Massachusetts Water Resources Authority

Upper Neponset Valley Replacement Sewer

Project Information
Purpose of Project

• To bring capacity of the 100+ year old sewers up to the level of service the MWRA provides to all member sewer communities.
Existing Upper Neponset Valley Sewers
Tributary Areas
Proposed Sewers
MEPA Process

- Certificate obtained in 2003
- Directed to avoid or minimize impact to trees
- Concerns voiced to minimize impacts to traffic and avoid detours through residential streets
“The MWRA should pay particular attention to avoiding or minimizing impacts on mature shade trees and traffic flow along the VFW Parkway during construction”
“Every effort must be made to protect and preserve the trees along the Parkway and to prevent damage to these significant arboreal resources and their root systems.”

“Secondly, since the VFW Parkway is a major heavily traveled arterial, we would recommend that, to the extent possible, construction work and lane closures be limited to non-peak traffic hours to reduce disruption and potential congestion. Any detours, especially through residential streets, should be avoided.”
Tree Protection

- Over 550 Mature Trees Along VFW Parkway
- DCR Jurisdiction
Proposed Construction

- Proposed sewer will be installed toward the center of Northbound travel lanes of the Parkway to avoid damage to trees.
Traffic Volumes

- Automatic traffic recorder and manual turning movement counts were performed to determine volumes along the VFW Parkway
Traffic Volumes

- Even distribution of traffic throughout the day
Proposed Construction

- Typical construction work site will require a 25 foot wide work zone.
- Proposed Sewer Construction will require both Northbound lanes be closed to traffic.
Construction Work Zones

- Traffic lane shift through existing median breaks
Traffic Volumes

One lane for Northbound traffic and one for Southbound traffic will reduce capacity and cause significant backups for daytime construction.
Noise Analysis

• Sound radiates from construction site
• Sound decreases with distance from construction
• Circle of sound moves at the rate of construction
Construction Techniques

- 6 DRIVE/RECEIVING PITS
- 1,910 L.F. OF TUNNELING
- 14,590 L.F. OF CUT-AND-COVER PIPE
AREAS OF ROCK

Rock Excavations
Construction Schedule

BOSTON TRAILER PARK
WEST ROXBURY HIGH SCHOOL
ST. JOSEPH CEMETERY

SCALE

DCR BRYAN MEMORIAL RINK
CHARLES PARK/ROAD

VFW PARKWAY
MBTA RAILROAD LINE

PIECE INSTALLED IN 2006
PIPE INSTALLED IN 2007

PIECE INSTALLED IN 2005

BRIDGE STREET
SPRING STREET
BOSTON TRAILER PARK

0 400’ 800’ 1200’
SCALE