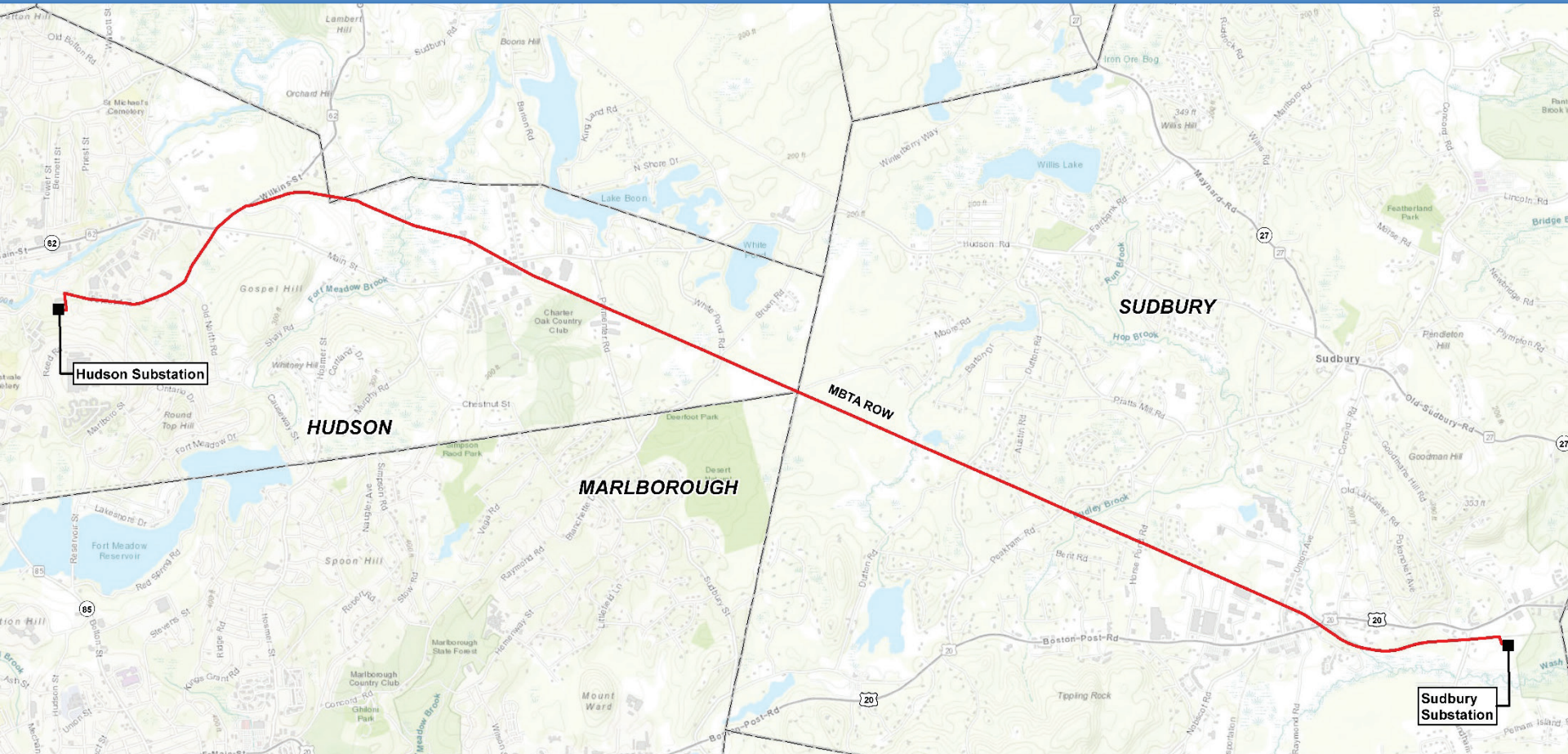


# Sudbury-Hudson Transmission Reliability and Mass. Central Rail Trail Project

Section 106 Consultation Meeting  
September 28, 2021



# Project Overview

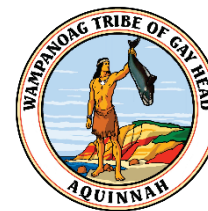


- Joint filing
  - Massachusetts Department of Conservation and Recreation Mass Central Rail Trail (“MCRT”)
  - Eversource Sudbury-Hudson Transmission Reliability Project
- Proposed bike path with a buried transmission line in the same former rail corridor
- Approximately 9.0 miles
- Phased construction sequence



## Consultation Efforts

- Hudson Historical Commission
  - Attend 10/29/2018 and 8/15/2019 Commission meetings; written comments received 9/4/2019
- Sudbury Historical Commission
  - Attend 11/7/2018, 9/14/2019, 12/15/2020, 1/19/2021 Commission meetings and site walk on 10/5/2020
- Mashpee Wampanoag Tribe, Wampanoag Tribe of Gay Head (Aquinnah), and Narragansett Indian Tribe
  - Communication took a variety of methods including emails, phone conversations, and in-person conversations.
  - Intensive (locational) survey fieldwork monitoring by Mashpee Wampanoag Tribe (Mariah Hendricks)



# Historic Resources in Hudson

- Cattle pass
  - Transmission line designed to avoid; rail trail will pass on top
  - Currently acts as drainage; design will route water through a new culvert to prevent future deterioration of cattle pass
- Bridge #130
  - Timber pile trestle; common form widely used throughout region. Existing bridge in poor condition; burned in 2019. To be replaced.
- Gleasondale (HUD.HA.8) and Ordway (HUD.HA.9) Station Sites
  - Both will be avoided and protected by ASAPP. Granite markers to be installed.



# Central Massachusetts Railroad Corridor Historic District (SUD.R)



- 4.62-mile portion of CMRR corridor in Sudbury
- MHC inventory form contains 73 contributing resources/features including:
  - 4 Archaeological Sites
  - 2 Standing Structures (Section Tool House & S. Sudbury Station)
  - 2 Bridges (#127 & #128)
  - 60 RR Features (Whistle posts, rail rests, culverts, rails, ties, telegraph poles)
  - 5 RR Features that are “anticipated to be in the corridor, but inaccessible or buried”



Bridge #127



Culvert #127B



Relay Boxes



Section Tool House

# Summary of Avoidance, Protection, and Adverse Effects



- Archaeological Site Avoidance and Protection Plan (ASAPP)
- Design will avoid all 4 Archaeological Sites
  - East Sudbury Station (MHC# SUD.HA.39)
  - Section Tool House (MHC# SUD.HA.37)
  - South Sudbury Station (MHC# SUD.HA.26)
  - Wayside Inn Station (MHC# SUD.HA.38)
- Design will avoid the 2 Standing Structures
  - Section Tool House and platform (MHC# SUD.282)
  - South Sudbury Station (MHC# SUD.396)

## ARCHAEOLOGICAL SITE AVOIDANCE AND PROTECTION PLAN:

EVERSOURCE ENERGY'S SUDBURY-HUDSON  
TRANSMISSION RELIABILITY PROJECT,  
TOWNS OF HUDSON AND SUDBURY,  
MIDDLESEX COUNTY, MASSACHUSETTS  
MHC #RC.62384, EEA #15703.

Prepared for

Eversource Energy  
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Submitted to

The Massachusetts Historical Commission  
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By

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October 27, 2020

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NOT FOR PUBLIC RELEASE

# Summary of Avoidance, Protection, and Adverse Effects



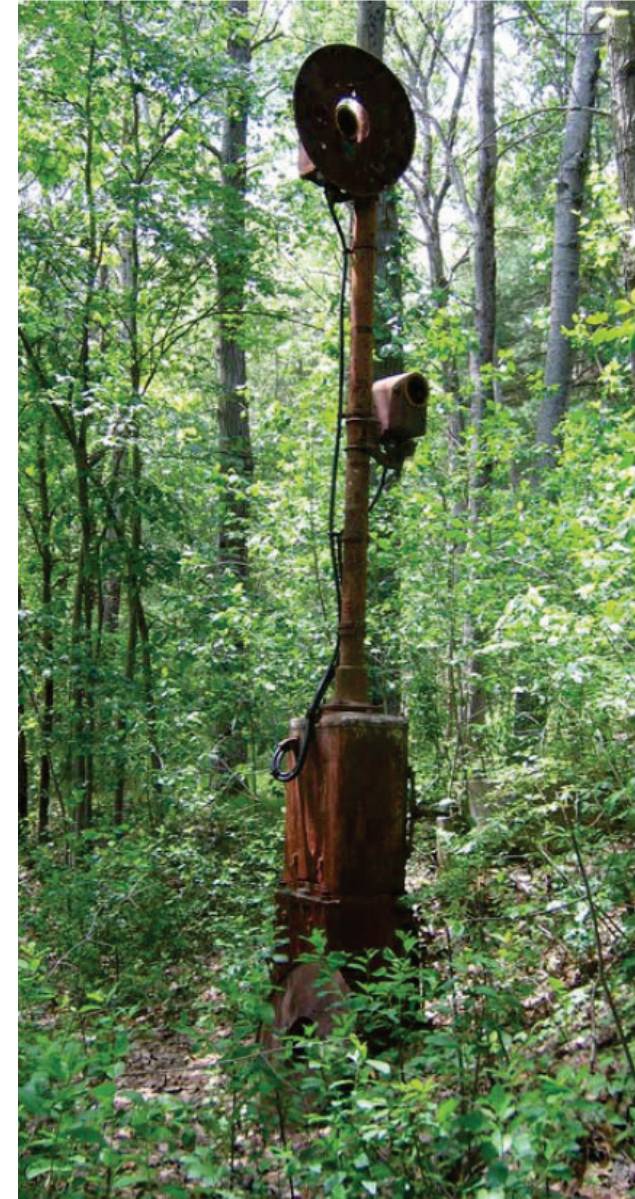
- The 2 Bridges (#127 & #128) will be replaced and rehabilitated, respectively
  - *In situ* preservation of majority of historic bridge abutments for both bridges
  - *In situ* preservation of Bridge 128 historic plate girders



# Summary of Avoidance, Protection, and Adverse Effects



- Of the 60 RR Features (Whistle posts, rail rests, culverts, rails, ties, telegraph poles):
  - 30 resources are entirely outside the limit of work
  - 18 resources are at the edge of work; contractor required to avoid if at all possible and remove/reset if avoidance not possible
  - 9 resources are within the limit of work and must be removed and reset
  - 2 will be removed entirely (rails & ties), with some exceptions noted in MOA
  - 1 has not been located





# MOA/Proposed Mitigation

- USACE identified that project will have an adverse effect to the Central Massachusetts Railroad Corridor Historic District
- Proposed mitigation developed from 12/18/2019 MHC letter, written requests from the Hudson Historical Commission, and concerns voiced by the Sudbury Historical Commission



Removal rails and wood ties



Modifications to Culverts 127A and 125B



Replace Bridge #127



Modifications to Bridge #128



# MOA/Proposed Mitigation

Mitigation items include:

1. The production of updated MHC Inventory forms for Massachusetts Central Railroad Bridges #127 and #128 (MHC#s SUD.901 and SUD.900, respectively) and Fort Meadow Brook Railroad Bridge #130 (MHC# HUD.908) in Sudbury and Hudson.
2. Photo documentation to HABS/HAER standards of the Massachusetts Central Railroad Bridges #127 and #128 (MHC#s SUD.901 and SUD.900, respectively) and Fort Meadow Brook Railroad Bridge #130 (MHC# HUD.908) in Sudbury and Hudson.
3. Development and installation of interpretive signage at Massachusetts Central Railroad Bridges #127 and #128 (MHC#s SUD.901 and SUD.900, respectively) and Fort Meadow Brook Railroad Bridge #130 (MHC# HUD.908) in Sudbury and Hudson that describe the history of the bridges and Massachusetts Central Railroad.



# MOA/Proposed Mitigation

4. Rehabilitation of the Massachusetts Central Railroad Bridge #128 (MHC# SUD.900) in Sudbury that is consistent with the Secretary of the Interior's Standards and Guidelines for Rehabilitation, as follows: the existing steel girders, timber piers, cross-frames and the majority of the granite block abutments will be retained and reused. The existing timber ties, steel rails, timber deck (non-historic), and timber handrail (non-historic) are to be removed and replaced. The new handrail will be made of timber and will be clearly identifiable as a new bridge element but will also be compatible with the existing historic fabric.
5. Installation of granite markers at the East Sudbury Station Archaeological Site (SUD.HA.39), South Sudbury Station Archaeological Site (SUD.HA.26), Wayside Inn Station Archaeological Site (SUD.HA.38), Gleasondale Station Archaeological Site (HUD.HA.8), and the Ordway Station Archaeological Site (HUD.HA.9).
6. The retention of representative sections of rail to be donated to the Sudbury Historical Commission.
7. Signage conveying the historical significance of the Massachusetts Central Railroad's track system to accompany the *in situ* preservation of a section of the spur-track.
8. Signage conveying the historical significance of the Massachusetts Central Railroad's diamond junction to accompany the Project's design feature containing the diamond junction.



Thank you. Questions?