

Muddy River Flood Risk Management & Environmental Restoration Project
Phase 1 Construction Activities Next 90 Days
August 2015

General: The Muddy River Flood Risk Management (FRM) & Environmental Restoration Phase 1 Construction Project is located in the footprint generally between the Riverway downstream to Avenue Louis Pasteur. The major project components involve the installation of a 10-foot by 24-foot box culvert under the Riverway roadway, the installation of 10-foot by 24-foot box culvert under the Brookline Avenue roadway, daylighting of the area between the Riverway and Brookline Avenue, and daylighting of the area between Brookline Avenue and Avenue Louis Pasteur. Daylighting is the removal of existing twin 72" culverts and excavation of the area to return the waterway to a natural state. This Notice is intended to identify the general construction activities that will be performed in the next 90 days. A figure that shows the existing conditions and the proposed improvements is at the end of this report.

August 2015 through October 2015 Period:

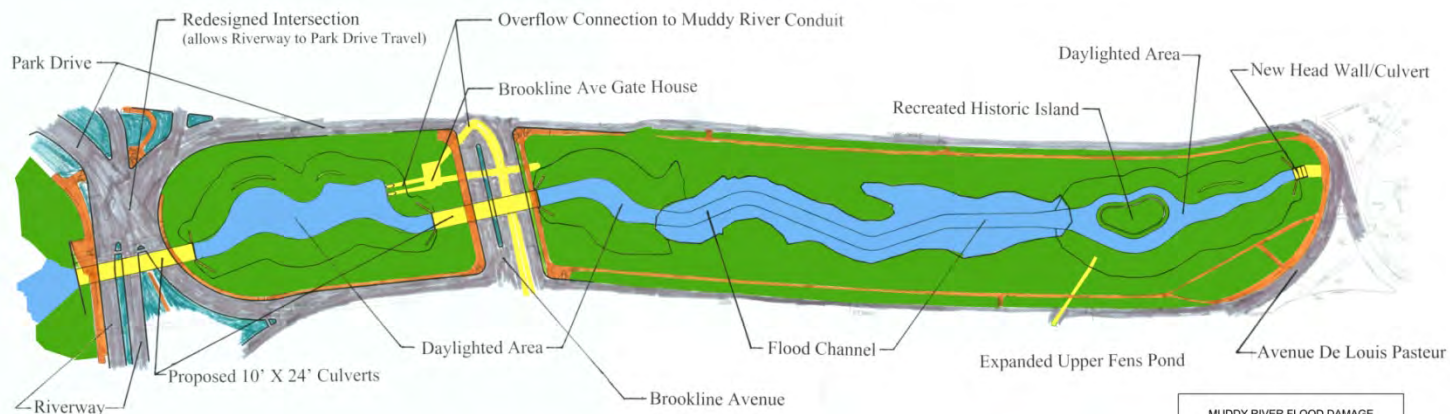
- In order to continue work on the project, a traffic shift will occur early October in the intersection of Park Drive and Riverway. This shift will allow the construction of the new left turn onto Park Drive North coming from Riverway. Specific details of this traffic shift will be posted as a Press Release weeks prior to the move.
- The contractor completed the installation of the Flow Restriction Control Structure (FRCS) upstream of the existing Riverway Intake Structure at the Phase 1 Construction project limits. The FRCS is necessary to control the increased flow that may now be passed through the new precast concrete culverts at Riverway and Brookline Avenue. However, these increased flows are not able to be passed downstream of Avenue Louis Pasteur to the Charles River until the dredging is completed under Phase 2 work. As part of this recent work, the contractor installed a sheetpile cofferdam, which temporarily connects to the FRCS and bisects the river, in anticipation of the sediment removal/bank restoration activities in the upcoming months.
- In the Riverway Culvert work area, concrete placement for the pile caps and invert slabs are completed and precast culverts were installed. Upcoming activities are tying steel; formwork; and concrete placement for the southeast wing wall; and waterproofing of the culverts. Backfilling of the culverts and site work (curbs; sidewalks; ramps; paving) to put traffic over the culverts will take place in September for the next traffic shift.
- A continuing activity in the next couple of months, in the area around the former Sears Parking Lot (Park Drive Island, near Brookline Avenue), is the installation of conduits and foundations for the end condition roadway lighting and traffic signals and construction of end state island and walkways.
- Since the active diversion of the river began in mid-April, the removal of the sediment in the river bottom to construct the new flood risk management channel; and the bank restoration/stabilization on both sides of the channel with stone protection in the Upper Fens Pond has been completed. Geocells have been installed on the upland part of the channel and bank construction is complete. Plantings will take place in the Fall.
- Upstream of Avenue Louis Pasteur (ALP), the steel sheeting support of excavation (SOE) has been installed and excavation from within the SOE will be complete this week. Upcoming activities will be to sawcut and remove the section of existing twin 72" culverts from the existing concrete junction box at ALP so that we can construct the extension piece of the precast concrete culvert upstream of the existing ALP culvert. Pipe piles will be installed early September with rebar and formwork to follow for the pile caps and invert slabs. Precast culvert sections may be installed early October. Once the extension piece of precast concrete culvert is in place, then the section of existing culvert between the Upper Fens Pond and Avenue Louis Pasteur will be removed and the river "daylighted" to continue the flood risk management channel and the recreation of the historic Olmstead island. Daylighting and the construction of the historic island will take place this Winter.

- Downstream of Avenue Louis Pasteur, the contractor has removed the sediment from the outlet of the existing culvert to construct the new Flood Risk Management channel and will soon be installing the articulated concrete blocks (ACB) for scour protection; and stone protection and geocells for bank stabilization at this downstream end of Phase 1 Construction. ACB installation will start late August and plantings will take place in the Fall.
- At the end of this notice we have included some pictures that show the construction progress in the Riverway Intake Structure; Riverway Culvert; the Upper Fens Pond; and Avenue Louis Pasteur work areas. We thought folks would be interested in seeing the work occurring behind the fence.
- If you have any questions, require additional information or would like to be added to the Project Contact List, please email the project mailbox at MuddyRiver@usace.army.mil



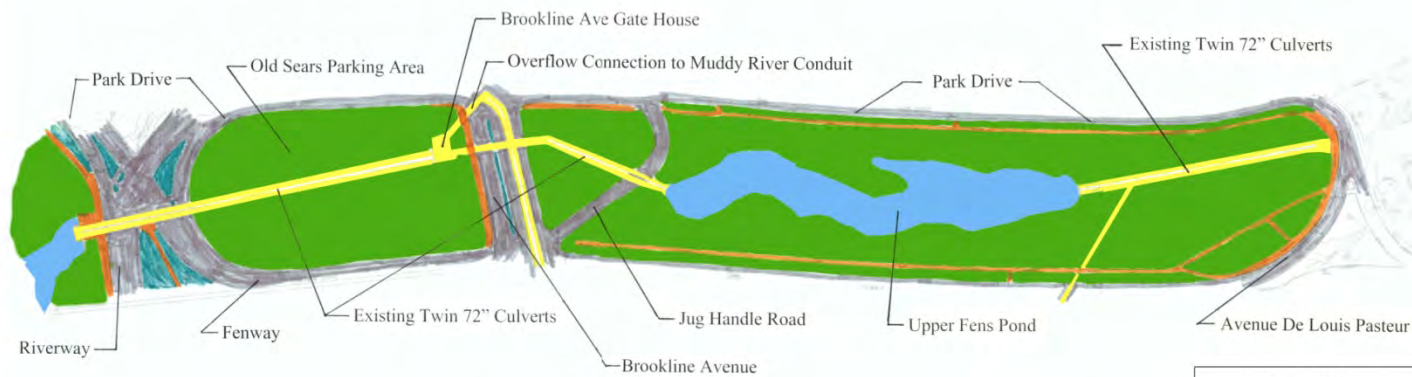
TRAFFIC MANAGEMENT PLAN DURING SECOND PHASE OF RIVERWAY CULVERT INSTALLATION AND THE CREATION OF THE NEW WALKWAY AT PARK DRIVE ISLAND

Muddy River Flood Damage Reduction & Environmental Restoration Project



Proposed Phase 1 Improvements

MUDDY RIVER FLOOD DAMAGE
REDUCTION AND ENVIRONMENTAL
RESTORATION PROJECT
(PHASE 1)
BOSTON AND BROOKLINE, MASSACHUSETTS



Existing Phase 1 Conditions

MUDDY RIVER FLOOD DAMAGE
REDUCTION AND ENVIRONMENTAL
RESTORATION PROJECT
EXISTING CONDITIONS
BOSTON AND BROOKLINE, MASSACHUSETTS



Upstream limits of Phase 1 Construction – line of steel sheeting is the installed Flow Restriction Control Structure (FRCS) – about 100' upstream of the existing Riverway Intake Structure – end July 2015.



View of FRCS and the cofferdam that temporarily bisects the river – the cofferdam allows for the continued flow of the river on one side while sediment removal/bank restoration takes place on the other side – early August 2015.



Right (looking downstream) concrete pile cap curing; and reinforcement and formwork being installed at the left pile cap for the new precast concrete Riverway Culvert – mid July 2015.



Forms for the pile caps stripped; and invert slab curing in advance of the new precast concrete Riverway Culvert placement – early August 2015.



Aerial photo of the former Sears Parking Lot – Note the crane is lifting the Riverway precast concrete culverts into place – 12 August 2015.



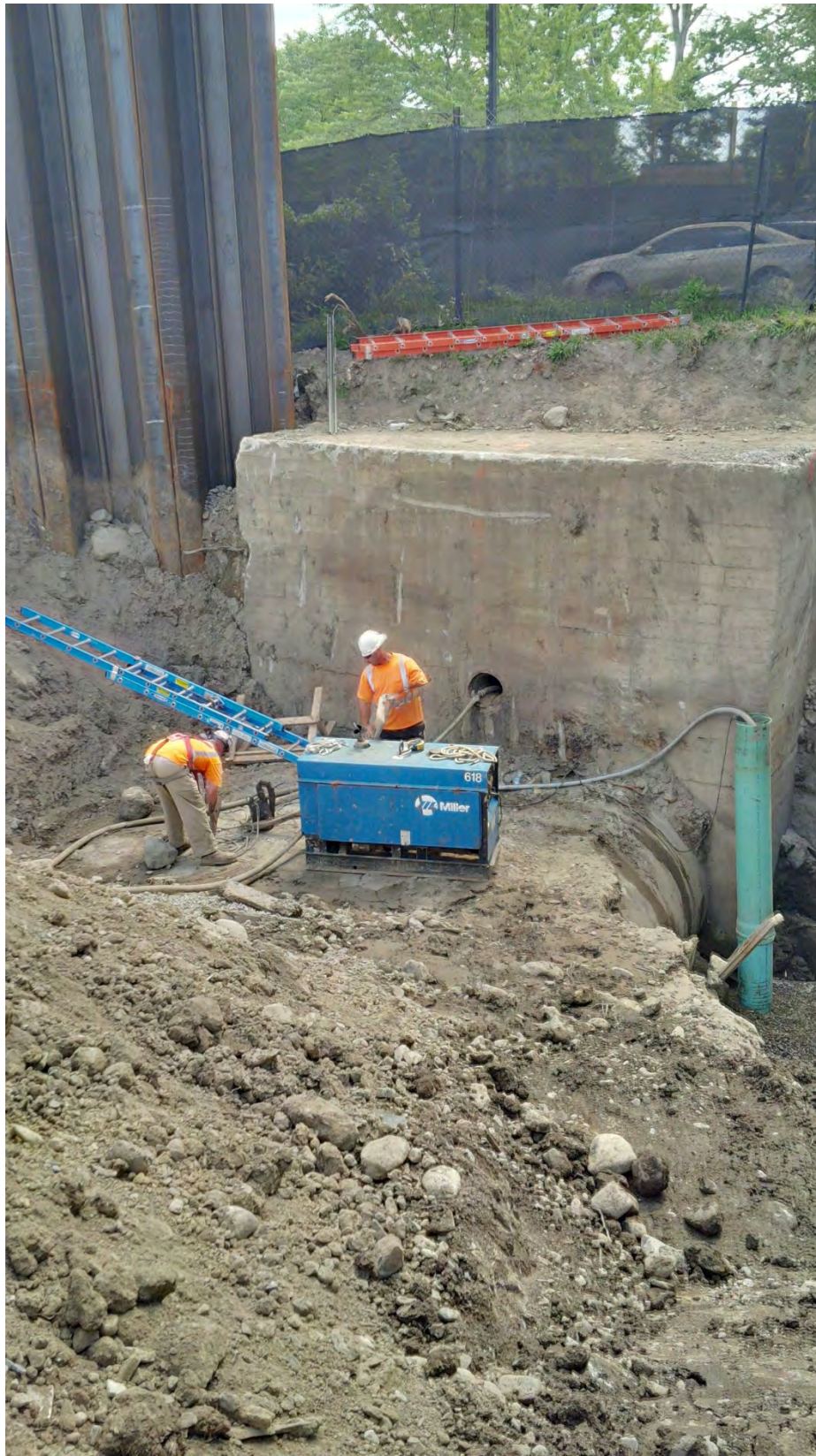
Precast concrete culvert section being placed for the new Riverway Culvert – 12 August 2015.



Bank stabilization/construction with stone protection; geocells; loam; and turf reinforcement mattress at Upper Fens Pond. Note the existing twin 72" culverts that will be removed as part of the daylighting to connect the Upper Fens Pond to Avenue Louis Pasteur – mid July 2015.



Completed bank protection/restoration at left bank of Upper Fens Pond – awaiting plantings in the Fall – late July 2015.



Upstream of Existing Avenue Louis Pasteur – View of existing concrete junction box and twin 72” culverts – late July 2015.



Upstream of Existing Avenue Louis Pasteur – Support of excavation installed; excavation of hole has begun; one of the existing 72" culverts selectively demolished to investigate its condition – early August 2015.



Upstream of Existing Avenue Louis Pasteur – existing twin 72" culverts removed and existing junction box cut open in preparation to receive the precast culvert extension pieces in early October – 12 August 2015.