Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
EOEA No.: 14280
MEPA Analyst: Bill Gage
Phone: 617-626- 1025

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Fore River Shoreline Stabilization and Wharf Replacement		
Street: 9 Bridge St		
Municipality: Weymouth	Watershed: Boston Harbor	
Universal Tranverse Mercator Coordinates: 337658.57m E , 4678501.53 m N	Latitude:42.243869 Longitude: -070.964027	
Estimated commencement date: 1/1/2009	Estimated completion date:1/1/2012	
Approximate cost: 3.5 million	Status of project design: 60%complete	
Proponent: Fore River Development LLC		
Street: 9 Bridge St		
Municipality: Weymouth	State: MA	Zip Code: 02191
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Bryan Jones		
Firm/Agency: Ocean and Coastal Consultants	Street: 50 Resnik Rd, Suite 201	
Municipality: Plymouth	State: MA	Zip Code: 02360
Phone: 508-830-1110	Fax: 508-830-1202	E-mail: BRJO@ocean-coastal.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☐Yes X No

Has this project been filed with MEPA before?
☐Yes (EOEA No._____) X No

Has any project on this site been filed with MEPA before?
☐Yes (EOEA No._____) X No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8))	☐Yes	X No
a Special Review Procedure? (see 301CMR 11.09)	☐Yes	X No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	☐Yes	X No
a Phase I Waiver? (see 301 CMR 11.11)	☐Yes	X No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): N/A

Are you requesting coordinated review with any other federal, state, regional, or local agency?
☐Yes(Specify_____) X No

List Local or Federal Permits and Approvals: The project has had one hearing with the Weymouth Conservation Commission to date. Hearing was automatically continued to allow for a response fron DMF.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

☐ Land	☐ Rare Species	☐ Wetlands, Waterways, & Tidelands
☐ Water	☐ Wastewater	☐ Transportation
☐ Energy	☐ Air	☐ Solid & Hazardous Waste
☐ ACEC	☐ Regulations	☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				☐ Order of Conditions ☐ Superseding Order of Conditions ☐ Chapter 91 License ☐ 401 Water Quality Certification ☐ MHD or MDC Access Permit ☐ Water Management Act Permit ☐ New Source Approval ☐ DEP or MWRA Sewer Connection/ Extension Permit ☐ Other Permits (*including Legislative Approvals*) – Specify:
Total site acreage				
New acres of land altered				
Acres of impervious area				
Square feet of new bordering vegetated wetlands alteration				
Square feet of new other wetland alteration				
Acres of new non-water dependent use of tidelands or waterways				
STRUCTURES				
Gross square footage	30,0000	0	30,000	
Number of housing units				
Maximum height (in feet)				
TRANSPORTATION				
Vehicle trips per day				
Parking spaces				
WATER/WASTEWATER				
Gallons/day (GPD) of water use				
GPD water withdrawal				
GPD wastewater generation/ treatment				
Length of water/sewer mains (in miles)				

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

☐Yes (Specify_____) X No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

☐Yes (Specify_____) X No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

☐Yes (Specify_____) X No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

☐Yes (Specify_____) X No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

☐Yes (Specify_____) X No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

☐Yes (Specify_____) X No

PROJECT DESCRIPTION: The project description should include **(a)** a description of the project site, **(b)** a description of both on-site and off-site alternatives and the impacts associated with each alternative, and **(c)** potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

Fore River Station is located in a Designated Port Area along the Fore River in Weymouth and Quincy, Massachusetts. The project site is bisected by Route 3A (Bridge Street), in a heavily industrialized section of both municipalities. The site has completed the transition from the former BECO facility to the updated Fore River Station. The site contains numerous paved areas, an MWRA pump station facility, oil tanks, piers and bulkheads. This project involves the area located north of the Route 3A Bridge, which bisects the Fore River Station property.

The objective of the project is to oversheet the deteriorated timber bulkhead with a steel bulkhead; remove and reconstruct the collapsing 30,000 SF wharf, and demolish the associated concrete dolphins.

OCC conducted an underwater investigation of the existing structures in August 2007. During this investigation, OCC discovered that the timber bulkhead along the wharf was previously repaired by oversheeting on the landward side with a steel bulkhead. The investigation also revealed that a 100 linear foot section of the timber bulkhead behind the wharf was not previously repaired, resulting in a large sinkhole forming behind the wharf. OCC analyzed the structures, and determined that the bulkhead repair relies on the wharf itself for stability and support. This means that the bulkhead must be repaired in-place before the wharf can be removed, to prevent bulkhead failure and the loss of backfill materials into the waterway.

The first phase of the project would therefore involve driving the new steel sheet pile bulkhead approximately 18 inches seaward of the existing timber fender piles. This would stabilize the existing shoreline and allow the removal of the existing wharf and bulkhead in phases, without compromising the stability of the landward profile.

The work would proceed with the opening of the deck along the proposed path of the new bulkhead. The new steel bulkhead would consist of 55 foot long, epoxy coated AZ-36-700 steel sheet piles driven to a tip elevation of approximately -40 feet MLW. The top elevation of bulkhead will be approximately Elevation +15 feet MLW, the same as the existing concrete wharf. A reinforced concrete cap will be constructed along the entire length of the proposed bulkhead.

Approximately 100 ft of the proposed bulkhead will be constructed over an easement operated by Spectra Energy. This easement follows the track of a 30 inch high pressure natural gas line which runs under the Fore River. To prevent any interference with the pipeline, the steel sheets are to be driven at a reduced depth over the easement. This will require the bulkhead along the easement to be bridged across the location of the pipeline as the sheets will not be self-supporting. It is understood that work in the vicinity of the gas line will

be subject to strict operational and safety procedures unique to working around an active natural gas pipeline. These include, but are not limited to; restrictions on vibration, requirement of additional supervision, and time restrictions. Exact dimensions of the concrete anchors such as size and distance will be determined once the location of the pipeline is ascertained through as-built plans and subsurface exploration. OCC plans to work with Spectra Energy throughout construction of the bulkhead to ensure the construction is completed safely and without incident.

The new bulkhead will be connected to the existing steel bulkhead on the southwest end of the site by a concrete plug. The proposed connection is to excavate the area where the two (2) walls join and fill that void with a fiber bag. The fiber bag will then be filled with free flowing concrete. This will stabilize the corner and prevent loss of fill in that area. To the east, the proposed bulkhead will extend beyond the wharf to join the revetment built in 2005. The steel bulkhead will terminate at the revetment with a 20 linear foot return to prevent loss of fill between the existing revetment and the bulkhead. Both the eastern and western bulkhead connections are shown in the attached drawings.

After the bulkhead repairs have been completed, the demolition of the old coal wharf and timber bulkhead can safely begin. To accommodate annual budgetary constraints, the applicant proposes to perform the demolition work in phases. In each phase, a section of wharf and its associated length of timber bulkhead would be removed.

The existing concrete wharf is approximately 600 feet long by 50 feet wide. The deck of the structure is 8-inch thick reinforced concrete supported on timber pile caps. The concrete deck has collapsed in several locations and the reinforcement is corroded and visible along the majority of the under deck. In addition to the deck, 34 concrete trestle foundations and several other concrete foundations from a previous building also exist beneath the wharf. This results in an additional 15,000 cubic feet of concrete to be removed in excess of the concrete deck. Supporting the deck of the wharf are approximately 1,400 timber piles. These piles exhibit signs of damage from marine borers, including loss of section and, in some areas, collapse.

The demolition of the structure will begin with the removal of the concrete deck. In order to minimize any adverse effects on the seabed, the concrete deck will be saw-cut and removed in sections, rather than broken and retrieved off the bottom. With the deck and stringers removed, the timber piles will be cut-off at the mudline and removed from the site. Removal of the piles by cutting rather than pulling will result in less disruption of the sediments in the seabed. In addition to removing the old wharf, four (4) concrete dolphins along the eastern side of the bulkhead will also be removed in a similar fashion to the wharf.

The reconstructed wharf will have the same dimensions as the existing wharf, however since the new piles are steel as opposed to timber less piles will be required to support the structure. The total proposed number of 16 inch diameter steel piles is 420, an approximate reduction of 50% compared to the existing structure.

The new wharf will consist of a six (6) in. concrete deck supported by 15 inch thick concrete planks. The concrete planks are founded on two-foot thick concrete pile caps. The supporting piles are arranged in 60 bents with seven (7) piles to each bent. The final deck elevation will be +15 feet MLW.