



US Army Corps
of Engineers
New England District

Update Report for Massachusetts



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Mission

The missions of the New England District, U.S. Army Corps of Engineers include flood risk management protection, emergency preparedness and response to natural disasters and national emergencies, environmental remediation and restoration, natural resource management, stream bank and shoreline protection, navigation maintenance and improvement, support to military facilities and installations, and engineering and construction support to other government agencies. The six New England states cover 66,000 square miles and have 6,100 miles of coastline, 170 federal navigation projects (13 deep draft commercial waterways), 13 major river basins, and thousands of miles of navigable rivers and streams. The District operates and maintains 31 dams, three hurricane barriers and the Cape Cod Canal. Through its Regulatory program, the District processes nearly 3,000 applications per year for work in waters and wetlands of the six-state region. We employ about 500 professional civilian employees, with about 300 stationed at our headquarters in Concord, Mass. The other Corps of Engineers employees serve at Corps projects and offices throughout the region. For information on the New England District visit the website at: www.nae.usace.army.mil/; or on Facebook: [facebook.com/CorpsNewEngland](https://www.facebook.com/CorpsNewEngland); or on Twitter: twitter.com/corpsnewengland; or on Flickr: www.flickr.com/photos/corpsnewengland.

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Navigation

BOSTON HARBOR (7th & 8th CDs) – Improvement deepening of Boston Harbor has been authorized for construction by the 2014 Water Resources Reform and Development Act 2014 (WRRDA). The WRRDA references a Chief of Engineers Report, signed Sept. 30, 2013, which was transmitted to Congress on Feb. 26, 2014. The authorized plan calls for the deepening of the Broad Sound North Channel to -51 feet MLLW, the deepening of the Main Ship Channel (MSC), President Roads Anchorage and lower Reserved Channel to -47 feet, the deepening of the MSC that services the Massport Marine Terminal to -45 feet MLLW, the deepening of the Mystic Channel that services the Medford Street terminal to -40 feet, and deepening of the Chelsea River Channel to -40 feet MLLW. About 8 million cubic yards of ordinary material and 400 thousand cubic yards of weathered rock will need to be removed to deepen these channels. These improvements would cost about \$340 million, of which the Non-Federal Sponsor (Massport) would be required to contribute about \$130 million. A \$122.2 million contract was awarded on Feb. 15, 2018. The notice to proceed was issued on May 29, 2018. A preconstruction meeting was held on June 13, 2018. Dredging started on July 9, 2018.

As of April 3, 2019, the contractor has covered an area of over 500 acres with nearly 4 million cubic yards dredged and 33% of the contract complete. Dredging will be complete no later than Oct. 26, 2021.

Dredged material from the improvement project is being beneficially reused for the restoration of the former Industrial Waste Site (IWS) located in Massachusetts Bay. The District's Disposal Area Monitoring System (DAMOS) Program and USEPA Region 1 developed a strategy to restore an area of the IWS with exposed waste containers and debris by sequentially placing dredged material from the Boston Harbor improvement project. As of April 2019 the DAMOS Program directed the targeted placement of the nearly 4 million cubic yards of dredged material and covered approximately 50% of the restoration area. The DAMOS Program performed a baseline bathymetric survey of the IWS in 2015 and supplemental bathymetric surveys in August 2018, October 2018, and March 2019 to monitor the restoration effort. The DAMOS Program will continue to perform monitoring surveys throughout the improvement project.

CAPE COD CANAL BOURNE AND SAGAMORE HIGHWAY BRIDGES (9th CD) –The District is conducting a multiyear Major Rehabilitation Evaluation Study of the Bourne and Sagamore highway bridges to determine whether major rehabilitation or replacement of either or both bridges is justified. The existing bridges were constructed more than 80 years ago and require increasingly frequent maintenance, which is costly and causes significant impact to traffic crossing the Cape Cod Canal. The Major Rehabilitation Evaluation Report (MRER) will evaluate the

risk and reliability of the structures as well as the economic impacts/benefits of several major rehabilitation and bridge replacement alternatives versus continuing to repair the bridges as needed. Structural analysis of the bridges was completed and is now being incorporated with the cost and economic components of the MRER. A contract to model effects of lane closures during various rehab and replacement alternatives was awarded to TrafInfo Communications Inc., Woburn, Mass. on Sept. 29, 2017 in the amount of \$49,559. Traffic modeling was completed in late January 2018 and a benefit to cost ratio (BCR) developed for the baseline, rehab, and replacement alternatives. A task order to AECOM to support the NEPA evaluation and the public involvement process was awarded in September 2018. Coordination with MassDOT on the Commonwealth's Transportation Study, and the MRER have begun. Public involvement on the initial results of the MRER started in 2018 with NEPA compliance completing at the end of CY 2020.

A project to replace joint seals in the driving surface of both bridges was awarded to R. Zoppo Corporation on Nov. 29, 2017 for \$1,695,000. Installation of the new joint seals and expansion joint on the Sagamore Bridge was started on April 2, 2018 and was completed on May 10, 2018, some three weeks ahead of schedule and prior to the Memorial Day weekend, May 25, 2018. This contract has been extended to allow for the replacement of additional joint seals within the Bourne Bridge. This work is scheduled to take place during the early spring of 2019, prior to the Memorial Day weekend.

GLOUCESTER HARBOR & ANNISQUAM RIVER (6th CD)

–The Congressionally authorized FNP is 8 feet deep Mean Lower Low Water (MLLW) and 60 feet wide from Western Harbor to the MBTA Bridge, and then 100 feet wide to the River's mouth, and 200 feet wide across the bar in Ipswich Bay. It also includes an anchorage area 8 feet deep MLLW and approximately 17 acres at the entrance to Lobster Cove. Approximately 140,000 cubic yards of sediment are required to be dredged from the project to return the project to authorized and maintained dimensions. Dredge material will be placed at either the Massachusetts Bay Disposal Site (MBDS), Ipswich Bay Nearshore Disposal Site, or the Gloucester Harbor Disposal Site.

The work will be performed by a private contractor utilizing a mechanical bucket dredge with scows under contract to the government. Construction is expected to take 3-4 months to complete between approximately Oct. 1, 2019 and Feb. 15, 2020.

GREEN HARBOR (9th CD)

– An 80-foot section of the east jetty that was repaired in 2014 was damaged during winter storm Juno and subsequent winter Nor'easters; \$1,000,000 was identified in the FY 16 Work Plan to effect repairs. A contract was awarded May 17, 2018. Work was completed in October 2018.

Maintenance dredging of the 6-foot and 8-foot-deep entrance channel portion of the Federal project was performed by a combination of the Government-owned special purpose dredge Currituck and land-based excavators in May 2018.

Approximately 30,000 cubic yards of sand and cobbles were removed and placed at the nearshore placement site off of Green Harbor Beach.

LYNN HARBOR, LYNN (6th CD)

– At the request of the city of Lynn, federal funds were made available to examine the feasibility of creating a new federal channel and anchorage along the Lynn Harbor shoreline. The proposed channel would connect the existing Lynn Harbor and Saugus River channels, reducing commercial navigation delays and providing boat access to the commercial properties along the Lynn Harbor shoreline targeted for redevelopment. The initial site visit was conducted on Sept. 29, 2010 by the Corps and representatives of the city of Lynn, serving as the Local Sponsor. Information gathered will be used to determine if a complete feasibility study is warranted. That determination will be documented in an Initial Appraisal Report (IAR) and submitted to USACE's North Atlantic Division for approval to proceed with the feasibility study. Completion of the study would require execution of a Feasibility Cost Share Agreement (FCSA) to share the study costs with the city of Lynn. The study could be completed within about 18 months of FCSA execution.

MENEMSHA CREEK, MARTHA'S VINEYARD (9th CD)

– The District met with local officials from the towns of Aquinnah and Chilmark, and Wampanoag Indian Tribe in early March 2013 to discuss the dredging of the Menemsha Creek federal navigation channel, and repair of the entrance channel jetties. Design for the repairs of the jetties was completed during the summer of 2014, and all required environmental permitting obtained. A contract for jetty repair work was solicited in October 2014 and awarded to RC&D, Inc., on Dec. 16, 2014. Construction repairs to the West Jetty started on March 17, 2015 and were completed on May 21, 2015 bringing the structures back to their authorized dimensions.

Environmental coordination for the dredging portion of the project was completed in February 2015. Design documents were completed in March 2015, and a contract for the work solicited on April 6, 2015. Bids were opened on May 19, 2015 and a contract awarded to J-Way Southern Inc., of Avon, Ohio, on June 30, 2015 in the amount of \$2,170,798. Dredging started in late December 2015 and stopped at the end of the dredging window on Jan. 31, 2016. An extension to the dredging window was requested but was denied by the Commonwealth of Massachusetts permitting agencies. Approximately 15,800 cubic yards (cy) was dredged from the southern portion of the 8-foot channel and placed on Lobsterville Road beach. However, the contractor did not complete all 60,000 cubic yards (approx.) of maintenance dredging required under the contract. The contractor returned to dredge in November 2016 and removed approximately 4,300 cy before several mechanical failures eventually led to the work not being completed by the permitted work window ending on Jan. 31, 2017. J-Way Southern Inc. was terminated for default on March 6, 2017 and its equipment removed from the area by March 31, 2017. A take-over agreement between the Corps and contractor's Surety was executed on June 7, 2017. The Surety initiated a

contract with H&L Dredging to dredge the remaining shoals not accomplished by the original contractor in the fall 2017. Mobilization of equipment began on Sept. 15 and dredging commenced on Oct. 1, 2017. H&L Dredging removed approximately 47,800 cy of sandy material and placed it on Lobsterville Beach where it was graded to match existing beach dimensions. Dredging was completed by Oct. 23, 2017 and all equipment mobilized from the project site by Nov. 12, 2017.

Additional repairs to areas of upland damage by the Surety, on behalf of its client J Way Southern, Inc., were completed in March 2017. A request for equitable adjustment (REA) was submitted on Nov. 22, 2017 by the Surety on behalf of H&L Dredging for a change in conditions for cobble encountered in the channel. The Corps has reviewed the request and expects to modify the contract to include costs for change of conditions. Efforts to closeout the completion contract with the Surety have begun and are expected to be completed, formally ending the project.

Funding for maintenance dredging and repair to the jetties was appropriated in the Disaster Relief Appropriations Act of 2013 (Public Law 113-2).

NANTUCKET HARBOR (9th CD) – The District met with Nantucket officials and congressional staff from Massachusetts to hear the town's concerns over the condition of the jetty system at the entrance of Nantucket Harbor in late 2012. The Nantucket officials reported continued issues with vessel collisions to the jetties due to their disrepair and design construction to half-tide height. Damage from Hurricane Sandy and the subsequent Nor'Easter caused concern for the safety of navigation and initiated a 2013 request for Hurricane Sandy funding to repair the areas of most significant need. Coordination with appropriate state/Federal agencies began in 2013 and was completed in April 2015. An Environmental Assessment, including a Damage Assessment and Mitigation Plan (DAMP), to analyze alternatives and reduce potential impacts to environmental resources in the footprint of the jetty repair construction area was completed and reviewed by the state/Federal resource agencies. A Coastal Zone Consistency (CZM) Determination was received from the state of Massachusetts in March 2015. Design of the repairs to the East and West Jetty was completed in April of 2015 and a contract for construction services to repair the jetties was solicited on May 21, 2015. A contract in the amount of \$10,545,000 was awarded to Mohawk Northeast Inc. on Sept. 17, 2015. A protest from one of the other bidders was dismissed by the Government Accountability Office (GAO) pending a corrective action undertaken by the District. Revised proposals from all firms were received in late December and reviewed by the District in January 2016. Resolution of the corrective action was completed in April 2016, and the contract re-awarded to Mohawk Northeast Inc. at a reduced price of \$9,955,000. Notice to Proceed was given in May 2016 and construction started on Oct. 13, 2016. Work was completed on April 14, 2017 approximately 2 months ahead of schedule. District staff will be collecting additional sensitive habitat data and writing a final report to determine the successfulness of using

unique construction techniques (self-elevating work platform in areas of eelgrass) and meeting the requirements of the DAMP. Funding for repair of the jetties was appropriated in the Disaster Relief Appropriations Act of 2013.

NEW BEDFORD AND FAIRHAVEN HARBOR (9th CD) – The District is currently preparing a dredged material management plan (DMMP) for maintenance dredging of the New Bedford and Fairhaven Harbors Federal Navigation Project (FNP). The main deep-draft channel to New Bedford has an authorized depth of 30 feet, while the shallow draft channels for the fishing fleet at Fairhaven have depths of 15 and 10 feet. Following dredging performed under contract to the Commonwealth of Massachusetts, an updated hydrographic survey of the FNP identified a total dredge volume requirement of 751,000 cubic yards (cy) of shoal material to restore the project to authorized dimensions. The District has determined that none of the identified shoal material in the FNP is suitable for disposal in open waters outside the harbor. The District will be considering several layouts of confined aquatic disposal (CAD) cells within the New Bedford inner harbor and beneath the outer harbor entrance channel for disposal of proposed dredged material. Some of these potential cell locations were identified in a Massachusetts state DMMP completed in 2004 by the Massachusetts Office of Coastal Zone Management (MACZM).

PLUM ISLAND NORTH POINT, NEWBURYPORT (6th CD) – *A Section 204 study was initiated in March 2019 to examine the beneficial use of dredged sand from the next maintenance of the Newburyport Harbor entrance channel to nourish the beach on the south side of the inlet. A Federal Interest Determination will be completed by May 2019, which if favorable will lead to a full feasibility study.*

PLYMOUTH HARBOR (9th CD) – The Congressionally authorized FNP provides for a 200-foot-wide by 18-foot-deep main channel which has been maintained to a depth of 15-feet (approximately 2.5 miles in length); a 150-foot-wide by 15-foot-deep channel extension with turning basin; and a 60-acre by 8-foot-deep anchorage. All depths refer to mean lower low water (MLLW). Approximately 385,000 cubic yards of sediment are required to be dredged from the project to return the project to authorized and maintained dimensions. Dredge material will be placed at either the Massachusetts Bay Disposal Site (MBDS) or the Cape Cod Bay Disposal Site (CCBDS) or the Green Harbor beach nearshore placement site.

A \$9.4 million contract to dredge the FNP was awarded to Burnham Associates, Inc. of Salem, Mass. Dredging commenced on Oct. 30, 2018. Due to environmental time of year restrictions, dredging will take two dredge seasons to complete. It is expected that dredging will be completed before the 400th anniversary celebration of the Pilgrims landing at Plymouth, which will take place in 2020.

The District is proposing to reconstruct a 2,500 foot long section of Plymouth Long Beach Dike along the barrier beach known as Plymouth Long Beach. Preliminary

investigations are underway. Proposed reconstruction will take place during the year(s) funding becomes available.

SCITUATE HARBOR (9th CD) – A section of the nose of the north jetty was damaged during winter storm Juno and subsequent winter Nor'easters; \$1,000,000 was identified in the FY 16 Work Plan to effect repairs. A contract was awarded May 8, 2018. Work began in 2018 and will be completed in 2019.

WELLFLEET HARBOR, WELLFLEET (9th CD) – At the request of town representatives the District completed a conditions survey of the FNP in April 2015. Results of the survey show that areas of the 10-foot-deep channel and the 6-foot-deep anchorage are significantly shoaled; with some parts of the project, specifically the 6-foot-deep anchorage having less than 0.5 feet of draft in large reaches of the project.

District staff met with local officials in conjunction with state/

Federal resource agencies to discuss potential disposal alternatives and permit requirements for completing a maintenance event as soon as funds were authorized by Congress.

A Public Notice of the project was issued on Dec. 20, 2017. A draft Environmental Assessment was prepared in December 2017 and coordinated with the Federal and state resource agencies in February 2018. A water quality certification permit application was submitted Dec. 19, 2017 and is currently under review by the Massachusetts Department of Environmental Protection.

Funding in the amount of \$150,000 was identified in the FY17 work plan and is being used to complete plans and specifications of the dredging project. A solicitation for dredging will be advertised once permitting is in place and construction funds have been identified. Construction is expected to occur in the September to December timeframe once funds are available and a contract awarded.

Shoreline/Streambank Protection

CHELSEA RIVER, EAST BOSTON (7th & 8th CDs) – A Section 14 streambank protection project along the Chelsea River has been requested by the city of Boston. Without permanent erosion protection, the riverbank will continue to erode which eventually will threaten the integrity of the 15-inch sewer main. The city of Boston is participating as the nonfederal project sponsor. Approximately 300 linear feet of riverbank requires stabilization. The project consists of the placement of a stone rip rap slope revetment along the bank to stabilize the base of the slope and protect it from scouring during high flows. The project's Environmental Assessment/ Finding of No Significant Impact (EA/FONSI) was completed in May 2016. A Project Partnership Agreement is in the process of being signed by the sponsor and design work is expected to begin in the spring of 2019.

NANTASKET BEACH, HULL (8th CD) – This investigation examines potential solutions to coastal erosion and

backshore flooding at the Massachusetts Department of Conservation and Recreation (MADCR)'s Nantasket Beach Reservation in Hull. Work in response to the deteriorated condition of Massachusetts DCR's seawall prompted emergency construction activity at Nantasket Beach, changing the without project condition. The final feasibility report has been approved. The Corps and MADCR executed a Project Partnership Agreement in April 2016 for the final design and construction. A \$2.6 million contract was awarded on Dec. 7, 2017. Work has been completed.

Note: The upcoming dredging of Portsmouth Harbor has the potential to provide clean beach fill material to Nantasket Beach that would be placed on top of and thereby improve the recently completed revetment project. A feasibility study under Section 204 of the Continuing Authorities Program is currently being initiated.

Coastal Storm Damage Reduction

CAPE COD CANAL, SANDWICH, MA (9th CD) – *This investigation is examining the impact that the Cape Cod Canal, specifically the east end jetties, have on the downdrift shoreline along Town Neck Beach and Spring Hill Beach. Since erosion is presumed to have been exacerbated by the Federal Navigation Project, this study intends to quantify the extent of damage caused by the project and then recommend solutions for mitigating those damages. A draft report is expected to be complete within the 2019 fiscal year.*

FIELDSTON AND BRANT ROCK SECTIONS, MARSHFIELD (9th CD) – A Section 103 feasibility study has been completed to investigate storm tidal flooding issues

in the Fieldston and Brant Rock sections of Marshfield, Mass. The feasibility report documented the results of the investigation and recommended a stone slope protection in front of a portion of the Brant Rock seawall. The town has not indicated a willingness to cost share in the project at this time.

PLUM ISLAND SOUTH BEACH, NEWBURY (6th CD) – *A Feasibility Cost-Sharing Agreement was executed on April 12, 2019 with the Town of Newbury to conduct a Section 103 feasibility study of the section of Plum Island located south of the center island turnpike groin. This is an area where five homes were lost to winter storm erosion in 2015. The feasibility study should be completed within two years.*

Flood Damage Reduction

MUDDY RIVER FLOOD RISK MANAGEMENT PROJECT (4th, 7th & 8th CDs) – In response to an October 1996 storm event that resulted in severe flooding along the Muddy River as well as several tributary areas, particularly Stony Brook, the city of Boston, town of Brookline and the Commonwealth of Massachusetts proposed a plan called “the Emerald Necklace Environmental Improvements Master Plan, Phase I Muddy River Flood Control, Water Quality and Habitat Enhancement,” dated January 1999. The objectives were to increase flood control, improve water quality and enhance aquatic/riparian habitat within the Muddy River by dredging accumulated sediment, providing flood damage reduction through improvements to restrictive drainage culverts, removing nuisance vegetation, improving fisheries/wildlife habitat and water quality, bank stabilization and promoting and enhancing recreational use of emerald necklace parklands.

Section 522 of the Water Resources Development Act (WRDA) of 2000 authorized the Corps to, “carry out the project for flood damage reduction and environmental restoration, Muddy River, Brookline and Boston, Mass.,” substantially in accordance with the plans, and subject to concurrence it met federal guidelines. Corps headquarters

prepared a Chief’s report recommending federal participation and forwarded the report to the Assistant Secretary of the Army (ASA) for Civil Works on Dec. 29, 2003. The ASA approved federal participation in the flood damage reduction component of the project. However, due to its high unit cost, the environmental restoration portion of the project is not recommended for federal implementation. NAE completed design efforts and prepared plans and specifications for the Phase 1 effort. A project partnering agreement was signed with the project sponsors. A \$30.9 million contract for Phase I was awarded on Aug. 10, 2012. A groundbreaking ceremony was held in October 2012 and construction started in early 2013.

The construction of Phase 1 of the project is complete. In the months of July and August 2016, final inspection and correction of punchlist items were completed throughout the project. A Ribbon Cutting Ceremony was held by sponsors and stakeholders on April 21, 2017 in Boston to mark Phase I completion of the project. Design of Phase 2 of the project continues with the preparation of plans and specifications. For more project information visit: <https://www.nae.usace.army.mil/Missions/Projects-Topics/Muddy-River/>.

Ecological Restoration/Watershed Management

CHATHAM STAGE HARBOR SEDIMENT MANAGEMENT (9th CD) – The town of Chatham requested a study to evaluate beneficial reuse of Stage Harbor channel sediment to lessen impacts of beach erosion and restore endangered bird habitat. The study will require an assessment of long shore transport of sand, the effects associated with jetties and groins, historic and projected erosion rates, and dredging and disposal practices. The Corps will use historic aerial photographs and data collected during targeted field surveys to develop sediment transport models. The project also will evaluate potential habitat improvement alternatives for protected birds and other coastal species on Chatham lands and islands within the Monomoy National Wildlife Refuge. The Monomoy National Wildlife Refuge and other shoreline areas on Cape Cod serve as important habitat to federally protected species such as the piping plover and roseate tern. The sediment transport modeling report is complete. The study team is evaluating potential benefits of dredged material reuse based on the modeling conclusions.

CONNECTICUT RIVER ECOSYSTEM RESTORATION STUDY (1st & 2nd CDs) – Authority to conduct an ecosystem restoration study in the upper Connecticut River watershed is provided through a resolution adopted by the Committee on Environment and Public Works of the U.S. Senate on May 23, 2001. A reconnaissance report identified several ecosystem restoration opportunities along the main stem of the Connecticut River. Since then the Water Resources Development Act of 2007 authorized the Corps to partner with The Nature Conservancy (TNC).

A feasibility study was initiated with TNC in 2008. The study investigated alternatives to manage flow for the 73 largest dams in the basin with the goal of improving aquatic habitat while maintaining human uses such as flood control, hydropower, water supply and recreation. Various tools (e.g. operation and optimization computer models) have been developed to assess these management measures. A final report was completed in 2018 and is available at: <https://www.nae.usace.army.mil/Missions/Projects-Topics/Connecticut-River/>.

GULF OF MAINE INITIATIVE – The New England District is a member of the Gulf of Maine working group, providing this joint U.S./Canadian committee with water resource planning expertise. Technical support in applications of sediment chemical mapping for Boston Harbor is being provided. District staff members are participating in Gulf of Maine workshops and these workgroups are discussing ways in which the U. S. and Canada can partner through the Gulf of Maine program.

LONG POINT DIKE ECOSYSTEM RESTORATION (9th CD) – The town of Provincetown requested Corps assistance with restoring ecological resources in West End Marsh under Section 1135 – Project Modifications to Improve the Environment Program. The Corps completed a Federal Interest Determination in May of 2014. The study is considering creating openings in Long Point Dike to restore the connection between Cape Cod Bay and West End Marsh for fish and invertebrates and to improve salt

marsh and estuarine habitats. A draft report was completed and reviewed in 2015, however concerns raised during the public comment period have resulted in the need to conduct additional hydrodynamic modeling of the system relative to potential dune breaching. Consequently a Feasibility Cost Sharing Agreement needs to be established in order to continue the effort. A scope of work is currently being prepared in order to establish a study cost and sign an agreement.

MALDEN RIVER ECOSYSTEM RESTORATION PROJECT (7th CD) – In October 2002, the Corps and the Mystic Valley Development Commission (MVDC) executed a Feasibility Cost Sharing Agreement (FCSA) for the Malden River Ecosystem Restoration Feasibility Study. The study considered opportunities to restore wetlands, benthic habitats, and fish passage in the Malden River. North Atlantic Division approved the Detailed Project Report/ Environmental Assessment on Nov. 24, 2008. MVDC and the Corps executed the project partnership agreement on Oct. 8, 2009. We are preparing the plans and specifications for the project, which will restore freshwater wetlands along the banks of the river.

MERRIMACK RIVER WATERSHED STUDIES (SECTION 729) (3rd & 6th CDs) – The overall purpose of the watershed assessment study is to conduct a comprehensive field program and data collection effort combined with watershed and river modeling to provide information to stakeholders to guide local water resource management decisions. The assessment of the Merrimack River and its watershed is a multi-phase effort that is being conducted in collaboration with multiple partners and stakeholders. This study is being conducted under the authority provided in Section 729 of WRDA 1986 as amended and titled “Water Resources Needs of River Basins and Region.” The Section 729 study requires (75 percent federal/25 percent nonfederal) cost sharing. The Draft Merrimack River Watershed Assessment Summary report will be available for public review in 2019.

MILL POND RESTORATION, LITTLETON (3rd CD) – The

town of Littleton requested that the Corps conduct a study of Mill Pond and its tributaries to investigate alternatives to restore the ecology and health of this 48-acre degraded freshwater pond. This study is being conducted under the Corps’ Aquatic Ecosystem Restoration Program, Section 206 of WRDA of 1996. The aquatic habitat of Mill Pond is degraded as a result of sedimentation and excessive nutrient loads into the pond from the surrounding 4,500-acre watershed. An estimated volume of 200,000 cubic yards of soft sediment has accumulated in the pond, reducing its average depth from 6 feet deep to 3 feet. The current shallowness of the pond and excessive nutrient concentrations contribute to extensive growth of aquatic weeds and degraded fish habitat. The objectives of the restoration study are to address methods to remove and dispose of accumulated sediment from the pond to reduce the recycling of phosphorous, reduce nutrient influx, increase water depth, *and address invasive aquatic plants*. The Corps is assessing the environmental benefits and costs of several restoration alternatives to determine the most cost-effective and acceptable solution. In 2008, the town of Littleton completed an investigation of nutrient loading in Mill Pond and is completing documentation of basin-wide best management practices that are now in place or will be implemented to reduce nutrient loads into the pond. Adequate reduction in nutrient loading in the basin is necessary for proposed aquatic habitat restoration alternatives to be effective. *The Corps and the town of Littleton, as non-federal sponsor, executed a Feasibility Cost Sharing Agreement on Sept. 27, 2016 to proceed with the study. The Corps plans to complete a draft Detailed Project Report (DPR) for public comment in 2019.*

NATIONAL ESTUARY PROGRAM – The District is currently supporting implementation of the comprehensive conservation and restoration plans of the Massachusetts/ Cape Cod Bays and the Buzzards Bay National Estuary Programs (NEP). Activities include attendance at committee meetings and transfer of our data to the NEP Geographic Information Systems (GIS). Additionally, we continue to work to identify habitat restoration opportunities.

Flood Plain Management Services/Silver Jackets

Under the authority provided by Section 206 of the 1960 Flood Control Act (PL 86-645), as amended, the Corps of Engineers can provide the full range of technical services and planning guidance that is needed to support effective flood plain management. General technical assistance efforts under this program include determining: site-specific data on obstructions to flood flows, flood formation, and timing; flood depths, stages or floodwater velocities; the extent, duration, and frequency of flooding; information on natural and cultural flood plain resources; and flood loss potentials before and after the use of flood plain management measures. Types of studies that have been conducted under the FPMS program include: flood plain delineation/hazard, dam failure analyses, hurricane evacuation, flood warning, floodway, flood damage reduction, stormwater management, flood

proofing, and inventories of flood prone structures.

BOSTON, MA (7th CD) – *The Massachusetts Silver Jackets Team submitted a FY20 FPMS / Silver Jackets Proposal for a High Water Mark (HWM) Initiative Outreach and Education Project for the city of Boston. The MA SJ team is working with the city of Boston Environment Department. The proposal will be reviewed and if awarded start in the fall of 2019.*

CHARLEMONT, MA (1st CD) – The New England District assisted the town in completing an emergency action plan for reducing future flooding risk. The work was a collaborative effort between the Corps and MEMA using Silver Jackets funding.

Defense Environmental Restoration Program (DERP)

This Congressionally directed effort (PL 98-212) provides for expanded work in environmental restoration. It emphasizes the identification, investigation and prompt cleanup of hazardous and toxic waste; unexploded ordnance (UXO); and unsafe buildings, structures and debris at current and former military facilities. A total of 325 formerly used defense sites (FUDS) have been authorized in Massachusetts. There is the potential for several other properties to be eligible for the program. Site and project eligibility will be scheduled in the future when funding priorities and resource availability allow. Of the 119 sites where work was needed, the following efforts are underway:

Camp Wellfleet (9th CD) – The New England District will continue to work with the National Park Service to establish an awareness program for the identification of ordnance related items as part of the institutional controls for the site. Annual ordnance identification/safety briefings are held with the National Park Service in the spring. USACE awarded a contract in July 2016 to conduct an investigation of the former Camp Wellfleet FUDS site for residual munitions constituents (MC) and/or munitions of explosive concern (MEC) related to the use of military munitions. Remedial investigation was conducted during the 2018 field season. The results of the investigation will be documented in a Remedial Investigation Report *currently underway*. A Feasibility Study Report will be developed to evaluate remedial alternatives to address the residual contamination, if any MC is found, and to address MEC. Based on the results of the Feasibility Study, a remedial alternative will be selected for implementation. The objective of the project is to conduct sufficient investigation and remediation to demonstrate that residual contamination at the site does not pose an unacceptable risk to human health or the environment. A signed Decision Document will be prepared at the conclusion of the project to close out the site.

Hingham Former Burning Ground (Wompatuck State Park, 8th CD) – The project consists of investigating military munitions and munitions constituents where the Navy formerly burned/detonated explosive materials. Contracts were awarded March 31 and June 30, 2008 and Aug. 27 and Dec. 1, 2009 to conduct additional investigations at the site to fill data gaps. Field work was completed in October 2009. Groundwater, soil and sediment sampling were conducted as well as subsurface soil sampling using multi-increment sampling. Samples were collected at depths of 1-6 feet below ground surface for munitions constituents. Subsurface soil sampling also was conducted in a specific area to characterize diesel contamination and to determine the areal extent of soil that potentially needs to be excavated. Excavation of the diesel contaminated soil has been put on hold pending evaluation of sampling results which will determine whether excavation is required. A data gaps analysis was performed in 2012, with additional field work to install 9 additional wells and perform additional sampling (groundwater, surface water, surface and subsurface soil and sediment sampling and geophysical work) was

conducted in 2013, 2014 and 2015. All additional data collected was incorporated into the Draft Final RI/FS report in 2016. The Draft Final RI/FS Report is being revised and the risk assessments updated to comply with CERCLA. Both the Proposed Plan and Decision Document will be updated accordingly as well.

Hingham Naval Ammunition Depot (8th CD) – USACE awarded a contract in July 2016 to conduct an investigation of the former Hingham Naval Ammunition Depot FUDS site for residual munitions constituents (MC) and/or munitions of explosive concern (MEC) related to the former depot operations. The results of the investigation will be documented in a Remedial Investigation Report. Intrusive investigations were completed during the 2018 field season. No MEC was discovered. Site specific sampling is complete, background sampling is *underway and expected to be complete by early summer 2019*. A Feasibility Study Report will be developed to evaluate remedial alternatives to address the residual contamination, if any MC or MEC is found. Based on the results of the Feasibility Study, a remedial alternative will be selected for implementation. The objective of the project is to conduct sufficient investigation and remediation to demonstrate that residual contamination at the site does not pose an unacceptable risk to human health or the environment. A signed Decision Document will be prepared at the conclusion of the project to close out the site.

Lonczak Drive Area (LDA) Site at the Former Westover Air Force Base, Chicopee (1st CD) – Studies and remediation of the southern portion of LDA found that NAPL present at the site was not mobile and there was no risk to human health or the environment from its presence. CENAE's contractor completed and submitted to the MassDEP a combined MCP compliant Release Abatement Measure (RAM) Completion Report and Response Action Outcome (RAO) statement in fall 2011. In summer 2012, MassDEP responded that approval of site closure would require the following items: 1) a Feasibility Study be completed at the site to demonstrate that a permanent solution is not feasible; 2) an Activity and Use Limitation (AUL) be completed for the site; and 3) additional characterization work be completed to define the extent of impact; subsequently a new firm (FS Engineers) was retained to address MassDEP's three comments.

Between August and October 2018, FS Engineers mobilized resources to the site and conducted a supplemental investigation to conclusively define the extent of NAPL impact, including conducting soil borings, analyzing soil samples, and installing groundwater wells. *Three rounds* of quarterly groundwater sampling have been completed. *Coordination with MassDEP will begin in summer 2019 in order to provide site closure documentation and move the project into long term monitoring or closure. Documentation will include a MCP compliant Closure Report leading to an approved RAO statement and site closure.*

Martha's Vineyard Projects (9th CD) – (Cape Poge Little Neck, South Beach Moving Target Machine Gun Range, and Tisbury Great Pond): A Time Critical Removal Action (TCRA) was completed on the Cape Poge Little Neck project and the South Beach Moving Target Machine Gun Range project from April to September 2009. The TCRA resulted in the removal of many inert ordnance items. A Site Investigation was performed at the Tisbury Great Pond project site under the Military Munitions Response Program. All three sites required additional investigation to delineate the extent of the munitions. Due to the close proximity of these sites, coupled with the fact that they are all ordnance related projects, all 3 projects are currently being executed simultaneously by the New England District. Field work started in November 2010, and ended in March 2012. An Environmental Security Technology Certification Program (ESTCP) Demonstration project using innovative geophysical technology to perform geophysical surveys offshore to locate munitions was conducted in June 2010 at South Beach by Tetra Tech. The data from this demonstration project have been incorporated into the overall RI/FS. The Final RI and FS Reports have been reviewed/approved for Cape Poge, Tisbury Great Pond and South Beach. Public meetings for all three projects were held in 2015. The Final Decision Documents for Cape Poge, South Beach and Tisbury Great Pond have been completed and are available for review at <https://www.nae.usace.army.mil/Missions/Projects-Topics/Marthas-Vineyard-RIFS/>.

Nantucket, Former Tom Nevers Facility (9th CD) – A contract was awarded in September 2011 to conduct a Remedial Investigation on the Former Tom Nevers Facility, an ordnance project under the Military Munitions Response Program. The first Technical Project Planning meeting was held on Nantucket on Oct. 27, 2011. Field work was conducted from March through June/July 2012. Follow on TPP meetings were held in 2013 and 2014. The Final RI Report has been reviewed/approved along with the Proposed Plan (PP). The Final PP was released to the general public for public comment through Dec. 4, 2014. The public comments were reviewed and addressed in the Responsiveness Summary. Long Term Monitoring is the chosen remedy. A scope of work is being developed for the Nantucket Beach Long Term Monitoring Program. Signs also have been installed at designated beach access locations. The Final Decision Document and other reports are available for review at: <https://www.nae.usace.army.mil/Missions/Projects-Topics/Nantucket-Beach/>.

Nantucket Memorial Airport Area Formerly Used Defense Site (FUDES) (9th CD) – A contract was awarded in September 2014 to conduct a Remedial Investigation on the Former Nantucket Memorial Airport, an ordnance project under the Military Munitions Response Program. The first site visit and Technical Project Planning meeting were held on Nantucket on Sept. 24, 2014. The work was completed in October 2015. The contractor currently is developing the Draft RI Report that will undergo an internal Corps review. The Proposed Plan can be reviewed at: <https://www.nae.usace.army.mil/Missions/Projects-Topics/Nantucket-Memorial-Airport/>.

Naval Fuel Annex (8th CD) – Environmental risk at the site was evaluated during the 1990s and found to be negligible. An updated file review was conducted and a Data Gap Analysis and Path Forward Report were prepared in March 2016. The data gap analysis identified supplemental site characterization sampling required to update the risk assessment and close out the project. The supplemental site characterization sampling was proposed for summer/fall 2016 and included 23 soil borings and installation of 11 monitoring wells to be sampled quarterly for one year. Pending evaluation of the analytical results of the soil and groundwater samples, it is anticipated the project will be closed out through a Permanent Solution Report, formerly known as Response Action Outcome (RAO), under the MassDEP Massachusetts Contingency Plan (MCP).

Osborne Pond (9th CD) – The District completed field investigations in the Pond in July 2008. The Final Remedial Investigation Report was issued in March 2010. The Feasibility Study was issued in January 2011. The Proposed Plan was released for public review and comment on Sept. 6, 2013 and a public meeting was held Sept. 26, 2013 in Bourne. The Proposed Plan is available for review at the Jonathan Bourne Public Library in Bourne and on the Corps website at <https://www.nae.usace.army.mil/Missions/Projects-Topics/Osborne-Pond/>. A public meeting was held May 13, 2015 in Bourne to discuss implementing the Proposed Plan.

The Site Specific Final Report (SSFR) was approved by EPA and Massachusetts DEP in June 2016, a public meeting and Safety Awareness Training (UXO education) was conducted on July 12, 2016 at JBCC, signage was installed in July 2016 and LTM is on-going. *A five-year review is currently underway. The review will determine if the selected remedy (subsurface munitions clearance and public education) is still protective. The review is scheduled to be complete in April 2019.*

POL Terminal at the Former Westover Air Force Base, Chicopee (1st CD) – The Westover Bulk Petroleum, Oil and Lubricant (POL) Terminal and Salvage Yard site is currently being investigated. A Phase I/II Comprehensive Site Assessment (final report) was sent to MADEP in December 2007. Follow-up field efforts took place in fall 2008 to address data gaps resulting in a Supplemental Remedial Investigation/ Feasibility Study being submitted to MassDEP in the summer of 2010, proposing the use of enhanced fluid recovery (EFR) to reduce the amount of LNAPL at the site. Four consecutive quarterly groundwater gauging events were then conducted in which no LNAPL was observed. The A-E firm performing these investigations went out of business; subsequently a new firm was brought on and conducted two additional rounds of GW sampling. Due to an administrative error, the Government was then required to award remaining work to a new contractor (T12E) in September 2015. Additional field characterization work was conducted in autumn/early winter of 2016 and quarterly GW sampling events were conducted in 2017.

As a result of the extreme regional drought conditions in

the northeast in 2017, the lower water table resulted in the appearance of LNAPL in locations previously characterized as clean, necessitating another round of characterization to define the nature and extent of petroleum contamination. This work was awarded in spring 2018, carried out in summer 2018, and included investigative work at off-site (privately owned) real estate parcels. The field work fully characterize the extent of free product petroleum contamination, including the delineation of a small plume extending south of the POL site, so that a MCP compliant Closure Report may be submitted leading to an approved RAO statement. The extent of dissolved phase contamination extended past the furthest down gradient monitoring well and required limited additional field work to fully delineate the down gradient extent. *Eight additional monitoring wells will be installed in spring 2019, followed by two rounds of groundwater sampling. A MCP compliant Phase III report will then be prepared and submitted to MassDEP.*

In the past number of years, dating back to the program's start in the mid-1980s, construction contracts have been completed at the following locations:

First District

Westover Light Annex #2, **Granby**
Springfield Armory-Rail, **Springfield**
Chapman Valve Exp, **Springfield**
Westover AFB, **Chicopee**
Westover AFB, **Ludlow**

Second District

Hadley Nike Site
Westover Light Annex #3, **Amherst**
New Salem Gap Filler Annex, **New Salem**
Westover Remote Site, **Shutesbury**

Fourth District

Needham Nike Site
Nike Site PR-19, **Rehoboth**
Swansea Nike Site

Fifth District

Lincoln Nike Site
Fort Strong, **Winthrop**

Sixth District

Beverly Nike Site
Nike Site BO-84, **Burlington**
Danvers/Topsfield, Nike Site
Fort Ruckman, **Nahant**
Nike Site BO-17, **Nahant**
Ipswich Data Collection Lab Annex, **Ipswich**
Nike Site BO-03, **Reading/Wakefield**

Eighth District

East Boston Naval Fuel Annex
Charlestown Navy Yard
Charlestown Navy Yard, Tank Removal
Fort Standish, **Boston**
Fort Warren, **Boston**
South Boston Naval Annex
Hingham School Property, **Hingham**
Fort Andrews, **Hull**
Hingham Army Reserve Training Center
Hingham Naval Ammunition Depot & Annex
Hingham Nike Site
Hingham/Cohasset Naval Ammunition Depot
Nike Site BO-37, **Quincy**
Nike Site BO-40, **Quincy**
Fort Revere, **Hull**
Point Allerton Military Reservation, **Hull**
Point Allerton Surface Craft Detector Site, **Hull**
Squantum Electronics Research Center, **Quincy**
Strawberry Point Fire Control Station, **Scituate**

Ninth District

Camp Candoit, **Cotuit**
Martha's Vineyard Airport
Martha's Vineyard South Beach Moving Target Machine Gun
Range and Cape Poge Little Neck
Camp Wellfleet
Misham Point Electronics Research Annex, **Dartmouth**
Holly Hill Radar Station, **Marshfield**
Nantucket NAVFAC, Tom Nevers Naval Base
Camp Edwards, **Sandwich**
Campbell School, **Bourne**

Work for U.S. Environmental Protection Agency

The New England District provides support to the U.S. Environmental Protection Agency (EPA) Region I (New England) Superfund program. This includes responsibility for site investigations, design work, construction execution, and some operation and maintenance at Federal lead sites. In addition, the District provides other technical assistance (5 year reviews, real estate support, etc.) at removal and national priority list sites being addressed by EPA Region 1.

Superfund Assistance

GENERAL ELECTRIC / HOUSATONIC RIVER, PITTSFIELD (1st CD) – The General Electric (GE) facility encompasses an area of approximately 300 acres along the north bank of the Housatonic River in Pittsfield. Past operations by GE have caused significant contamination with PCBs and other compounds at this facility (soil, groundwater and buildings) and in the Housatonic River. In September 1998, EPA and GE reached an agreement in principle for

the environmental and economic restoration of Pittsfield and southern Berkshire County. This agreement was approved by a Consent Decree entered in the U.S. Circuit Court on Oct. 27, 2000. The New England District has performed over \$100 million in work at the site since that time. Our efforts have included site investigations, the remediation of a 1.5 mile stretch of the river, risk assessments, modeling and oversight of GE activities. In September 2008, we awarded a professional services contract (\$25 million in capacity) to be used to support EPA as they work with GE to address the Housatonic River downstream from Pittsfield. Services currently being provided to EPA include the oversight of field activities being conducted by GE as well as the technical review of designs and reports prepared by GE.

NEW BEDFORD (9th CD) – The New England District has been supporting EPA at this site since the mid-1980s. Currently work is being performed under a fixed price contract with Cashman Dredging and Marine for \$14.9M

for dredging with Confined Aquatic Disposal Cell disposal. Dredging in Upper Harbor and Intertidal Areas is being performed under a Remedial Action Contract to Jacobs Services of North America. The process in the Upper Harbor

consists of mechanical dredging of sediments, dewatering of the sediments followed by offsite disposal. Subtidal and intertidal remediation is scheduled for completion in 2019.

Support to the Military

JOINT BASE CAPE COD (9th CD) – Support to the Impact Area Groundwater Study Program

In 2000, the National Guard Bureau (NGB) announced its decision to use the Corps as supervisory contractor for the Impact Area Groundwater Study Program (IAGWSP). Investigations and remedial actions are being conducted in accordance with Administrative Orders issued by EPA under the Safe Drinking Water Act. The work is estimated to cost \$300-\$350 million, take 30 years and involves groundwater, soil and UXO investigations and remedial actions and the operation and maintenance of treatment facilities. Avoidance and/or removal of ordnance is incidental to all field work conducted at JBCC. *Ongoing work consists of site investigations, report preparation and the remedy and optimization and operation and maintenance of the groundwater treatment facilities and source/UXO removal actions.*

The following significant actions have been completed.

* 2004-2005: A significant soil cleanup at the Southeast Ranges and Demolition Area 1 was completed in late 2004. Soil was treated on site in a mobile thermal treatment unit. Contaminated soil from other sites also was excavated and treated at this time. All soil was treated by January 2005 and the treatment unit was demobilized in April 2005.

* 2004: Construction of a temporary treatment system to address the Demo-1 plume. The interim pump and treat system treated groundwater through June 2007. The permanent Demo 1 groundwater treatment facility came on line in late June 2007. The base boundary went on line in June 2011. The leading edge Demolition Area 1 Offsite Treatment Facility was completed in July 2016.

* 2004: Connected three private residences in Bourne to town water. Contamination was a result of past military training at JBCC.

* 2005: The construction of 2 groundwater treatment facilities in the Southeast Ranges of JBCC; the J3 facility, an upgrade/retrofit of an existing groundwater treatment facility, and the construction of a facility at the J2 North Range. Both have been operational since July 2006.

* 2007: Construction of a groundwater treatment facility at the J1S Range was completed in October 2007. An additional extraction well and piping off-site was installed in December 2012.

* 2007: Construction of a groundwater treatment facility at the J2 East, was completed in September 2008.

* 2013: Construction of the J1 Range North Treatment was completed in December 2013.

* 2013: Construction of the Central Impact Area Groundwater Treatment Facility was completed in January 2014.

* 2015: Construction of a leading edge Central Impact Area Groundwater Treatment Facility was completed in April 2016.

* 2015: Construction of the Demolition Area 1 Off-Site Leading Edge Groundwater Treatment Plant was completed in June 2016.

The following OUs have Decision Documents in Place:

- * Demolition Area 1 GW OU 2006
- * Demolition Area 1 Source Area 2009
- * BA-4 Disposal Area 2009
- * Demolition Area 2, Northwest Corner and Western Boundary 2010
- * Former A Range and Gun and Mortar Positions 2010
- * L Range 2010
- * J1 Range 2011
- * Central Impact Area 2012
- * J2 Range 2013
- * J3 Range 2015
- * Small Arms Ranges
- * Training Areas 2018.

The following OUs have Demonstration of Compliance Reports in place:

- * Western Boundary 2016
- * Former A Range 2016

The program partnered with the Air Force Research Laboratory (AFRL) to conduct a robotics technology demonstration and with the Environmental Security Technology Certification Program (ESTCP) to conduct a classification technology demonstration to evaluate the ability of geophysical tools to discriminate between potential UXO items and frag. The ESTCP demonstration led to the partnering with the Baltimore District and the Huntsville Center for continued advanced geophysical classification at JBCC using the MetalMapper. MetalMapper was self performed by USACE from 2014-2017. In 2017 a contract was issued by USACE to Parsons to continue MetalMapper under the DoD Advanced Geophysical Classification Accreditation Program (DAGCAP). To date 68 acres have been investigated using MetalMapper technology. An additional 15 acres is proposed. Use of the MetalMapper technology has reduced the number of anomalies intrusively

investigated (dug) by approximately 60%.

HANSCOM AIR FORCE BASE (6th CD) – Construction on the \$13.2 million design-build new three-story, 66-room, 25,000-square-foot military dormitory began in spring 2017. A ribbon cutting ceremony, marking construction completion, was held Dec. 4, 2018.

Work began in spring 2017 on the \$36.9 million new Primary

School. The beneficial occupancy date is in August 2019. The project consists of demolition of existing primary school, construction of new primary school and associated site work. It will be constructed as an addition to the Middle School building. The size will be approximately 80,000 square feet. The project will use clear span or similar construction methods to allow easier reconfiguration to meet future educational needs.

Base Realignment and Closure

FORT DEVENS, AYER (3rd CD) – Fort Devens was selected for closure under the Department of Defense BRAC of 1990 (Public Law 101-50). The fort is located in the towns of Ayer and Shirley (Middlesex County) and Harvard and Lancaster (Worcester County), approximately 35 miles northwest of Boston. In 1991, the District began implementing BRAC 91 related environmental restoration work at Fort Devens (the site is on EPA's National Priority List) for the Army BRAC Office. This work continues.

SUDBURY TRAINING ANNEX (5th CD) – The District

completed environmental cleanup of the site in September 2000 and EPA deleted the site from the NPL on Jan. 28, 2002. The District conducts annual field sampling and inspections as part of the Army's long term responsibilities at this site. Sampling and analyses of the groundwater from the monitoring wells began in June 1997 and is presently completed annually in the fall. The District also completes spring and fall inspections of the landfill cap to monitor its protectiveness. The Annual LTMM reports prepared by the District capture the annual results of all groundwater monitoring results and site inspections.

Interagency and International Support

SUPPORT TO THE U.S. DEPARTMENT OF VETERANS AFFAIRS – NAE has teamed up with a sister federal agency in an effort to improve the care Soldiers receive at military hospitals. The U.S. Department of Veterans Affairs (VA) and the Corps entered into an interagency agreement in 2001 for the goods and services the Corps may provide to the VA when needed. These include project management, design services, construction management services, environmental services, preliminary technical investigations, surveying, and historical presentation compliance at VA facilities. In 2008, the VA started exercising its agreement with the Corps in New England and NAE is now supporting the VA with services at several VA facilities in New England.

In Massachusetts, NAE completed an exterior masonry rehabilitation to Building #2 at the Edith Nourse Rogers Memorial Veterans Hospital in Bedford in 2012; renovation of Wards 78F, 78G and Ward 2C in 2013-2014; and repairs to the HVAC system in the renovated Wards 78F & G in 2016. Also, NAE completed a \$3.4 million renovation of the Community Based Outpatient Clinic at the VA Medical

Center in New Bedford in 2014; and completed design and construction projects in Brockton, West Roxbury, Jamaica Plain and Northampton in 2013.

SUPPORT TO THE FOOD AND DRUG ADMINISTRATION – NAE has teamed up with a sister federal agency in an effort to provide a new facility to perform analyses in support of medical device program and conduct radionuclide, chemical, and microbiological analyses for the Winchester Engineering and Analytical Center (WEAC) in Winchester, Mass. The FDA and the Corps entered into an interagency agreement in 2016 for a Design-Build (DB) project to construct a new approximately 75,000-square-foot facility. In addition to preparing the Request for Proposal (RFP) package for the requirements of the new building, the Corps performed an Environmental Assessment and the resultant Finding of No Significant Impact (FONSI) was executed in September 2017. The RFP for the DB project was issued in December 2016. A contractor was selected for this work in 2018.

Regulatory Program

Department of the Army permits are required from the Corps under Section 10 of the Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and Section 103 of the Marine Protection, Research and Sanctuaries Act. The Corps reviews permit applications for work affecting navigable waters under its Section 10 authority and the discharge of fill material into all waters, including inland wetlands, under Section 404. A list of Monthly General and

Individual Permit Authorizations is provided at <https://www.nae.usace.army.mil/Missions/Regulatory/Permits-Issued/>. Relevant environmental documents are available upon written request.

For information on Corps jurisdiction and whether a permit is required for your work contact the Regulatory Division at 978-318-8338 or 978-318-8335 or by email to cenae-r@

[usace.army.mil](https://www.nae.usace.army.mil) or visit the website at: <https://www.nae.usace.army.mil/Missions/Regulatory/>.

GENERAL PERMITS – The District has comprehensive Regional General Permits (RGPs) in place for each of the six New England states that authorize work with no more than minimal adverse effect on the aquatic environment. Up to 98 percent of all permits issued in New England are RGPs. Work eligible under the RGPs is generally approved in less than 60 days. The Corps revised the statewide Massachusetts General Permits *in 2018*. The Massachusetts GPs are available for viewing and download at the Corps website: <https://www.nae.usace.army.mil/Missions/Regulatory/State-General-Permits/>.

THIRD PARTY MITIGATION – In April 2008, the Corps and EPA issued regulations (33 CFR Part 332 Compensatory Mitigation for Losses of Aquatic Resources; Final Rule) on mitigation which became effective in June 2008. These regulations established a “soft” preferential order for mitigation types with mitigation banking and in-lieu fee (ILF) programs preferred over permittee-responsible mitigation. This is the reverse of previous guidance, now obsolete. These new regulations have provided impetus to potential sponsors of banks and ILF programs.

On Sept. 26, 2012, the Massachusetts Department of Fish and Game (DFG) submitted a prospectus for an In Lieu Fee (ILF) program to provide an alternative form of compensatory mitigation for permit applicants throughout the Commonwealth of Massachusetts. Applicants would pay

a fee for impacts which would be used by the ILF sponsor to develop ecologically suitable and appropriate mitigation sites in the same watershed as the impacts. A public notice on the prospectus for the expanded program was issued on Oct. 2, 2012. The final ILF instrument was signed by DFG and the Corps on May 23, 2014. The program is now available for use by applicants for Corps permits and authorizations. The first project under the current ILF program, an eelgrass restoration project, was approved on Dec. 23, 2016 and the work was completed in 2017. On Sept. 4, 2018 a public notice solicited comments on three *preservation* projects which DFG is proposing for funding. The proposed projects are located in the Coastal and Quabbin-Worcester service areas. *Three preservation projects in the Coastal and Quabbin-Worcester service areas are under final review by the Corps of Engineers and are expected to be incorporated as amendments to the ILF instrument in April 2019 along with two enhancement projects in the Coastal service area that were already under review: the construction of an artificial reef in Yarmouth and the installation of a fish ladder in Ipswich.*

A small pre-Mitigation Rule program where permittees qualifying for a general permit with impacts in Essential Fish Habitat could choose to make a payment to a fund overseen by the Division of Marine Fisheries (DMF), a division within the DFG, expired June 9, 2013. No additional payments can be accepted by DMF. The Steering Committee approved four projects for funding. Three of the projects were started in 2013. A fourth, a fish ladder at Draka Dam, is currently under construction.

Operating Flood Risk Management Projects & Recreation/Natural Resource Management

The District provides flood risk management project benefits and, in cooperation with state agencies, provides diverse quality outdoor recreational opportunity at the 11 flood risk management reservoirs it has constructed in the Bay State, the Cape Cod Canal, and the Charles River Natural Valley Storage Area. Information on each is provided below. For information on Corps recreation in New England visit www.nae.usace.army.mil/ and select “recreation.”

BARRE FALLS DAM (2nd CD), on the Ware River in Barre, was completed in 1958 at a cost of \$2 million. The 885-foot-long, 62-foot-high dam with 3 dikes totaling 3,215 feet can store 7.8 billion gallons of water. Since being constructed it has prevented \$54.9 million in flood damages. Major contracts for aging infrastructure in 2018 included the continuation of concrete repair work on spillway retaining walls, apron, and inlet retaining walls.

Activities available include canoeing, picnicking, picnic shelter rental, volleyball, 18-hole disc golf course, fishing, geocaching, hiking, bike riding, snowmobiling and horseback riding (in restricted areas), wildlife observation, scenic viewing and cross country skiing in season from

sunrise to sunset. Hunting is permitted in accordance with the Mass Fish & Wildlife rules and regulations. Activities that are coordinated with the Massachusetts DCR include rules, regulations, and designated trails for the 26,000-acre Upper Ware River Watershed. For scheduling events call (978) 928-4712; to arrange a group tour contact Park Manager Zachery Koziol or Park Ranger Brianna Green, Barre Falls Dam, Hubbardston, Mass.; (phone: 978-318-8263); zachery.e.koziol@usace.army.mil or brianna.j.green@usace.army.mil; or visit <https://www.nae.usace.army.mil/Missions/Recreation/Barre-Falls-Dam/>.

BIRCH HILL DAM (2nd CD) is situated on the Millers River in Royalston. Completed in 1942 at a cost of \$4.8 million, the 1,400-foot-long, 56-foot-high dam can store 16.2 billion gallons of water. To date, damages amounting to more than \$80.3 million have been prevented. Birch Hill Dam is popular for walking, biking, fishing, paddling and picnicking. Most of the 4,400-acre property is leased to the state for recreation, and fish and wildlife purposes. A baseball field located in Baldwinville is operated by Narragansett Area Youth Baseball. About 25 miles of snowmobile trails are maintained by the Coldbrook Snowmobile Club. The Lake Dennison

Recreational Area, managed by the Massachusetts Department of Conservation and Recreation, provides camping, swimming, picnicking, boating and fishing. The Massachusetts Division of Fisheries and Wildlife manages much of the remaining reservoir as part of the Birch Hill Wildlife Management Area. Popular activities include hiking, hunting, fishing, mountain biking, snowmobiling, and cross country skiing. There is a fish consumption advisory on the Millers and Otter Rivers due to polychlorinated biphenyls (PCBs) from past paper mill pollution. The Birch Hill Dam and reservoir area attract more than 185,000 visitors annually. For details call 978-318-8224 or visit <https://www.nae.usace.army.mil/Missions/Recreation/Birch-Hill-Dam/>.

Controlled releases of water were made from Birch Hill Dam in Royalston on Saturday and Sunday, April 13-14, 2019 to provide adequate river flows for recreational canoeing, kayaking and rafting on the Millers River.

The Lake Dennison Campground is operated under a lease by the Massachusetts Department of Conservation and Recreation. The campground offers 150 drive-in campsites, restrooms with showers and drinking water. For details, call (978) 939-8962 or visit <https://www.mass.gov/locations/lake-dennison-recreation-area>.

BUFFUMVILLE LAKE (1st CD) on the Little River in Charlton was completed in 1958 at a cost of \$3 million. The 12,700 acre-feet of storage at Buffumville is equal to 3.9 billion gallons of water and is impounded by a 3,255-foot-long, 66-foot-high earthen dam. Buffumville Dam has prevented more than \$133.7 million in cumulative damages, through December 2018. Picnicking, swimming, boating, fishing, hunting, a 27-hole disc golf course, volleyball, horseshoes, two rental shelters and sight-seeing are just some of the activities visitors can enjoy at Buffumville Lake. Portions of Buffumville Park are handicap accessible.

The team at Buffumville Lake has concentrated on repairing, replacing and revitalizing aging infrastructure with as much in-house labor as possible and writing and executing contracts. The 1979 Boston Whaler has been replaced with a brand new Whaler of similar size and capabilities. Upcoming contracts include walkways to and landscaping around the new Buffumville Park restroom, replacement fuel tanks in the Buffumville Lake Gate House and upgrades to the project alarm system.

Volunteer and interpretive events can be found at: <https://www.nae.usace.army.mil/Missions/Recreation/Buffumville-Lake/> or call (508) 248-5697. Due to the overwhelming success of last years' winter/spring tours of Buffumville Dam, we will again be offering them on Sundays at 1 p.m. on the following date: April 28. For details, call Park Ranger Jamie at 978-318-8399 or jamie.r.kordack@usace.army.mil.

CAPE COD CANAL (9th CD) – The Cape Cod Canal, one of the widest sea-level canals in the world, extends 17.4 miles across the narrow neck that joins Cape Cod to the mainland. The Corps operates and maintains the Canal from a field office in Buzzards Bay, about 50 miles south of Boston.

The canal, with a 32-foot-deep by 700-foot-wide approach channel, saves commercial and recreational vessels 65-150 miles from the route around Cape Cod and the Nantucket shoals, where shoals and treacherous currents have made navigation hazardous for centuries. The toll-free waterway, with two mooring basins, is open for passage to all vessels that are properly equipped and seaworthy. Private interests sold the Canal to the U.S. government in 1921 for \$11.5 million (title obtained in 1928). Responsibility for operating and maintaining the Canal was assigned to the Corps, which has maintained and improved it since then. In 1933, three bridges were authorized and constructed over the Canal – the Sagamore and Bourne highway bridges and the Railroad Bridge at Buzzards Bay. The Corps operates and maintains all three bridges. More than three million visitors annually enjoy the Canal and its adjacent lands for diverse outdoor activities, including interpretive programs run by Corps rangers, and the Canal Visitor Center. Service roads are popular for biking, hiking, roller blading and walking. The Marine Traffic Control Center monitors and controls vessels transiting the canal and monitors vessels in Buzzards Bay in accordance with a memorandum of agreement with the Coast Guard. For details call 978-318-8816 or the Visitor Center at 508-833-9678 or visit <https://www.nae.usace.army.mil/Missions/Recreation/Cape-Cod-Canal/>.

CHARLES RIVER NATURAL VALLEY STORAGE AREA (CRNVS) (2nd, 4th, 5th & 8th CDs) was authorized by Congress in March 1974. Federal funds of \$8.3 million were used to purchase 3,210 acres of fee land and 4,891 acres of restrictive easement. The CRNVS is located in 16 towns (Bellingham, Dedham, Dover, Franklin, Holliston, Medfield, Medway, Millis, Natick, Needham, Newton, Norfolk, Sherborn, Walpole, West Roxbury and Wrentham) and lies within three counties. The CRNVS area acts as a flood control project by using the natural flood attenuation characteristics of the over 8,000 acres of wetlands purchased. The project attracts over 60,000 visitors a year. Visitors can bike, boat, fish, hike, hunt, view wildlife and partake in other passive recreational uses. The field office for the CRNVS Area is located at the West Hill Dam Project Office in Uxbridge. Staff patrol, investigate and resolve real estate inquiries, boundary inquiries, and requests for leases, licenses and easements. Staff provide the town and other agencies with assistance in the CRNVS area. For details call (508) 278-2511 or visit <https://www.nae.usace.army.mil/Missions/Civil-Works/Flood-Risk-Management/Massachusetts/Charles-River-NVS/>

CONANT BROOK DAM (1st CD), on the brook of the same name in Monson, can store 1.2 billion gallons of water behind the 1,050-foot-long, 85-foot-high impoundment. Completed in 1966 at a cost of \$3 million, the project annually attracts about 20,000 visitors to its scenic trails for hiking, horseback riding, cross-country skiing and for its fine trout fishing. Since placed in operation, Conant Brook has prevented damages of more than \$3.3 million. For details visit <https://www.nae.usace.army.mil/Missions/Recreation/Conant-Brook-Dam/> or call (508) 347-3705. A contract has been awarded to Fusiform, Inc. to install a drinking water well and water supply hydrants at the damsite.

EAST BRIMFIELD LAKE (1st CD) on the Quinebaug River in Sturbridge was constructed at a cost of \$7.1 million. The 520-foot-long, 55-foot-high dam can impound a 29,900-acre-foot reservoir, which is equivalent to 9.7 billion gallons of water. Since placed in operation in 1960, it has prevented damages of \$132.2 million. The reservoir area offers recreational opportunities, including swimming, picnicking, fishing, hunting, canoeing, boating and nature study and attracts more than 124,000 visitors annually. For details visit <https://www.nae.usace.army.mil/Missions/Recreation/East-Brimfield-Lake/> or call 508-347-3705.

Controlled releases of water were made from East Brimfield Dam in Sturbridge on Sunday, April 28, 2019 to provide adequate river flows for recreational canoeing, kayaking and rafting on the Quinebaug River.

HODGES VILLAGE DAM (2nd CD), across the French River in Oxford, was constructed at a cost of \$4.5 million. The 2,140-foot-long, 55-foot-high dam can impound a 13,200-acre-foot reservoir, which is equivalent to 4.2 billion gallons of water. Since placed in operation in 1959, it has prevented more than \$162.7 million in cumulative damages, through December 2018. The reservoir area offers fine recreational opportunities, including picnicking, fishing, hunting, mountain bike and horseback riding and nature study to its visitors. There is a 9-hole disc golf course.

The team has concentrated on repairing, replacing and revitalizing aging infrastructure with as much in-house labor as possible and writing and executing contracts. Upcoming projects include a new gate tower roof and electrical upgrade to the service and the gate tower Bridgeport replacement. A contract for upgrades to the project alarm system is currently underway.

Volunteer and interpretive events are listed on the website at: <https://www.nae.usace.army.mil/Missions/Recreation/Hodges-Village-Dam/> or call (508) 248-5697. For more information, call Park Ranger Jamie at 508-248-5697.

KNIGHTVILLE DAM (1st CD), on the Westfield River in Huntington, was constructed at a cost of \$3.3 million. The 1,200-foot-long, 150-foot-high dam can impound a 49,000-acre-foot reservoir (equivalent to 15.8 billion gallons of water). Since its construction in 1941, it has prevented damages of \$338 million. More than 41,000 visitors enjoy the variety of recreational pursuits available at Knightville, including picnicking, hiking, fishing, hunting, horseback riding and cross country skiing and snowmobiling in season.

The Indian Hollow Group Campground: the campground includes two group site loops that accommodate up to 150 people each, a waterborne comfort station with hot showers, drinking water, hiking trails and a riverside environment. The North loop may be reserved for a fee of \$90 per night and the South loop for a fee of \$85 per night. Both loops may be reserved for a fee of \$175 per night. Reservations are on a first-come, first-serve basis and one or both loops may be reserved. Reservations may be made through the National Recreation Reservation Service at www.recreation.gov

or by calling 1-877-444-6777. For up-to-date information call (413) 667-3430 or visit the website at <https://www.nae.usace.army.mil/Missions/Recreation/Knightville-Dam/>.

Controlled releases of water were made from Knightville Dam in Huntington on Saturday and Sunday, April 20-21, 2019 to provide adequate river flows for recreational canoeing, kayaking and rafting on the Westfield River.

A contract to replace the main hoisting cables on Gates 1 and 2 was awarded in September 2018 to Chas G. Allen Inc. of Barre, Mass. Work will be completed in early summer of 2019 once operational conditions permit. The existing cables were last replaced over 30 years ago. Repairs to the main loop road in the recreation area will be carried out in spring 2019, under a recently issued work order to Great Oaks Services of New Braintree, Mass. This work will repair two sections of road that have major potholing. Additional upcoming projects in 2019 include the replacement of the project's debris boom, replacement of the fuel tank system for the gatehouse generator and furnace, and rehabilitation of the gatehouse overhead crane.

LITTLEVILLE LAKE (1st CD), on the Middle Branch of the Westfield River in Huntington and Chester, is 1,360 feet long, 164 feet high and cost \$6.8 million to construct. The reservoir can hold a 23,000-acre-foot pool or 7.5 billion-gallons. It has prevented damages totaling \$152.8 million since placed in operation in 1965. The reservoir area offers many recreational opportunities including picnicking, fishing, hunting, canoeing, boating, nature study and cross country skiing and snowmobiling (on marked trails) in season, and attracts more than 39,000 visitors annually.

Special interpretive programs are offered and include such topics as water safety, the water cycle, the history of the Corps and flood damage reduction. Rangers also can prepare a program that deals with the Corps and its missions, water resources or natural resources and tailor it to your needs. These programs can be given at the dam, or we can come to your group or school. Contact the park ranger for more information on any of these programs or to schedule a program. For details call (413) 667-3656 or visit <https://www.nae.usace.army.mil/Missions/Recreation/Littleville-Lake/>.

Controlled releases of water were made from Littleville Lake Dam in Huntington on Saturday and Sunday, April 20-21, 2019 to provide adequate river flows for recreational canoeing, kayaking and rafting on the Westfield River.

Work was completed in November 2018 on replacement of the electrical distribution panel at the project office. In addition, the garage doors on the project storage barn were replaced. Planning is underway for the second phase of work to upgrade the electrical systems. This phase will replace the incoming service to the dam with an underground service, replace the service connections at the project office, and replace the power distribution system at the water supply intake tower. Other projects planned for 2019 include the inspection and repair of the project overhead cranes.

THE NEW BEDFORD-FAIRHAVEN-ACUSHNET HURRICANE PROTECTION PROJECT (9th CD) was completed in 1966 at a cost of \$18.6 million and provides a gated barrier across New Bedford-Fairhaven Harbor and supplementary dikes in the Clarks Cove area of New Bedford and Fairhaven. The twin sector gates can seal the 150-foot-wide navigation opening in 12 minutes. This barrier affords tidal-flood protection to an area of about 1,400 acres. The Project has prevented approximately \$25 million in flood damages through the end of FY 2013. Design of a project to replace and repaint portions of the sector gates at the New Bedford Hurricane Barrier was started in September 2017.

TULLY LAKE (2nd CD), situated on the East Branch of the Tully River in Royalston, is 1,570 feet long and 62 feet high. Completed in 1949 at a cost of \$1.7 million, the dam has a reservoir storage capacity of 7.1 billion gallons of water. Tully Lake has prevented damages of \$29.1 million. Over 100,000 visitors annually enjoy picnicking, hiking, boating, mountain biking, disc golfing, fishing, hunting and cross country skiing. For details call (978) 318-8907 or visit <https://www.nae.usace.army.mil/Missions/Recreation/Tully-Lake/>.

Controlled releases of water were made from Tully Lake Dam, in Royalston on Saturday and Sunday, April 13-14, 2019 to provide adequate river flows for recreational canoeing, kayaking and rafting on the Millers River.

The Tully Campground is operated under a lease by The Trustees of Reservations. The campground offers 36 primitive walk-in or boat-in campsites, restrooms with showers, drinking water and hiking trails. For details, call the Trustees of Reservations at (978) 249-4957 or (978) 840-4446 or visit www.tullylakecampground.org.

WEST HILL DAM (2nd CD), on the West River in Uxbridge, was completed in 1961 at a cost of \$2.3 million. The 2,400-foot-long, 51-foot-high dam can impound a

12,400-acre-foot lake capable of storing four billion gallons of water. The dam was designed to protect communities on the West River and Blackstone River basins in Massachusetts and Rhode Island. It has prevented damages of more than \$100.8 million. More than 90,000 annual visitors enjoy picnicking, swimming, hiking, fishing and hunting at the 1,401-acre facility.

Special interpretive programs are offered and include such topics as water safety, the water cycle, the history of the Corps and flood damage reduction. Rangers also can prepare a program that deals with the Corps and its missions, water resources or natural resources and tailor it to your needs. These programs can be given at the dam, or we can come to your group or school. Contact the West Hill Dam ranger team to learn more. For more information, current events, upcoming programs, or shelter reservations, call (508) 278-2511 or visit the website at <https://www.nae.usace.army.mil/Missions/Recreation/West-Hill-Dam/>.

WESTVILLE LAKE (1st CD) dam in Southbridge and Sturbridge is 560 feet long and 78 feet high and cost \$5.7 million to construct. Its lake can store an 11,100 acre-foot reservoir, which amounts to 3.6 billion gallons of water. It has prevented damages totaling \$53.7 million since placed in operation in 1962. The reservoir area offers recreational opportunities, including picnicking, fishing, hunting, canoeing, boating, and nature study and annually attracts more than 55,000 visitors. Call (508) 347-3705 or visit <https://www.nae.usace.army.mil/Missions/Recreation/Westville-Lake/>.

A contract has been awarded to Colony Construction for the rehabilitation of electrical systems at Westville Dam. Wiring to the workshop, office building and the gatehouse, electrical panels, and to the gate operators are included in this contract.

