



NEWS RELEASE

U.S. ARMY CORPS OF ENGINEERS

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Muddy River flowing through constructed flood risk management channel in former Sears Parking Lot on June 27th

CONCORD, Mass. – Construction activities are coming to a close on Phase 1 of the \$30.9 million Muddy River Flood Risk Management and Environmental Restoration project in Boston, Massachusetts. On **Monday, June 27th**, the final temporary river diversion steel sheeting was removed from upstream of the new Riverway Culvert and the Muddy River was flowing freely and completely through the entire Phase 1 project, from the new Riverway Culvert at the upstream end, through the new Brookline Avenue Culvert and finally through the existing Avenue Louis Pasteur Culvert at the downstream end.

This marks a huge milestone for the project as the river has been running in twin 72" culverts since the 40's between the former Riverway Intake Structure and at Brookline Avenue. Over the past several months, the contractor for the Muddy River Phase 1 construction project has been busily excavating sediment from the river bottom at upstream Riverway, demolishing the existing Riverway Intake Structure; excavating the former Sears Parking Lot to construct the new flood risk management channel; and removing the existing twin 72" culverts. These efforts have culminated in the river flowing once more in its natural riverine state as part of the Emerald Necklace, as well as providing a welcomed park environment in the city.

At the end of this Press Release are some photos documenting the progress of the construction that culminated in the river flowing freely.

For Muddy River project construction updates visit the website at:
<http://www.nae.usace.army.mil/Missions/ProjectsTopics/MuddyRiver.aspx>.

If you have questions contact Project Manager Jennifer Flanagan at MuddyRiver@usace.army.mil or call 978-318-8015.

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Upstream limits of Phase 1 Construction – line of steel sheeting installed as the Flow Restriction Control Structure (FRCS). Note the two weir opening in the sheeting to allow continuous flow over the structure; constructed walkway for maintenance of this structure; and scour protection of the FRCS with stone – early September 2015.



Excavator mixing saw dust into the river sediment to help solidify the material for transport off-site – upstream of the existing Riverway Intake Structure – mid February 2016.

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Excavating the sediment to construct the floor risk management (FRM) channel on the left side (looking downstream) of the river. Note the existing Riverway Intake Structure and the new Riverway Culvert in the background – late February 2016.

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Existing Riverway Intake Structure – note elevation 5.0' marked on the structure for initial partial demolition of the structure – early March 2016.

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Partial removal of the existing Riverway Intake Structure – down to the existing twin 72” culverts. Note also the part of the new FRM channel and bank is constructed – mid March 2016.

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Existing Riverway Intake Structure Removed – Area ready for installation of pipe piles for the upstream northwest wing wall – late March 2016.

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Upstream Riverway Culvert – northwest wing wall cast and ready for granite veneer installation and continued shaping of the flood risk management (FRM) channel – mid-May 2016.

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Upstream Riverway Culvert – northwest wing wall cast and backfilling behind the headwall – mid-May 2016.

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Upstream Riverway Culvert – granite veneer installed and continued backfilling behind the wing wall and shaping of the Flood Risk Management (FRM) channel on the northside – early June 2016.

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Upstream Riverway Culvert – river pumped into the left side, looking downstream, (northside) of the FRM channel in anticipation of extracting the river diversion steel sheeting; continued backfilling behind the wing wall; and beginning of loam and planting on the upland bank – mid June 2016.

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View of upstream of the new Riverway Culvert, with river diversion sheeting removed and plantings on the banks of the constructed FRM channel – 30 June 2016.

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Steel sheeting installed for the river diversion in the pre-excavated trench in the former Sears Parking Lot – note the box-out for the existing storm drainage system – mid October 2015.

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Overview of the former Sears Parking Lot – note the excavation downstream of the new Riverway Culvert to construct the new river channel to return the Muddy River to its natural state – early November 2015.

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Excavation and shaping of the right (looking downstream) bank of the new river channel downstream of the new Riverway Culvert – mid November 2015.

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Installation of the Articulated Concrete Blocks (ACBs) for scour protection downstream of the new Riverway Culvert – mid November 2015.

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Excavating the last of the material from the southside of the former Sears Parking Lot to form the new flood risk management channel – mid January 2016.

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Southside of the flood risk management completed, to include ACB's for channel scour protection, and stone protection, geocells, and turf reinforcement mattress for bank protection – looking at the upstream Brookline Avenue culvert – early February 2016.

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Downstream of Riverway Culvert – granite veneer being installed on the constructed northeast wing wall – late April 2016.

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Excavation and removal of the existing twin 72" culverts in the former Sears Parking Lot – looking upstream at the new Riverway Culvert – note the articulated concrete blocks (ACBs) on the constructed channel bottom near Brookline Avenue (nearside) and the existing twin 72" culverts (farside) – late April 2016.

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Sections of the existing twin 72" culverts that will remain as part of an overflow connection which ties into the existing underground Brookline Avenue Gatehouse and Conduit – note the new Brookline Avenue Culvert on the right side – mid-May 2016.

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Downstream Riverway Culvert in the former Sears Parking Lot – looking upstream – note the shaping of the bank on the northside to construct the FRM channel and the beginning of planting on the southside of the channel – late May 2016.

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Former Sears Parking Lot – looking downstream at the new Brookline Avenue Culvert – filling of the left side, looking downstream, of the FRM channel once the lower portion of the channel was constructed; note the continued planting on the right side (southside) of the bank of the channel – early June 2016.

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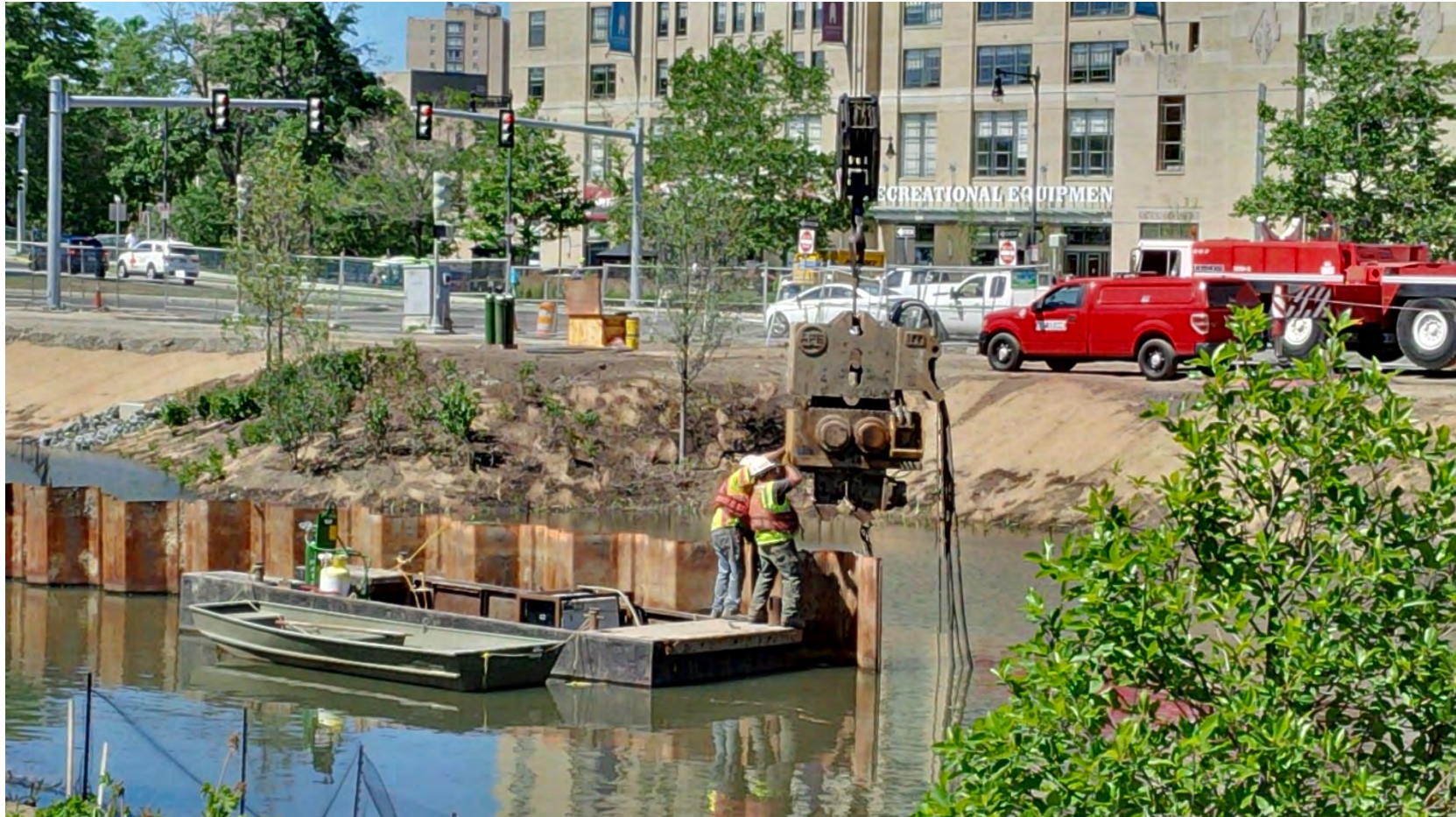
Former Sears Parking Lot – looking upstream at the new Riverway Culvert – filling of the northside of the FRM channel once the lower portion of the channel was constructed; note the continued planting on the southside of the bank of the channel – early June 2016.

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Former Sears Parking Lot – looking downstream at the new Brookline Avenue Culvert – filling of the left side (looking downstream) of the FRM channel is complete, awaiting the extraction of the river diversion sheeting. Note that both banks have been planted; and plantings will continue. Note also the footings for the permanent steel handrail at the culvert headwall – mid June 2016.

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River diversion steel sheeting being removed from the former Sears Parking Lot – 21 June 2016.

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Sections of river diversion steel sheeting removed – view looking at the downstream of the new Riverway Culvert in the former Sears Parking Lot – 21 June 2016.

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View of upstream of the new Brookline Avenue Culvert at the former Sears Parking Lot, with river diversion sheeting removed and plantings on the banks of the constructed FRM channel – 30 June 2016.

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View of downstream of the new Riverway Culvert at the former Sears Parking Lot, with river diversion sheeting removed and plantings on the banks of the constructed FRM channel – 30 June 2016.

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