



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02154

IN REPLY REFER TO
NEDED-R

29 April 1970

TO WHOM IT MAY CONCERN:

NOTICE OF PUBLIC HEARING ON NAVIGATION IMPROVEMENTS

The Division Engineer, New England Division, Corps of Engineers, has been directed to make a study of:

BOSTON HARBOR AND THE MYSTIC RIVER, MASSACHUSETTS
(WITH PARTICULAR REFERENCE TO THE MAIN SHIP CHANNEL
FROM BROAD SOUND TO THE MALDEN BRIDGE)

This study will be made in compliance with the following resolutions adopted by the Committee on Public Works of the United States Senate on March 1, 1968 and September 11, 1969:

"RESOLVED BY THE COMMITTEE ON PUBLIC WORKS OF THE UNITED STATES SENATE, That the Board of Engineers for Rivers and Harbors, created under Section 3 of the River and Harbor Act approved June 13, 1902, be, and is hereby requested to review the report of the Chief of Engineers on Boston Harbor, Massachusetts, published as House Document Numbered 733, Seventy-ninth Congress, and other pertinent reports, with a view to determining the advisability of deepening the existing 35-foot main ship channel, to a depth commensurate with the adjacent 40-foot main ship channel, extending from deep water in President Roads to the Fish Pier at South Boston, in order to provide overall project dimensions of 40 feet by 1200 feet in this reach of the main ship channel."

"RESOLVED BY THE COMMITTEE ON PUBLIC WORKS OF THE UNITED STATES SENATE, That the Board of Engineers for Rivers and Harbors, created under Section 3 of the River and Harbor Act approved June 13, 1902, be, and is hereby requested to review the report of the Chief of Engineers on Boston Harbor, Massachusetts, published as House Document Numbered

29 April 1970

733, Seventy-ninth Congress, and other pertinent reports, with a view to determining whether any modifications of the recommendations contained therein are advisable at this time, with particular reference to modifying the project dimensions of the main ship channel from deep water in Broad Sound to the upstream limit of the Federal project in the Mystic River. "

In order that the required study and report may cover the matter fully, a public hearing will be held in the

AUDITORIUM (4th floor)
OF THE
MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS BLDG.
100 NASHUA STREET, BOSTON
ON
MONDAY, 29 JUNE 1970, AT 2:00 P. M.

For your information, the presently authorized Federal projects at Boston Harbor and the Mystic River include provisions for a main ship channel having the following features (see inclosed map):

I. BOSTON HARBOR

a. A channel 40 feet deep in general, but 45 feet in rock, 900 feet wide, widening at the outer end to 1100 feet, from the sea at Broad Sound to President Roads; length about 2 miles. (East part of so-called Boston North Channel).

b. A channel 40 feet deep extending from President Roads to about 200 feet north of Mystic River Pier No. 1, Charlestown, generally 600 feet wide with suitable widenings at the bend at Commonwealth Pier No. 5, and 600 to 900 feet in the upper reaches.

c. A channel 35 feet deep along the same line as the 40-foot main ship channel in the following manner; adjacent to the westerly side of the 40-foot main ship channel through Broad Sound, 600 feet wide, a distance of 2 miles (west part of so-called Boston North Channel); adjacent to the northerly side of the 40-foot main ship channel from President Roads to abreast of the Fish Pier, 600 feet

wide, a distance of 3 miles; adjacent to the westerly side of the 40-foot main ship channel from abreast of Fort Point Channel to the Charlestown Bridge at the entrance to Charles River, to the Mystic River Bridge and to the General Andrew P. McArdle Bridge, at the entrance of the Chelsea River, having widths varying from 100 feet to 1000 feet, a distance of about 2 miles.

II. MYSTIC RIVER

A channel 35 feet deep having a width of about 1,000 feet and length of 1.2 miles extending from the upper limit of the Boston Harbor channel at the Mystic River (Maurice J. Tobin Memorial) Bridge to a point 300 feet downstream of the Malden Bridge.

Recently, a number of local interests have expressed their opinions that there is a need for straightening and deepening to a 45-foot depth the Boston North portion of the main ship channel, and deepening to 40 feet all other portions of the main ship channel at Boston Harbor and the Mystic River, now authorized to a 35-foot depth.

The purpose of the public hearing is to determine more specifically the nature and extent of navigation improvements now desired for the main ship channel at Boston Harbor and the lower portion of the Mystic River.

All interested parties are invited to be present or represented at the above time and place, including representatives of Federal, State, county and municipal agencies, and those of commercial, industrial, civic, highway, railroad and water transportation interests, and property owners concerned. They will be afforded full opportunity to express their views concerning the character and extent of the improvement desired and the need and advisability of its execution.

Sponsors of any improvement are urged to present pertinent factual material bearing upon the general plan of improvement desired and to give detailed supporting data on the economic justification of the undertaking. Opposing interests, if any, are also urged to state the reason for their position. A questionnaire sheet is inclosed for guidance in the preparation and submission of data concerning the project.

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Oral statements may be heard but for accuracy of the record, all important facts and arguments should be submitted in writing, in quadruplicate, as the records of the hearing will be forwarded for consideration by the Secretary of the Army. Written statements may be handed to the Hearing Officer at the hearing or mailed to this office beforehand.

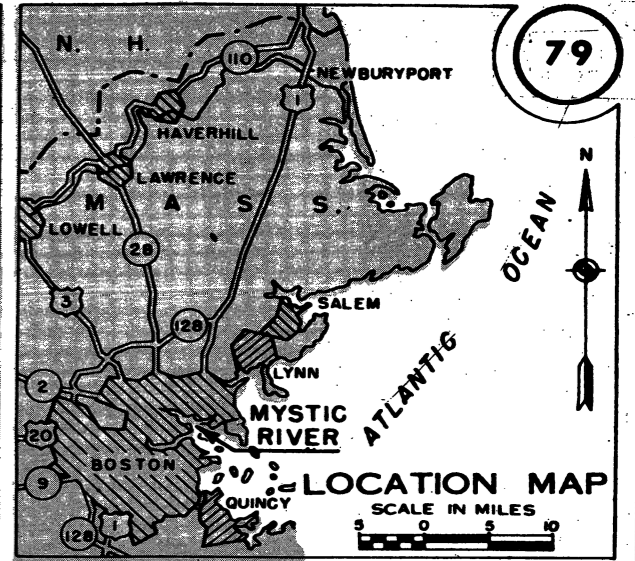
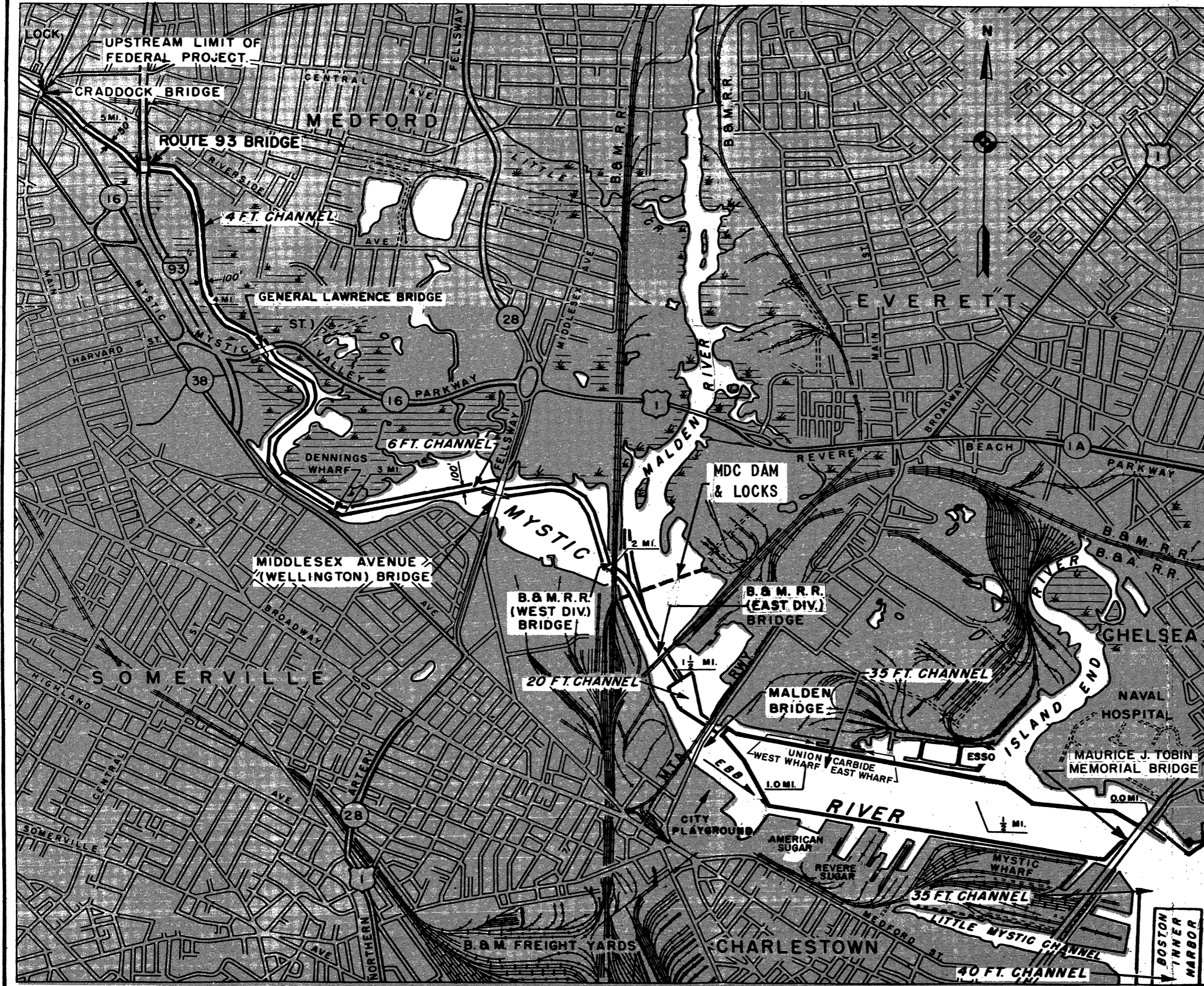
Please bring the foregoing to the attention of persons known to you to be interested in this matter.

3 Incls

1. Project Map - Boston Hbr.
2. Project Map - Mystic River
3. Questionnaire

FRANK P. BANE

Colonel, Corps of Engineers
Division Engineer

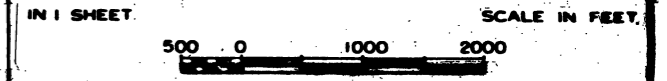


BRIDGE CLEARANCES

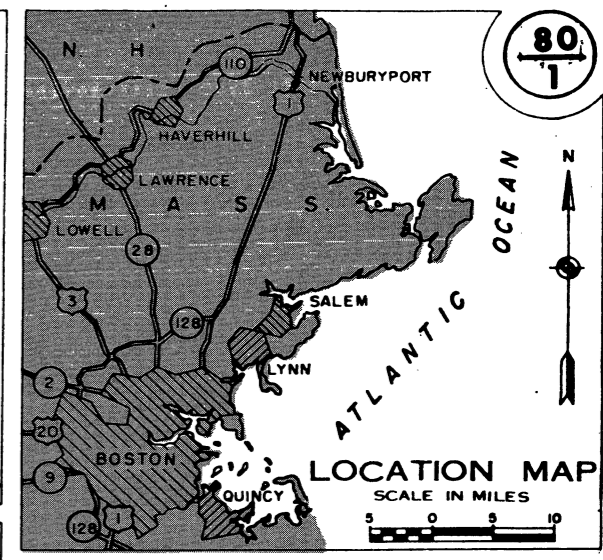
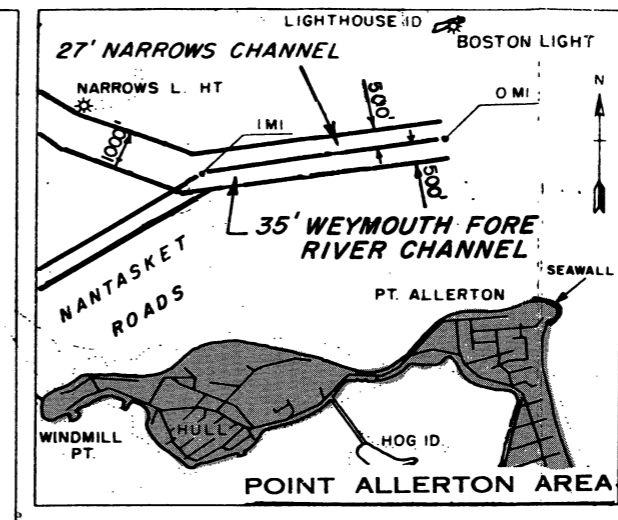
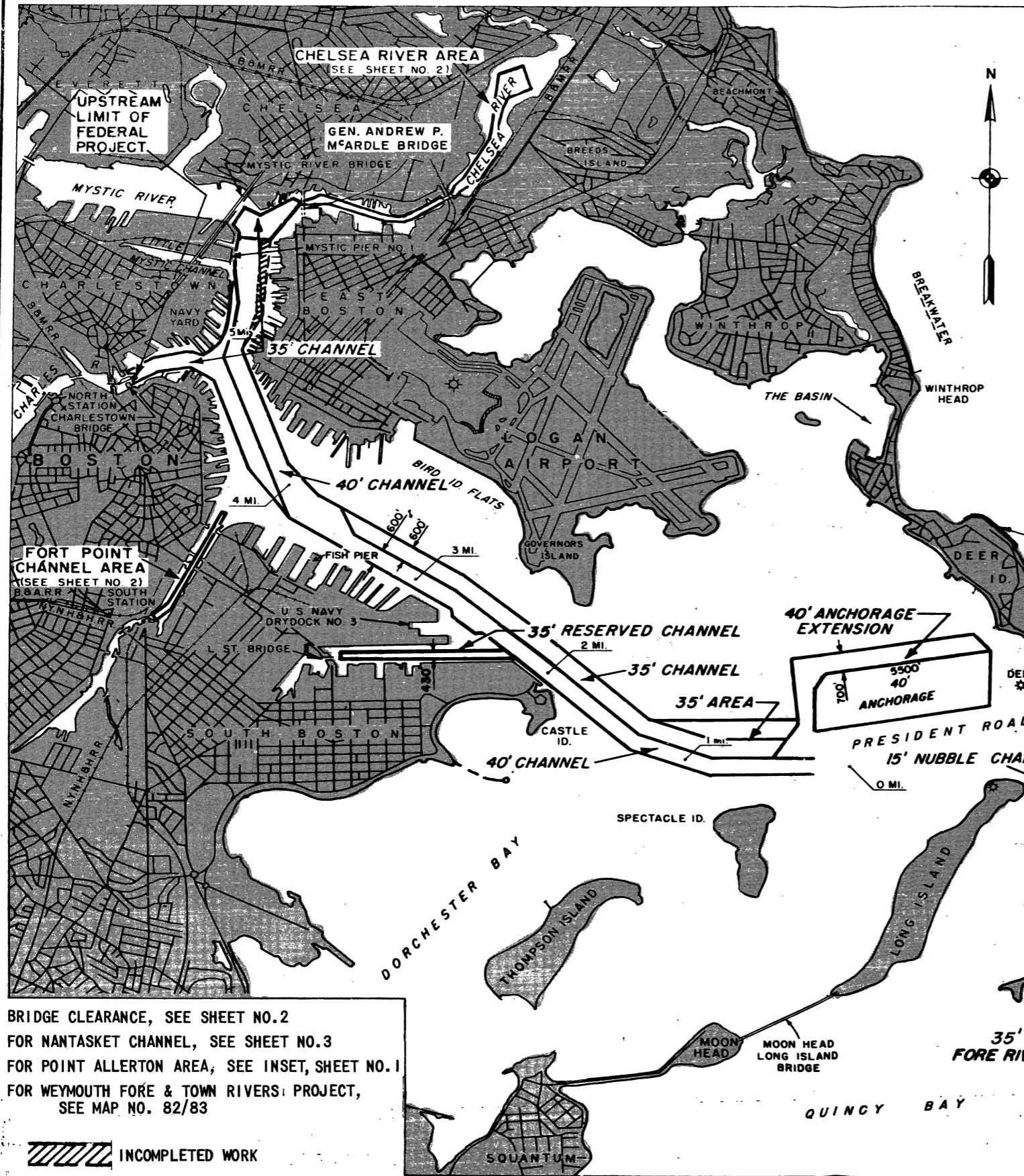
- MYSTIC RIVER BRIDGE (FIXED)**
Hor. 290 ft.
Vert. 135 ft. M.H.W.
- MALDEN BRIDGE (ALFORD ST.) (BASCULE)**
Hor. 75 ft.
Vert. 6 ft. M.H.W.
- M.T.A. RAILWAY BRIDGE (BASCULE)**
Hor. 75 ft.
Vert. 28 ft. M.H.W.
- B.&M.R.R. BRIDGE EAST DIV. (SWING)**
Hor. 42 ft.
Vert. -3 ft. M.H.W.
- B.&M.R.R. BRIDGE, WEST DIV. (SWING)**
Hor. 44 ft.
Vert. -3 ft. M.H.W.
- MIDDLESEX AVE. (WELLINGTON) BRIDGE (BASCULE)**
Hor. 50 ft.
Vert. 10 ft. M.H.W.
- MYSTIC VALLEY PARKWAY BRIDGE (BASCULE) (OPPOSITE HARVARD ST.)**
Hor. 50 ft.
Vert. 5 ft. M.H.W.

MYSTIC RIVER, MASS.

30 JUNE 1969



DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
WALTHAM, MASS.



BRIDGE CLEARANCE, SEE SHEET NO. 2
 FOR NANTASKET CHANNEL, SEE SHEET NO. 3
 FOR POINT ALLERTON AREA, SEE INSET, SHEET NO. 1
 FOR WEYMOUTH FORE & TOWN RIVERS PROJECT,
 SEE MAP NO. 82/83

BOSTON HARBOR, MASS.

30 JUNE 1968

IN 3 SHEETS SCALE IN FEET SHEET NO. 1

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DEPARTMENT OF THE ARMY
 NEW ENGLAND DIVISION, CORPS OF ENGINEERS
 WALTHAM, MASS.

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS

QUESTIONNAIRE

The advisability of adoption of navigation projects, or modifications thereof, by the Federal Government is largely based on the amount of economic benefits which can be realized from the improvement as compared with the initial and maintenance costs of the improvement. These economic benefits result from savings to commerce effected through the elimination of tidal, navigational and related delays; the reduction of navigational hazards; reduction in transportation costs by reason of the use of larger and deeper draft vessels, and increases in commerce resulting from the provision of more adequate channels. In order that full consideration may be given to the improvement in evaluating these benefits, specific and accurate information must be presented on all phases of navigation and commerce on the waterway. The type and nature of this information is outlined in a series of questions enumerated below. In answering these questions or furnishing information, it is requested that individuals or organizations avoid generalities and answer, as much as practicable, in detail. It is not intended to limit the scope of information to the questions asked. This questionnaire should be considered as a guide rather than a rigid or restrictive outline. Any other available information, pertinent to the waterway and not covered by the questions, will also be of value. It will be of assistance if all information is submitted in triplicate.

1. State full description of improvement desired and furnish, if possible, a sketch or map showing its location and dimensions.
2. State whether difficulties are now experienced in the navigation of vessels in the waterway and describe these difficulties in detail (e. g., tidal delays, depths, tidal currents, obstructions, maneuverability, etc.).
3. Give the amount of existing commerce on the waterway, including the type and tonnage of freight handled, the type and size of vessels handling this commerce, and give reasons for any decrease or increase in total tonnage in recent years.
4. Do you anticipate an increase in commerce as a result of the improvement? If so, reasons for the increase, total tonnages, how it will be handled, and size and type of vessels to be employed.
5. What specific operational or transportation savings could be effected by the desired improvements? (e. g., savings in time from the elimination of tidal delays, savings in time transiting the waterway, or savings in vessel damage resulting from groundings, etc.)

(OVER)

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6. If you do not favor improvement of the waterway, give reasons why, in your opinion, the work should not be done.
7. If the views expressed by you either in support of, or in opposition to, the desired improvements are submitted in behalf of others as well as of yourself, state the group represented by you.

Notice received from Department of the Army, New England Division, Corps of Engineers, giving notice of a public hearing on Navigation Improvements in the Auditorium (4th floor) of the Mass. Dept. of Public Works Bldg., 100 Nashua St., Boston on Monday June 29, 1970 at 2:00 P. M.

May ~~4~~¹¹, 1970.

5/11/70 Placed on File