactive railroad ROW before turning east onto Green Street and from Green Street continuing east on Montvale Avenue. The route follows Montvale Avenue over the MBTA's Lowell Line (via a bridge that is part of Montvale Avenue) to join the Preferred Route at the intersection in Woburn of Washington Street and Montvale Avenue.

3) Holton Street Variation

The Holton Street Variation (which has not been noticed) of the Preferred Route is an underground route which begins at the intersection of Lake² Avenue and Main Street and

¹ The Green Street Variation as well as the Houlton Street Variation can be used with either the Preferred Route or the Main Street Hybrid Route.

² It appears that the Holton Street Variation begins at the Woburn Substation and travels east on Lake Street, as opposed to traveling on Pickering and Border Streets.

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travels to Crane Court and through private property east across to Medford Street. The route then travels along Medford Street through a private property to East Street. From East Street the route travels on Sonar Drive, east through a parking lot to Micro Drive and then turns north onto Holton Street. The route continues on Holton Street, turns east onto Nashua Street across Draper Street to the inactive railroad ROW (future Tri-Community Greenway) and continues onto the future Tri-Community Greenway in Stoneham.

4) Companies' Noticed Alternative Route

The Companies' Noticed Alternative Route is an underground route which follows the same direction as the Preferred Route until Washington Street. The route then turns north on Washington Street for several blocks then heads east/northeast on Forest Street and under I-93 and into Stoneham. The route continues along Marble Street in Stoneham, continuing straight across Main Street (Route 28). The route turns north on Summer Street, then follows Summer Street to Spring Street. At Spring Street, the route advances east for approximately 250 feet, thereafter turning north on Green Street. The route follows Green Street to the intersection of Green Street with Elm Street and Albion Street at the Stoneham/Wakefield town line. The route continues northeast on Albion Street, travels underneath the MBTA Haverhill Line, turns south on North Avenue for approximately 300 feet, then bears east along West Water Street and southeast along Water Street. The route then turns north onto Montrose Avenue to reach the junction of Montrose Avenue and the driveway at the Wakefield Junction Substation entrance.

5) Main Street Hybrid Route

The Main Street Hybrid Route (portions of which have not been noticed) is an underground route which follows the same direction as the Preferred Route until the intersection of Main Street and Elm Street in Stoneham. The route then continues north on Main Street to the intersection with North Street. The route turns east onto North Street, continues on North Street to the intersection with Prospect Street in Wakefield. The route follows Prospect Street to Church Street, turning north onto Salem Street. The route then turns east on Salem Street, then south onto Montrose Avenue, and southeast on the Wakefield Junction Substation driveway (this portion is the same as the Preferred Route).

6) Overhead/Underground Route

The Overhead/Underground Route (which has not been noticed) is a route with overhead portions along an existing transmission ROW between the Woburn Substation traveling north along the Woburn-Tewksbury ROW and then east to the Reading Substation. The route would then travel underground for 3.75 miles through Reading and Lynnfield along Route 129/Lowell Street to Bay State Road. The route would then transition back to

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overhead at the Route 95/Route 129 exit and travel southeast along an existing ROW to the Wakefield Junction Substation.