



Sudbury-Hudson Transmission Reliability and Mass Central Rail Trail Project Chapter 91 Licensing – Bridge 127

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MASSACHUSETTS DEPARTMENT OF
CONSERVATION AND RECREATION

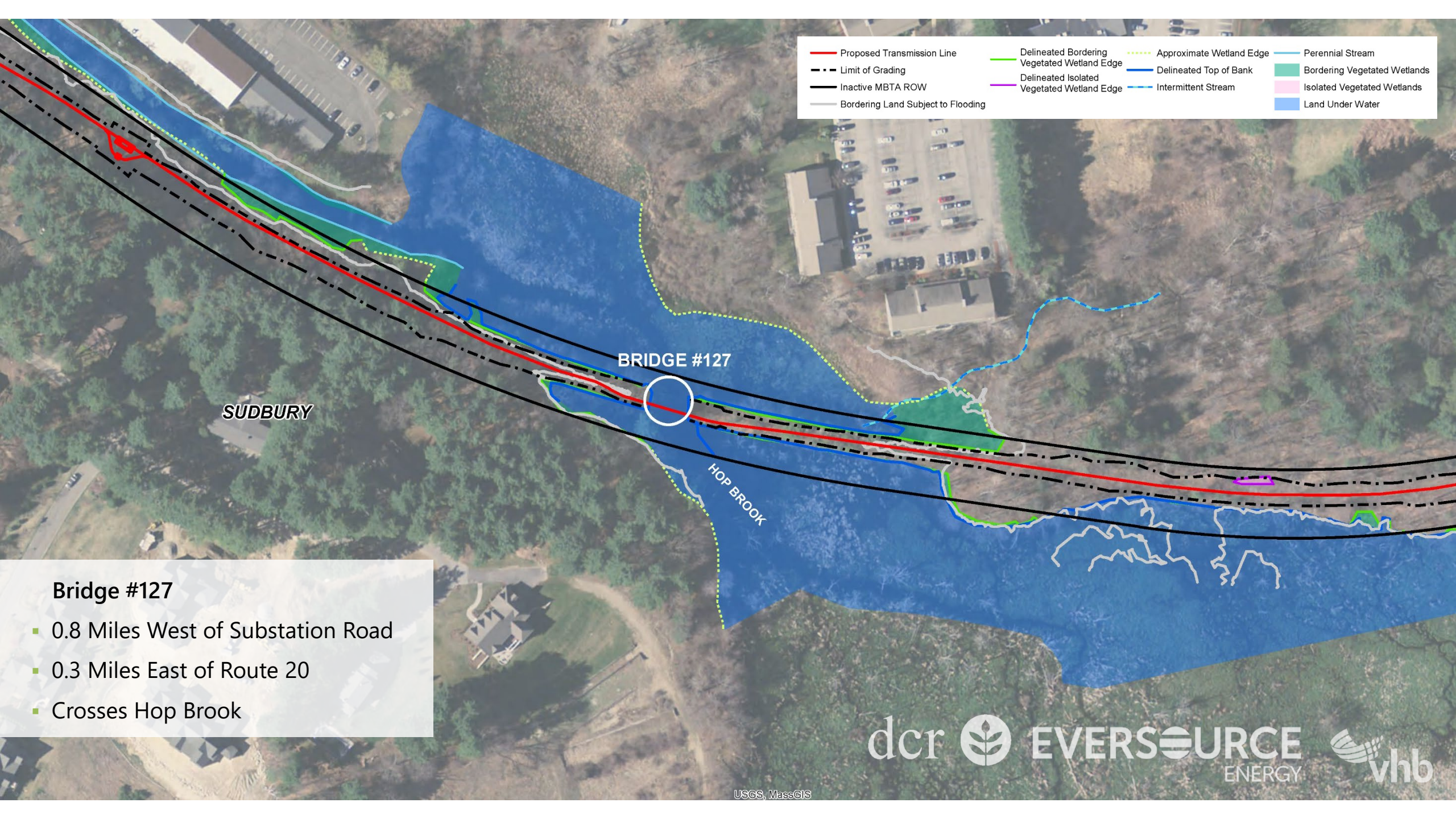


Project Overview

- Joint filing: Eversource and the Massachusetts Department of Conservation and Recreation to construct the Sudbury-Hudson Transmission Reliability and Mass Central Rail Trail (“MCRT”) Project
- Two compatible uses in a single former rail corridor
- Phased construction sequence avoids and minimizes environmental impacts
- Entire Project in Sudbury, Marlborough, Stow, and Hudson = ~ 9 miles
- Transmission line increases reliability of existing regional electric transmission system
- MCRT enhances public recreation and access to view public waterways

Chapter 91 Jurisdiction

- Replacement of existing railroad Bridge #127 over non-tidal river (Hop Brook)
- Water-dependent per 310 CMR 9.12
 - DCR portion of work under 310 CMR 9.12(2)(a)4: *"pedestrian facilities that promote use and enjoyment of the water by the general public and are located at or near the water's edge..."*
 - Eversource portion of work under 310 CMR 9.12(2)(a)16, and 310 CMR 9.12(2)(d). Infrastructure Crossing Facility (310 CMR 9.02): *"any infrastructure facility which is a bridge, tunnel, pipeline, aqueduct, conduit, cable, or wire... which is located over or under the water and which connects existing or new infrastructure facilities located on the opposite banks of the waterway..."*



Proposed Transmission Line	Delineated Bordering Vegetated Wetland Edge	Approximate Wetland Edge	Perennial Stream
Limit of Grading	Delineated Isolated Vegetated Wetland Edge	Delineated Top of Bank	Bordering Vegetated Wetlands
Inactive MBTA ROW		Intermittent Stream	Isolated Vegetated Wetlands
Bordering Land Subject to Flooding			Land Under Water

Bridge #127

- 0.8 Miles West of Substation Road
- 0.3 Miles East of Route 20
- Crosses Hop Brook

Bridge #127: Existing Conditions

- Built in 1881, rebuilt in 1908
- 3-span continuous steel deck girder bridge supported on stone abutments with timber piers
- Approximately 48 feet long
- Partially submerged, causing deterioration and restricting navigability
- No longer providing effective weight bearing capacity





Bridge #127: Proposed Conditions

- New single-span bridge in same footprint
- Transmission line mounted on side
- Raised bottom of bridge structure out of water
- Existing timber piers cut at mudline and removed by hand
- Increased navigability



Compliance with Chapter 91 Regulations

- Project will comply with all applicable Commonwealth regulatory programs and standards.
- Navigability within Hop Brook will be improved by increasing vertical clearance.
- No interference with rights of adjacent property owners' rights to access their property from the waterway or to approach the waterway from their property.
- No disruption or displacement of prior water-dependent uses.
- Project will improve public use and enjoyment of Hop Brook by providing safe public access across the brook.



Thank you.