

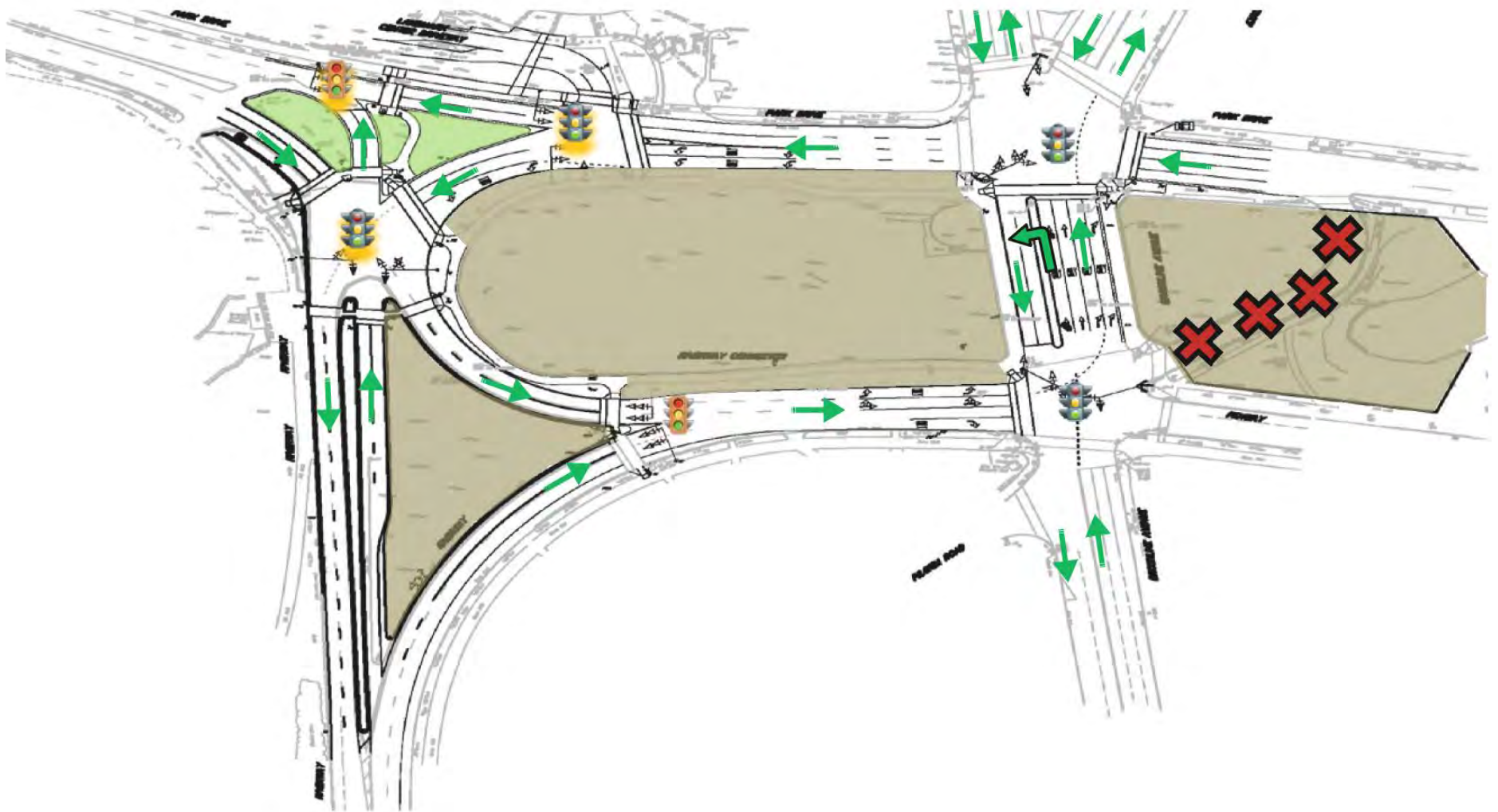
Muddy River Flood Risk Management & Environmental Restoration Project
Phase 1 Construction Activities Next 90 Days
June 2016

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.

June 2016 through August 2016 Period:

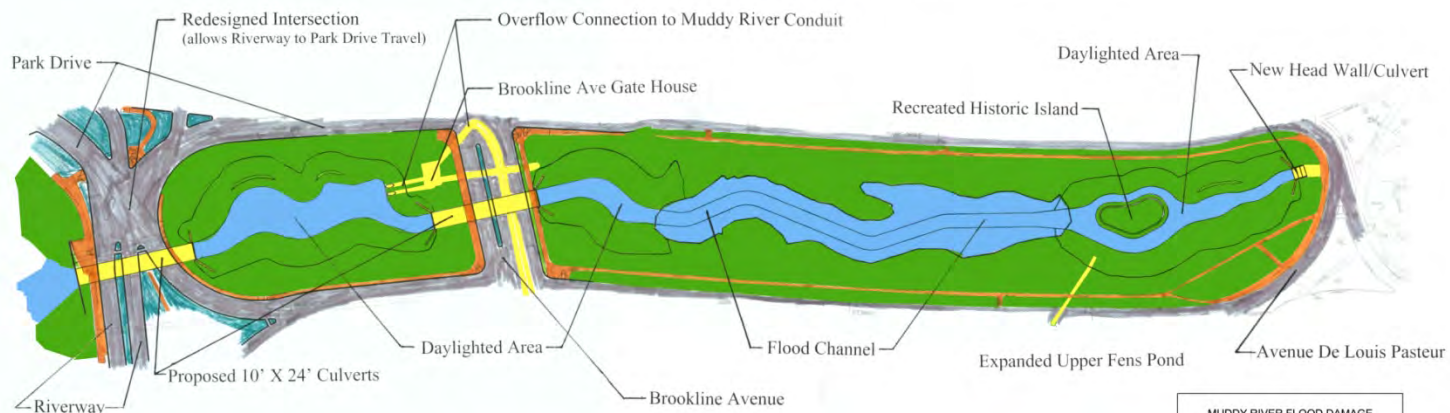
- At the upper end of the project limits, downstream of the Flow Restriction Control Structure (FRCS), the sediment has been removed in order to construct the northside of the flood risk management (FRM) channel, to include stone protection/bank stabilization, at the Riverway. In addition, the existing Riverway Intake Structure was removed mid-March; and the upstream northwest wing wall of the new Riverway culvert was cast and granite veneer installed late May. Upcoming activities include continued final grading and planting of this area; installation of the temporary landscape protection fencing and permanent steel handrail at the culvert headwall; and the extraction of the river diversion steel sheeting which will allow the Muddy River to flow in the newly constructed FRM channel.
- With the construction of the downstream northeast wing wall of the Riverway Culvert; the relocation of the existing 24" sewer line; and the excavation and removal of the existing twin 72" culverts in the former Sears Parking Lot, the lower portion of the FRM channel on the northside was completed at the end of May such that it allowed the filling of the northside with the river. This allowed for the planting of the wetland plants in the last week. Upcoming activities include final grading of the upland banks; continued planting on the upland areas; final construction of the meandering path around the river; installation of the temporary landscape protection fencing and permanent steel handrail at the culvert headwalls; and the extraction of the river diversion steel sheeting which will allow the Muddy River to flow fully in the former Sears Parking Lot.
- With the removal of the existing twin 72" culverts, the downstream northeast wing wall of the Brookline Avenue Culvert was constructed early May and the FRM channel constructed in mid-May. Since that time, plantings have been installed and the river diversion steel sheeting was removed late May which completed the daylighting of the former Jug Handle Roadway. Upcoming activities include installation of the permanent steel handrail at the new downstream Brookline Avenue Culvert headwall.
- In the Upper Fens Pond area, upcoming activities will include continued inspection, maintenance and care of the plantings; restoration of the impacted landscaped areas; and completion of the temporary landscape protection fencing and installation of the permanent steel handrail at the upstream Avenue Louis Pasteur culvert headwall.
- Downstream of the Avenue Louis Pasteur Culvert, the plantings and the temporary landscape protection fencing have been installed. Upcoming activities will be the restoration of the impacted pathway and landscaped areas once equipment and storage are demobilized.
- Site work around the project – permanent sidewalk reconstruction on Brookline Avenue and Park Drive was completed early June; and final pavement on the majority of the roadways was completed early June. Upcoming activities include construction of the asphalt sidewalk in the vicinity of the new Riverway Culvert; final pavement on the stretch of Park Drive in front of the Landmark Center; and permanent striping of the newly paved roadways.

- In the months of July and August, final inspection and correction of punchlist (minor deficiencies) items will be completed throughout the project.
- At the end of this notice we have included some pictures that show the Riverway, the former Sears Parking Lot, the former Jug Handle, and the Upper Fens Pond 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 THE DAYLIGHTING OF THE MUDDY RIVER AT THE JUG HANDLE ROADWAY AND THE FORMER SEARS PARKING LOT

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



Upstream Riverway Culvert – Installing granite veneer on the northwest wing wall – late May 2016.



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.



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.



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.



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.



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.



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.



Former Jug Handle Roadway – area completely daylighted and river diversion sheeting extracted. Note the beginning of plantings on the left bank, looking downstream – late May 2016.



Upper Fens Pond area – looking upstream towards the new Brookline Avenue Culvert. Note the plantings on the banks and on the historic Olmsted Island – mid June 2016.



Reconstruction of impacted area – resetting the granite blocks delineating the stone dust pathway along the Fenway roadway. Note the installation of the temporary landscape protection fencing in the location of the construction access gate, which will no longer be used – mid-June 2016.



Construction of the end condition concrete sidewalk on Park Drive, in the vicinity of the former Jug Handle Roadway. Note the new loam on impacted landscaped areas, ready for hydroseed; and the installed temporary landscape protection fencing – early June 2016.