

QUABBIN SPILLWAY FENCE PROJECT



Introduction

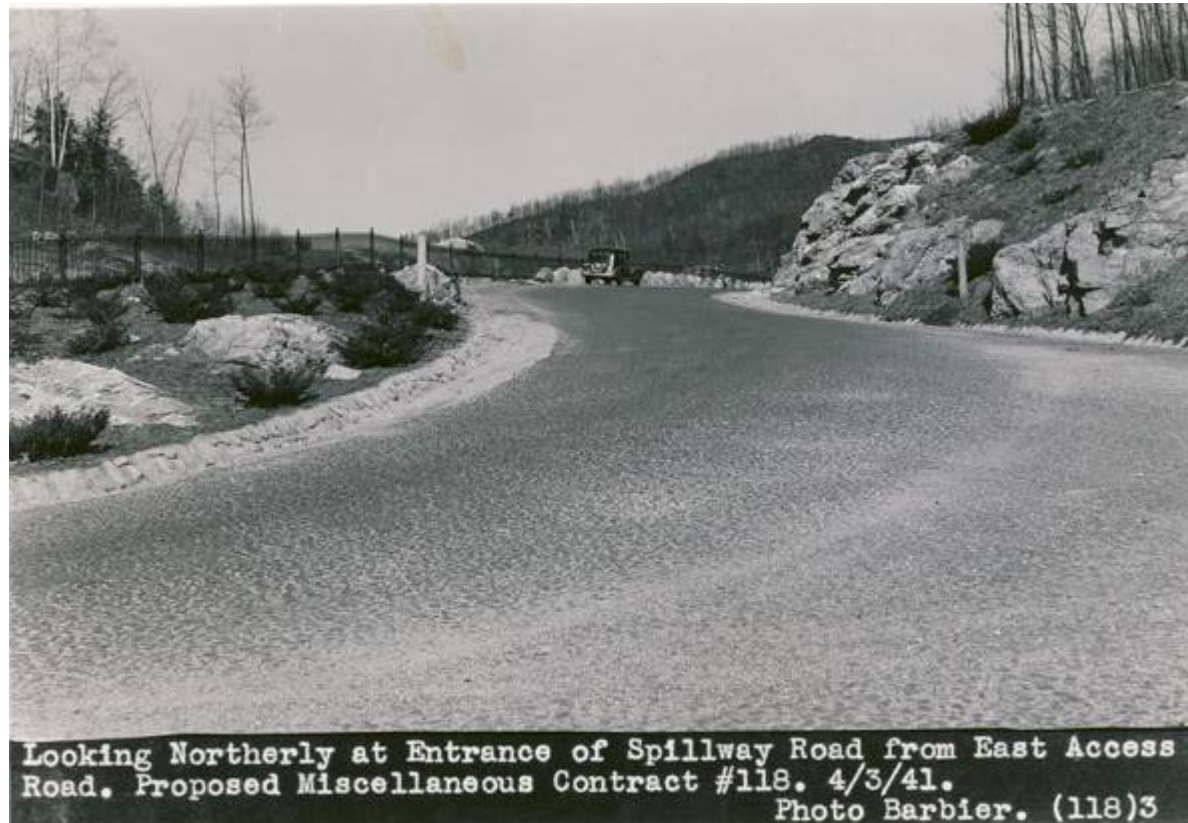
Beginning in May, 2014 the Massachusetts Water Resources Authority (MWRA) and the Department of Conservation and Recreation—Division of Water Supply Protection (DCR-DWSP) will be overseeing the Quabbin Reservoir Spillway Fence Project awarded to Premier Fence, LLC. The project will address the 1,225 linear feet of steel fence between the Spillway Channel and the Administration Road. The lead paint coating on the fence is failing which has led to extensive rusting and an unappealing appearance. Additionally, some sections have been damaged by vehicles and will be repaired under the contract. After a protective barrier and fence is erected in mid-May, the sections of fence will be individually removed and taken offsite. The fence will be repaired, and the lead paint removed. Each section will be galvanized and recoated. Once refinished, the fence will be reinstalled. The project is anticipated to be completed by late summer and will impact vehicle and pedestrian access during certain phases of the work, particularly at either end of the project.



Locus of Quabbin Spillway Fence Project

The Spillway Fence History

The Spillway Fence was originally installed in late 1940 and early 1941 as part of Quabbin Reservoir Contract #108 for Utility Wharves. The custom fence work was placed along the eastern section of the Spillway channel from the gate at the Boat Cove road southward to the graceful arch bridge across the channel. The fence was assembled with 3/4" square rails, 44" in height, spaced 4" apart. The 133 sections of fence vary in length with the longest section measuring 118' long with 29 rails. Sections are attached to a larger anchor post which is embedded into the stone pad beneath. For additional strength, a mid-section anchor was placed half way along the bottom, securing the bottom horizontal bar to the underlying rock. Each anchor posts has an acorn finial on top, custom made for this order. The fence has been repainted at least once since 1941. The fence and a row of low boulders provide a protective barrier to prevent vehicles from plunging over the wall to the spillway channel below.



This photograph from 1941 shows the newly installed fence at the entrance to the Spillway Road.

Spillway Fence Project

The project includes removal of the fence to an off-site where there will be lead paint abatement, repairs, galvanizing, color coating and attaching new anchor posts to the fence sections. After completing this work, the fence will then be returned to the Spillway where the sections will be reinstalled in their original location. The original fence was installed with acorn finials, 10 of which are missing. The contract work includes fabrication and installation of these missing finials. In addition, 20 linear feet of bent steel fence damaged by vehicle collisions will also be repaired.

During the initial phase of work, Jersey barriers will be placed on the road near the line of boulders. A chain link fence will then be erected along the top of the barriers the entire length of the fence to keep the area secure and ensure public safety. The barriers and fencing will remain in place until the completion of the project later this summer.

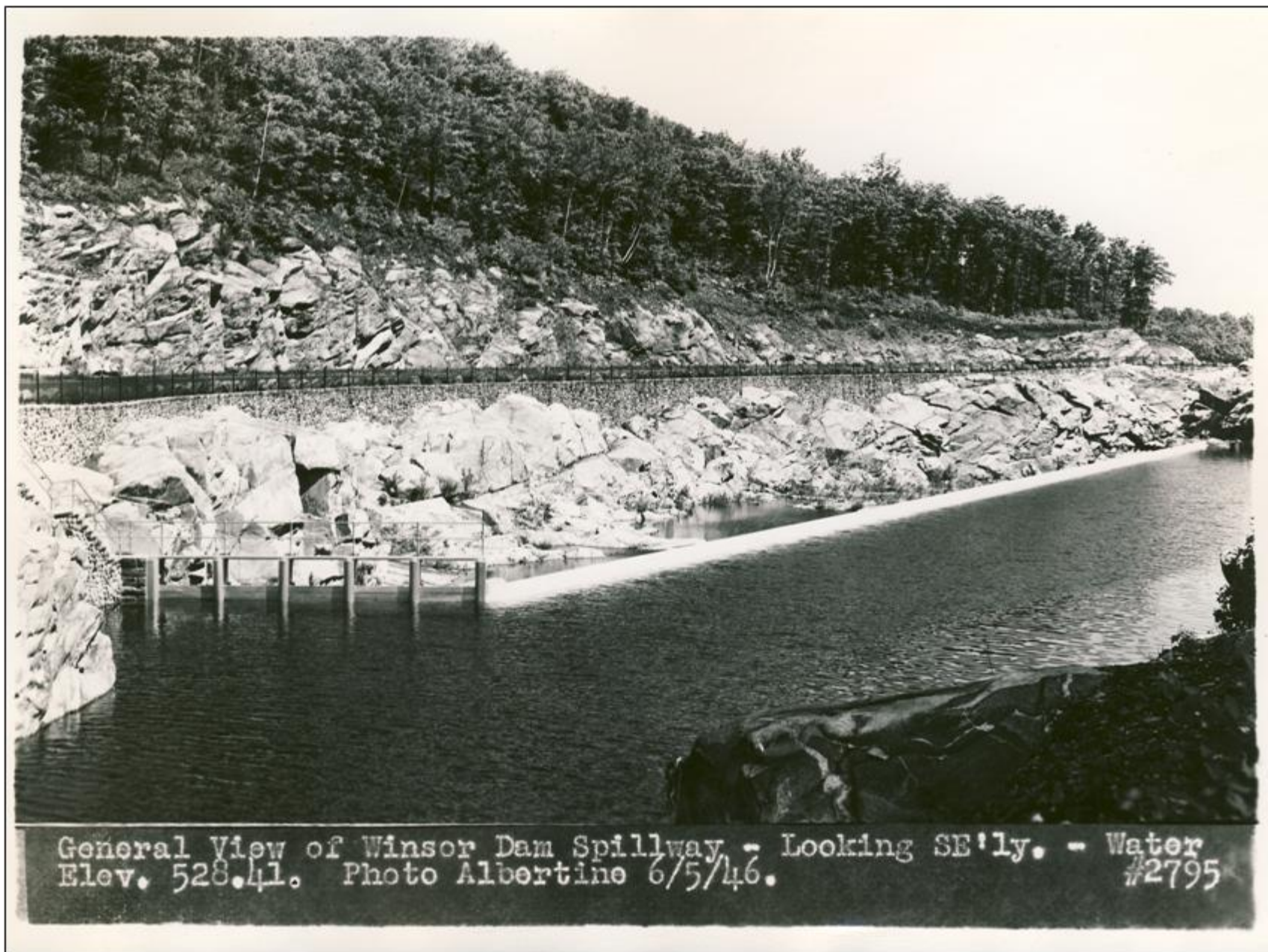


A section of fence showing the extensive rust and flaking of the protective paint covering.

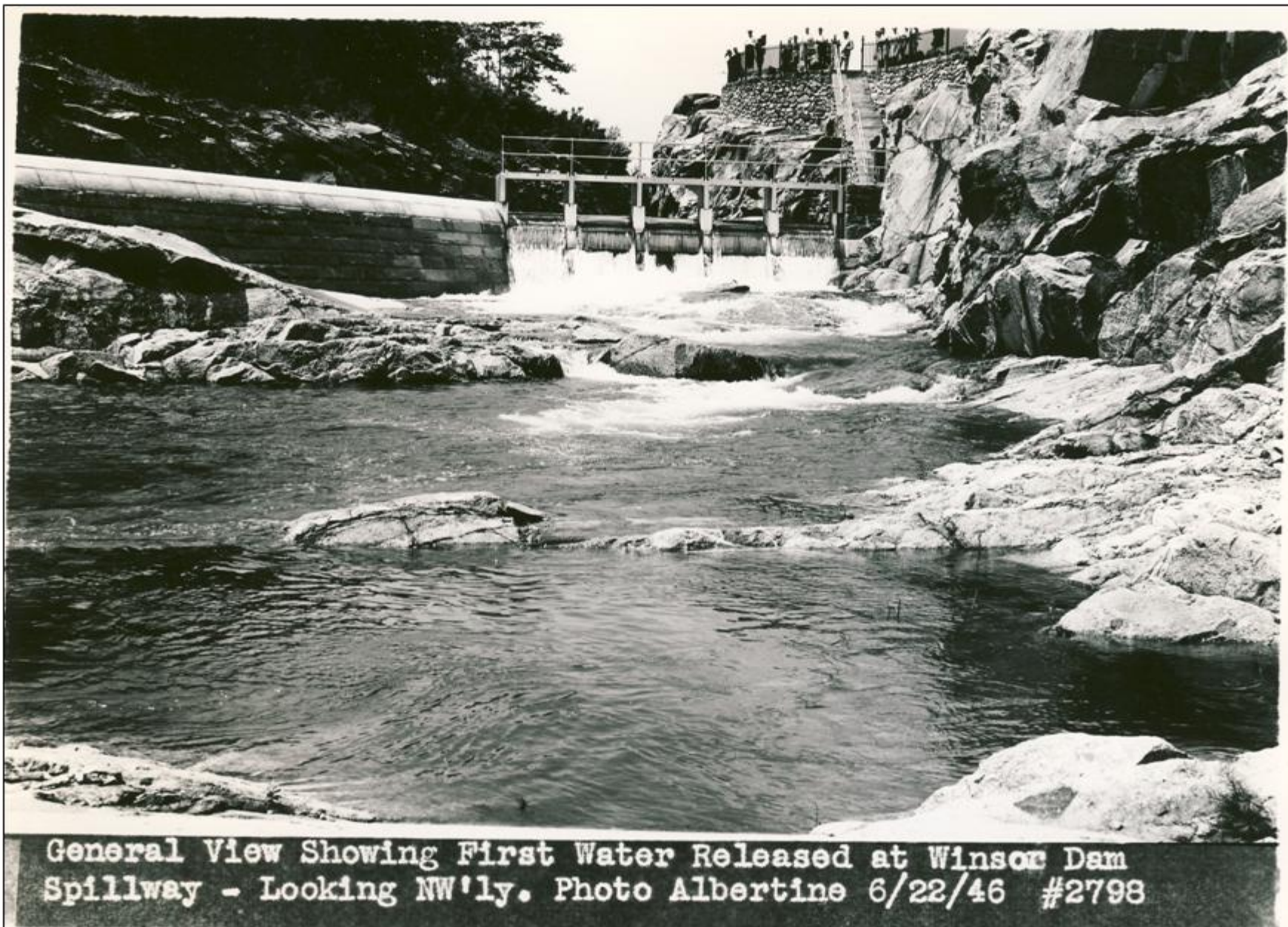
Additional Pictures



One of the stately Acorn Finials which adorn the top of the fence at each of the anchor posts.



A view of the Spillway Wall, Channel and Fence looking in a southeasterly direction showing the nearly full Quabbin Reservoir in early June of 1946.



The fence is visible at the top of this June 22, 1946 photograph showing the first water from Quabbin being released over the Spillway Wall.



The top of the anchor post which is attached to fence sections on either side and sunk into the stone base below.



The fence has sustained damage in a number of places due to motor vehicle collisions.