



October 17, 2025

PUBLIC NOTICE D01-215-2025

MBTA DRAW ONE RAILROAD BRIDGE

All interested parties are herein notified that the Commander, First Coast Guard District, has received application materials dated July 15, 2025, from the Massachusetts Bay Transportation Authority (MBTA) for approval of location and plans for the replacement of a bridge over a navigable waterway of the United States.

BRIDGE, WATERWAY AND LOCATION: MBTA Draw One Railroad Bridge over the Charles River, mile 0.8, between Boston in Suffolk County and Cambridge in Middlesex County, Massachusetts.

CHARACTER OF WORK: The existing Draw One Railroad Bridge is referred to as "Draw One Bridge," although there are actually two separate side by side rolling lift bascule bridges each carrying two railroad tracks over the Charles River. The existing bridge presents an on-going maintenance challenge and is beyond repair. The project goal is to achieve a state of good repair and improve the reliability and safety of MBTA and Amtrak service at North Station in Boston. The replacement Draw One Bridge will consist of three side by side vertical lift drawbridges, each carrying two tracks over the Charles River providing increased capacity at North Station to six tracks.

The project includes the demolition and replacement of the superstructures and substructures of the two existing Draw One bridge spans, as well as the demolition of previous Draw One bridge spans where only substructure remains in place. The bridge will be constructed in six phases spanning six years and six months. Initially, the substructures of the previously demolished bridges will be removed, followed by the construction of a temporary bridge and the first span of the replacement bridge. The remaining two spans will then be constructed, replacing the existing two bridge spans currently in service. Temporary work trestles will be used to construct the replacement bridge. However, the trestles will not impede the navigable channel. The navigable channel will remain open except for short-duration closures coordinated with waterway users and approved by the Coast Guard.

The existing bridge will be removed. Existing caissons outside the navigable channel will be removed to the natural bottom of the waterway. Caissons within the navigable channel will be removed to five feet below the natural bottom of the waterway. Timber trestles outside the navigable channel will be removed to the natural bottom of the waterway at a minimum, and three feet below the natural bottom of the waterway in the navigable channel.

MINIMUM NAVIGATIONAL CLEARANCES: The replacement bridge will have clearances as described in the table below. These clearances are a decrease from the clearances of the existing bridge. The vertical clearance is reduced because the existing bridge is a rolling bascule bridge with unlimited vertical clearance in the open position by design and the replacement bridge is a vertical lift bridge which has a defined vertical clearance of 31.7 feet in the open position by design. The reduced vertical clearance exceeds the vertical clearance at the next upstream structure (Lechmere Viaduct/Cragie Drawbridge/Old Charles River Dam lock) as well as the controlling downstream structure (the New Charles River Dam commercial lock). The reduced horizontal clearance from 65 feet to 45 feet matches the horizontal clearance at the next upstream structure (Lechmere Viaduct/Cragie Drawbridge/Old Charles River Dam lock) and exceeds the horizontal clearance at the next downstream structure (the New Charles River Dam commercial lock). The Massachusetts Department of Conservation and Recreation (DCR), which manages waterway traffic and flood control on the Charles River, has concurred with the proposed clearances.

	Vertical	Horizonal
Existing (Movable - Bascule)	Open- The existing Bascule Bridge has unlimited vertical clearance Closed – 4.9 feet at Maintained High Water	Open- 65 feet between fenders Closed- 65 feet between fenders
Proposed (Moveable- Lift)	Open – Proposed Lift Bridge - 31.7 feet at Maintained High Water Closed - 4.71 feet at Maintained High Water	Open – 45 feet between fenders Closed – 45 feet between fenders
Temporary (Moveable- Lift)	Open – Proposed Lift Bridge – 32.2 feet at Maintained High Water Closed – 5.2 feet at Maintained High Water	Open – 45 feet between fenders Closed – 45 feet between fenders

Datum: Horizontal NAD83, Vertical NAVD88

ENVIRONMENTAL CONSIDERATIONS:

The Federal Transit Administration (FTA) is the lead Federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA) and is acting on behalf of the U.S. Coast Guard for the purposes of environmental laws. The FTA completed an Environmental Assessment dated January 16, 2025, and a Finding of No Significant Impact on January 16, 2025. The U.S. Coast Guard has tentatively determined that the proposed action will not have a

significant impact for the purposes of NEPA. Documents are available for review online at [North Station Drawbridge Replacement | Projects | MBTA](#).

A water quality certification from the Massachusetts Department of Environmental Protection (MassDEP), in accordance with Section 401 of the Clean Water Act, as amended, for this project was applied for on October 1, 2025.

Construction of the Proposed Project is not anticipated to result in temporary or construction-related significant adverse effects related to the coastal zone, given that it would be consistent with Massachusetts Office of Coastal Zone Management (CZM) coastal program policies (e.g., to reduce threats related to coastal hazards). A Federal Consistency Review will be submitted to CZM during the Proposed Project's final design phase to facilitate CZM's review and concurrence prior to construction.

The bridge is located in the floodplain. The 100-year flood elevation is 3.5 feet. The elevation of the low steel member of the navigation span is 6.74 feet. Elevations are referenced to NAVD 88 datum. Approximately 1200 cubic yards of fill material will be placed below maintained high water for the construction of the bridge and approaches. The replacement bridge will have navigation lighting.

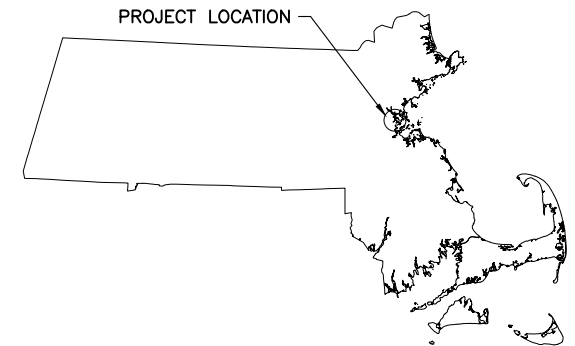
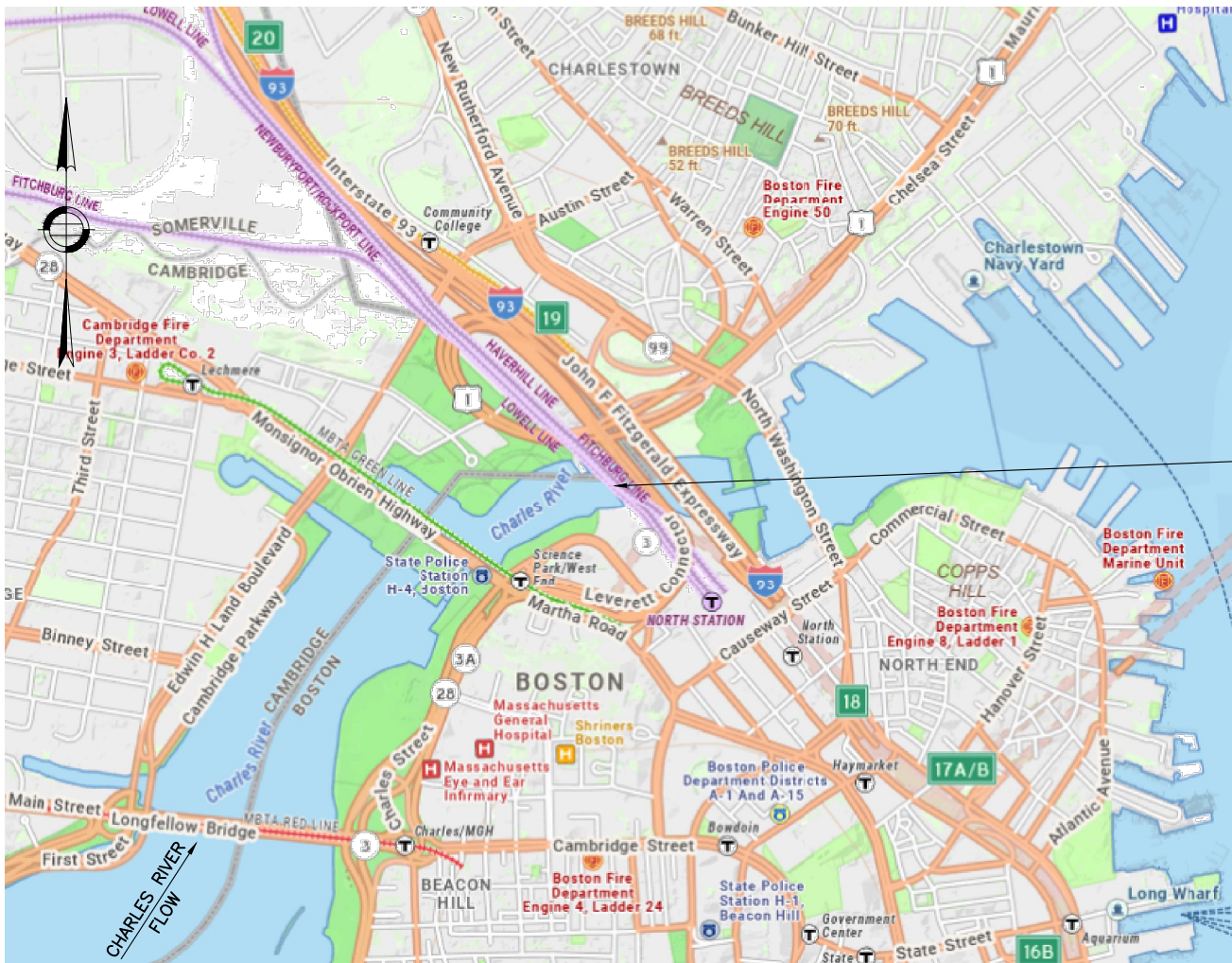
SOLICITATION OF COMMENTS:

Mariners are requested to comment on the proposed navigation clearances, placement of a bridge protective system and other navigational safety issues, including need for clearance gauges. Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible impacts to navigation.

We will forward comments of an environmental nature such as those regarding wildlife refuges, public parks, historic sites, wetlands, floodplain issues, air, water quality, etc. to the MBTA and Federal Transit Administration. Comments will be received for the record at the address noted in the header or via email (SMB-D1Boston-Bridges-PublicNotices@uscg.mil) through **November 17, 2025**.

Map of location and plans attached.

G. P. Hitchen
Bridge Program Manager
By direction of the Commander
Northeast Coast Guard District

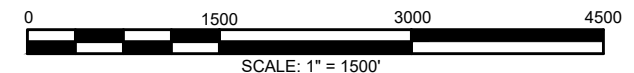


PROPOSED BRIDGE LOCATION
OVER CHARLES RIVER

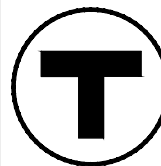


NOTES:

1. HORIZONTAL DATUM BASED ON THE 1983 NORTH AMERICAN DATUM (NAD 83).
2. ELEVATIONS ARE BASED ON 1988 NORTH AMERICAN VERTICAL DATUM (NAVD 88).
3. NEW BIN NUMBERS FOR THE DRAW 1 BRIDGE B-16-479 ARE NOT AVAILABLE AT THIS TIME.



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STV Incorporated
One Financial Center, 3rd Floor
Boston, MA 02111



MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

NORTH STATION DRAW ONE BRIDGE REPLACEMENT
BRIDGE NO. B-16-479 OVER THE CHARLES RIVER
MILE POINT 0.8

BETWEEN CITY OF BOSTON AND CITY OF CAMBRIDGE

SCALE: 1" = 1500'

DATE: MAY 16, 2025

DES. BY

WRG

DR. BY

WRG

CHK. BY

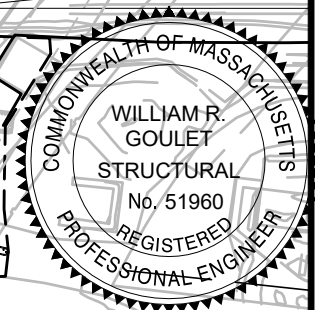
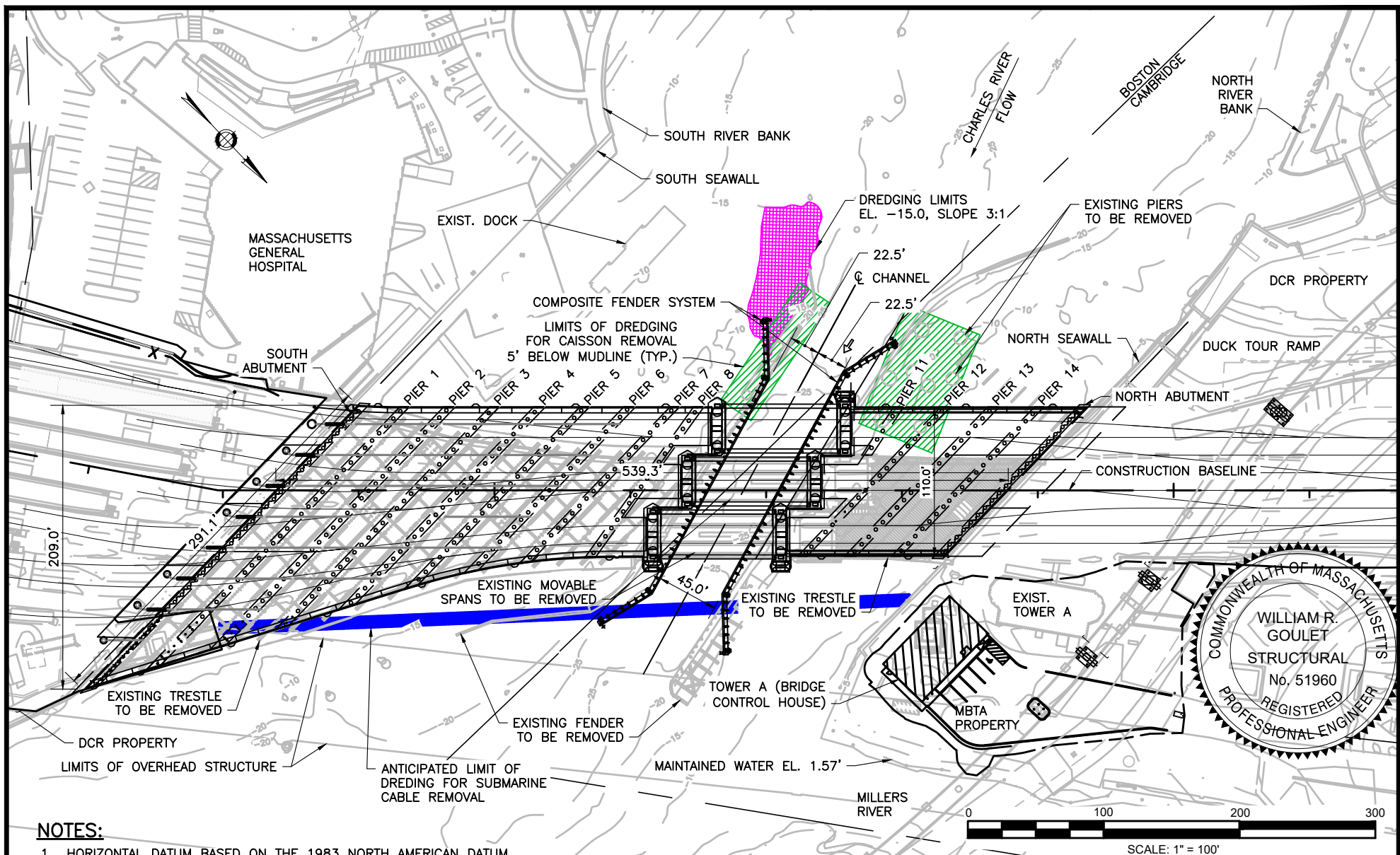
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PLAN VIEW

SHEET 1 OF 7

ISSUE





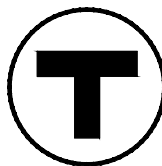
NOTES:

- HORIZONTAL DATUM BASED ON THE 1983 NORTH AMERICAN DATUM (NAD 83).
- ELEVATIONS ARE BASED ON 1988 NORTH AMERICAN VERTICAL DATUM (NAVD 88).

DREDGING QUANTITIES (CY)		
DEMOLITION OF EXISTING CAISSONS	767	
BATHYMETRIC DREDGING LIMITS	220	
SUBMARINE CABLE REMOVAL	72	

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BRIDGE NO. B-16-479 OVER THE CHARLES RIVER
MILE POINT 0.8

BETWEEN CITY OF BOSTON AND CITY OF CAMBRIDGE

SCALE: 1" = 100'

DATE: MAY 16, 2025

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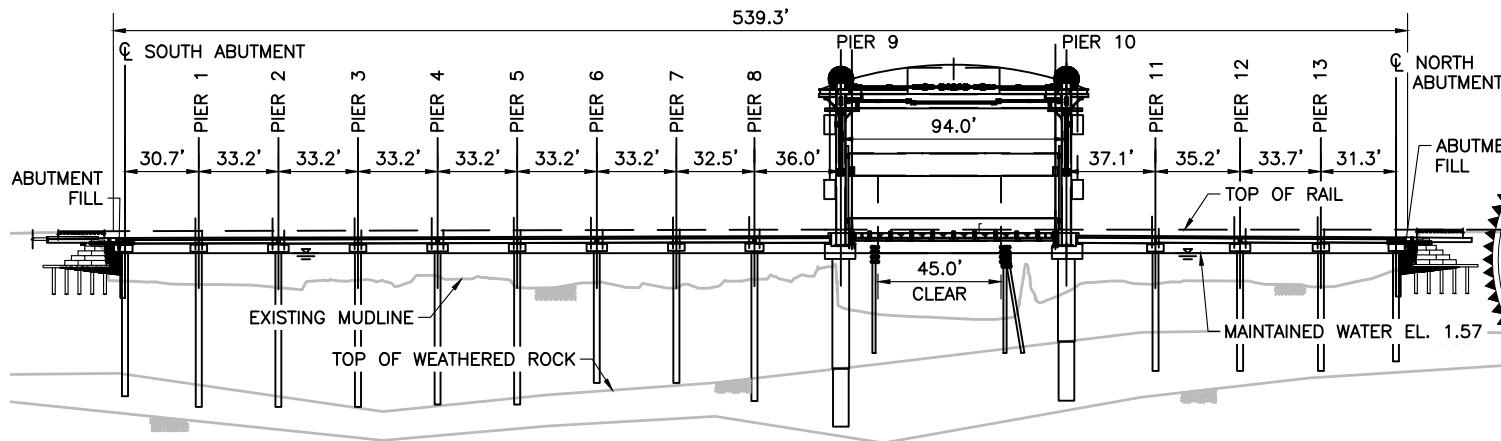
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PLAN VIEW

SHEET 2 OF 7

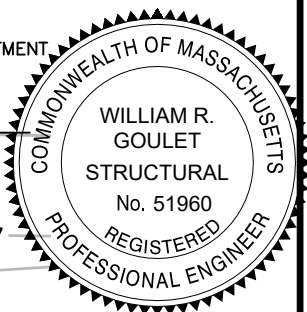
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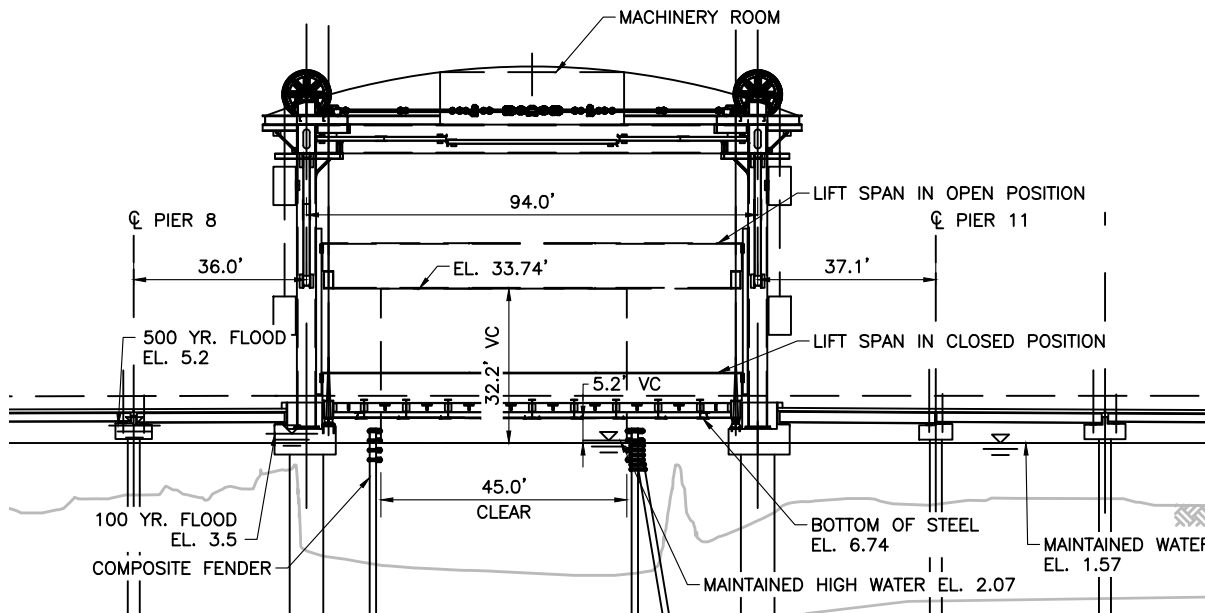
BRIDGE ELEVATION VIEW

SCALE: 1" = 80'



NOTES:

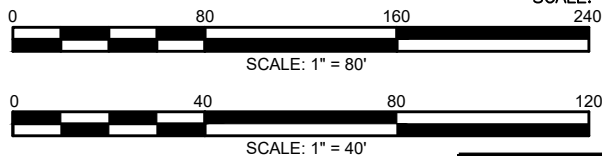
1. HORIZONTAL DATUM BASED ON THE 1983 NORTH AMERICAN DATUM (NAD 83).
2. ELEVATIONS ARE BASED ON 1988 NORTH AMERICAN VERTICAL DATUM (NAVD 88).
3. 45.0' CLEAR DISTANCE BETWEEN FENDERS IS TAKEN NORMAL TO THE CHANNEL CENTERLINE.
4. MAINTAINED WATER ELEVATION IS 1.57.
OPEN VERTICAL CLEARANCE = 32.2'
THE LOW MAINTAINED WATER ELEVATION IS 0.07,
OPEN VERTICAL CLEARANCE = 33.7',
AND THE HIGH MAINTAINED WATER ELEVATION IS 2.07,
OPEN VERTICAL CLEARANCE = 31.7'
5. BRIDGE NO. 2 IS SHOWN ALONG THE BASELINE OF CONSTRUCTION.
7. SHEAVE AND MACHINERY COVERS NOT SHOWN.
8. VC = VERTICAL CLEARANCE



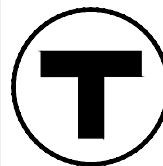
VERTICAL LIFT SPAN

SCALE: 1" = 40'

FILL VOLUME (CY)	
SOUTH ABUTMENT	750
NORTH ABUTMENT	450



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BRIDGE NO. B-16-479 OVER THE CHARLES RIVER

MILE POINT 0.8

BETWEEN CITY OF BOSTON AND CITY OF CAMBRIDGE

SCALE: VARIES

DATE: MAY 16, 2025

DES. BY

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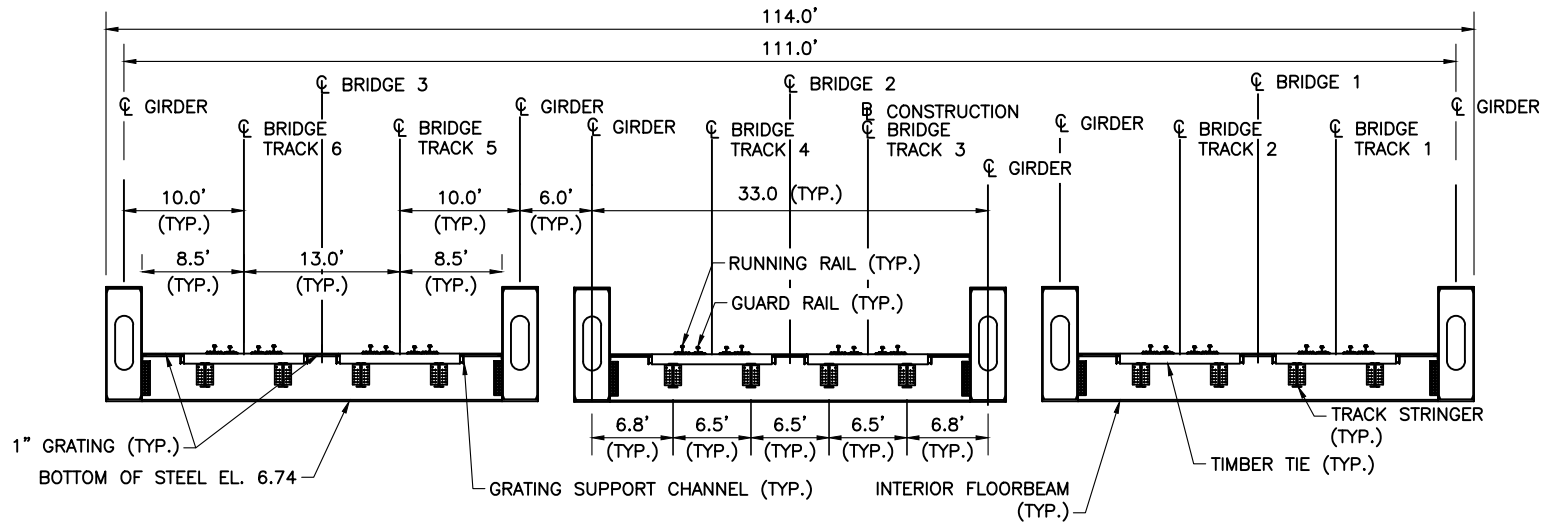
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ELEVATION VIEW

SHEET 3 OF 7

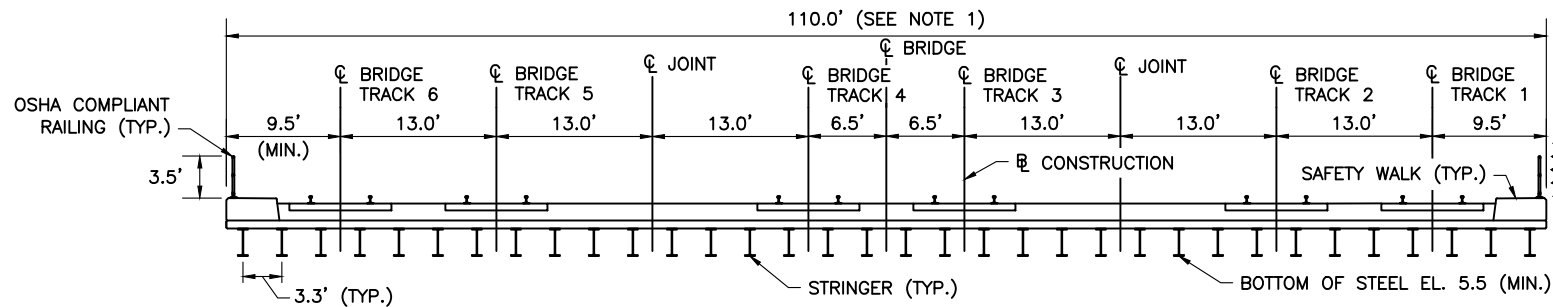
ISSUE





TYPICAL SECTION LIFT SPAN

SCALE: 1/16" = 1'-0"

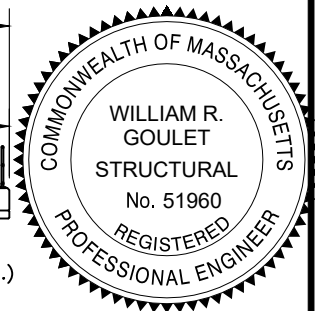
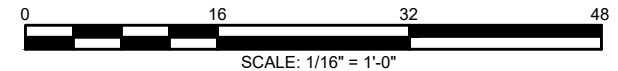


TYPICAL SECTION APPROACH SPANS

SCALE: 1/16" = 1'-0"

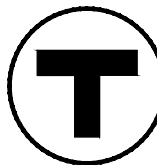
NOTES:

1. NORTH TRESTLE WIDTH AND TRACK ALIGNMENT SHOWN. SOUTH TRESTLE VARIES 110.0' TO 209.0' WIDE. NUMBER OF TRACKS AND SPACING VARIES ON SOUTH TRESTLE BETWEEN THE VERTICAL LIFT SPANS AND NORTH STATION PLATFORMS.
2. ELEVATIONS ARE BASED ON 1988 NORTH AMERICAN VERTICAL DATUM (NAVD 88).
3. MAINTAINED WATER ELEVATION IS 1.57'. THE LOW MAINTAINED WATER ELEVATION IS 0.07' AND THE HIGH MAINTAINED WATER ELEVATION IS 2.07'



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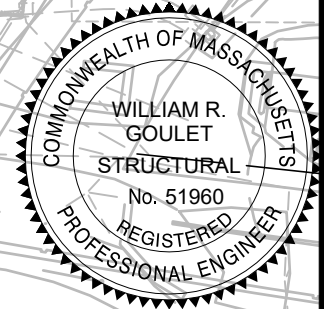
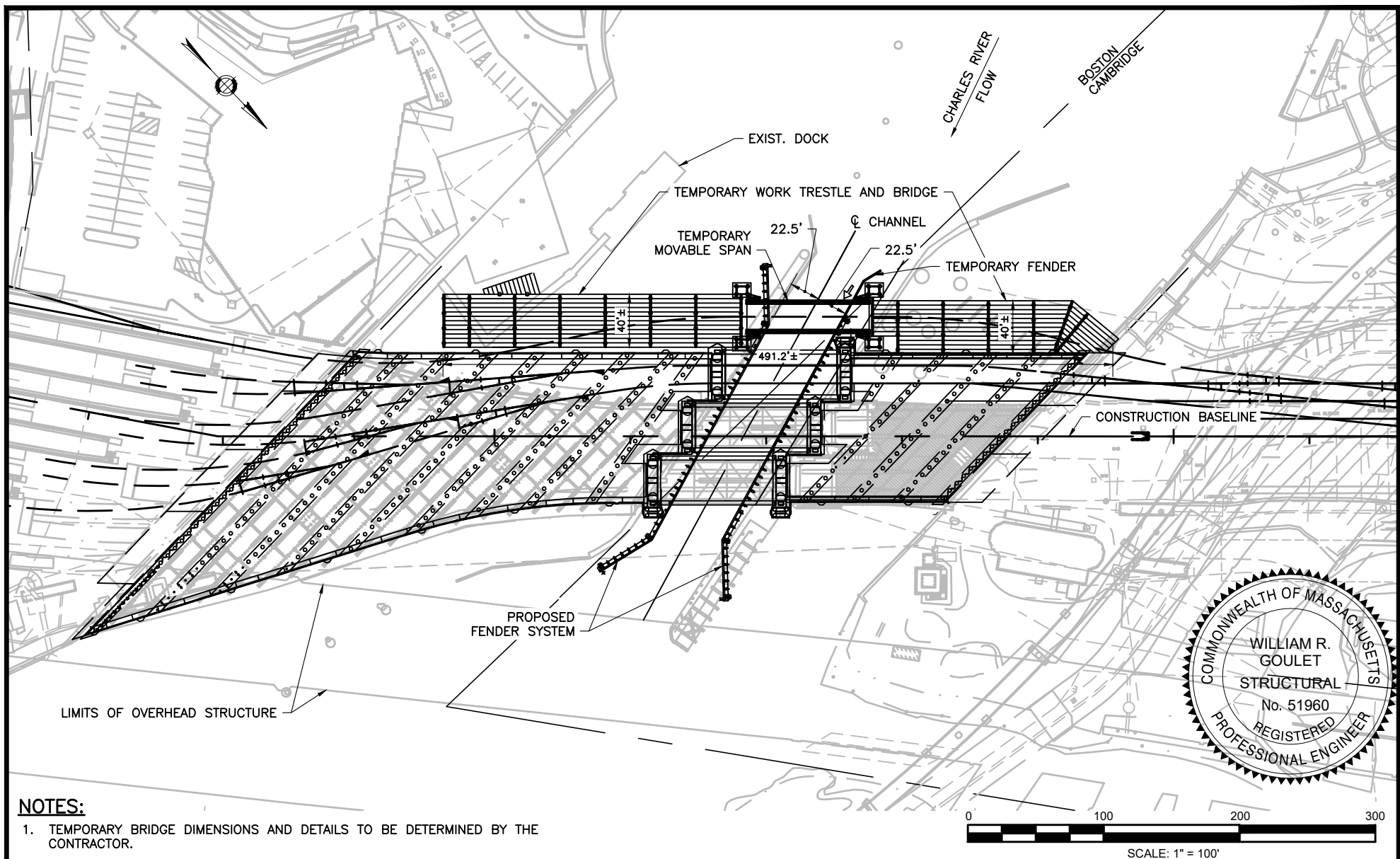
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TYPICAL SECTION VIEW

SHEET 4 OF 7

ISSUE



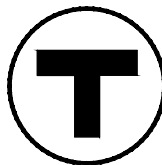


NOTES:

1. TEMPORARY BRIDGE DIMENSIONS AND DETAILS TO BE DETERMINED BY THE CONTRACTOR.
2. TEMPORARY WORK TRESTLE TO BE USED AS TEMPORARY BRIDGE FOLLOWING ERECTION OF WEST PERMANENT LIFT BRIDGE.
3. CONTRACTOR TO PROVIDE TEMPORARY FENDER SYSTEM AT TEMPORARY MOVABLE BRIDGE LOCATION. TEMPORARY FENDER SHALL MAINTAIN 45' CHANNEL WIDTH.

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MILE POINT 0.8

BETWEEN CITY OF BOSTON AND CITY OF CAMBRIDGE

SCALE: 1" = 100'

DATE: MAY 16, 2025

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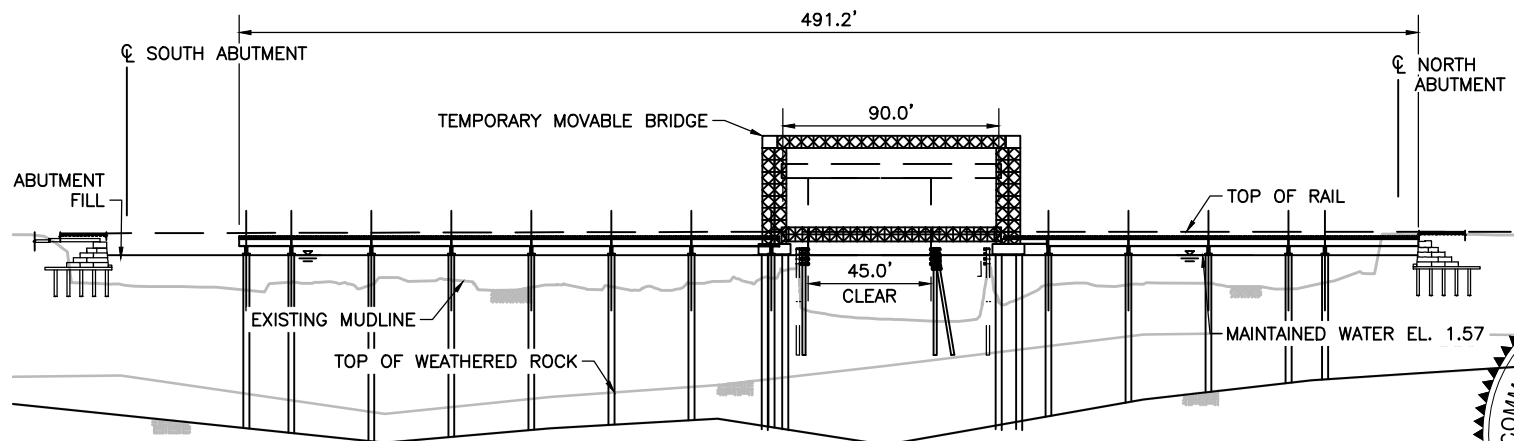
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TEMPORARY STRUCTURES

SHEET 5 OF 7

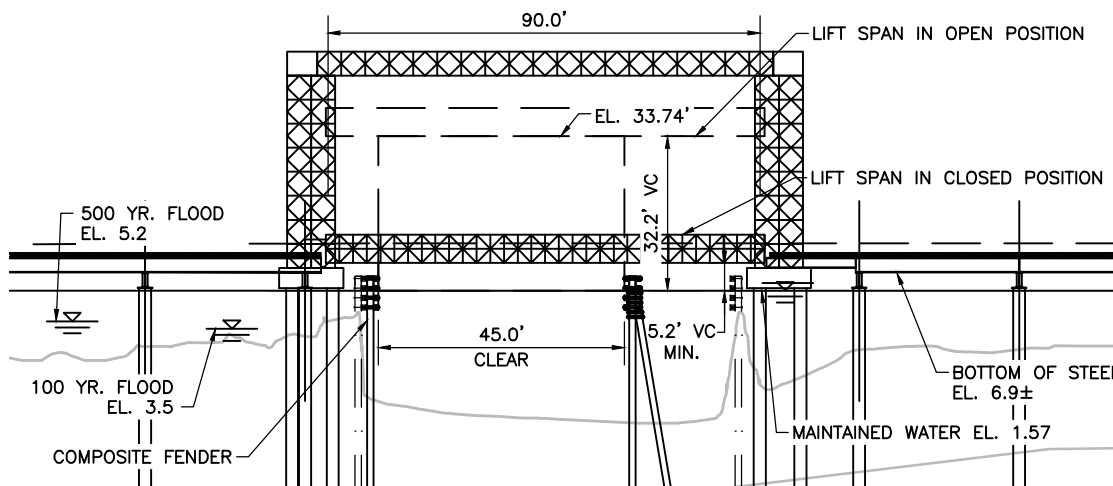
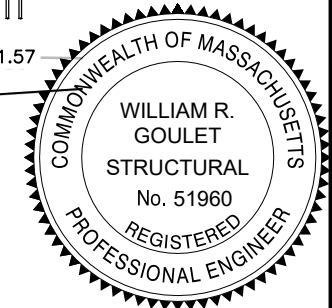
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TEMPORARY BRIDGE ELEVATION VIEW

SCALE: 1" = 80'



VERTICAL LIFT SPAN

SCALE: 1" = 40'

NOTES:

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5. VC = VERTICAL CLEARANCE



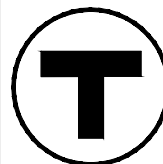
SCALE: 1" = 80'



SCALE: 1" = 40'



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SCALE: VARIES

DATE: MAY 16, 2025

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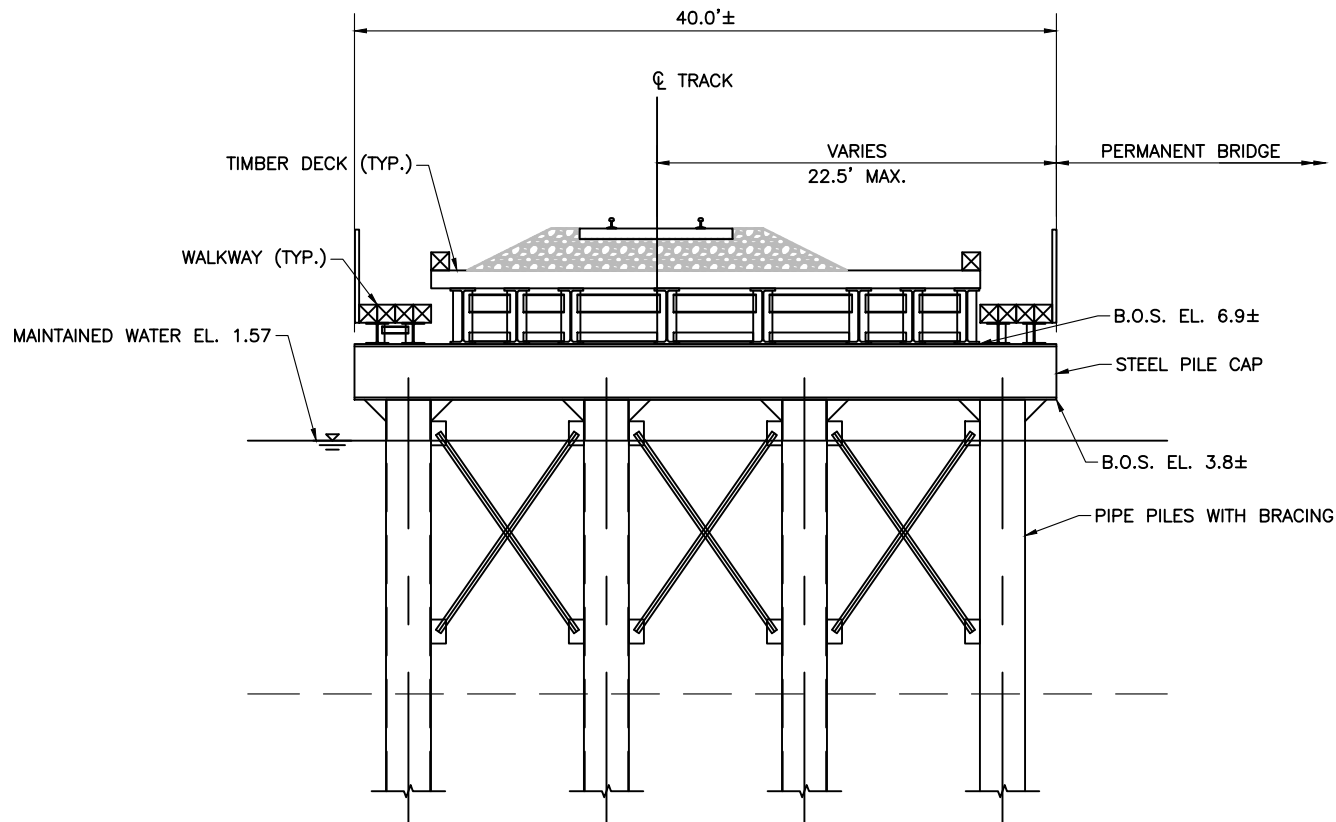
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ELEVATION VIEW

SHEET 6 OF 7

ISSUE



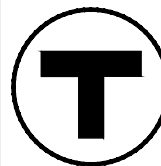
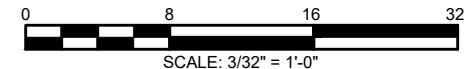


NOTES:

1. TRACK ALIGNMENT VARIES ACROSS BRIDGE AND TRANSITIONS ONTO PERMANENT BRIDGE.
2. WALKWAY TO BE OMITTED AT TRANSITION TO PERMANENT BRIDGE.
3. PERMANENT BRIDGE NOT SHOWN FOR CLARITY.
4. ELEVATIONS ARE BASED ON 1988 NORTH AMERICAN VERTICAL DATUM (NAVD 88).

TEMPORARY BRIDGE TYPICAL SECTION

SCALE: 3/32" = 1'-0"



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TYPICAL SECTION VIEW

SHEET 7 OF 7

ISSUE

