

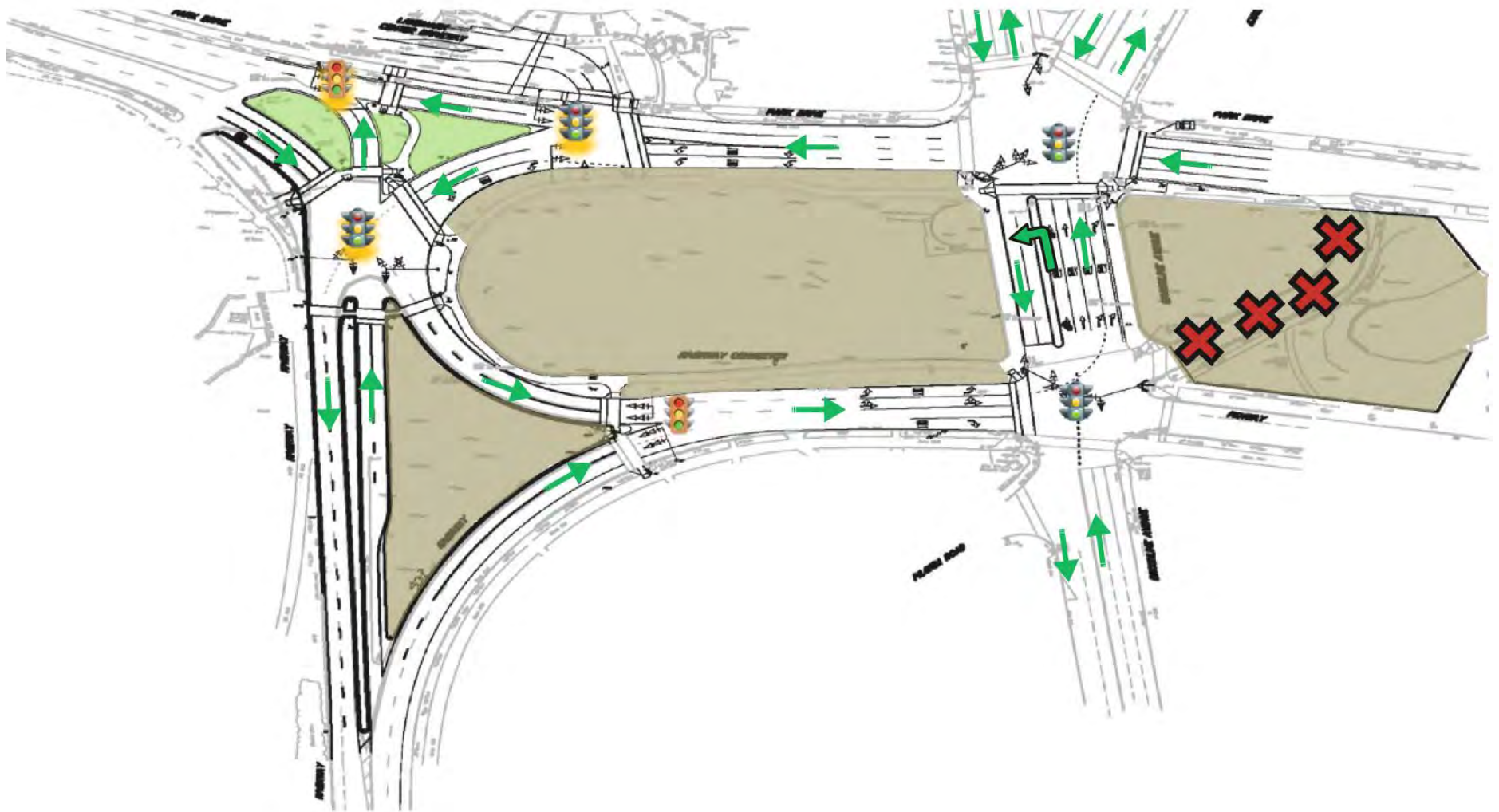
Muddy River Flood Risk Management & Environmental Restoration Project
Phase 1 Construction Activities Next 90 Days
May 2016

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.

May 2016 through July 2016 Period:

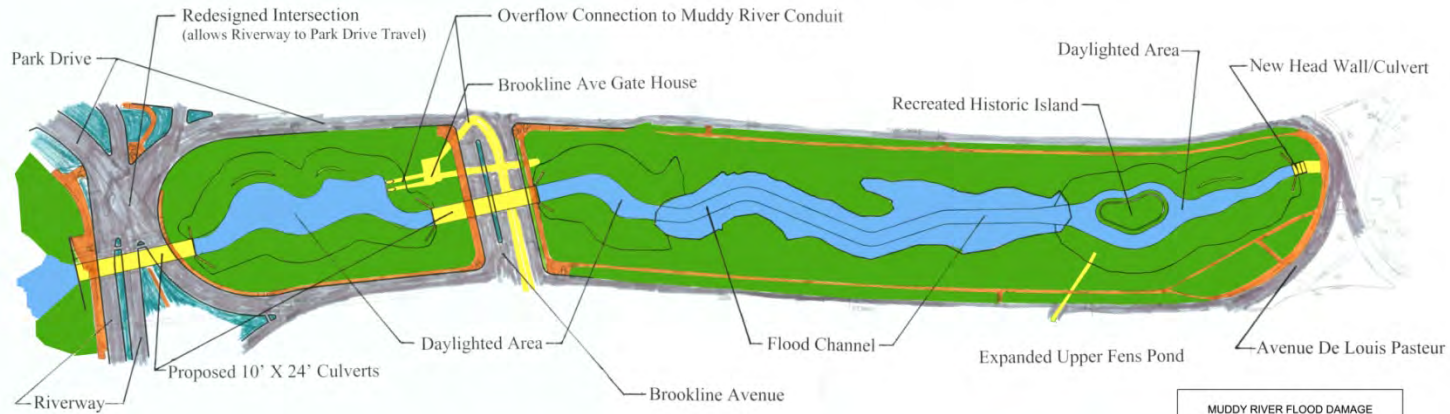
1. At the upper end of the project limits, downstream of the Flow Restriction Control Structure (FRCS), the sediment has been removed in order to construct the northside of the flood risk management (FRM) channel, to include stone protection/bank stabilization, at the Riverway. In addition, the removal of the existing Riverway Intake Structure began mid-March. Upcoming activities will include the installation of the granite veneer on the northwest wing wall of the new Riverway Culvert; abandonment of the existing culvert beneath Riverway, and continued construction of the remainder of the northside of the FRM channel, to include plantings.
 2. At the downstream end of the new Riverway Culvert, a portion of the existing twin 72" culverts was removed to install the steel pipe piles, concrete pile cap and the northeast wing wall. Granite veneer has been installed and back fill behind the wing wall. Upcoming activities include the installation of articulated concrete blocks (ACBs) downstream of the culvert.
- The relocation of a portion of the existing 24" sewer line in the former Sears Parking Lot is complete with the abandonment of the temporary bypass pipe connections in late April. This area has since been backfilled and shaped with the FRM channel.
 - With the completion of the sewer line work at the upstream end of the new Brookline Avenue Culvert, the excavation and removal of the existing twin 72" culverts in that area began, as well as the construction of the northside of the new river channel. Continuing activities include the grading of the new banks, installation of articulated concrete blocks (ACB) at the upstream of the Brookline Avenue Culvert, and stone protection/bank stabilization for the length of the former Sears Parking Lot, from Brookline Avenue Culvert to Riverway Culvert. Plantings will be installed as the banks are constructed. Once the lower portion of the new channel is constructed to include stone protection, the river diversion steel sheeting will be removed – late May/early June – this will allow the Muddy River to flow fully in the former Sears Parking Lot.
 - Since the construction of the downstream northeast wing wall of the Brookline Avenue Culvert, sections of the existing twin 72" culverts have been removed; and the grading of the new banks and installation of articulated concrete blocks (ACB) at the downstream of the Brookline Avenue Culvert are completed. Plantings will continue until late May. The river diversion steel sheeting will be removed mid-May, which will complete the daylighting of the former Jug Handle Roadway area.
 - In the Upper Fens Pond area, landscaping activities such as grading the upland area of the banks and plantings and seeding will be complete by end of May. Installation of temporary landscape protection fence and the removal of the construction fencing will begin late May.
 - Site work around the project – permanent sidewalk construction on Brookline Avenue began early May and will continue until late May. Milling of the roadways will begin mid-May, with final paving to occur early June.

- At the end of this notice we have included some pictures that show the Riverway, the former Sears Parking Lot and the Jug Handle 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



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



Riverway Culvert Area – Installation of the steel pipe piles for the northwest wing wall – early April 2016.



Rebar and formwork for the northwest wing wall at the new Riverway Culvert – late April 2016.



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



Riverway Culvert – Downstream northeast wing wall – steel pipe piles installed and rebar and formwork installed for the pile cap – late March 2016.



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



Removal of the existing twin 72" culverts in the former Sears Parking Lot – note the new Brookline Avenue Culvert on the right side – late March 2016.



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



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



Downstream northeast Brookline Avenue Culvert wing wall – compacting backfill behind the wall – late March 2016.



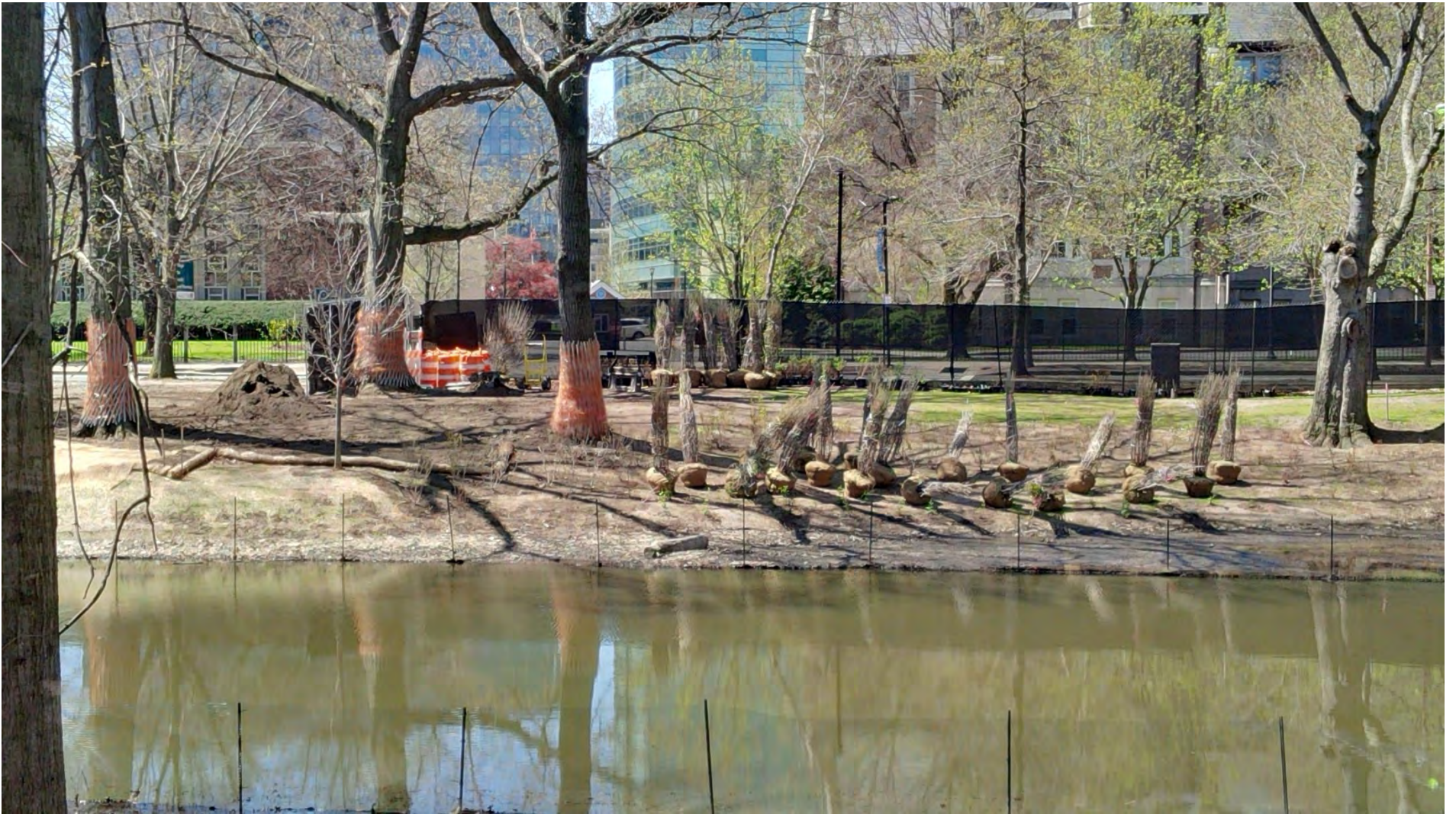
Downstream of new Brookline Avenue Culvert – note the granite veneer on the newly constructed northeast wing wall and the installed articulated concrete blocks (ACBs) on the constructed channel bottom – early May 2016.



Constructed flood risk management (FRM) channel on the north side of the former Jug Handle Roadway – note the articulated concrete blocks (ACBs) and the loam and turf reinforcement mattress (TRM) on the constructed banks – mid-May 2016.



Historic Olmsted Island – note the temporary floating dock leading to the island installed to plant the remaining plants on the island – late March 2016.



Newly arrived trees staged for planting at the Upper Fens Pond – late April 2016.



Upper Fens Pond – note new grass growing and new trees and shrubs planted on the constructed banks – mid-May 2016.



Construction of the end condition concrete sidewalk on Brookline Avenue – late May 2016.