The District Engineer has received a permit application to conduct work in waters of the United States from The City of Boston Public Works Department, Boston City Hall, 1 City Hall Square, Boston, MA. This work is proposed in Fort Point Channel on the Northern Avenue Bridge in Boston, Massachusetts. The site coordinates are: Latitude 42.354484, Longitude -71.049435.

The proposed work will involve the removal of the existing deteriorated swing bridge and the installation of a stationary replacement bridge with a promenade. The Corps will evaluate the bridge removal activities under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act; and discharge of fill material associated with the bridge replacement work under the authority of Section 404 of the Clean Water Act. The United States Coast Guard (USCG) will have primary authority for overseeing the construction of the new bridge over a navigable water. The proposed work will include the removal of the bridge structure and three supporting piers down to 2 feet below the mudline, removal of the existing Bridge Tender’s House north of the bridge, removal down to 2 feet below the mudline of the approximately 300 existing wooden pilings that support the current bridge in its open position and the Bridge Tender’s House. The replacement work will involve the installation of six new piers to support the new bridge structure and the installation of approximately 130 14” diameter steel pipes to support the promenade and new fender system.

The existing Northern Avenue Bridge provided vehicular access across Fort Point Channel until 1997 when it was no longer deemed safe. The adjacent Evelyn Moakley bridge was built in the 1990’s to handle this vehicular traffic. The Northern Avenue Bridge was then used as a pedestrian bridge until the structure became too dilapidated and was closed to pedestrians in 2014. Since then it has been left in the open position. The primary purpose of the proposed replacement bridge with promenade will be to provide pedestrian and bicycle access and enjoyment of the waterfront but it will also allow for potential bus transit access.

The new proposed bridge will have a travel width of 40-feet as it enters Fort Point Channel from the west, and will gradually divide into two separate travel lanes measuring 24 feet wide each, which separate in the middle and then will join back together again at the eastern extent of the promenade. Walkways down to the promenade will be located at the points where the travel lanes separate. The promenade will be 432 feet long and 80 feet wide. The new bridge design will be reminiscent of aspects of the existing historic bridge by utilizing roof elements that evoke the shape and elevational profile of the existing bridge truss and by using some pieces from the existing bridge in the new bridge design. It will be higher over the primary navigational crossing to allow for a fixed bridge and for climate resiliency.
The existing superstructure will be removed via barge-mounted cranes, loaded onto barges in sections, and then taken to Dry Dock 4 located at 290R Northern Avenue in Boston where the superstructure will be dis-assembled and de-leaded. The Bridge Tender’s House will also be demolished at this time. Steel sheeting cofferdams will then be installed around the existing bridge piers to facilitate their demolition and around the locations of the proposed new piers. A cofferdam system will also be installed along the eastern and western seawall to facilitate the reconstruction of the abutments. Installation of the new piers will require foundation excavation, installation of approximately 160 18” diameter steel pipes, and the pouring of concrete. Demolition of the old piers will require excavation down to 2 feet below the mudline and then backfilling with clean, suitable material. Up to 2,407 cubic yards of material will be excavated over 38,741 square feet of subtidal bottom to perform the work. This material will be taken to Dry Dock 4 to be dewatered and then disposed of at an approved facility.

The work is shown on the enclosed plans entitled “CITY OF BOSTON PUBLIC WORKS DEPARTMENT PLANS FOR ENVIRONMENTAL PERMITTING NORTHERN AVENUE BRIDGE REPLACEMENT PROJECT,” on 28 sheets, and dated “MAY 18, 2020.”

AUTHORITY

Permits are required pursuant to:

- X Section 10 of the Rivers and Harbors Act of 1899
- Section 404 of the Clean Water Act
- Section 103 of the Marine Protection, Research and Sanctuaries Act.
- X Section 14 of the Rivers and Harbors Act of 1899 (33 USC 408)

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are: conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

The U.S. Army Corps of Engineers, New England District (Corps), is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. The Corps will consider all comments received to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are
also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Where the activity involves the discharge of dredged or fill material into waters of the United States or the transportation of dredged material for the purpose of disposing it in ocean waters, the evaluation of the impact of the activity in the public interest will also include application of the guidelines promulgated by the Administrator, U.S Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act, and/or Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, as amended.

The activities proposed herein may also require permission from the Corps pursuant to 33 U.S.C. 408 because they will alter or temporarily or permanently occupy or use a Corps federally authorized Civil Works project known as Fort Point Channel, Boston, MA. Section 408 allows the Corps to grant permission for the alteration, occupation, or use of a USACE civil works project if it is determined that the activity will not be injurious to the public interest and will not impair the usefulness of the Federal project. A decision on a Section 408 request is a Federal action, and therefore subject to NEPA and other environmental compliance requirements. The proposed alteration involves the removal and replacement of the Northern Avenue Bridge. The proposed alteration is located in Fort Point Channel, Boston Inner Harbor, Boston, MA. A permit pursuant to Section 10/404/103 shall not be granted until the Section 408 permission is issued. Through this public notice we are soliciting information necessary to inform the Corps evaluation and review. The point of contact for Section 408 issues for this project is Mark Cutter, who can be reached by phone at 978-318-8776 or by email at mark.e.cutter@usace.army.mil

**ESSENTIAL FISH HABITAT**

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). Essential Fish Habitat describes waters and substrate necessary for fish for spawning, breeding, feeding or growth to maturity.

The dredging/excavation portion of this project will temporarily impact approximately 38,741 SF of EFH. Loss of this habitat may adversely affect species that use these waters and substrate. However the District Engineer has made a preliminary determination that the site-specific adverse effect will not be substantial. Further consultation with the National Marine Fisheries Service regarding EFH conservation recommendations is being conducted and will be concluded prior to the final decision.

This project will permanently impact 2,488 SF of EFH. However, the removal of the existing bridge piers and 300 wooden pilings will result in the restoration of 3,913 SF of EFH. This habitat consists of sand and silt. Therefore the District Engineer has made a preliminary determination that the site-specific adverse effect will not be substantial. Further consultation with the National Marine Fisheries Service regarding EFH conservation recommendations is being conducted and will be concluded prior to the final decision.
NATIONAL HISTORIC PRESERVATION ACT

Based on his initial review, the District Engineer has determined that the proposed work will impact properties listed in, or eligible for listing in, the National Register of Historic Places. Additional review and consultation to fulfil requirements under Section 106 of the National Historic Preservation Act of 1966, as amended, will be ongoing as part of the permit review process.

ENDANGERED SPECIES CONSULTATION

The Corps has reviewed the application for the potential impact on Federally-listed threatened or endangered species and their designated critical habitat pursuant to section 7 of the Endangered Species Act as amended. It is our preliminary determination that the proposed activity for which authorization is being sought is designed, situated or will be operated/used in such a manner that it is not likely to adversely affect a listed species or their critical habitat. We are coordinating with the National Marine Fisheries Service and/or U.S. Fish and Wildlife Service on listed species under their jurisdiction and the ESA consultation will be concluded prior to the final decision.

OTHER GOVERNMENT AUTHORIZATIONS

The states of Connecticut, Maine, Massachusetts, New Hampshire and Rhode Island have approved Coastal Zone Management Programs. Where applicable, the applicant states that any proposed activity will comply with and will be conducted in a manner that is consistent with the approved Coastal Zone Management Program. By this Public Notice, we are requesting the State concurrence or objection to the applicant’s consistency statement.

The following authorizations have been applied for, or have been, or will be obtained:

(X) Permit, license or assent from State.
(X) Permit from local wetland agency or conservation commission.
(X) Water Quality Certification in accordance with Section 401 of the Clean Water Act.
(X) Permit from the USCG under Section 9 of the Rivers and Harbors Act of 1899

COMMENTS

In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. Comments should be submitted in writing by the above date. If you have any questions, please contact Ruth Brien at (978) 318-8054, (800) 343-4789 or (800) 362-4367, if calling from within Massachusetts.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The Corps holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. All comments will be considered a matter of public record. Copies of letters of objection will
be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

THIS NOTICE IS **NOT** AN AUTHORIZATION TO DO ANY WORK.

Tammy R. Turley
Chief, Regulatory Division

If you would prefer not to continue receiving Public Notices by email, please contact Ms. Tina Chaisson at (978) 318-8058 or e-mail her at bettina.m.chaisson@usace.army.mil. You may also check here ( ) and return this portion of the Public Notice to: Bettina Chaisson, Regulatory Division, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751.

NAME: 
ADDRESS: 
PHONE: 
RESOURCES ARE LEGEND

COASTAL BANK,
MEAN HIGH WATER,
HIGH TIDE LINE

100 YEAR FLOOD PLAIN,
ZONE VE, ELEVATION 13.00'
RESOURCES AREA LEGEND

- COASTAL BANK, MEAN HIGH WATER, HIGH TIDE LINE
- 100 YEAR FLOOD PLAIN, ZONE VE, ELEVATION 13.00'
SECTION AT SPANS NO. 2 & 6
STA. 152+14.95 TO STA. 153+28.08
SCALE: \(\frac{\text{in.}}{\text{ft}} = 1' = 1"\)

SECTION AT RAMP
STA. 103+28.08 TO STA. 104+62.92
SCALE: \(\frac{\text{in.}}{\text{ft}} = 1' = 1"\)

*NOTE: ALL DIMENSIONS SHOWN ARE RADIAL TO THE ROADWAY.*
SECTION – AT LOCATION OF DECK OPENING
STA. 104+63.01 TO STA. 105+37.01
(SOUTH SIDE SHOWN, NORTH SIDE OPPOSITE
HAND AND FULL WIDTH PEDESTRIAN LANE)
SCALE: 1" = 1'-0"

SECTION AT LEVEL SURFACE
STA. 105+38.53 TO STA. 106+72.43
SCALE: 1" = 1'-0"

*NOTE: ALL DIMENSIONS SHOWN ARE RADIAL TO THE ROADWAY.