



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



Grading and excavating of the flood risk management (FRM) channel on the southside downstream of the FRCS – mid September 2015.

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New Riverway Culvert in the former Sears Parking Lot – note the granite veneer installed on the precast culvert and the wingwall that cannot be completed until the existing twin 72” culverts are removed – mid October 2015.

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



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

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

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Equipment lowering sections of Articulated Concrete Blocks (ACBs) in place for scour protection downstream of the new Riverway Culvert – mid November 2015.

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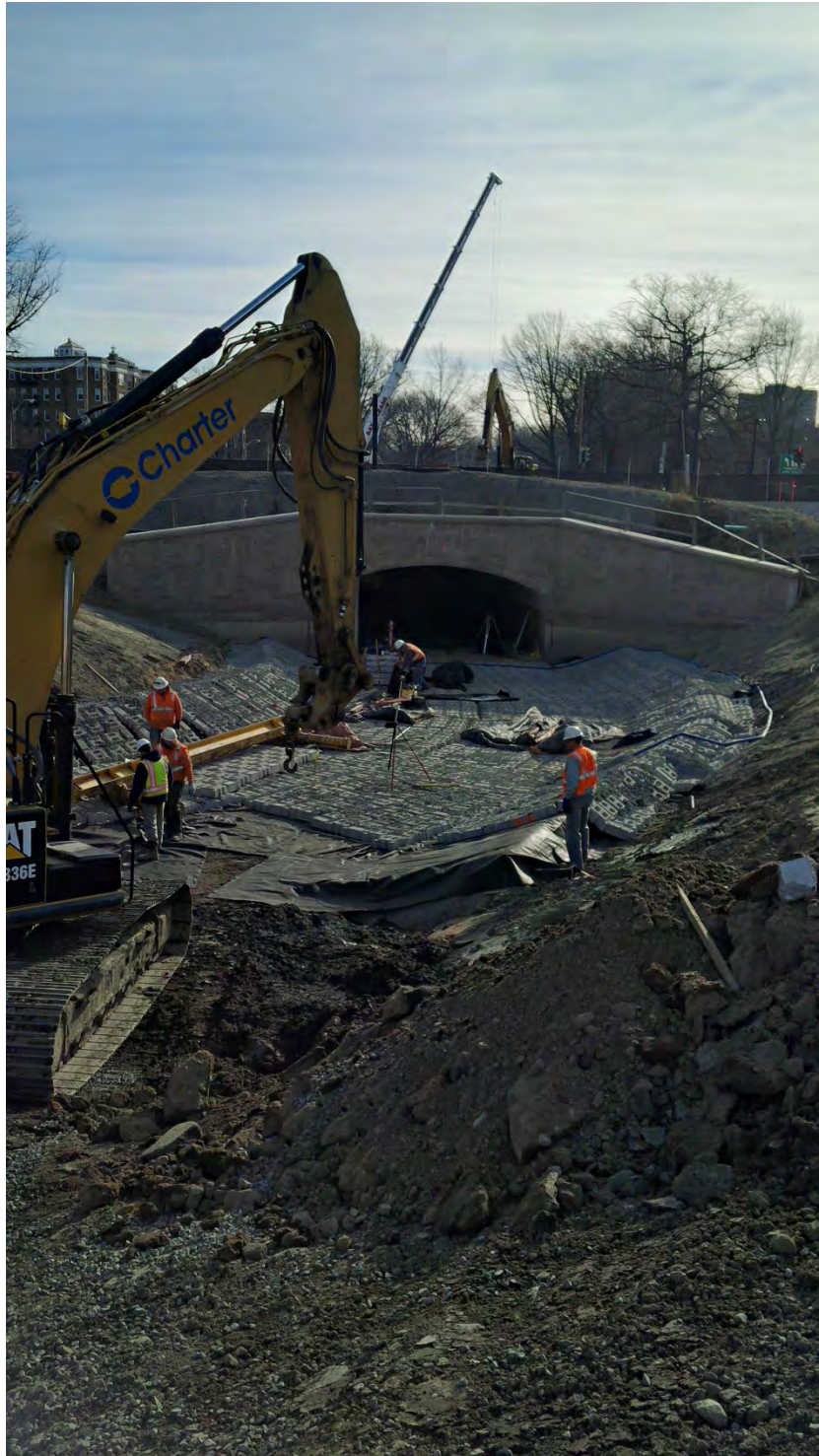
Removal of the steel sheeting support of excavation at the upstream end of the new Brookline Avenue culvert
– this will allow the continued “daylighting” of the southside of the new channel – early December 2015.

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Removal of the roadway and sidewalk at the Jug Handle work area now that the roadway is permanently removed from vehicular and pedestrian traffic – mid December 2015.

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Installation of the articulated concrete blocks (ACBs) at the upstream of the Brookline Avenue culvert – early January 2016.



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

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



Installation of the steel sheeting support of excavation roughly in the middle of the Jug Handle work area in order to excavate for the southside of the FRM channel, while maintaining flow in the existing twin 72" culverts – mid January 2016.



Excavating downstream of the new Brookline Avenue culvert in the Jug Handle work area – late January 2016.

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Installation of geocells and loam for bank restoration – downstream of the new Brookline Avenue culvert – early February 2016.

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Flow through the new FRM channel on the southside, downstream of the Flow Restriction Control Structure at the Riverway – February 13, 2016.

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Muddy River flowing through the new FRM channel on the southside of the former Sears Parking Lot – February 13, 2016.

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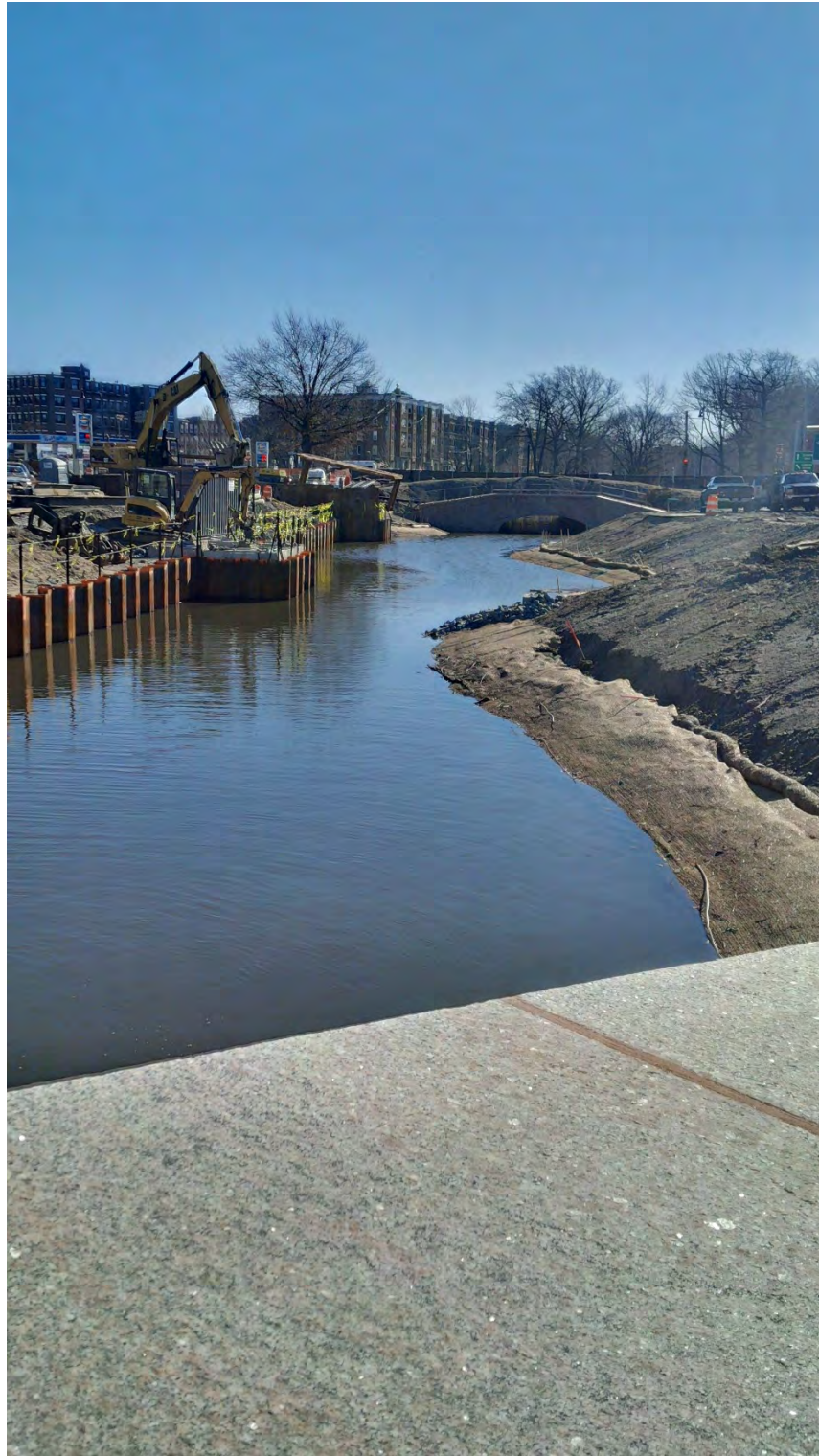


Muddy River flowing through the new Brookline Avenue Culvert – February 13, 2016.

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Former Jug Handle area – note the river flowing on the nearside in the new FRM channel; while excavation takes place on the far side – February 16, 2016.



Muddy River flowing through new FRM channel on the southside of former Sears Parking Lot – view looking at new Brookline Avenue Culvert – 18 February 2016.