



# BOSTON HARBOR DEEPENING, MA

As of: October 2019

U.S. ARMY CORPS OF ENGINEERS

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**INFORMATION PAPER:** Boston Harbor Navigation Improvement Project, MA

**DESCRIPTION:** Boston Harbor is New England's largest port serving as the principal distribution point for the export and import of commerce for Massachusetts, New Hampshire and Vermont. Boston Harbor consists of entrance channels extending approximately three miles from Massachusetts Bay to President Roads, the main ship channel connecting the Roads to the inner harbor, anchorage areas in the Roads and lower inner harbor, and three principal deep-draft industrial tributaries in the Reserved Channel, Mystic River and Chelsea River. The project, estimated to cost \$306,200,000, authorizes the deepening of the Broad Sound North Entrance Channel to 51 feet; the President's Roads, the outer Main Ship and the Lower Reserved Channels to 47 feet; the Main Ship Channel between the Reserved Channel and Massport Marine terminal to 45 feet; and the Chelsea River and a small portion of the Mystic River Channels to 40 feet. All work is programmed and being executed except deepening the Mystic River Channel and Chelsea River channels to 40 feet which are subject to necessary removal of abandoned utilities and private deepening of adjacent berths. The improvement project requires the removal of about 11.5 million cubic yards of dredged material and 0.5 million cubic yards of rock. The project involves placement of dredged material to cap the former Industrial Waste Site in Massachusetts Bay.

**STATUS:** Sand, till, clay, gravel and weathered rock is currently being dredged by the Cashman/Dutra Joint Venture and is expected to be complete no later than October 2021. A drilling and blasting contract is currently being designed in-house by the New England District and is expected to be advertised in Spring 2020.

**BENEFITS:** Navigation improvements will reduce the number of freight-carrying trucks by approximately 600 per day by allowing a greater percentage of New England cargo to be shipped through the Port of Boston, rather than through the Port of New York and New Jersey. Harbor operations will become more efficient and expansive as larger fleets of greater TEU container ships will be able to use the channel without delays due to tides. Conley Terminal containers are expected to double by 2034 as a result of the dredging project.

**AUTHORIZATION:** Section 7002 of the Water Resources Reform and Development Act of 2014 (P.L. 113-121).

**CURRENT STATUS:** Boston Harbor Improvement Dredging is being accomplished in three major phases:

1. Maintenance dredging and Confined Aquatic Disposal (CAD) Cell construction (complete)
2. Mechanical removal (where mechanical means of removal is possible) of sand, silt, clay and other hard materials to the authorized depth (ongoing- estimated to be complete by October 2021).
3. Drilling and blasting of remaining rock to the authorized depths (to be advertised in 2020).

**CONGRESSIONAL DISTRICTS:** MA-05, MA-7 and MA-08

**AUTHORIZED PROJECT COST:** Total Cost: \$306,200,000