Massachusetts Coastal Infrastructure Inventory and Assessment Project
Coastal Hazards Commission

Boston Harbor - South

Quincy
Milton
Braintree
Weymouth

July 6, 2009

Prepared for:

Massachusetts Department of Conservation and Recreation
Hingham, Massachusetts

Presented by:

Bourne Consulting Engineering
Franklin, Massachusetts

In Association With:

Childs Engineering Corporation
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Part C - Structure Photographs

Part D - Structure Documents

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Part A - Community Findings

- COMMUNITY DESCRIPTION

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- SUMMARY OF FINDINGS

Part B - Structure Assessment Reports

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Section I

Coastal Hazards Infrastructure and Assessment Program

INTRODUCTION

PURPOSE

DEVELOPMENT OF MassGIS DATABASE ATTRIBUTES

DEVELOPMENT OF REPAIR / RECONSTRUCTION COSTS
Massachusetts Coastal Infrastructure
Inventory and Assessment Project
Coastal Hazards Commission

Section I – Coastal Hazards Infrastructure and Assessment Program

INTRODUCTION

The Project and Client

The Commonwealth of Massachusetts has initiated a Coastal Hazards Commission (CHC) to identify the vulnerability of the state to coastal hazards. As one of five working groups working under the CHC, the 20-Yr Infrastructure Plan was to establish a prioritization for the repair of coastal structures. The focus areas of the Working Group include:

- Publicly owned infrastructure
- Infrastructure for which State is responsible
- Inventory of public hazards infrastructure
- Evaluation on conditions
- Development for a prioritization of work
- Estimation of capital and maintenance costs

The 20-Yr Infrastructure Working Group is led by Representative Frank Hynes with CZM as the lead State Agency overseeing the management of the project. The Massachusetts coastline has been broken up into 4 major regions consisting of the North Shore, Boston, South Coast, and the Cape and Islands. The South Shore (the Towns of Hull, Cohasset, Seekonk, Hingham, Plymouth, Kingston, Scituate and Duxbury) was previously evaluated by Bourne Consulting Engineering as a demonstration project in 2006.

Consultant Team

The consultant team that performed the demonstration project was led by Bourne Consulting Engineering (BCE) of Franklin, MA who was responsible for overall project management, specified areas of field assessments, and research. Assisting BCE was Applied Coastal Research and Engineering Inc. of Mashpee, MA, Childs Engineering Corporation, of Medfield, MA., and Waterfront Engineer LLC of Stratham, NH.

PURPOSE

Study Purpose

CZM seeks to identify the capacity of Massachusetts coastal structures to resist major coastal storms and prevent storm damage. In working toward this goal, CZM has initiated a program to perform an assessment of Commonwealth owned and/or maintained coastal structures. The first phase of this program was the performance of a demonstration project for coastal structures located on the South Shore. The demonstration project identified existing structures, their general conditions, ability to provide coastal protection and the probable cost for repairs. The information collected and developed has been incorporated into the MassGIS system to allow use for developing a 20 Year Coastal Infrastructure Plan.

The demonstration project served as a basis for the current statewide inventory assessment of all Commonwealth coastal structures and the needs for their maintenance and/or repair.

Boston Harbor South
Goals of Study

The goals of the Massachusetts Coastal Infrastructure Inventory and Assessment Project include:

- To identify all the coastal structures the state either owns or has responsibility to maintain for the 4 regions included within the study.
- Of the structures identified, determine the structure location and characteristics, the structure condition relative to providing coastal protection and the structure importance in relation to what it is protecting.
- To the degree possible, identify the structure elevation and the FIRM mapping flood elevation and category.
- To the degree possible, identify structure owner and available documents from local, state and federal agencies.
- To establish an estimated cost to rehabilitate the coastal structures to provide the level of project established in the structure’s original design.
- Provide the information in a format compatible for incorporation into the MassGHS system.

Limit of Study

Due to the time constraints and the amount of effort necessary to collect, process and compile the information, the following are identified as limitations of the information presented:

- All property ownership was taken as presumed. No legal investigation of ownership was performed during the project. Property ownership is based on town assessor maps. Where structures were located offshore of assessor map defined property lines, it was assumed to be Town land unless other information indicated otherwise. Where structures were located offshore of Mean Low Water, property is assumed to be State owned.

- The structure ownership was based on assessor maps and research at the local, state and federal levels. Where there was indication of public work on a structure on Town land or on private property, the structure was presumed to be Town owned. Where the structure was on state property, the structure was presumed to be state owned. Where ownership of the structure was not clear but was located on private property, the structure ownership was defined as unknown.

- The study included town and state owned structures as it was assumed that most town owned structures received state funding at some level for construction and/or maintenance.
  - Structures that were determined to be private were not included.
  - Undocumented structures considered to be on private land, but having the potential to have been publicly built and/or maintained, were identified as having an “unknown ownership”.

- The prioritizing of structures was based primarily on risk to general infrastructure and density of housing. Infrastructure included was buildings. The study did not consider all infrastructure issues including:
  - No consideration on utility impacts – water, electrical, sewer, gas
  - No consideration of roadway and bridge protection
  - Evacuation routes were not considered within the investigation
  - Location of Emergency Shelters were not included in priority assessments

- Research was performed at the local; state and federal levels. The local research was limited to location and documenting available coastal structure contract drawings. Research at DCR was restricted to available historic construction plans for coastal structures at the MA-DCR Waterways office in Hingham, MA, and MA-DCR Division of Urban Parks and Recreation in...
Boston, MA. No investigation of state archives was performed. Research at MA DEP Chapter 91
and USACE was limited to recorded permits and licenses found in their files. No investigation
was performed at the Registry of Deeds.

DEVELOPMENT OF MassGIS DATABASE ATTRIBUTES

The specific attributes that would be incorporated into the MassGIS system were developed based on the
scope of work and the goals to be achieved. The following was established to standardize the data
collection and presentation and to allow total flexibility for sorting by attributes in the final GIS database.
The attributes identified below were input into a MS Access database which was used to manage the data
from all eight communities within a single file.

Database Attributes
   • Attribute Descriptions/Definitions

Structure Number: A unique structure number was given to each coastal structure. The number was
based on existing numbering systems that include the State Department of Environmental Protection
community number followed by the local community assessor’s parcel numbering system. The last
three digits of the number represent the structure within the parcel. Where structures extend over
several parcels, the structure is referenced to a parcel that is approximately in the center of the
structure. Where Town assessor’s references include letters, those are also included within the
structure number. Some communities have block numbering within their numbering system and these
are included. Communities without block numbering still have the block numbering included but
these are illustrated as all zeros for that specific segment.

Structures that are on Town property, which would otherwise not have a parcel number, are
referenced to a parcel that is in the immediate vicinity of the coastal structure.

On this basis, the following is the general numbering convention:

   CCC-MMM-BBB-PPP-SSS

Where:
   CCC    DEP Community Number
   MMM    Community Map Number
   BBB    Block Number (000 if no block numbering system)
   PPP    Community Parcel Number
   SSS    Structure Number

Property Ownership: All property ownership was on a “presumed” basis as no legal verification of
ownership was performed. The ownership of the property was classified under four basic areas which
were private ownership (Private), Town ownership (Local), Commonwealth of Massachusetts
ownership (State), federal government ownership (Federal) or unknown. Property ownership was
based on Town assessor’s maps. Where the location was located above Mean Low Water, and not
within a defined parcel, the property ownership was presumed to be the Town unless documentation
was found to indicate otherwise. Where a structure was located offshore of Mean Low Water, the
property ownership was presumed to be federal.

Structure Ownership: The ownership of all structures is presumed as no verification of ownership
was performed. Ownership of the structure was determined by research into historic state and federal
permits and the entity indicated on the permits as the applicant. Where no other information was found, the following was utilized:

- Structures located on private land but appearing to be significant structures were identified as owned by the Town or as "Unknown". Unknown was used were there was a question of local or private ownership.
- Structures on Town property were assumed to be owned by the Town
- Structures that were located off-shore were presumed to be federally owned
- Structures that were identified as being privately owned were eliminated from the database

Basis of Ownership: The basis of structure ownership was provided to give rationale to the structure ownership and identified the research resource that identified the ownership or the methodology otherwise used. The responses utilized were limited to the following:

- DPW – DPW Employee Interview
- DCR - Contract Drawings
- DEP – Ch 91 License
- USACE – Permits
- Property Ownership
- Offshore Structure

Structure Owner's Name: Ownership names reflect the presumed owner of publicly owned structures. As this was for public structures only, the ownership was restricted to the community name, the state agency or the federal agency.

Earliest Structure Record: The year of the oldest document located for the structure. The information is determined from the document research performed on the structure from local, state and federal agencies. If no documents could be found then this entry is denoted as "Unknown". Where documentation of the structure could be found, the date from the oldest document was utilized.

Primary Structure / Secondary Structure: Many of the coastal structures consisted of combined structures which were rated separately. It was typically found that one structure was significantly more predominant (Ex. Bulkhead/Seawall) and was therefore identified as the Primary Structure while a smaller structure might exist in front (ex. Revetment) of it. The type, height and material of each structure are identified separately. The condition of each structure was based on the Primary Structure. Where there was no secondary structure, the fields were left blank.

Structure Type: The structure type was categorized into five basic coastal structure categories which were Bulkhead/Seawall, Revetment, Coastal Beach, Coastal Dune, and Jetty/Groin.

Structure Material: The identification of the coastal structure’s material of construction was performed and represents the primary material. Stone structures consisted of both mortared and non-mortared conditions.

Structure Height: Each type of structure was categorized by its visible height in feet which was broken into four specific ranges which are:

- < 5 feet
- 5 to 10 feet
- 10 to 15 feet
- >15 feet

Structure Condition: A preliminary assessment of the condition for each structure was performed by the field teams. This was by visual observation only and no detailed investigation was performed. The condition assessments were based on a predefined five level rating system that ranged from Rating A for Excellent Condition to Rating F for Critical Condition. A detailed listing of the conditions and their definitions can be seen in Exhibit A.
Priority Rating: In order to account for the need for protection at any one site, a five level priority rating system was established. This allowed for consideration of public infrastructure protection, density of residential housing for development of structure overall importance for coastal protection. The ratings range from Level 1 for no infrastructure or residence protection to Level 5 for critical inshore infrastructure protection and/or high density residential. The detailed listing and definitions for the priority categories can be seen in Exhibit B.

Structure Repair / Reconstruction Cost: A preliminary estimation of construction costs to maintain or repair structures was made based on the preliminary field assessment of the structures. A Repair Cost Matrix was developed based on structure type, condition, height and material and can be seen in Exhibit C. Once each structure’s type, height, and material classifications were determined, the cost per foot for the structure was determined from the Repair Cost Matrix and multiplied by the length of the structure to obtain the estimated repair/restoration cost. The cost matrix repair costs include a 20 percent construction cost contingency as well as 10 percent costs for engineering and permitting.

Structure Length: The length of each structure is provided and utilized in the development of the repair/reconstruction costs. The lengths are given to the nearest foot and taken as the linear distance along the structure, as determined by the GPS location, which takes into account structure angles and curvature.

Structure Elevation: The elevation of structures was determined in feet from existing information where available. The datum used is NAVD 88 and elevations are to the nearest foot. From a previous study much of the south shore coastal structures had elevations defined based on LIDAR mapping data. Where available structure documentation with elevations was found, in areas with no LIDAR data, the information was included within the structure information. Where there was no LIDAR information or existing documentation, the item has been left blank.

LIDAR (Light Detection and Ranging) is technology that is currently being used for high-resolution topographic mapping by mounting a LIDAR sensor, integrated with Global Positioning System (GPS) and inertial measurement unit (IMU) technology, to the bottom of aircraft and measuring the pulse return rate to determine surface elevations.

FEMA Zone and Elevation: For each structure the FEMA Flood Insurance Rate Maps (FIRM) were researched for their Flood Zone designation and their Base Flood Elevation from the most recent FIRM maps for the specific Town. The elevations are provided in feet on the same datum as the FIRM maps (NGVD) with no adjustments or conversions.

Structure Comments: The engineering team provided a brief description and comment on the structure at the time of the field assessments which is provided in support of the condition rating that was given for the structure.

Pictures: At the time of the field assessments, digital photographs were taken to provide a general overview of the structure. The number of pictures was limited to a maximum of six. The first photograph for each structure is shown on the Structure Assessment Form. The list of all photographs is provided on the form.

Town Documents: Town documents represent the structure information that could be found in the Town’s DPW/Engineering Department records. Where particular records could be found, a table of document information was developed and included within the database with limited descriptions.
MA - DCR Documents: MA-DCR documents represent the structure information that could be found within DCR – Waterways office in Hingham. Where particular records could be found, a table of document information was developed and included within the database with limited descriptions.

MA - DEP Chp. 91 Licenses: MA-DEP Chapter 91 license documents represent the structure information that could be found within MA-DEP Chp 91 records in Boston. Where particular records could be found, they were scanned as pdf files and attached to the structure through the GIS database information. In addition, a table of license document information was developed and included within the database with limited descriptions.

USACE Permits: USACE Permits represent the structure information that could be found within the Army Corp of Engineers regulatory office in Concord, MA. Where particular records could be found, they were scanned as pdf files and attached to the structure through the GIS database information. In addition, a table of license document information was developed and included within the database with limited descriptions.

**DEVELOPMENT OF REPAIR / RECONSTRUCTION COSTS**

A matrix to be used within the database has been developed to assess likely rehabilitation/repair costs to restore the coastal structures to their original design condition. No attempt was made to assess the level of exposure and associated level of protection that might be required to meet current design standards for these structures. These costs are only an estimation to bring these structures back to their original design intent based on 2006 construction costs.

The development of the cost matrix is based on the following:

- **Structure Condition Ratings** – The condition of the coastal structures was determined in the field by the survey crew which was led by an engineer with waterfront structure assessment and design experience. The definitions of the rating criteria utilized for the assessments are presented elsewhere.

The cost implications for each rating condition are as follows:

- **A Rating**  Structures not requiring any maintenance, repair or rehabilitation cost and would not be expected to experience damage if subject to a major coastal storm event

- **B Rating**  Structures requiring limited or no repair and would be expected to experience only minor damage if subject to a major coastal storm event. The value of these maintenance costs is assumed to be 10 percent of the construction cost.

- **C Rating**  Structures requiring moderate to significant level of repair or reconstruction and would be expected to experience significant damage if subject to a major coastal storm event. The structure is presumed to be effective under a major storm event. The value of the repair costs is assumed to be 50 percent of the construction cost.

- **D Rating**  Structures requiring significant level of rehabilitation or total reconstruction and would be expected to experience significant damage or possibly fail if subject to a major coastal storm event. The value of the repair costs is assumed to be 100 percent of the construction cost.
• F Rating  Structures requiring complete reconstruction and would expect to provide little or no protection from a major coastal storm event. The value of the repair costs is assumed to be 100 percent of the construction cost plus a cost for removal/disposal of the original structure.

Height of Structure – Height of a structure is a major factor in the structure cost and therefore was identified as a significant factor in assessing rehabilitation/repair construction costs. The structures were broken down into four major categories which were:

- < 5’  Structures that were less than five feet in height
- 5’-10’  Structures five to 10 feet in height
- 10’-15’  Structures over 10 feet to 15 feet in height
- > 15’  Structures greater than 15 feet in height – assumed 20 feet typical

Length of Structure – Length is based on field GPS location with measurements rounded to the nearest foot.

Bulkhead / Seawall Structures – These structures are assumed to be constructed out of concrete, steel, stone or wood with each having its own criteria for establishing costs. For each structure type the following was assumed:

- Concrete Seawalls – These walls were assumed to be gravity structures with the volume of concrete used based on the bottom width being one-half of the structure height. Costs of construction were based on a per cubic yard estimate that varied from $350 to $630 per cubic yard depending on the structure height. Values for excavation and demolition of existing structure were also included.

- Stone Seawalls - These walls were treated the same as concrete seawalls and assumed to be gravity structures with the volume of the structure based on the bottom width being one-half of the structure height. Costs of construction were based on a per cubic yard estimate that varied from $350 to $630 per cubic yard depending on the structure height. Values for excavation and demolition of existing structure were also included.

- Steel Bulkheads – Steel bulkheads were presumed to be constructed with steel sheet piling. Tie back systems were presumed for structures 10 feet or greater in height. Shorter walls were assumed to have a cantilever design. The total depth of sheeting was presumed to be two times the exposed height. The cost for construction varied from $40 per square foot to $60 per square foot plus the cost of excavation and demolition.

- Timber Bulkheads – Timber bulkheads were presumed to be constructed with timber piles at eight foot on center, horizontal wales and vertical four inch sheathing. The unit costs for installed materials used were $1,500 per pile and $7.50 per bfm.

Revetment Structures – Revetment structures were presumed to be constructed of dry placed (no concrete) stone with a two on one slope and a horizontal toe and crown equal to the thickness layer established for each height condition. The total thickness of the revetment layers varied from six to ten feet with the cost of armor and under-layer stone assumed to be $50 per ton and the crushed stone base to be $15 per ton.
Groins and Jetties — Groins and jetties were assumed to be the same materials and construction as the revetment structures but would have two sides and therefore double the quantities.

Coastal Beaches — Costs for restoration of Coastal beaches presumed the placement of beach renourishment sands at a 1-on-20 slope over the existing beach conditions. The cost for deposition of sand assumed relatively close source of material and utilized $20 per cubic yard for the material installed.

Coastal Dunes — Restoration of coastal dunes assumed a cross section of renourished sand with a one-on-four slope on one side of a 25 foot width at the defined dune height. The cost for deposition of sand assumed relatively close source of material and utilized $20 per cubic yard for the material installed.

Contingency — A contingency of 20 percent was added to all costs to reflect the unknowns associated with this level of rehabilitation/repair estimating.

Engineering and Regulatory Approvals — A ten percent increase to the cost matrix prices was assessed to represent the engineering design and regulatory approval requirements for the restoration of these structures.
**EXHIBIT A**

**Structure Condition Table – 5 Level Rating System**

<table>
<thead>
<tr>
<th>Preliminary Condition Assessment</th>
<th>Definition Based Upon Perceived Immediacy of Action and Potential to Cause Damage if Not Corrected</th>
<th>Level of Action Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Excellent</td>
<td>Like new condition. Structure expected to withstand major coastal storm without damage. Stable landform (beach, dune or bank). Adequate system exists to provide protection from major coastal storm</td>
<td>None</td>
</tr>
<tr>
<td>B Good</td>
<td>Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure</td>
<td>Minor</td>
</tr>
<tr>
<td>C Fair</td>
<td>Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide additional material for full protection and extended life</td>
<td>Moderate</td>
</tr>
<tr>
<td>D Poor</td>
<td>Structure exhibits advanced levels of deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure has strong risk of significant damage and possible failure during a major coastal storm Structure should be monitored until repairs/reconstruction can be initiated. Actions taken to reconstruct structure to regain full capacity to resist a major coastal storm. Landform eroded, stability threatened. Landform not adequate to provide protection during major coastal storm. Actions taken to recreate landform to adequate limits for full protection from a major coastal storm.</td>
<td>Major</td>
</tr>
<tr>
<td>F Critical</td>
<td>Conditions of structure/landform may warrant emergency stabilization as failure may result in potential loss of property and/or life. Landform eroded, loss of integrity Structure exhibits critical levels of deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure provides little or no protection from a major coastal storm. Actions taken to totally reconstruct structure to regain full capacity. Landform stability is severely compromised, rate of erosion/material loss may be increasing, and landform does not provide adequate protection from a major coastal storm. Actions taken to recreate landform to adequate limits for full protection from a major coastal storm.</td>
<td>Immediate</td>
</tr>
</tbody>
</table>
### EXHIBIT B

**Priority Rating System** - 5 Level Rating System

<table>
<thead>
<tr>
<th>Preliminary Priority Level Assessment</th>
<th>Level Based Upon Perceived Immediacy of Action and Presence of Potential Risk to Inshore Structures if Not Corrected</th>
<th>Level of Action Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>None</td>
<td>Long Term Planning Considerations</td>
</tr>
<tr>
<td>II Low Priority</td>
<td>Inshore Structures Present with Limited potential for Significant Infrastructure Damage</td>
<td>Future Project Consideration</td>
</tr>
<tr>
<td>III Moderate Priority</td>
<td>Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (&lt;1 dwelling impacted / 100 feet of shoreline)</td>
<td>Consider for Active Project Improvement Listing</td>
</tr>
<tr>
<td>IV High Priority</td>
<td>High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)</td>
<td>Consider for Next Project Construction Listing</td>
</tr>
<tr>
<td>V Immediate / Highest Priority</td>
<td>Critical Inshore Structures Present with Potential for Infrastructure Damage and/or High Density Residential Dwellings Conditions of structure may warrant emergency stabilization as failure may result in potential loss of property and/or life. (&gt;10 dwellings impacted / 100 feet of shoreline)</td>
<td>Consider For Immediate Action Due to Public Safety and Welfare Issues</td>
</tr>
</tbody>
</table>
**EXHIBIT C**

**REPAIR / REHABILITATION COSTING DATA**

Cost per linear foot of structure

<table>
<thead>
<tr>
<th>STRUCTURE TYPE</th>
<th>STRUCTURE MATERIALS</th>
<th>STRUCTURE HEIGHT</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
</tr>
</thead>
<tbody>
<tr>
<td>BULKHEAD/SEAWALL</td>
<td>CONCRETE</td>
<td>Under 5 Feet</td>
<td>$0</td>
<td>$84</td>
<td>$425</td>
<td>$650</td>
<td>$983</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 To 10 Feet</td>
<td>$0</td>
<td>$152</td>
<td>$759</td>
<td>$1,518</td>
<td>$1,782</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>10 To 15 Feet</td>
<td>$0</td>
<td>$251</td>
<td>$1,254</td>
<td>$2,508</td>
<td>$2,970</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Over 15 Feet</td>
<td>$0</td>
<td>$356</td>
<td>$1,680</td>
<td>$3,060</td>
<td>$4,752</td>
<td></td>
</tr>
<tr>
<td></td>
<td>STEEL</td>
<td>Under 5 Feet</td>
<td>$0</td>
<td>$54</td>
<td>$273</td>
<td>$546</td>
<td>$660</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 To 10 Feet</td>
<td>$0</td>
<td>$165</td>
<td>$825</td>
<td>$1,650</td>
<td>$1,848</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>10 To 15 Feet</td>
<td>$0</td>
<td>$251</td>
<td>$1,254</td>
<td>$2,508</td>
<td>$2,772</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Over 15 Feet</td>
<td>$0</td>
<td>$353</td>
<td>$1,716</td>
<td>$3,452</td>
<td>$3,700</td>
<td></td>
</tr>
<tr>
<td></td>
<td>STONE</td>
<td>Under 5 Feet</td>
<td>$0</td>
<td>$84</td>
<td>$425</td>
<td>$850</td>
<td>$983</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<td>$1,980</td>
<td>$3,960</td>
<td>$4,752</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WOOD</td>
<td>Under 5 Feet</td>
<td>$0</td>
<td>$96</td>
<td>$431</td>
<td>$862</td>
<td>$964</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 To 10 Feet</td>
<td>$0</td>
<td>$127</td>
<td>$632</td>
<td>$1,265</td>
<td>$1,453</td>
<td></td>
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<td></td>
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<td>10 To 15 Feet</td>
<td>$0</td>
<td>$181</td>
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<td>$1,608</td>
<td>$1,872</td>
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<td></td>
<td>Over 15 Feet</td>
<td>$0</td>
<td>$302</td>
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<td>$2,017</td>
<td>$2,380</td>
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<td>COASTAL BEACH</td>
<td>SAND</td>
<td>Under 5 Feet</td>
<td>$0</td>
<td>$26</td>
<td>$132</td>
<td>$264</td>
<td>$264</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>5 To 10 Feet</td>
<td>$0</td>
<td>$127</td>
<td>$634</td>
<td>$1,267</td>
<td>$1,267</td>
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<tr>
<td></td>
<td></td>
<td>10 To 15 Feet</td>
<td>$0</td>
<td>$234</td>
<td>$1,122</td>
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<td></td>
<td>Over 15 Feet</td>
<td>$0</td>
<td>$396</td>
<td>$1,980</td>
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<td>SAND</td>
<td>Under 5 Feet</td>
<td>$0</td>
<td>$18</td>
<td>$93</td>
<td>$186</td>
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<td>5 To 10 Feet</td>
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<td>$48</td>
<td>$236</td>
<td>$476</td>
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<td>10 To 15 Feet</td>
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<td>$79</td>
<td>$395</td>
<td>$790</td>
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<td></td>
<td>Over 15 Feet</td>
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<td>Under 5 Feet</td>
<td>$0</td>
<td>$98</td>
<td>$333</td>
<td>$604</td>
<td>$790</td>
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<td>5 To 10 Feet</td>
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<td>$1,201</td>
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<td>Over 15 Feet</td>
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<td>5 To 10 Feet</td>
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<td>$240</td>
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<td>Over 15 Feet</td>
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<td>$4,937</td>
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**NOTE:** Repair / Rehabilitation Costs include 10% for engineering and regulatory approvals and 20% construction contingency.
Section II

Quincy
Section II – Community Findings – City of Quincy

COMMUNITY DESCRIPTION

The City of Quincy consists of a land area of 16.79 square miles out of a total area of 26.9 square miles and had a population of 88,025 in the 2000 census. The City is located in Boston Harbor of Massachusetts and its location can be seen on this report’s cover. The estimated length of shoreline is 20 miles that are directly exposed to open ocean. The City is protected from major coastal storms by both natural and man-made shoreline structures that require maintenance to insure the long term protection of its coastline. The City is also protected by the Hull peninsula and the Boston Harbor Islands. The man-made and publicly owned structures that protect the City were investigated for their ability to provide adequate protection from major coastal storms. Structures have been identified as publicly owned, including coastal dunes and beaches, based on evidence of investment of public funds made to create/enhance/maintain these structures. The assessment did not include floating or pile supported structures as they are assumed not to provide any significant coastal protection from major storm events.

STRUCTURE INVENTORY

Within the City of Quincy, there were 39 structures which had public or unknown ownership which provide significant coastal protection. The location of the structures can be seen in Sheets 1 through Sheet 17 in Section II-B of this report. The structures were categorized by their type and by their structural condition based on a preliminary field assessment. The distribution of structures by type and condition can be seen in the following table:

<table>
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<tr>
<th>Primary Structure (1)</th>
<th>Total Structures A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>F</th>
<th>Total Length</th>
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<tbody>
<tr>
<td>Bulkhead / Seawall</td>
<td>23</td>
<td>5</td>
<td>10</td>
<td>5</td>
<td>2</td>
<td>1</td>
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<tr>
<td>Revetment</td>
<td>12</td>
<td>1</td>
<td>5</td>
<td>6</td>
<td></td>
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<td>Breakwater</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groin / Jetty</td>
<td>4</td>
<td>3</td>
<td>1</td>
<td></td>
<td></td>
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<tr>
<td>Coastal Dune</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coastal Beach</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

Within the above table, the total length of each type of structure is also provided. The structures are listed by the type which is providing the primary coastal protection. Many sites have multiple structure types at the same location (i.e. revetment in front of seawall). These secondary structures, although not identified within these tables, are included in the development of repair/rehabilitation costs.

The development of repair costs has been included by structure type and by condition. In the City of Quincy’s case there are a total of 28 structures which would require approximately $46 million to bring all the coastal structures to “A” Rating. Most critical will be the structures in the “D” and “F” classifications as those are assumed to undergo some level of damage or failure during the next major coastal storm event. To reconstruct these structures, identified in the preliminary survey as being in poor condition, an estimated $6.0 million would be required to upgrade the City’s coastal protection.
Based on the limited research within the scope of this project research, the presumed ownership of the structures was established on an initial basis and would be subject to more intense review in future tasks. Structures identified as being owned privately were excluded from further consideration. Although ownership of the land on which the structure was located was a factor, the structure ownership was treated as a separate issue from land ownership. For the City of Quincy the breakdown of structures by assumed ownership is as follows:

The identification of presumed ownership was not based on the investigation of legal documents but relied on property ownership and from construction and regulatory documents that were found. A more detailed investigation of legal documents and agreements would be required where structure ownership is disputed. A more detailed identification of structure type, length, condition and location can be found in Section II-B which contains Structure Assessment Reports for each individual structure found.

**SUMMARY**

The enclosed reports and associated documents reflects the City of Quincy’s coastal structure information that will eventually be input into a state-wide GIS database and will be accessible through MassGIS. This data, when compiled state-wide, will be critical in the development of both short term and long term planning for maintaining and improving Massachusetts coastal protection.

This database will also provide relatively quick access to identify available documentation for these structures as well as the ability to be updated as coastal structure improvements are made.
Section II - Quincy

Part B

Structure Assessment Reports
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy
Location: Island Avenue
Based On Comment:
Earliest Structure Record: Unknown
Estimated Reconstruction/Repair Cost: $39,039.00
Date: 6/21/2007

Length: 325 Feet
Top Elevation: 88 Feet NAVD 88
FIRM Map Zone: AE
FIRM Map Elevation: 10 Feet NGVD

Primary Type: Revetment
Primary Material: Stone
Primary Height: 5 to 10 Feet

Secondary Type: Secondary Material:
Secondary Height:

Structure Summary:
Placed stone riprap set at a 1 on 1 slope. Stone are 3 feet by 3 feet by 2 feet on average. No visible scour, but minor stone movement.

Condition Rating
Level of Action Description
B Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
III Moderate Priority Consider for Active Project Improvement Listing Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images:
[059-1003-020-058-100-PHO1A.JPG]

Structure Documents:

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy
Location: Nut Island Avenue
Based On Comment: 
Earliest Structure Record: Unknown
Estimated Reconstruction/Repair Cost: $53,196.00

Date: 6/21/2007

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<th>FIRM Map Zone: AE</th>
<th>FIRM Map Elevation: 10 Feet NGVD</th>
</tr>
</thead>
</table>

Primary Type: Bulkhead/Seawall
Secondary Type: Revetment
Primary Material: Concrete
Secondary Material: Stone
Primary Height: Under 5 Feet
Secondary Height: 5 to 10 Feet

Structure Summary:
Precast seawall with a wave return face. There is placed a placed stone revetment in front of the wall. The stones are set at a 1 on 1 slope and the stones are 3 feet by 2 feet by 2 feet on average. Minor stone movement and no visible scour. There is a road behind and houses.

Condition Rating
Level of Action Description
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
IV High Priority Consider for Next Project Construction Listing
High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

Structure Images:
059-1004-015-000-100-PHO1A.JPG
059-1004-015-000-100-PHO1B.JPG

Structure Documents:

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner:
Local

Location:
Edgewater Drive

Date:
6/27/2007

Presumed Structure Owner:
Local

Based On Comment:

Owner Name:
Quincy

Earliest Structure Record:
1949

Estimated Reconstruction/Repair Cost:
$428,274.00

Length: 1575 Feet
Top Elevation: Feet NAVD 88
FIRM Map Zone: VE
FIRM Map Elevation: 14 Feet NGVD

Primary Type: Bulkhead/Seawall
Primary Material: Concrete
Primary Height: 5 to 10 Feet

Secondary Type: Revetment
Secondary Material: Stone
Secondary Height: 5 to 10 Feet

Structure Summary:
The precast wall has a wave return face. Below there is a 3 feet wide shelf of stone blocks. The riprap is comprised of stones that are approximately 3 feet by 2 feet by 2 feet in size. There is a road and houses located behind the structure.

Condition Rating
B Good

Level of Action Description
Minor
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating
III Moderate Priority
Action Description
Consider for Active Project Improvement Listing
Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images:
[059-1036-008-188-100-PHO1A.JPG]
[059-1036-008-188-100-PHO1B.JPG]

Structure Documents:
MA-DCR 1949 The Commonwealth 059-1036-008-188-100-DCR1A
MA-DCR June 1956 Department of Public 059-1036-008-188-100-DCR1B
MA-DCR January 196 Proposed Shore 059-1036-008-188-100-DCR1C
MA-DCR May 1972 Proposed Shore 059-1036-008-188-100-DCR1D

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy

Location: Edgewater Drive
Based On Comment:

Date: 6/27/2007
Estimated Reconstruction/Repair Cost: $45,540.00

Length: 345 Feet
Top Elevation: 14 Feet NGVD
FIRM Map Zone: VE
FIRM Map Elevation: 14
Primary Type: Groin/Jetty
Primary Material: Stone
Primary Height: Under 5 Feet
Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
The dumped stone groins have stones that are approximately 3 feet by 2 feet by 2 feet in size. There is some stone movement. There is no visible scour. The groins are approximately 10 to 15 feet long.

Condition Rating
B

Priority Rating
Minor

Level of Action Description
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

III Moderate Priority

Consider for Active Project Improvement Listing

Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images:
059-1036-008-188-200-PHQ2A.JPG

Structure Documents:
| USACE | December 3, 2005 | Proposed Groins in the vicinity of the Lighthouse Island | 059-1036-008-188-200-DOE2A |
|——— | ——— | ——— | ——— |
| MA-DCR | June 1956 | Department of Public Works | 059-1036-008-188-200-DCR2A |
| MA-DCR | May 1972 | Proposed Shoreline Protection | 059-1036-008-188-200-DCR2B |
| DEP | January 27, 2010 | Plan Accompanying | 059-1036-008-188-200-LIC2A |

Prepared By: Bourne Consulting Engineering
**Structure Assessment Form**

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<th>Property Owner:</th>
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<th>Date:</th>
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<td>Rock Island Road</td>
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<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
<th>Estimated Reconstruction/Repair Cost:</th>
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<td>Feet NAVD 88</td>
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<th>Primary Type:</th>
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<td>Bulkhead/ Seawall</td>
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<tr>
<th>Secondary Type:</th>
<th>Secondary Material:</th>
<th>Secondary Height:</th>
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<tbody>
<tr>
<td>Revetment</td>
<td>Stone</td>
<td>5 to 10 Feet</td>
</tr>
</tbody>
</table>

**Structure Summary:**
The bottom half of the wall is a cast in place wall with a wave return face and the top is a 4 feet high by 1.5 feet wide cast in place wall. The cast in place wall on top does not continue for the entire length of the wall. There are stairs to the beach and riprap. The stones are approximately 3 feet by 2 feet by 2 feet. The toe is buried. There are areas of riprap that are totally buried. Behind is a road and houses.

**Condition**
- B: Good

**Level of Action**
- Minor: Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

**Priority**
- III: Moderate Priority

**Level of Action Description**
- Consider for Active Project Improvement Listing

**Structure Images:**
- [059-1049-007-013-100-PHO1A.JPG]

**Structure Documents:**
- MA-DCR | August 1955 | Proposed Shore | 059-1049-007-013-100-DCR1A
- MA-DCR | May 1967 | Proposed Shore | 059-1049-007-013-100-DCR1B

**Prepared By:** Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy

Location: Spring Street
Based On Comment:

Earliest Structure Record: 1956
Estimated Reconstruction/Repair Cost: $36,828.00

Date: 6/14/2007

Length: 180 Feet
Top Elevation: 12 Feet NGVD
FIRM Map Zone: AE
FIRM Map Elevation: 12 Feet NGVD

Primary Type: Bulkhead/ Seawall
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type: Revetment
Secondary Material: Stone
Secondary Height: 5 to 10 Feet

Structure Summary:
The mortared stone block seawall has stones that are approximately 3 feet by 1.5 feet by 1.5 feet. The wall has areas of undermine and erosion. The placed riprap is approximately 3 feet by 2 feet by 1 foot with a 1 on 4 slope. There is some settling. There is a flood relief drain in the slope.

Condition Rating
B Good

Level of Action Description
Minor
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
II Low Priority Inshore Structures Present with Limited potential for Significant Infrastructure Damage

Structure Images:
059-1056-033-019-100-PHO1A.JPG

Structure Documents:
MA-DCR August 1956 The Commonwealth 059-1056-033-019-100-DCR1A
DEP July 29, 1999 Plan Accompanying 059-1056-033-019-100-LIC1A
Quincy 1956 Seawall. Locus d 059-1056-033-019-100-TWN1A
Quincy 1993-94 Seawall Phase III 059-1056-033-019-100-TWN1B

Prepared By: Bourne Consulting Engineering
**CZM Coastal Infrastructure Inventory and Assessment**

**Structure Assessment Form**

**Property Owner:**
Local

**Presumed Structure Owner:**
Local

**Owner Name:**
Quincy

**Location:**
Rockland Street

**Based On Comment:**

**Earliest Structure Record:**
1991

**Estimated Reconstruction/Repair Cost:**
$275,880.00

**Date:**
6/14/2007

**Length:**
110 Feet

**Top Elevation:**
12 Feet NGVD

**FIRM Map Zone:**
AE

**FIRM Map Elevation:**

**Primary Type:**
Bulkhead/Seawall

**Primary Material:**
Stone

**Primary Height:**
10 to 15 Feet

**Secondary Type:**

**Secondary Material:**

**Secondary Height:**

**Structure Summary:**
The bridge abutment wall is made up of 2 feet by 1 foot by 1 foot stones. The stones have lost mortar and have unraveled in sections. Many areas of fill are loose and there is erosion behind the wall. Below the bridge is a shallow canal leading to a marsh. Above the bridge is a rural street.

**Condition**
D

**Rating**
Poor

**Level of Action**
Major

**Description**
Structure exhibits advanced levels of deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure has strong risk of significant damage and possible failure during a major coastal storm. Structure should be monitored until repairs/reconstruction can be initiated. Actions taken to reconstruct structure to regain full capacity to resist a major coastal storm. Landform eroded, stability threatened. Landform not adequate to provide protection during major coastal storm. Actions taken to recreate landform to adequate limits for full protection from a major coastal storm.

**Priority**
III

**Rating**
Moderate Priority

**Action**
Consider for Active Project Improvement Listing

**Description**
Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

**Structure Images:**
059-1076E-363-303-100-PH01A.JPG

**Structure Documents:**
DEP
July 29, 1999
Plan Accompanying
059-1076E-363-303-100-LIC1A

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy

Location: Post Island

Date: 6/27/2007

Earliest Structure Record: 1941
Estimated Reconstruction/Repair Cost: $21,677,436.00

Length: 10650 Feet
Top Elevation: Feet NAVD 88
FIRM Map Zone: VE
FIRM Map Elevation: 14 Feet NGVD

Primary Type: Bulkhead/Seawall
Primary Material: Concrete
Primary Height: 10 to 15 Feet

Secondary Type: Seawall
Secondary Material: Stone
Secondary Height: 10 to 15 Feet

Structure Summary:
The precast wall has 4 feet high by 1.3 feet wide sections with wave return face. The riprap has a 1 on 2 slope. The stones are approximately 5 feet by 2 feet by 2 feet. The toe is buried and all the stones are buried in some areas. There is minor cracking and spalling. There are some areas with erosion behind the wall. Some sections have been replaced. A road and houses are located directly behind the wall.

Condition Rating
C Fair

Level of Action Description
Moderate Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

Priority Rating Action Description
III Moderate Priority Consider for Active Project Improvement Listing Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images:
[059-10788-014-019-100-PHOTA.JPG]
[059-10788-014-019-100-PH01B.JPG]

Structure Documents:

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<th>Description</th>
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<td>October 194</td>
<td>Proposed Repairs to</td>
<td>059-10788-014-019-100-DCR1A</td>
</tr>
<tr>
<td>MA-DCR</td>
<td>August 1955</td>
<td>Proposed Shore</td>
<td>059-10788-014-019-100-DCR1B</td>
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<tr>
<td>MA-DCR</td>
<td>August 1955</td>
<td>Prepared for DPW of</td>
<td>059-10788-014-019-100-DCR1C</td>
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Prepared By: Bourne Consulting Engineering
<table>
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<tr>
<th>Agency</th>
<th>Date</th>
<th>Status</th>
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<tbody>
<tr>
<td>MA-DCR</td>
<td>May 1957</td>
<td>Proposed Shore</td>
<td>059-1078B-014-019-100-DCR1D</td>
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<tr>
<td>MA-DCR</td>
<td>June 1958</td>
<td>Proposed Shore</td>
<td>059-1078B-014-019-100-DCR1E</td>
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<tr>
<td>MA-DCR</td>
<td>August 1959</td>
<td>Proposed Shore</td>
<td>059-1078B-014-019-100-DCR1F</td>
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<tr>
<td>MA-DCR</td>
<td>December 1</td>
<td>Proposed Shore</td>
<td>059-1078B-014-019-100-DCR1G</td>
</tr>
<tr>
<td>MA-DCR</td>
<td>November 1</td>
<td>Proposed Shore</td>
<td>059-1078B-014-019-100-DCR1H</td>
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<tr>
<td>DEP</td>
<td>October 31</td>
<td>Plan Accompanying</td>
<td>059-1078B-014-019-100-LIC1A</td>
</tr>
</tbody>
</table>

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

**Structure Assessment Form**

<table>
<thead>
<tr>
<th>Property Owner:</th>
<th>Location:</th>
<th>Date:</th>
</tr>
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<tbody>
<tr>
<td>Local</td>
<td>Post Island</td>
<td>6/27/2007</td>
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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Local</td>
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<table>
<thead>
<tr>
<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
<th>Estimated Reconstruction/Repair Cost:</th>
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<tbody>
<tr>
<td>Quincy</td>
<td>1941</td>
<td>$519,600.00</td>
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<tr>
<th>Length:</th>
<th>Top Elevation:</th>
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<th>FIRM Map Elevation:</th>
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<tbody>
<tr>
<td>2165 Feet</td>
<td>Feet NAVD 88</td>
<td>VE</td>
<td>14 Feet NGVD</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Primary Type:</th>
<th>Primary Material:</th>
<th>Primary Height:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Groin/Jetty</td>
<td>Stone</td>
<td>5 to 10 Feet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Secondary Type:</th>
<th>Secondary Material:</th>
<th>Secondary Height:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**Structure Summary:**
Estimated to be about 20 groins. The placed stones are approximately 4 feet by 3 feet by 2 feet with one stone width across the crest. The toe is intact with no visible scour.

**Condition Rating**
- B: Good
- Minor

**Priority Rating**
- III: Moderate Priority

**Level of Action Description**
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Structure Images:
- [059-1078B-014-019-200-PHO2A.JPG](059-1078B-014-019-200-PHO2A.JPG)
- [059-1078B-014-019-200-PHO2B.JPG](059-1078B-014-019-200-PHO2B.JPG)

Structure Documents:
- USACE
  - December 1: Proposed Seawall [059-1078B-014-019-200-COE2A]
  - November 1: Proposed Seawall [059-1078B-014-019-200-COE2B]
  - October 3, 1: Proposed Seawall [059-1078B-014-019-200-COE2C]
  - January 19: Proposed Seawall [059-1078B-014-019-200-COE2D]
  - October 7, 1: Proposed Groin [059-1078B-014-019-200-COE2E]
  - April 1955: Proposed Groin and [059-1078B-014-019-200-COE2F]
  - MA-DCR
    - August 1955: Proposed Shore [059-1078B-014-019-200-DCR2A]
    - May 1957: Proposed Shore [059-1078B-014-019-200-DCR2B]
    - November 1: Proposed Shore [059-1078B-014-019-200-DCR2C]
  - DEP
    - November 1: Plan Accompanying [059-1078B-014-019-200-LIC2A]

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Town: Quincy
Structure ID: 059-10788-014-019-200
Key: community-map-block-parcel-structure

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy

Location: Palmer Street
Based On Comment:
Earliest Structure Record: 1957
Estimated Reconstruction/Repair Cost: $175,309.00
Date: 6/14/2007

Length: 1165 Feet
Top Elevation: 88 Feet NAVD 88
FIRM Map Zone: AE
FIRM Map Elevation: 11 Feet NGVD

Primary Type: Bulkhead/Seawall
Primary Material: Concrete
Primary Height: Under 5 Feet

Secondary Type: Revetment
Secondary Material: Stone
Secondary Height: Under 5 Feet

Structure Summary:
The precast seawall has a wave return face. There is a road and houses located behind the structure. The dumped riprap is comprised of stones that are approximately 4 feet by 2 feet by 2 feet in size. There is no scour visible. The mean high water comes to half way up the riprap. There is minor undermining.

Condition Rating
B Good
Minor

Level of Action Description
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure/landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent/limit future deterioration and extend life of structure.

Condition Rating
Priority Rating Action Description
IV High Priority Consider for Next Project Construction Listing
High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

Structure Images:
059-1094X-020-002-100-PH01A.JPG

Structure Documents:
MA-DCR August 1959 Proposed Shore 059-1094X-020-002-100-DCR1A
MA-DCR July 1970 Proposed Shore 059-1094X-020-002-100-DCR1B
Quincy 1957 Proposed Seawall 059-1094X-020-002-100-TWN1A
Quincy 1959 Plan Shore 059-1094X-020-002-100-TWN1B
Quincy 1959 Seawall 3 of 3 059-1094X-020-002-100-TWN1C
Quincy 1968 Topo of Seawall 059-1094X-020-002-100-TWN1D
Quincy 1968 Proposed Seawall 059-1094X-020-002-100-TWN1E
Quincy 1969 Plan Showing 059-1094X-020-002-100-TWN1F
Quincy 1969 Taking and 059-1094X-020-002-100-TWN1G
Quincy 1975 Plan of Seawall 059-1094X-020-002-100-TWN1H

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Town: Quincy
Structure ID: 059-1094X-020-002-100
Key: community-map-block-parcel-structure

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy

Location:
Chickatabot Road
Based On Comment:

Date: 6/14/2007
Earliest Structure Record: 1956
Estimated Reconstruction/Repair Cost: $0.00

Length: 265 Feet
Top Elevation: 15 Feet NGVD
FIRM Map Zone: VE
FIRM Map Elevation: Feet NAVD 88

Primary Type: Bulkhead/Seawall
Primary Material: Concrete
Primary Height: Under 5 Feet

Secondary Type: Revetment
Secondary Material: Stone
Secondary Height: Under 5 Feet

Structure Summary:
The precast wall has a wave break face. The wall is approximately 1.5 feet at the top and 4 feet at the base. The structure protects the road and houses behind it. There appears to be recent construction or repair. The placed riprap is mortared. The stones are approximately 4 feet by 3 feet by 2 feet in size. There is undermining and voids under the stones throughout.

Condition Rating
A Excellent
None

Level of Action Description
Like new condition. Structure expected to withstand major coastal storm without damage. Stable landform (beach, dune or bank). Acequate system exists to provide protection from major coastal storm.

Priority Rating Action Description
V Immediate / Highest Priority
Consider For Immediate Action Due to Public Safety and Welfare Issues
Critical Inshore Structures Present with Potential for Infrastructure Damage and/or High Density Residential Dwellings Condition of structure may warrant emergency stabilization as failure may result in potential loss of property and/or life. (>10 dwellings impacted / 100 feet of shoreline)

Structure Images:
[059-1097J-001-001-103-PHO1A.JPG]
[059-1097J-001-001-103-PHO1B.JPG]

Structure Documents:
MA-DCR August 1959 Proposed Shore 059-1097J-001-001-100-DCR1A
MA-DCR February 19 Proposed Shore 059-1097J-001-001-100-DCR1C
Quincy 1956 Seawall at 059-1097J-001-001-100-TWN1A
Quincy 1956 Proposed Seawall 059-1097J-001-001-100-TWN1B
Quincy 1959 Seawall 10 of 3 059-1097J-001-001-100-TWN1C
Quincy 1959 Seawall 1 of 3 059-1097J-001-001-100-TWN1D
Quincy 1959 Plan Shore 059-1097J-001-001-100-TWN1E
Quincy 1973 Sketch Proposed 059-1097J-001-001-100-TWN1F
Quincy 1992 Seawall Rehab 059-1097J-001-001-100-TWN1G

Prepared By: Bourne Consulting Engineering
### CZM Coastal Infrastructure Inventory and Assessment

**Structure Assessment Form**

**Property Owner:**
- Local

**Presumed Structure Owner:**
- Local

**Owner Name:**
- Quincy

**Location:**
- Taftail Road

**Date:**
- 6/14/2007

**Based On Comment:**

**Earliest Structure Record:**
- 1964

**Estimated Reconstruction/Repair Cost:**
- $85,031.00

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<th>Length:</th>
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<tbody>
<tr>
<td>AE</td>
<td>14 Feet NGVD</td>
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</tbody>
</table>

**Primary Type:**
- Bulkhead/ Seawall

**Primary Material:**
- Concrete

**Primary Height:**
- 5 to 10 Feet

**Secondary Type:**
- Revetment

**Secondary Material:**
- Stone

**Secondary Height:**
- Under 5 Feet

**Structure Summary:**

The precast wall has a wave return face. There is minor cracking on the wall. There is no undermining or scour. The dumped riprap is comprised of stones that are approximately 2 feet by 1 foot in size. Most of the riprap is buried. There are many houses and an apartment building behind the structures.

<table>
<thead>
<tr>
<th>Condition Rating</th>
<th>Priority Rating</th>
<th>Action Description</th>
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<tbody>
<tr>
<td>B Good Minor</td>
<td>V Immediate</td>
<td>Critical Inshore Structures Present with Potential for Infrastructure Damage and/or High Density Residential Dwellings Condition of structure may warrant emergency stabilization as failure may result in potential loss of property and/or life. (&gt;10 dwellings impacted / 100 feet of shoreline)</td>
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**Structure Images:**
- 059-1098G-005-185-100-PH01A.jpg

**Structure Documents:**
- MA-DCR August 1964 Proposed Shore 059-1098G-005-185-100-DCR1A

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**Prepared By:** Bourne Consulting Engineering
**Structure Assessment Form**

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<thead>
<tr>
<th>Property Owner:</th>
<th>Location:</th>
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<tbody>
<tr>
<td>Local</td>
<td>Prescott Terrace</td>
<td>6/14/2007</td>
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<th>Based On Comment:</th>
<th>Earliest Structure Record:</th>
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<td>1947</td>
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<th>Estimated Reconstruction/Repair Cost:</th>
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<tr>
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<td>13 Feet NGVD</td>
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<th>Primary Material:</th>
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<tbody>
<tr>
<td>Bulkhead/Seawall</td>
<td>Stone</td>
<td>5 to 10 Feet</td>
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<th>Secondary Type:</th>
<th>Secondary Material:</th>
<th>Secondary Height:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**Structure Summary:**
The placed riprap has asphalt as mortar. It is at a 1 on 1 slope with a crest that is approximately 6 to 10 feet wide. Some of the stones have become unraveled. There is undermining and scour throughout the structure. There are many concrete fill in repairs.

**Condition Rating**
C  Fair

**Level of Action Description**
Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

**Priority Rating**
High Priority

**Action Description**
Consider for Next Project Construction Listing
High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

**Structure Images:**
- 059-1100-003-00C-100-PHO1A.JPG
- 059-1100-003-00C-100-PHO1B.JPG
- 059-1100-003-00C-100-PHO1C.JPG

**Structure Documents:**
- USACE | July 21, 1947 | Proposed Groins and Plan showing
- Quincy | 1947         |                              

**Prepared By:** Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy

Location:
Prescott Terrace
Based On Comment:

Earliest Structure Record: 1947
Estimated Reconstruction/Repair Cost: $99,600.00

Length: 150 Feet
Top Elevation: Feet NAVD 88
FIRM Map Zone: VE
FIRM Map Elevation: 13 Feet NGVD

Primary Type: Groin/ Jetty
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type: Secondary Material: Secondary Height:

Structure Summary:
The dumped riprap groins has stones of approximately 3 feet by 2 feet by 2 feet size. Some of the stones have become unraveled. The groins are submerged at mean high water.

Condition Rating
C Fair Moderate
Level of Action Description
Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

Priority Rating Action Description
II Low Priority Future Project Consideration Inshore Structures Present with Limited potential for Significant Infrastructure Damage

Structure Images:
059-1100-003-00C-200-PHO2A.JPG
059-1100-003-00C-200-PHO2B.JPG
059-1100-003-00C-200-PHO2C.JPG

Structure Documents:
059-1100-003-00C-200-COE2A
059-1100-003-00C-200-TWN2A

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy

Location: Taffrail Road
Based On Comment:
Earliest Structure Record: 1964
Estimated Reconstruction/Repair Cost: $207,900.00

Date: 6/14/2007

Length: 625 Feet
Top Elevation: 14 Feet NGVD
FIRM Map Zone: VE
FIRM Map Elevation: 14 Feet NGVD

Primary Type: Revetment
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
The dumped riprap is comprised of stones that are approximately 3 feet by 2 feet by 2 feet in size. There is erosion behind and throughout the structure. Some of the stones have settled and unraveled. The riprap is around a land outcrop.

Condition Rating
C Fair

Level of Action Description
Moderate
Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Structures taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide additional material for full protection and extended life.

Priority Rating Action Description
I None
Long Term Planning Considerations
No Inshore Structures or Residential Dwelling Units Present

Structure Images:
059-1102-024-00B-100-PHO1A.JPG

Structure Documents:
MA-DCR August 1964 Proposed Shore 059-1102-024-00B-100-DCR1A
DEP December 1 Plan Accompanying 059-1102-024-00B-100-LIC1A

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy

Location: Shore Avenue
Based On Comment:
Earliest Structure Record: 1956

Date: 6/14/2007
Estimated Reconstruction/Repair Cost: $14,520.00

Length: 110 Feet NAVD 88
FIRM Map Zone: VE
FIRM Map Elevation: 14 Feet NGVD

Primary Type: Groin / Jetty
Primary Material: Stone
Primary Height: Under 5 Feet
Secondary Type: Secondary Material: Secondary Height:

Structure Summary:
The dumped riprap groin has stones that are approximately 4 feet by 2 feet by 2 feet in size. The stones extend to just past mean high water. To the west of the groin is a private beach.

Condition Rating
Level of Action Description: Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating None
Action Description: Long Term Planning Considerations
No Inshore Structures or Residential Dwelling Units Present

Structure Images:
059-1105U-002-00A-100-PHO1A.JPG

Structure Documents:
MA-DCR 2/3/1970 Squantum Force 059-1105U-002-00A-100-DCR1A
Quincy 1956 Plan Showing 059-1105U-002-00A-100-TWN1A
Quincy 1956 Seawall Repairs 059-1105U-002-00A-100-TWN1B
Quincy 1959 Proposed Seawall 059-1105U-002-00A-100-TWN1C
Quincy 1972 Sketch Proposed 059-1105U-002-00A-100-TWN1D

Prepared By: Bourne Consulting Engineering
### CZM Coastal Infrastructure Inventory and Assessment

**Structure Assessment Form**

<table>
<thead>
<tr>
<th>Property Owner:</th>
<th>Location:</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Southern Artery</td>
<td>6/14/2007</td>
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**Presumed Structure Owner:** Local

**Owner Name:** Quincy

**Earliest Structure Record:** 1940

**Estimated Reconstruction/Repair Cost:** $39,459.00

**Length:** 495 Feet

**Top Elevation:** NAVD 88

**FIRM Map Zone:** AE

**FIRM Map Elevation:** 13 Feet NGVD

**Primary Type:** Revetment

**Primary Material:** Stone

**Primary Height:** 5 to 10 Feet

**Secondary Type:**

**Secondary Material:**

**Secondary Height:**

**Structure Summary:**

The dumped crushed stone is 12 inches thick. There is a 1 on 2 to a 1 on 4 slope. The structure protects a small park and car dealerships behind it. There are several outlets coming out of the slope.

<table>
<thead>
<tr>
<th>Condition Rating</th>
<th>Priority Rating</th>
<th>Level of Action Description</th>
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</thead>
<tbody>
<tr>
<td>B</td>
<td>Moderate Priority</td>
<td>Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.</td>
</tr>
</tbody>
</table>

**Structure Images:**

- [059-1110-009-001-100-PHO1A.JPG](#)
- [059-1110-009-001-100-PHO1B.JPG](#)

**Structure Documents:**

- [Quincy 1940 Plan showing 059-1110-009-001-100-TWN1A](#)
- [Quincy 1940 Plan duanes permit 059-1110-009-001-100-TWN1B](#)

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy

Location: Southern Artery

Based On Comment: 
Earliest Structure Record: Unknown

Estimated Reconstruction/Repair Cost: $37,191.00

Date: 6/14/2007

Length: 245 Feet

Top Elevation: Feet NAVD 88

FIRM Map Zone: AE

FIRM Map Elevation: 12 Feet NGVD

Primary Type: Bulkhead/ Seawall
Primary Material: Concrete
Primary Height: 5 to 10 Feet

Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
The cast in place abutment is 1.5 feet thick built along approximately 25 feet of the bridge for Route 3A spanning over the canal to Boston. There are minor cracks. There is no visible erosion.

Condition Rating Level of Action Description
B Good Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
III Moderate Priority Consider for Active Project Improvement Listing

Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images: 059-2031-006-001-100-PHO1A.JPG

Structure Documents: 

Prepared By: Bourne Consulting Engineering
**CZM Coastal Infrastructure Inventory and Assessment**

**Structure Assessment Form**

<table>
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<th>Property Owner:</th>
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<th>Date:</th>
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<tbody>
<tr>
<td>State</td>
<td>Quincy Shore Drive</td>
<td>6/27/2007</td>
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<thead>
<tr>
<th>Presumed Structure Owner:</th>
<th>Based On Comment:</th>
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<tbody>
<tr>
<td>State</td>
<td></td>
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<tr>
<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
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<th>FIRM Map Elevation: 13 Feet NGVD</th>
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<th>Primary Type: Revetment</th>
<th>Primary Material: Concrete</th>
<th>Primary Height: 10 to 15 Feet</th>
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<table>
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<th>Secondary Type:</th>
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<th>Secondary Height:</th>
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**Structure Summary:**
The placed riprap is at a 1 on 1 slope. The stones are mortared. The toe is well buried. There is a culvert in the middle of the structure with a cast in place wall. Behind is a road and in front is a beach. There is some stone movement and voids at the toe.

**Condition Rating**
- **Priority Rating**
- **Level of Action Description**
- **Action Description**

**Structure Images:**
- 059-6017J-153-008-100-PHO1A.JPG

**Structure Documents:**
- MA-DCR 3/26/1926 Quincy Shore 059-6017J-153-008-100-DCR1A
- MA-DCR April 1975 Quincy Shore Drive 059-6017J-153-008-100-DCR1C
- DEP August 10, 1 Plan Accompanying 059-6017J-153-008-100-LIC1A

Prepared By: Bourne Consulting Engineering
**CZM Coastal Infrastructure Inventory and Assessment**

**Structure Assessment Form**

<table>
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<tr>
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<td>Stone</td>
<td>5 to 10 Feet</td>
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**Structure Summary:**
The placed riprap has a 15 foot crest and 1 on 1 slope. This is possible new construction. There is a road behind the structure and a rocky beach in front.

**Condition Rating**
- Excellent

**Level of Action Description**
- Like new condition. Structure expected to withstand major coastal storm without damage. Stable landform (beach, dune or bank). Adequate system exists to provide protection from major coastal storm.

**Priority Rating Action Description**
- High Priority
- Consider for Next Project Construction Listing
- High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

---

**Structure Images:**
- [059-6017J-153-008-200-PHO2A.JPG]

**Structure Documents:**
- MA-DCR 3/26/1926 Quincy Shore 059-6017J-153-008-200-DCR2A
- MA-DCR April 1975 Quincy Shore Drive - 059-6017J-153-008-200-DCR2C

Prepared By: Bourne Consulting Engineering
## CZM Coastal Infrastructure Inventory and Assessment

### Structure Assessment Form

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<th>Primary Height:</th>
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<tbody>
<tr>
<td>Bulkhead/ Seawall</td>
<td>Concrete</td>
<td>10 to 15 Feet</td>
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<table>
<thead>
<tr>
<th>Secondary Type:</th>
<th>Secondary Material:</th>
<th>Secondary Height:</th>
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</table>

### Structure Summary:

The cast in place wall is approximately 2 feet wide by 3 feet high (inshore) by 10 feet (outshore). There is no visible scour or erosion. The road is behind the structure and the beach is in front of it.

### Condition Rating

**Rating**

<table>
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<tr>
<th>Level of Action</th>
<th>Description</th>
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<tbody>
<tr>
<td>A</td>
<td>Like new condition. Structure expected to withstand major coastal storm without damage. Stable landform (beach, dune or bank). Adequate system exists to provide protection from major coastal storm.</td>
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### Priority Rating

**Level of Action**

- **Priority**
  - High Priority
  - Consider for Next Project Construction Listing

### Structure Images:

- 059-6017J-153-008-300-PHO3A.jpg

### Structure Documents:

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### Prepared By:

Bourne Consulting Engineering
**CZM Coastal Infrastructure Inventory and Assessment**

**Structure Assessment Form**

**Property Owner:**
- State

**Presumed Structure Owner:**
- State

**Owner Name:**
- MA-DCR

**Location:** Quincy Shore Drive

**Based On Comment:**

**Earliest Structure Record:** 1901

**Estimated Reconstruction/Repair Cost:** $0.00

**Date:** 6/27/2007

**Length:** 1625 Feet

**Top Elevation:** 88 Feet NAVD 88

**FIRM Map Zone:** VE

**FIRM Map Elevation:** 13 Feet NGVD

**Primary Type:** Revetment

**Primary Material:** Stone

**Primary Height:** 5 to 10 Feet

**Secondary Type:**

**Secondary Material:**

**Secondary Height:**

**Structure Summary:** Placed riprap with a 15 feet crest and 1 on 1 slope. Possible newly constructed. The road is located behind the structure and a rocky beach is in front of it.

**Condition Rating**
- Excellent

**Level of Action Description**
- Like new condition. Structure expected to withstand major coastal storm without damage. Stable landform (beach, dune or bank). Adequate system exists to provide protection from major coastal storm.

**Priority Rating Action Description**
- High Priority
- Consider for Next Project Construction Listing
- High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

**Structure Images:**
- 059-6017J-153-008-40C-PHO4A.JPG

**Structure Documents:**
- MA-DCR 12/19/1901 Wollaston Beach 059-6017J-153-008-400-DCR4A
- MA-DCR 1/8/1904 As Built Survey - Wollaston Beach 059-6017J-153-008-400-DCR4B
- MA-DCR 12/19/1901 Wollaston Beach 059-6017J-153-008-400-DCR4C
- MA-DCR 7/6/1910 Quincy Shore 059-6017J-153-008-400-DCR4D
- MA-DCR 3/22/2001 Lower Neponset 059-6017J-153-008-400-DCR4E
- MA-DCR 3/26/1926 Quincy Shore 059-6017J-153-008-400-DCR4F
- MA-DCR April 1975 Quincy Shore Drive 059-6017J-153-008-400-DCR4H

**Prepared By:** Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Town: Quincy
Structure ID: 059-60173-153-008-400
Key: community-map-block-parcel-structure

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: State
Presumed Structure Owner: State
Owner Name: MA-DCR

Location: Quincy Shore Drive
Based On Comment: 
Earliest Structure Record: 1901
Estimated Reconstruction/Repair Cost: $0.00

Length: 625 Feet NAVD 88
Top Elevation: 13 Feet NGVD
FIRM Map Zone: VE
FIRM Map Elevation: 

Primary Type: Bulkhead/ Seawall
Primary Material: Concrete
Primary Height: 5 to 10 Feet
Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
The newly constructed cast in place wall has a cast in place cap. The cap is 2 feet wide and 3 feet high inshore. Outshore the cap ranges in height from 5 feet to 10 feet. The road is located behind the boardwalk and the sandy beach is in front.

Condition Rating
A Excellent
None
Level of Action Description
Like new condition. Structure expected to withstand major coastal storm without damage. Stable landform (beach, dune or bank). Adequate system exists to provide protection from major coastal storm.

Priority Rating Action Description
IV High Priority
Consider for Next Project Construction Listing
High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

Structure Images:
059-6017J-153-008-500-PHO5A.JPG

Structure Documents:
MA-DCR 12/19/1901 Wollaston Beach 059-6017J-153-008-500-DCR5A
MA-DCR 1/8/1904 Wollaston Beach 059-6017J-153-008-500-DCR5B
MA-DCR 12/19/1901 Wollaston Beach 059-6017J-153-008-500-DCR5C
MA-DCR 7/24/1945 Quincy Shore 059-6017J-153-008-500-DCR5D
MA-DCR 5/10/1943 Quincy Shore 059-6017J-153-008-500-DCR5E
MA-DCR 9/28/1929 Quincy Shore 059-6017J-153-008-500-DCR5F
MA-DCR 7/6/1910 Quincy Shore 059-6017J-153-008-500-DCR5G
MA-DCR 9/28/1929 Quincy Shore 059-6017J-153-008-500-DCR5H
MA-DCR 5/10/1943 Quincy Shore 059-6017J-153-008-500-DCR5I
MA-DCR 5/10/1943 Quincy Shore 059-6017J-153-008-500-DCR5J

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

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<th>Location</th>
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<td>MA-DCR</td>
<td>3/20/1926</td>
<td>Quincy Shore</td>
<td>059-6017J-153-008-500-DCR5K</td>
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Town: Quincy
Structure ID: 059-6017J-153-008-500
Key: community-map-block-parcel-structure

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

**Structure Assessment Form**

**Property Owner:**
- State

**Presumed Structure Owner:**
- State

**Owner Name:**
- DCR

**Location:**
- Quincy Shore Drive

**Date:**
- 6/27/2007

**Based On Comment:**
- 

**Earliest Structure Record:**
- 1901

**Estimated Reconstruction/Repair Cost:**
- $0.00

**Length:**
- 5875 Feet

**Top Elevation:**
- Feet NAVD 88

**FIRM Map Zone:**
- VE

**FIRM Map Elevation:**
- 13 Feet NGVD

**Primary Type:**
- Bulkhead/Seawall

**Primary Material:**
- Concrete

**Primary Height:**
- Under 5 Feet

**Secondary Type:**
- 

**Secondary Material:**
- 

**Secondary Height:**
- 

**Structure Summary:**

The newly constructed cast in place wall has a cast in place cap. The cap is 2 feet wide by 3 feet high inshore by 5 feet high outshore. Behind the structure is a road and in front is a sandy beach.

**Condition Rating Level of Action Description**
- Excellent
- None
- Like new condition. Structure expected to withstand major coastal storm without damage. Stable landform (beach, dune or bank). Adequate system exists to provide protection from major coastal storm.

**Priority Rating Action Description**
- Moderate Priority
- Consider for Active Project Improvement Listing
- Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

**Structure Images:**
- [059-6017J-153-008-600-PH06A.jpg](#)

**Structure Documents:**
- MA-DCR 12/19/1901 Wollaston Beach 059-6017J-153-008-600-DCR6A
- MA-DCR 1/8/1904 Wollaston Beach 059-6017J-153-008-600-DCR6B
- MA-DCR 12/19/1901 Wollaston Beach 059-6017J-153-008-600-DCR6C
- MA-DCR 7/24/1945 Quincy Shore 059-6017J-153-008-600-DCR6E
- MA-DCR 11/1/1948 Additional Shore 059-6017J-153-008-600-DCR6F
- MA-DCR 7/28/1937 Quincy Shore 059-6017J-153-008-600-DCR6H

**Prepared By:** Bourne Consulting Engineering
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Prepared By: Bourne Consulting Engineering
**CZM Coastal Infrastructure Inventory and Assessment**

**Structure Assessment Form**

**Property Owner:**

**Location:** Quincy Shore Drive

**Date:** 6/27/2007

**Presumed Structure Owner:**

**Based On Comment:**

**Owner Name:** DCR

**Earliest Structure Record:**

**Estimated Reconstruction/Repair Cost:** $10,560.00

**Length:** 125 Feet

**Top Elevation:** 88 Feet NAVD

**FIRM Map Zone:** VE

**FIRM Map Elevation:** 13 Feet NGVD

**Primary Type:** Bulkhead/Seawall

**Primary Material:** Concrete

**Primary Height:** Under 5 Feet

**Secondary Type:**

**Secondary Material:**

**Secondary Height:**

**Structure Summary:**

Cast in place concrete wall with a concrete cap. The cap is 2 feet wide. The wall is 3 feet high inshore and 5 feet high outshore. Behind the structure is a parking area, a road and houses. In front of the structure is a sandy beach. There is minor cracking on the wall.

**Condition Rating**

**Rating**

**Level of Action Description**

Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure/landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent/limit future deterioration and extend life of structure.

**Priority Rating Action Description**

**III**

Moderate Priority

Consider for Active Project Improvement Listing

Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

**Structure Images:**

- 059-6017J-153-008-700-PHO7A.JPG
- 059-6017J-153-008-700-PHO7B.JPG
- 059-6017J-153-008-700-PHO7C.JPG

**Structure Documents:**

- MA-DCR 12/19/1901 Wollaston Beach 059-6017J-153-008-700-DCR7A
- MA-DCR 1/8/1904 As Built Survey - 059-6017J-153-008-700-DCR7B
- MA-DCR 12/19/1901 Wollaston Beach 059-6017J-153-008-700-DCR7C
- MA-DCR 7/6/1910 Quincy Shore 059-6017J-153-008-700-DCR7D

Prepared By: Bourne Consulting Engineering
### Structure Assessment Form

**Property Owner:**
- State

**Presumed Structure Owner:**
- State

**Owner Name:**
- MA-DCR

**Location:**
- Quincy Shore Drive

**Based On Comment:**

**Earliest Structure Record:**
- Unknown

**Estimated Reconstruction/Repair Cost:**
- $178,286.00

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<td>11 Feet NGVD</td>
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**Primary Type:**
- Revetment

**Primary Material:**
- Stone

**Primary Height:**
- 10 to 15 Feet

**Secondary Type:**
- Secondary Material:

**Secondary Height:**

**Structure Summary:**
The dumped riprap is at a 1 on 3 slope. The stones are approximately 2 feet by 1.5 feet by 1 foot. There is a road behind the structure and a rocky beach in front. There is no sign of scour. There is some stone movement.

**Condition Rating**
- B

**Level of Action Description**
- Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

**Priority Rating Action Description**
- IV
  - High Priority
  - Consider for Next Project Construction Listing
  - High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 130 feet of shoreline)

**Structure Images:**
- 059-6017J-153-008-800-PH0BA.jpg

**Structure Documents:**

**Prepared By:** Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: 

Location: Squantum Point Park

Date: 6/27/2007

Presumed Structure Owner: 

Based On Comment:

Owner Name: MA-DCR

Earliest Structure Record: 1948

Estimated Reconstruction/Repair Cost: $4,227,300.00

Length: 1525 Feet

Top Elevation: 14 Feet NAVD 88

FIRM Map Zone: VE

FIRM Map Elevation: 14 Feet NGVD

Primary Type: Bulkhead/Seawall

Primary Material: Steel

Primary Height: 10 to 15 Feet

Secondary Type: 

Secondary Material: 

Secondary Height: 

Structure Summary:
The sheet pile bulkhead has failed from corrosion and section loss. The concrete cap is 2 feet by 2 feet that is cracking and spalling throughout.

Condition Rating
Critical

Level of Action Description
Conditions of structure/landform may warrant emergency stabilization as failure may result in potential loss of property and/or life. Landform eroded, loss of integrity. Structure exhibits critical levels of deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure provides little or no protection from a major coastal storm. Actions taken to totally reconstruct structure to regain full capacity. Landform stability is severely compromised, rate of erosion/material loss may be increasing, and landform does not provide adequate protection from a major coastal storm. Actions taken to recreate landform to adequate limits for full protection from a major coastal storm.

Priority Rating
Low Priority

Action Description
Inshore Structures Present with Limited potential for Significant Infrastructure Damage

Structure Images:
059-6076-040-018-100-PHO1A.JPG
059-6076-040-018-100-PHO1B.JPG

Structure Documents:
MA-DCR 2/9/2000 Squantum Point 059-6076-040-018-100-DCR1A
MA-DCR 6/30/1948 Map of U.S. Naval Air 059-6076-040-018-100-DCR1B
MA-DCR 6/30/1949 Map of U.S. Naval Air 059-6076-040-018-100-DCR1C

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment  
Structure Assessment Form

Property Owner: State  
Presumed Structure Owner: State  
Owner Name: MA-DCR  
Location: Squantum Point Park  
Date: 6/27/2007  
Based On Comment:  
Earliest Structure Record: 1948  
Estimated Reconstruction/Repair Cost: $27,588.00

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<tr>
<td>110 Feet</td>
<td>14 Feet NGVD</td>
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<td>88</td>
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Primary Type: Bulkhead/Seawall  
Primary Material: Concrete  
Primary Height: 10 to 15 Feet

Secondary Type: Secondary Material:  
Secondary Height:  

Structure Summary: Cast in place concrete structure that provides steps from the park to the beach. There are benches on top of the structure. No sign of scour. Minor cracking.

Condition Rating  
Level of Action Description  
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description  
I None No Inshore Structures or Residential Dwelling Units Present

Structure Images:  
0556-6076-040-018-200-PHO2A.jpg

Structure Documents:  
MA-DCR 2/9/2000 Squantum Point 0556-6076-040-018-200-DCR2A
MA-DCR 6/30/1948 Map of U.S. Naval Air 0556-6076-040-018-200-DCR2B
MA-DCR 6/30/1949 Map of U.S. Naval Air 0556-6076-040-018-200-DCR2C

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: MA-DCR
Presumed Structure Owner: State
Owner Name:

Location: Squantum Point Park
Based On Comment:

Date: 6/27/2007
Earliest Structure Record: 1948
Estimated Reconstruction/Repair Cost: $388,740.00

Length: 310 Feet
Top Elevation: Feet NAVD 88
FIRM Map Zone: VE
FIRM Map Elevation: 14 Feet NGVD

Primary Type: Bulkhead/Seawall
Primary Material: Steel
Primary Height: 10 to 15 Feet
Secondary Type: Secondary Material: Secondary Height:

Structure Summary:
Sheet pile bulkhead is heavily corroded. It has a 2 feet by 2 feet concrete cap. The cap is cracking and spalling. Behind the structure is a park and in front is a beach. The majority of the structure is buried by sand.

Condition Rating: C
Level of Action Description: Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

Priority Rating: None
Action Description: Long Term Planning Considerations
No Inshore Structures or Residential Dwelling Units Present

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy

Location: Commander Shea Boulevard

Date: 6/27/2007

Based On Comment:

Earliest Structure Record: Unknown
Estimated Reconstruction/Repair Cost: $354,354.00

Length: 590 Feet
Top Elevation: Feet NAVD 88
FIRM Map Zone: AE
FIRM Map Elevation: 11 Feet NGVD

Primary Type: Revetment
Primary Material: Stone
Primary Height: 5 to 10 Feet

Secondary Type: Secondary Material:
Secondary Height:

Structure Summary:
The dumped riprap varies in size. The slope is 1 on 2. The road is behind the structure and a marsh is in front of it. A large culvert is built into the slope.

Condition Rating Level of Action Description
C Fair Moderate Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

Priority Rating Action Description
III Moderate Priority Consider for Active Project Improvement Listing Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images: 059-6076-066-043-100-PHO1A.JPG

Structure Documents:

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Quincy
Location: Commander Shea Boulevard
Based On Comment:
Earliest Structure Record: Unknown
Estimated Reconstruction/Repair Cost: $273,273.00
Date: 6/27/2007

Length: 455 Feet
Top Elevation: Feet NAVD 88
FIRM Map Zone: AE
FIRM Map Elevation: 10 Feet NGVD
Primary Type: Revetment
Primary Material: Stone
Primary Height: 5 to 10 Feet
Secondary Type: Secondary Material:
Secondary Height:

Structure Summary:
The dumped riprap varies in size. The slope is 1 on 2. The road is behind the structure and a marsh is in front of it. A large culvert is built into the slope.

Condition Rating Level of Action Description
C Fair Moderate Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide additional material for full protection and extended life.

Priority Rating Action Description
III Moderate Priority Consider for Active Project Improvement Listing Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images:
059-6076-067-042-100-PHO1A.JPG

Structure Documents:

Prepared By: Bourne Consulting Engineering
**Structure Assessment Form**

**Property Owner:**
- Local

**Presumed Structure Owner:**
- Local

**Owner Name:**
- Boston

**Location:**
- Moon Island - Boston Fire Academy

**Date:**
- 6/11/2009

**Based On Comment:**

**Earliest Structure Record:**
- Unknown

**Estimated Reconstruction/Repair Cost:**
- $212,850.00

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<th>Top Elevation:</th>
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<tr>
<td>1075 Feet</td>
<td>14 Feet NGVD</td>
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</table>

**FIRM Map Zone:**
- VE

**Primary Type:**
- Bulkhead/ Seawall

**Primary Material:**
- Stone

**Primary Height:**
- Over 15 Feet

**Secondary Type:**

**Secondary Material:**

**Secondary Height:**

**Structure Summary:**
Stone block seawall with stone approximately 6 feet by 3 feet by 4 feet set six courses high. Few areas of missing stone and unrelieving. Behind the wall is placed stone rip rap, a parking lot and The Boston Fire Academy. No signs of scour at the base.

**Condition Rating**
- C
- Fair

**Level of Action Description**
- Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide additional material for full protection and extended life.

**Priority Rating Action Description**
- IV
- High Priority
- Consider for Next Project Construction Listing
- High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

**Structure Images:**
- [059-60888-001-000-100-PHO1A.JPG](#)
- [059-60888-001-000-100-PHO1B.JPG](#)

**Structure Documents:**

**Prepared By:** Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment
Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Boston

Location: Moon Island
Based On Comment: 

Earliest Structure Record: Unknown
Estimated Reconstruction/Repair Cost: $158,400.00

Date: 6/11/2009

Length: 14 Feet NGVD
Top Elevation: 400 Feet NAVD 88
FIRM Map Zone: VE

Primary Type: Bulkhead/Seawall
Primary Material: Stone
Primary Height: Over 15 Feet

Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
Stone block structure built for the now abandoned drainage system behind it. Blocks are set six courses high and approximately 6 feet by 3 feet by 4 feet. Moderate to heavy stone movement and unraveling. The brick pipes behind have failed.

Condition Rating
D Poor
Level of Action Description
Major
Structure exhibits advanced levels of deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure has strong risk of significant damage and possible failure during a major coastal storm. Structure should be monitored until repairs/reconstruction can be initiated. Actions taken to reconstruct structure to regain full capacity to resist a major coastal storm. Landform eroded, stability threatened. Landform not adequate to provide protection during major coastal storm. Actions taken to recreate landform to adequate limits for full protection from a major coastal storm.

Priority Rating Action Description
II Low Priority Future Project Consideration Inshore Structures Present with Limited potential for Significant Infrastructure Damage

Structure Images:
059-6088B-001-000-200-PHO2A.JPG
059-6088B-001-000-200-PHO2B.JPG

Structure Documents:

Prepared By: Bourne Consulting Engineering
# Structure Assessment Form

**Property Owner:**

Local

**Location:**

Moon Island

**Date:**

6/11/2009

**Town:** Quincy

**Structure ID:** 059-60888-001-000-300

**Key:** community-map-block-parcel-structure

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<th>FIRM Map Zone</th>
<th>FIRM Map Elevation</th>
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<tr>
<td>5700</td>
<td>Feet</td>
<td>Feet NAVD 88</td>
<td>VE</td>
</tr>
</tbody>
</table>

**Primary Type:** Revetment

**Primary Material:** Stone

**Primary Height:** 10 to 15 Feet

**Secondary Type:** Secondary Material

**Secondary Height:**

**Structure Summary:**
Placed stone revetment with stone approximately 3 feet by 3 feet. Stones are placed and the toe extends out to about 10 feet offshore. The structure slope is 1 on 1. There were areas of shifting and movement throughout. Behind the structure is the only road to Moon and Long Island. This is the North side of the causeway.

**Condition Rating Level of Action Description**

- Condition: C
- Rating: Fair
- Level of Action: Moderate
- Description: Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

**Priority Rating Action Description**

- Priority: V
- Rating: Immediate / Highest Priority
- Action: Consider For Immediate Action Due to Public Safety and Welfare Issues
- Description: Critical Inshore Structures Present with Potential for Infrastructure Damage and/or High Density Residential Dwellings Condition of structure may warrant emergency stabilization as failure may result in potential loss of property and/or life. (>10 dwellings impacted / 100 feet of shoreline)

**Structure Images:**

- 059-60888-001-000-300-PHO3A.JPG
- 059-60888-001-000-300-PHO3B.JPG

**Structure Documents:**

Prepared By: Bourne Consulting Engineering
**Property Owner:** Local  
**Presumed Structure Owner:** Local  
**Owner Name:** Boston  
**Location:** Moon Island  
**Based On Comment:**  
**Earliest Structure Record:** Unknown  
**Date:** 6/11/2009  
**FIRM Map Elevation:** 10 Feet NGVD  
**FIRM Map Zone:** AE  
**Top Elevation:** 3500 Feet NAVD 88  
**Length:** 3500 Feet  
**Primary Type:** Revetment  
**Primary Material:** Stone  
**Primary Height:** 10 to 15 Feet  
**Secondary Type:**  
**Secondary Material:**  
**Secondary Height:**  

### Structure Summary:
Placed Stone rip rap with stone approximately 3 feet by 3 feet. Behind is the only road to Moon and Long Islands. This is the south side of the causeway. Moderate stone movement and shifting. No visible scour. Crest is one stone wide.

<table>
<thead>
<tr>
<th>Condition Rating</th>
<th>Priority Rating</th>
<th>Action Description</th>
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<tbody>
<tr>
<td>Moderate</td>
<td>Immediate / Highest Priority</td>
<td>Consider For Immediate Action Due to Public Safety and Welfare Issues</td>
</tr>
<tr>
<td>Fair</td>
<td>Critical Inshore Structures Present with Potential for Infrastructure Damage and/or High Density Residential Dwellings</td>
<td>Condition of structure may warrant emergency stabilization as failure may result in potential loss of property and/or life. (&gt;10 dwellings impacted / 100 feet of shoreline )</td>
</tr>
<tr>
<td>Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Boston
Location: Moon Island
Based On Comment:
Earliest Structure Record: Unknown
Estimated Reconstruction/Repair Cost: $659,100.00

Date: 6/11/2009

Length: 1100 Feet
Top Elevation: 11 Feet NGVD
FIRM Map Zone: AE
FIRM Map Elevation: 11 Feet NGVD

Primary Type: Revetment
Primary Material: Stone
Primary Height: 5 to 10 Feet

Secondary Type: Secondary Material:
Secondary Height:

Structure Summary:
Placed stone rip with stone approximately 3 feet by 3 feet at the base. Stone size decrease up the slop, at the top tone size is about 1 foot by 1 foot. Minor scour at the base.

Condition Rating
C Fair
Level of Action Description
Moderate
Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

Priority Rating Action Description
IV High Priority Consider for Next Project Construction Listing
High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

Structure Images: 059-60888-001-000-500-PHOSA.jpg
Structure Documents:

Prepared By: Bourne Consulting Engineering
**CZM Coastal Infrastructure Inventory and Assessment**

**Structure Assessment Form**

**Property Owner:**
Local

**Presumed Structure Owner:**
Local

**Owner Name:**
Quincy

**Location:**
Dorchester Street

**Based On Comment:**

**Earliest Structure Record:**
1958

**Estimated Reconstruction/Repair Cost:**
$3,881,658.00

**Date:**
6/27/2007

**Length:**
2855 Feet

**Top Elevation:**
12 Feet NAVD 88

**FIRM Map Zone:**
AE

**FIRM Map Elevation:**
12 Feet NGVD

**Primary Type:**
Bulkhead/ Seawall

**Primary Material:**
Concrete

**Primary Height:**
5 to 10 Feet

**Secondary Type:**
Revetment

**Secondary Material:**
Stone

**Secondary Height:**
5 to 10 Feet

**Structure Summary:**
The precast wall with wave return face has 2 feet by 3 feet sections. There is a road and houses behind the structure. The riprap is placed at a 1 on 1 slope. There is no sign of scour or movement of stones. The wall has many areas of erosion behind it. There is some gravel fill in areas.

<table>
<thead>
<tr>
<th>Condition Rating</th>
<th>Level of Action Description</th>
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<tbody>
<tr>
<td>C</td>
<td>Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.</td>
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<tr>
<th>Priority Rating</th>
<th>Action Description</th>
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<td>IV</td>
<td>High Priority</td>
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<tr>
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<td>Consider for Next Project Construction Listing</td>
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<tr>
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<td>High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)</td>
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**Structure Images:**
059-6092-017-57B-100-PH01A.JPG

**Structure Documents:**

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<tr>
<th>MA-DCR</th>
<th>N/A</th>
<th>Transportation</th>
<th>059-6092-017-57B-100-DCR1A</th>
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<td>MA-DCR</td>
<td>May 1958</td>
<td>Proposed Shore</td>
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<td>MA-DCR</td>
<td>December 1</td>
<td>Proposed Shore</td>
<td>059-6092-017-57B-100-DCR1C</td>
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<td>MA-DCR</td>
<td>March 1960</td>
<td>Proposed Shore</td>
<td>059-6092-017-57B-100-DCR1D</td>
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<td>MA-DCR</td>
<td>December 1</td>
<td>Proposed Shore</td>
<td>059-6092-017-57B-100-DCR1E</td>
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Prepared By: Bourne Consulting Engineering
## CZM Coastal Infrastructure Inventory and Assessment

### Structure Assessment Form

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<thead>
<tr>
<th>Property Owner:</th>
<th>Location:</th>
<th>Date:</th>
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<tbody>
<tr>
<td>Local</td>
<td>Orchard Beach</td>
<td>6/27/2007</td>
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<thead>
<tr>
<th>Presumed Structure Owner:</th>
<th>Based On Comment:</th>
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<table>
<thead>
<tr>
<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
<th>Estimated Reconstruction/Repair Cost:</th>
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<tr>
<td>Quincy</td>
<td>1956</td>
<td>$146,837.00</td>
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<tr>
<th>Length:</th>
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<td>360 Feet</td>
<td>Feet NAVD 88</td>
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<tr>
<th>FIRM Map Zone:</th>
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<tr>
<td>VE</td>
<td>16 Feet NGVD</td>
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<table>
<thead>
<tr>
<th>Primary Type:</th>
<th>Primary Material:</th>
<th>Primary Height:</th>
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<tbody>
<tr>
<td>Bulkhead/Seawall</td>
<td>Concrete</td>
<td>10 to 15 Feet</td>
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</table>

<table>
<thead>
<tr>
<th>Secondary Type:</th>
<th>Secondary Material:</th>
<th>Secondary Height:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revetment</td>
<td>Stone</td>
<td>10 to 15 Feet</td>
</tr>
</tbody>
</table>

### Structure Summary:
The precast wall with wave return face is 2 feet wide by 4 feet high. The riprap is on a 1 to 2 slope. The dumped stones are approximately 2 feet by 1 foot by 1 foot. The toe is buried. There is no visible scour. Some shifting in the stones. There is minor cracking in the wall.

<table>
<thead>
<tr>
<th>Condition Rating</th>
<th>Level of Action Description</th>
<th>Priority Rating</th>
<th>Action Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>Minor</td>
<td>Ill</td>
<td>Moderate Priority</td>
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<tr>
<td></td>
<td>Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.</td>
<td>Consider for Active Project Improvement Listing</td>
<td>Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (&lt;1 dwelling impacted / 100 feet of shoreline)</td>
</tr>
</tbody>
</table>

### Structure Images:
- 059-6108A-012-516-100-PHOTA.jpg

### Structure Documents:
- MA-DCR | June 1956 | Prepared for DPW of 059-6108A-012-516-100-DCR1A

Prepared By: Bourne Consulting Engineering
Property Owner: State
Presumed Structure Owner: State
Owner Name: MA-DCR
Location: Neponset Bridge
Based On Comment: 
Earliest Structure Record: Unknown
Estimated Reconstruction/Repair Cost: $47,124.00

Length: 300 Feet NAVD 88
Top Elevation: 11 Feet NGVD
FIRM Map Zone: AE
FIRM Map Elevation: 11

Primary Type: Revetment
Primary Material: Stone
Primary Height: 10 to 15 Feet
Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
Placed stone riprap at a 1 on 1 slope. The stones are approximately 3 feet by 3 feet by 2 feet. It protects the street and acts as an abutment to the bridge. The toe is buried well. No sign of stones shifting or movement.

Condition Rating
B Good
Level of Action Description
Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
V Immediate / Highest Priority Consider For Immediate Action Due to Public Safety and Welfare Issues Critical Inshore Structures Present with Potential for Infrastructure Damage and/or High Density Residential Dwellings Condition of structure may warrant emergency stabilization as failure may result in potential loss of property and/or life. (>10 dwellings impacted / 100 feet of shoreline)

Structure Images: 059-6169-044-002-100-PH01A.jpg
Structure Documents: 

Prepared By: Bourne Consulting Engineering
Section II - Quincy

Part C

Structure Photographs
<table>
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<th>Location</th>
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<tr>
<td>059-1100-003-00C-200</td>
<td>Quincy</td>
<td>June 2007</td>
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<td>059-1102-024-00B-100</td>
<td>Quincy</td>
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<td>Digital Image Structure Condition Photo at Time of Survey</td>
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<td>059-1105U-002-00A-100</td>
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<td>059-1110-009-001-100</td>
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<td>059-6017J-153-008-100</td>
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Section II - Quincy

Part D

Structure Documents

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MA DCR - DOCUMENT LIST

MA DEP – Ch 91 DOCUMENT LIST
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USACE – PERMIT DOCUMENT LIST
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LOCATION: MA-DCR BOSTON and HINGHAM, MA
DATE OF RESEARCH: JULY 2007

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<td>MA-OCR</td>
</tr>
<tr>
<td>059-1078B-014-019-100</td>
<td>Proposed Shore Protection - Concrete Seawall, Stone Mound - Mantel Avenue - In Vicinity of Mainum and Dewey Street - Prepared for DPW of MA - Division of Waterways</td>
<td>Quincy, MA</td>
<td>November 1966</td>
<td>MA-OCR</td>
</tr>
<tr>
<td>059-1078B-014-019-200</td>
<td>Proposed Shore Protection and Seawall Repairs at Four Locations in Quincy - Prepared for DPW of MA - Division of Waterways</td>
<td>Quincy, MA</td>
<td>August 1965</td>
<td>MA-OCR</td>
</tr>
<tr>
<td>059-1078B-014-019-200</td>
<td>Proposed Shore Protection - Seawall Repairs and Beach Improvements at Two Locations in Quincy - Prepared for DPW of MA - Division of Waterways</td>
<td>Quincy, MA</td>
<td>May 1957</td>
<td>MA-OCR</td>
</tr>
<tr>
<td>059-1078B-014-019-200</td>
<td>Proposed Shore Protection - Precast Concrete Seawall, Stone Mound - Mantel Avenue - In Vicinity of Mainum and Dewey Street - Prepared for DPW of MA - Division of Waterways</td>
<td>Quincy, MA</td>
<td>November 1966</td>
<td>MA-OCR</td>
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<td>059-1064X-029-003-100</td>
<td>Proposed Shore Protection and Improvements - Seawalls and Pour Fill - Vicinity of Palmer Street - Prepared for DPW of MA - Division of Waterways</td>
<td>Quincy, MA</td>
<td>August 1969</td>
<td>MA-OCR</td>
</tr>
<tr>
<td>059-1087J-001-001-100</td>
<td>Proposed Shore Improvements - Stone Railing Repairs - Garmanstown Point - Quincy - Prepared for DPW of MA - Division of Waterways</td>
<td>Quincy, MA</td>
<td>August 1959</td>
<td>MA-OCR</td>
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<tr>
<td>Date</td>
<td>Description</td>
<td>Reference Number</td>
<td>Location</td>
<td>Notes</td>
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<td>22/12/67</td>
<td>Squantum Force Main - Section B - Key Map and Location Plan</td>
<td>059-1077J-001-001-100-DCR1B 48422X</td>
<td>QUINCY</td>
<td>Existing Conditions Shown</td>
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<td>059-1077J-001-001-100-DCR1C 2718</td>
<td>Proposed Shore Protection - Seawall - Vicinity of 400 Shore Avenue and Chickatawa Road - Prepared for DPW of MA - Division of Waterways</td>
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<td>059-1098Q-005-185-100-DCR1A 2432</td>
<td>Proposed Shore Protection - Present Seawall and Stone Mound at the Key in the Vicinity of Taftnell Road - Quincy - Prepared for DPW of MA - Division of Waterways</td>
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<td>059-1102-024-009-100-DCR1A 2432</td>
<td>Proposed Shore Protection - Present Seawall and Stone Mound at the Key in the Vicinity of Taftnell Road - Quincy - Prepared for DPW of MA - Division of Waterways</td>
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<td>Squantum Force Main - Section B - Key Map and Location Plan</td>
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<td>Squantum Force Main - Section B - Key Map and Location Plan</td>
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<td>Squantum Force Main - Section B - Key Map and Location Plan</td>
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<td>Squantum Force Main - Section B - Key Map and Location Plan</td>
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<td>Squantum Force Main - Section B - Key Map and Location Plan</td>
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<td>File ID</td>
<td>City of Quincy Reference</td>
<td>Location Description</td>
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<td>069-6076-040-018-300</td>
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<td>Quincy Park - Phase 1 Construction Documents</td>
<td>2/9/2000</td>
<td>Quincy Park</td>
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<td>069-6076-040-018-300</td>
<td>059-6076-040-019-300-OCR3C</td>
<td>Map of U.S. Naval Air Station - Quincy, MA - Showing Conditions on 6/30/1949</td>
<td>6/30/1949</td>
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<td>069-6092-017-578-100</td>
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<td>Transportation Improvement Project - East Squam Street</td>
<td>3/18/2001</td>
<td>East Squam Street</td>
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<td>069-6092-017-578-100</td>
<td>059-6092-017-579-100-OCR1B</td>
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<td>5/6/1998</td>
<td>Shore Avenue by Trevor Street</td>
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<td>069-6092-017-578-100</td>
<td>059-6092-017-579-100-OCR1C</td>
<td>Proposed Shore Protection - Quinxy, MA -</td>
<td>December 1995</td>
<td>Dorchester Street</td>
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<td>069-6092-017-578-100</td>
<td>059-6092-017-579-100-OCR1D</td>
<td>Proposed Shore Protection - Conrrete and Stone</td>
<td>2/12/1996</td>
<td>Dorchester Street</td>
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<td>069-6092-017-578-100</td>
<td>059-6092-017-579-100-OCR1E</td>
<td>Proposed Shore Protection - Concrete and Stone</td>
<td>12/21/1996</td>
<td>Dorchester Street</td>
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<td>069-6092-017-578-100</td>
<td>059-6092-017-579-100-OCR1F</td>
<td>Proposed Shore Protection - Concrete and Stone</td>
<td>12/22/1996</td>
<td>Seawall and Stone Mound</td>
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<td>059-6092-017-579-100-OCR1G</td>
<td>Proposed Shore Protection - Concrete and Stone</td>
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<td>Seawall and Stone Mound</td>
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<td>069-8109A-012-516-100</td>
<td>059-8109A-012-516-100-OCR1A</td>
<td>Edgewater Drive, Snug Harbor, Nut Island Avenue, and Baystate Road</td>
<td>June 1966</td>
<td>Seawall and Beach Improvements</td>
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<td>DMC Structure No.</td>
<td>Document No.</td>
<td>Controlling Drawing Number</td>
<td>Entity</td>
<td>Month/Year</td>
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<td>059-1036-008-188-200</td>
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<td>059-6017J-153-008-100</td>
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<td>6003</td>
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<td>059-6017J-153-008-600-1C6B</td>
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<td>6644</td>
<td>DEP</td>
<td>Quincy</td>
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Plan Accompanying Petition Of City Of Quincy, Refurbishing Of Existing Outfall, Weymouth Fore River, City Of Quincy, Massachusetts.
DETAIL A

1. Existing 18" CMP  S = 0.0033
2. Proposed 18" CMP

LICENSE PLAN NO. 1891
Approved by Department of Environmental Quality Engineering
Date: January 27, 1987
Plan Accompanying Petition Of City Of Quincy, Refurbishing Of Existing Outfall, Weymouth Fore River, City Of Quincy, Massachusetts.

PROFILE

SCALE: 1" = 40' H
1" = 4' V

MLW = 0.00
PLAN VIEW
SCALE: 1" = 40'
DATE: JAN. 30, 1991

PLAN ACCOMPANYING
PETITION OF CITY OF
QUINCY, MA
ROCKLAND STREET
EMERGENCY CULVERT
REPAIRS

1. N/F Robert L. Morris
   76 Rockland St.
2. N/F David Crowley
   95 Rockland St.

LICENSE PLAN NO. 2672
Approved by Department of Environmental Protection of Massachusetts
COMMISSIONER
SECTION CHIEF
DATE JUN 29 1991

Sheet 1 of 2
Scale: hor.1"= 04'
ver.:1"=04'
Date: Jan. 30, 1991

PLAN ACCOMPANYING
PETITION OF CITY OF
QUINCY, MA
ROCKLAND STREET
EMERGENCY CULVERT
REPAIRS
QUINCY BAY, QUINCY, MA

SHEET 2 of 2
PLAN VIEW
SCALE: 1" = 40'
DATE: JAN. 30, 1991

PLAN ACCOMPANYING
PETITION OF CITY OF
QUINCY, MA
ROCKLAND STREET
EMERGENCY CULVERT
REPAIRS

1. N/F Robert L. Morris
   76 Rockland St.

2. N/F David Crowley
   95 Rockland St.

LICENSE PLAN NO. 2674
Approved by Department of Environmental Prote of Massachusetts
Commissioner: Section Chief: DATE

Sheet 1 of 2
Scale: hor.1"=04'
ver:1"=04'
Date: Jan. 30, 1991

PLAN ACCOMPANYING
PETITION OF CITY OF
QUINCY, MA
ROCKLAND STREET
EMERGENCY CULVERT
REPAIRS
QUINCY BAY, QUINCY, MA

ENVIRONMENTAL PROTECTION
Date: JUL 29 1991

COMMONWEALTH OF MASSACHUSETTS
S A M E D. M. W. H. Z E
CIVIL ENG.,
P. E. 9. 4. 2. 2. 5. 6.

SHEET 2 of 2
PLAN ACCOMPANYING PETITION OF THE CITY OF QUINCY FOR LICENSING OF EXISTING TIDE GATE, CULVERTS AND NEW INLET AND OUTLET STRUCTURES, POST ISLAND ROAD, QUINCY, MA. ON QUINCY BAY.

BY: LEA GROUP
75 KNEELAND ST., BOSTON, MA. 02111

DATE: SCALE: 1" = 40'
PLAN VIEW
SCALE: 1"=50'

PLAN ACCOMPANYING PETITION OF CITY OF QUINCY, OUTFALL SEWER REHABILITATION AND REPLACEMENT, QUINCY BAY, CITY OF QUINCY MASSACHUSETTS.

1 DR. DONALD P. BRICKLEY 144 SHORE AVE.
2 MORGAN J. O'REGAN JR. 141 SHORE AVE.
3 HAROLD H. WOOLLARD 1 CHICKATAWOT RD.
4 MERRYMOUNT ASSOCIATION INC. PLOT 14 (BEACH IN COMMON)
5 BEACH AND FLATS (CITY OF QUINCY)

LICENSE PLAN NO. 2060
Approved by Department of Environmental Protection of Massachusetts

COMMISSIONER
DIVISION DIRECTOR
SECTION CHIEF
NOTE: SECTION B-B SHOWS TYPICAL RIP-RAP SECTION TO EXTEND 10' BEYOND END OF PIPE

SECTION B-B

PLAN ACCOMPANYING PETITION OF CITY OF QUINCY, OUTFALL SEWER REHABILITATION AND REPLACEMENT, QUINCY BAY, CITY OF QUINCY MASSACHUSETTS.

LICENSE PLAN NO. 2060
Approved by Department of Environmental Protection
Date: NOV 14 1989
PLAN ACCOMPANYING PETITION OF CITY OF QUINCY, MA.
EMERGENCY STREAM BANK PROTECTION
TOWN RIVER BAY
CITY OF QUINCY, MA.

Scale: hor. 1" = 10'
vert: 1" = 10'
Date: April 19, 1991

N/F Quinxy Housing Authority
109, 115 & 121 Taffrail Rd.

LICENSE PLAN NO. 2357
Approved by Department of Environmental Protection
of Massachusetts

DEC 13 1991

SHEET 1 of 2
PLAN ACCOMPANYING PETITION OF CITY OF QUINCY, MA
EMERGENCY STREAM BANK PROTECTION
TOWN RIVER BAY
CITY OF QUINCY, MA

Scale: hor. 1" = 10
ver. 1" = 10
Date: April 19, 1991

LICENSE PLAN NO. 2857
Approved by Department of Environmental Protection
Date: DEC 13 1991

SHEET 2 of 2
APPROXIMATELY 12,500 CU YDS. OF MATERIAL WILL BE DREDGED. ALL SUITABLE SAND WILL BE USED FOR IMPROVEMENTS TO WOLLASTON BEACH. THE REMAINDER IS TO BE DEPOSITED AT THE SANITARY LANDFILL SITE, WEST QUINCY.

ALL ELEV. REFER TO MEAN LOW WATER.

NEW ELECTRIC CONDUIT FOR STREET LIGHTING.

ALL LAND IS UNDER CONTROL OF MDC.

PROPOSED TRIPLE CULVERT (58.30 + 39.10).

EXISTING BRIDGE DECK TO BE REMOVED AND EMBANKMENT TO BE REPLACED.

NEW 30-IN FORCE MAIN BY MDC.

STONE JETTY TO BE REMOVED AND RELOCATE TO NEW OUTLET STRUCTURE.

EXISTING STONE PAVING TO BE REMOVED AND RELOCATE TO NEW OUTLET STRUCTURE.

LICENSE PLAN NO. 6003

APPROVED BY DEPARTMENT OF PUBLIC WORKS OF

G. Campbell

Associate Commissioner
FILLED AREA TO PROVIDE DETOUR WHILE EXISTING BRIDGE IS REMOVED TO BE LEFT FOR LANDSCAPING AND BICYCLE OVERLOOK AREA.

SECTION C-C

WIDENING OF EMBANKMENT FOR PROPOSED BICYCLE PATH AND LANDSCAPING OFF FURNACE BROOK PARKWAY.

LICENSE PLAN NO. 6003
APPROVED BY DEPARTMENT OF PUBLIC WORKS
AUGUST 19, 1972
LICENSE PLAN NO. 6003
APPROVED BY DEPARTMENT OF PUBLIC WORKS
AUGUST 19, 1972

NEW 30' RCP FORCE MAIN INV EL 14.02
PROPOSED QUINCY SHORE DRIVE
EXISTING ROAD SURFACE EL 2.15
PROPOSED SURFACE EL 17.73
EXISTECE
TRIPLE BARREL CULVERT
BARRIER 16' WIDE
EL 13.32
EL 15.3
EL 18.11
EL 21.1
76' 3"
156' 11"
80' 8"

SECTIONAL ELEVATION
SCALE IN FEET
20
10
0
-10
-20

PROFILE OF GROIN
SCALE IN FEET
40
20
0
-20

FLAP GATE CHAMBER
SCALE IN FEET
5
0
-5

QUINCY, MASS
REVISED JAN. 1972
PLAN ACCOMPANYING PETITION OF
METROPOLITAN DISTRICT COMMISSION TO CONSTRUCT A CULVERT SEAWARD CHANNEL & GROIN, TO REMOVE A BRIDGE TO INSTALL UTILITIES

SHEET 2 OF 3
NOTES:
1. MLW LOCATED OFF LOCUS
2. DATUM: BOSTON CITY BASE

PERMIT NO. 9844
Approved by Department of Environmental Protection
Date: May 7

WOLLASTON BEACH RESTORATION PROJECT

NORFOLK COUNTY
MASSACHUSETTS
BEACH NOURISHMENT AREA 1 (SHEET 1 OF 2)

APPLICATION BY:
METROPOLITAN
DISTRICT COMMISSION

1" = 100'

DECEMBER 20, 2002

2 OF 10
NOTES:
1. MLW LOCATED OFF LOCUS
2. DATUM: BOSTON CITY BASE

PERMIT NO. 9844
*Approved by Department of Environmental Protection
Date: NOV 1 7 2003

WOLLASTON BEACH RESTORATION PROJECT

RIZZO ASSOCIATES
A TETRA TECH COMPANY

SCALE

0 100

NURFOLK COUNTY
MASSACHUSETTS
BEACH NOURISHMENT AREA 1 (SHEET 2 OF 2)

APPLICATION BY:
METROPOLITAN DISTRICT COMMISSION

3 OF 10
WOLLASTON BEACH RESTORATION PROJECT

NOTES:
1. MLW LOCATED OFF LOCUS
2. DATUM: BOSTON CITY BASE

PERMIT NO. 9844
Approved by Department of Environmental Protection
Date: NOV 15, 2003

SCALE
0 - 100

RIZZO ASSOCIATES
A TETRA TECH COMPANY

1" = 100'

NORFOLK COUNTY
MASSACHUSETTS
BEACH NOURISHMENT AREA 2

APPLICATION BY:
METROPOLITAN
DISTRICT COMMISSION

DECEMBER 20, 2002

4 OF 10

Proposed Groins in Weymouth Fore River at Houghs Neck
Quincy, Mass.

Application by
PORT OF BOSTON AUTHORITY
December 3, 1947.
Elevations are in feet and tenths above the plane of Mean Low Water

Proposed Seawall and Groins in Quincy Bay
at Houghs Neck, Quincy
County of Norfolk, Mass.
Application by Port of Boston Authority
December 1959
Proposed Sea Wall and Groins in Quincy Bay
at Houghs Neck, Quincy
County of Norfolk, Mass.
Application by Port of Boston Authority
November 1952
Proposed Sea Wall and Groins in Quincy Bay
at Hough's Neck, Quincy
County of Norfolk, Mass.
Application by Port of Boston Authority
October 3, 1952

Soundings are in feet and tenths and refer to Mean Low Water.
Proposed Sea Wall and Groins in Quincy Bay at Houghs Neck, Quincy County of Norfolk, Mass. Application by Port of Boston Authority January 1953.

Soundings are in feet and tenths and refer to Mean Low Water.
Elevations are in feet and tenths and refer to Mean Low Water.

LOCATION PLAN

SCALE 1:2.5000

PLAN

SCALE 1"=100'

ELEVATION OF GROIN
HOR. 10'-12'-14'-16'-18'
VERT. 5'-10'-15'-20'

SECTION A-A

Proposed Groin in Quincy Bay at Heron Road, Ext., Quincy, County of Norfolk, Mass., Application by Port of Boston Commission

November 1959
NOTE

ELEVATIONS ARE IN FEET AND TENTHS
AND REFER TO PLANE OF MEAN LOW
WATER.

APPROX. EXISTING GROUND THUS
EXISTING SEAWALL TO BE RELOCATED
TO MEET NEW SEAWALL AT THEIR
JUNCTION.

EXISTING RIPRAP TO BE USED IN
CONSTRUCTING NEW MOUND.
LOCATION OF PROPOSED MOUND IS
SHOWN IN RED.
PROPOSED SEAWALL REBUILD
PHASE 1
QUINCY, MASSACHUSETTS

SHELDON ROAD
AT SWAN ROAD

SCALE: AS INDICATED
DATE: 11/13/82

REVISIONS

DATE | NO. | DESCRIPTION | BY

GREEN ENVIRONMENTAL

Green Environmental, Inc. 216 Rockwell Dr. Quincy, MA
Telephone (617) 477-0500
Hazardous Waste Management - Consulting and Contracting Services

APPROVED BY: J.A.OD.
DRAWN BY: N.M.C.
PROJECT NO.: 1138

SHEET 2 OF 2
Elevations are in feet and tenths above the plane of Mean Low Water

Proposed Sea Wall and Groins in Quincy Bay
at Houghs Neck, Quincy
County of Norfolk, Mass.
Application by Port of Boston Authority
December, 1959
Proposed Sea Wall and Groins in Quincy Bay
at Houghs Neck, Quincy
County of Norfolk, Mass.
Application by Port of Boston Authority
November 1952
Proposed Sea Wall and Groins in Quincy Bay
at Houghs Neck, Quincy
County of Norfolk, Mass.
Application by Port of Boston Authority
January 1953

Soundings are in feet and tenths and refer to Mean Low Water.
Elevations are in feet and tenths and refer to Mean Low Water.

LOCATION PLAN

SCALE 1: 2,5000

PLAN

SCALE 1"=100'

ELEVATION OF GROIN

Proposed Groin in Quincy Bay at Heron Road, Ext., Quincy County of Norfolk, Mass.
Application by Port of Boston Commission
November 1953
NOTE
ELEVATIONS ARE IN FEET AND TENTHS AND REFER TO PLANE OF MEAN LOW WATER.
APPROX. EXISTING GROUND THUS:
LOCATION OF PROPOSED WORK SHOWN IN RED.

PROPOSED GROIN & SAND FILL
ADAMS SHORE-VICINITY OF HERON R.D.
QUINCY BAY
MASS.
APPLICATION BY
DEPARTMENT OF PUBLIC WORKS OF MASSACHUSETTS
DIVISION OF WATERWAYS
APRIL 1958

Robert A. Macklem
Chief, Waterways Engineering
Proposed Groins & Wall at Weymouth Fore River
Germantown
Quincy, Mass.
Application by
PORT OF BOSTON AUTHORITY
Proposed Groins & Wall at Weymouth Fore River
Germantown
Quincy, Mass.
Application by PORT OF BOSTON AUTHORITY
Section III

Milton
Section III – Community Findings – Town of Milton

COMMUNITY DESCRIPTION

The Town of Milton consists of a land area of 13.0 square miles out of a total area of 13.3 square miles and had a population of 26,062 in the 2000 census. The Town is located in Boston Harbor of Massachusetts and its location can be seen on this report’s cover. Milton does not have any coastline that is directly exposed to open ocean. According to the Milton Engineering Department, none of the structures along the Town’s coast are publicly owned and/or maintained.

SUMMARY

Though there were no publicly owned structures at the time of investigation, the project database can be updated as needed for future construction. The Town of Milton’s coastal structure information will eventually be input into a state-wide GIS database and will be accessible through MassGIS. This data, when compiled state-wide, will be critical in the development of both short term and long term planning for maintaining and improving Massachusetts coastal protection.
Section III - Milton

Part B

Structure Assessment Reports

No Publicly Owned/Maintained Structures in the Town of Milton
Section III - Milton

Part C

Structure Photographs

No Publicly Owned/Maintained Structures in the Town of Milton
Section III - Milton

Part D

Structure Documents

No Publicly Owned/Maintained Structures in the Town of Milton
Section IV

Braintree
Section IV – Community Findings – Town of Braintree

COMMUNITY DESCRIPTION

The Town of Braintree consists of a land area of 13.89 square miles out of a total area of 14.52 square miles and had a population of 33,828 in the 2000 census. The Town is located in Boston Harbor of Massachusetts and its location can be seen on this report’s cover. The estimated length of shoreline is 1 mile that is directly exposed to open ocean. The Town is protected from major coastal storms by both natural and man-made shoreline structures that require maintenance to insure the long term protection of its coastline. Braintree is also protected by the town of Weymouth from ocean waves. The man-made and publicly owned structures that protect the Town were investigated for their ability to provide adequate protection from major coastal storms. Structures have been identified as publicly owned, including coastal dunes and beaches, based on evidence of investment of public funds made to create/enhance/maintain these structures. The assessment did not include floating or pile supported structures as they are assumed not to provide any significant coastal protection from major storm events.

STRUCTURE INVENTORY

Within the Town of Braintree, there were 10 structures which had public ownership which provide significant coastal protection. The location of the structures can be seen in Sheets 1 through Sheet 2 in Section IV-B of this report. The structures were categorized by their type and by their structural condition based on a preliminary field assessment. The distribution of structures by type and condition can be seen in the following table:

<table>
<thead>
<tr>
<th>Primary Structure (1)</th>
<th>Total Structures</th>
<th>Structure Condition Rating</th>
<th>Total Length</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>Bulkhead / Seawall</td>
<td>6</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Revetment</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Breakwater</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groin / Jetty</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coastal Dune</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coastal Beach</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Within the above table, the total length of each type of structure is also provided. The structures are listed by the type which is providing the primary coastal protection. Many sites have multiple structure types at the same location (i.e. revetment in front of seawall). These secondary structures, although not identified within these tables, are included in the development of repair/rehabilitation costs.

The development of repair costs has been included by structure type and by condition. In the Town of Braintree’s case there are a total of 10 structures which would require approximately $387,000 to bring all the coastal structures to “A” Rating. Most critical will be the structures in the “D” and “F” classifications as those are assumed to undergo some level of damage or failure during the next major coastal storm event. To reconstruct these structures, identified in the preliminary survey as being in poor condition, an estimated $200,000 thousand would be required to upgrade the Town’s coastal protection.
STRUCTURE REPAIR / RECONSTRUCTION COST - Town of Braintree

<table>
<thead>
<tr>
<th>Primary Structure (1)</th>
<th>Total Structures</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>F</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulkhead / Seawall</td>
<td>6</td>
<td>$138,745</td>
<td>$12,751</td>
<td></td>
<td></td>
<td></td>
<td>$151,496</td>
</tr>
<tr>
<td>Revetment</td>
<td>1</td>
<td></td>
<td></td>
<td>$199,188</td>
<td></td>
<td></td>
<td>$199,188</td>
</tr>
<tr>
<td>Breakwater</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td>-</td>
</tr>
<tr>
<td>Groin / Jetty</td>
<td>2</td>
<td>$21,780</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$21,780</td>
</tr>
<tr>
<td>Coastal Dune</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td>-</td>
</tr>
<tr>
<td>Coastal Beach</td>
<td>1</td>
<td>$14,784</td>
<td></td>
<td></td>
<td></td>
<td>$6,744</td>
<td>$21,528</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>$175,309</td>
<td>$12,751</td>
<td>$199,188</td>
<td></td>
<td></td>
<td>$387,248</td>
</tr>
</tbody>
</table>

Based on the limited research within the scope of this project research, the presumed ownership of the structures was established on an initial basis and would be subject to more intense review in future tasks. Structures identified as being owned privately were excluded from further consideration. Although ownership of the land on which the structure was located was a factor, the structure ownership was treated as a separate issue from land ownership. For the Town of Braintree the breakdown of structures by assumed ownership is as follows:

STRUCTURE OWNERSHIP / REPAIR COST - Town of Braintree

<table>
<thead>
<tr>
<th>Primary Structure (1)</th>
<th>Total Structures</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>F</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town Owned</td>
<td>10</td>
<td>$175,309</td>
<td>$12,751</td>
<td>$199,188</td>
<td></td>
<td></td>
<td>$387,248</td>
</tr>
<tr>
<td>Commonwealth of Massachusetts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td>-</td>
</tr>
<tr>
<td>Federal Government Owned</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td>-</td>
</tr>
<tr>
<td>Unknown Ownership</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>$175,309</td>
<td>$12,751</td>
<td>$199,188</td>
<td></td>
<td></td>
<td>$387,248</td>
</tr>
</tbody>
</table>

The identification of presumed ownership was not based on the investigation of legal documents but relied on property ownership and from construction and regulatory documents that were found. A more detailed investigation of legal documents and agreements would be required where structure ownership is disputed. A more detailed identification of structure type, length, condition and location can be found in Section IV-B which contains Structure Assessment Reports for each individual structure found.

SUMMARY

The enclosed reports and associated documents reflects the Town of Braintree's coastal structure information that will eventually be input into a state-wide GIS database and will be accessible through MassGIS. This data, when compiled state-wide, will be critical in the development of both short term and long term planning for maintaining and improving Massachusetts coastal protection.

This database will also provide relatively quick access to identify available documentation for these structures as well as the ability to be updated as coastal structure improvements are made.
Section IV - Braintree

Part B

Structure Assessment Reports
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Braintree

Location: Braintree Yacht Club
Based On Comment: 
Earliest Structure Record: 
Estimated Reconstruction/Repair Cost: $17,860.00

Date: 6/28/2007

Length: 330 Feet
Top Elevation: 88
FIRM Map Zone: AE
FIRM Map Elevation: 12

Primary Type: Bulkhead/Seawall
Primary Material: Steel
Primary Height: Under 5 Feet
Secondary Type: Secondary Material: Secondary Height:

Structure Summary:
The seawall consists of steel H-Pile soldier piles spaced approximately every 6 feet with concrete panels spanning in between. There is also a double channel wale across the face of the wall with tie rods approximately every 6 feet. The concrete is in good condition with a typical weathered appearance and the exposed portions of the steel wale appear to be in good condition, but are uncoated.

Condition Rating Level of Action Description
B Good Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
IV High Priority High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

Structure Images:
008-3001-000-001-100-PHO1A.JPG
008-3001-000-001-100-PHO1B.JPG

Structure Documents:

Prepared By: Bourne Consulting Engineering
**Structure Assessment Form**

**Property Owner:** Braintree

**Location:** Braintree Yacht Club

**Date:** 6/28/2007

**Estimated Reconstruction/Repair Cost:** $7,181.00

**Length:** 85 Feet NAVD 88

**Top Elevation:** 88 Feet NGVD

**FIRM Map Zone:** AE

**FIRM Map Elevation:** 12 Feet NGVD

**Primary Type:** Bulkhead/Seawall

**Primary Material:** Concrete

**Primary Height:** Under 5 Feet

**Secondary Type:**

**Secondary Material:**

**Secondary Height:**

**Structure Summary:** A poured concrete retaining wall along the edge of a boat ramp. The wall has a fence fixed along the top with a floating dock in front of it. The concrete is in good condition with only minor abrasions.

**Condition Rating:** B

**Level of Action Description:** Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

**Priority Rating Action Description:** III Moderate Priority Consider for Active Project Improvement Listing Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

**Structure Images:** [008-3001-000-001-200-PHO2A.jpg]

**Structure Documents:**

Prepared By: Bourne Consulting Engineering
**Structure Assessment Form**

**Property Owner:**
- Local

**Presumed Structure Owner:**
- Local

**Owner Name:**
- Braintree

**Location:**
- Braintree Yacht Club

**Date:**
- 6/28/2007

**Earliest Structure Record:**

**Estimated Reconstruction/Repair Cost:**
- $25,344.00

**Length:**
- 300 Feet NAVD 88

**Top Elevation:**
- 12 Feet NGVD

**FIRM Map Zone:**
- AE

**FIRM Map Elevation:**

**Primary Type:**
- Bulkhead/Seawall

**Primary Material:**
- Stone

**Primary Height:**
- Under 5 Feet

**Secondary Type:**

**Secondary Material:**

**Secondary Height:**

**Structure Summary:**
A low level, dry set stone wall with stone sizes varying from small cobbles to 3 feet diameter stones. The wall is situated along the edge of the water and has wetland areas outshore and supports a parking lot to the rear. The wall is in good condition with most of the stones still in place and properly aligned.

**Condition**
- B

**Rating**
- Good

**Level of Action**
- Minor

**Description**
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

**Priority**
- III

**Rating**
- Moderate Priority

**Action**
- Consider for Active Project Improvement Listing

**Description**
Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

**Structure Images:**
- 008-3001-000-001-300-PH03A.JPG
- 008-3001-000-001-300-PH03B.JPG

**Structure Documents:**

**Prepared By:** Bourne Consulting Engineering
# CZM Coastal Infrastructure Inventory and Assessment

## Structure Assessment Form

**Property Owner:** Local

**Location:** Quincy Ave Bridge Next to Braintree Yacht Club

**Date:** 6/28/2007

**Presumed Structure Owner:** Local

**Based On Comment:**

**Earliest Structure Record:** Unknown

**Estimated Reconstruction/Repair Cost:** $43,586.00

<table>
<thead>
<tr>
<th>Length:</th>
<th>Top Elevation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>130 Feet</td>
<td>Feet NAVD 88</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FIRM Map Zone:</th>
<th>FIRM Map Elevation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>AE</td>
<td>12 Feet NGVD</td>
</tr>
</tbody>
</table>

**Primary Type:** Bulkhead/Seawall

**Primary Material:** Stone

**Primary Height:** Under 5 Feet

**Secondary Type:** Bulkhead/Seawall

**Secondary Material:** Concrete

**Secondary Height:** 10 to 15 Feet

### Structure Summary:

A mortared seawall that ties into a bridge abutment and consists of a granite block foundation with an average block size of 2 feet by 3 feet. A poured concrete wall is located on top of the granite block foundation. The granite block foundation is in good condition but the concrete wall on top is showing signs of deterioration with evidence of spalling and cracking.

**Condition Rating**

Condition: B  
Rating: Good

**Level of Action Description**

Description: Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

**Priority Rating Action Description**

Priority: III  
Rating: Moderate Priority
Action: Consider for Active Project Improvement Listing
Description: Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings ( <1 dwelling impacted / 100 feet of shoreline)

### Structure Images:

- [008-3001-000-001-400-PHO4A.JPG](#)
- [008-3001-000-001-400-PHO4B.JPG](#)
- [008-3001-000-001-400-PHO4C.JPG](#)

### Structure Documents:

Prepared By: Bourne Consulting Engineering
### Structure Assessment Form

**Property Owner:**
- Local

**Presumed Structure Owner:**
- Local

**Owner Name:**
- Braintree

**Location:**
- Watson Park

**Based On Comment:**
- 

**Earliest Structure Record:**
- 

**Estimated Reconstruction/Repair Cost:**
- $44,774.00

**Length:** 530 Feet
**Top Elevation:** 88 Feet NAVD
**FIRM Map Zone:** AE
**FIRM Map Elevation:** 12 Feet NGVD

**Primary Type:** Bulkhead/Seawall
**Primary Material:** Stone
**Primary Height:** Under 5 Feet

**Secondary Type:**
**Secondary Material:**
**Secondary Height:**

**Structure Summary:**
A granite block seawall with mortar between the blocks. The average size of the blocks is approximately 1 foot by 2 feet. The wall is capped with a 4 inch thick concrete cap. All of the structure looks in good condition including stone, mortar, and cap.

**Condition Rating**
- **Description:** Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

**Priority Rating**
- **Action Description:** Inshore Structures Present with Limited potential for Significant Infrastructure Damage

**Structure Images:**
- 008-3001-000-01B-103-PHO1A.JPG

**Structure Documents:**

**Prepared By:** Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Braintree

Location: Watson Park
Based On Comment:

Earliest Structure Record: ------------
Estimated Reconstruction/Repair Cost: $12,751.00

Length: 30 Feet
Top Elevation:
FIRM Map Zone: AE
FIRM Map Elevation: 12 Feet NGVD

Primary Type: Bulkhead/Seawall
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type: Secondary Material: Secondary Height:

Structure Summary:
An outfall headwall constructed from 6 inch by 3 feet granite blocks for an 18 inch diameter galvanized corrugated pipe. Movement of the headwall stone is evident with the blocks at the base shifted outshore. The exposed end of the corrugated pipe is bent.

Condition Rating
Fair

Level of Action Description
Moderate Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

Priority Rating Action Description
Low Priority Future Project Consideration Inshore Structures Present with Limited potential for Significant Infrastructure Damage

Structure Images:
008-3001-000-01B-200-PHO2A.jpg

Structure Documents:

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Braintree, Parks and Recreation
Location: Lieutenant G. Murray Smith Beach
Date: 6/28/2007

Based On Comment:

Earliest Structure Record: 
Estimated Reconstruction/Repair Cost: $7,920.00

Length: 60 Feet NAVD 88
Top Elevation: 14 Feet NGVD
FIRM Map Zone: AE
FIRM Map Elevation:

Primary Type: Groin/ Jetty
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
A stone jetty constructed of placed armor stone with an average stone size of 3 feet by 3 feet. The revetment is located at the south end of the beach. It appears to be in good condition with none of the armor stone missing or displaced.

Condition Rating Level of Action Description
B Good Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
III Moderate Priority Consider for Active Project Improvement Listing Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images:
008-3038-000-049-100-PH01A.JPG

Structure Documents:

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local

Presumed Structure Owner: Local

Owner Name: Braintree, Parks and Recreation

Location: Lieutenant G. Murray Smith Beach

Date: 6/28/2007

Based On Comment:

Earliest Structure Record: 1978

Estimated Reconstruction/Repair Cost: $14,784.00

Length: 560 Feet

Top Elevation: 14 Feet NGVD

FIRM Map Zone: AE

FIRM Map Elevation: 88 Feet NAVD 88

Primary Type: Coastal Beach

Primary Material: Sand

Primary Height: Under 5 Feet

Secondary Type: Secondary Material:

Secondary Height:

Structure Summary:
Shallow sloped, fine grained sand beach. Large boulders placed in some areas at head of beach.

Condition Rating
Good

Level of Action Description
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
Moderate Priority Consider for Active Project Improvement Listing Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images:
008-3038-000-049-200-PHO2A.JPG

Structure Documents:
USACE 21-Aug-78 Proposed Sanitary 008-3038-000-049-200-COE
MA-DCR 08/21/78 Proposed Sanitary 008-3038-000-049-200-DCR1A

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Braintree, Parks and Recreation

Location: Lieutenant G. Murray Smith Beach
Based On Comment: 
Earliest Structure Record: 
Estimated Reconstruction/Repair Cost: $13,860.00

Length: 105 Feet
Top Elevation: Feet NAVD 88
FIRM Map Zone: AE
FIRM Map Elevation: 14 Feet NGVD

Primary Type: Groin / Jetty
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
A stone jetty constructed of placed armor stone with an average stone size of 3 feet by 3 feet. The revetment is located at the north end of the beach. It appears to be in good condition with none of the armor stone missing or displaced.

Condition Rating Level of Action Description
B Good Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
III Moderate Priority Consider for Active Project Improvement Listing Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (< 1 dwelling impacted / 100 feet of shoreline)

Structure Images:
008-3038-000-049-300-PH03A.JPG
008-3038-000-049-300-PH03B.JPG

Structure Documents:

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Braintree, Electric Light Dept
Location: Harbor Villa Ave
Based On Comment:
Earliest Structure Record: Unknown
Estimated Reconstruction/Repair Cost: $199,188.00

Date: 6/28/2007

Length: 300 Feet
Top Elevation: 13 Feet NGVD
FIRM Map Zone: AE
FIRM Map Elevation: Feet NAVD 88
Primary Type: Revetment
Primary Material: Stone
Primary Height: Under 5 Feet
Secondary Type: Secondary Material:
Secondary Height:

Structure Summary:
The revetment consist of very loosely dumped 1 to 3 foot diameter stones on top of an existing gravelly beach. The stone appears to provide little protection due to the loose placement.

Condition Rating
D Poor
Major

Priority Rating
III Moderate Priority

Level of Action Action
Consider for Active Project Improvement
Listing

Description
Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images:
008-3040-000-001-100-PHO1A.JPG
008-3040-000-001-100-PHO1B.JPG
008-3040-000-001-100-PHO1C.JPG
008-3040-000-001-100-PHO1D.JPG

Structure Documents:

Prepared By: Bourne Consulting Engineering
Section IV - Braintree

Part C

Structure Photographs
<table>
<thead>
<tr>
<th>BCE Structure No</th>
<th>Document No</th>
<th>Contract/Drawing Number</th>
<th>Entity</th>
<th>Municipality</th>
<th>Date</th>
<th>Title</th>
<th>Sheets</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>009-3001-000-001-100</td>
<td>009-3001-000-001-100-PHD1A.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>009-3001-000-001-100</td>
<td>009-3001-000-001-100-PHD1B.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>009-3001-000-001-200</td>
<td>009-3001-000-001-200-PHD2A.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
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<td></td>
</tr>
<tr>
<td>009-3001-000-001-300</td>
<td>009-3001-000-001-300-PHD3A.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
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<td></td>
</tr>
<tr>
<td>009-3001-000-001-300</td>
<td>009-3001-000-001-300-PHD3B.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>009-3001-000-001-400</td>
<td>009-3001-000-001-400-PHD4A.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
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<td></td>
</tr>
<tr>
<td>009-3001-000-001-400</td>
<td>009-3001-000-001-400-PHD4B.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
<td></td>
<td></td>
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<tr>
<td>009-3001-000-001-400</td>
<td>009-3001-000-001-400-PHD4C.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>009-3001-000-018-100</td>
<td>009-3001-000-018-100-PHD1A.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
<td></td>
<td></td>
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<tr>
<td>009-3001-000-018-200</td>
<td>009-3001-000-018-200-PHD2A.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>009-3003-000-049-100</td>
<td>009-3003-000-049-100-PHD1A.JPG</td>
<td>Bousra Consulting Engineering</td>
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<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
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<tr>
<td>009-3003-000-049-200</td>
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<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
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<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
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<tr>
<td>009-3003-000-049-300</td>
<td>009-3003-000-049-300-PHD3A.JPG</td>
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<td>June 2007</td>
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<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
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<tr>
<td>009-3003-000-049-300</td>
<td>009-3003-000-049-300-PHD3B.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
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<td>Structure Location</td>
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<tr>
<td>009-3004-000-001-100</td>
<td>009-3004-000-001-100-PHD1A.JPG</td>
<td>Bousra Consulting Engineering</td>
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<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>009-3004-000-001-100</td>
<td>009-3004-000-001-100-PHD1B.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>009-3004-000-001-100</td>
<td>009-3004-000-001-100-PHD1C.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
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<td>009-3004-000-001-100</td>
<td>009-3004-000-001-100-PHD1D.JPG</td>
<td>Bousra Consulting Engineering</td>
<td>June 2007</td>
<td>DIGITAL IMAGE</td>
<td>1</td>
<td>Structure Location</td>
<td>Structure Condition Photo at Time of Survey</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Section IV - Braintree

Part D

Structure Documents

TOWN DOCUMENT LIST

MA DCR - DOCUMENT LIST

MA DEP – Ch 91 DOCUMENT LIST

• Copies of License Documents

USACE – PERMIT DOCUMENT LIST

• Copies of Permit Documents
<table>
<thead>
<tr>
<th>Document No</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>79-207</td>
<td>Proposed Sanitary Facility and Beach Improvement at Murray G. Smith Beach, Braintree, MA</td>
</tr>
<tr>
<td>004-393-0004-043-200</td>
<td>Murray G. Smith Beach</td>
</tr>
<tr>
<td>004-102-008-069-010-00025/94A</td>
<td>Murray G. Smith Beach</td>
</tr>
<tr>
<td>004-393-0004-043-200</td>
<td>Murray G. Smith Beach</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Document No</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>79-207</td>
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<td>004-393-0004-043-200</td>
<td>Murray G. Smith Beach</td>
</tr>
<tr>
<td>004-102-008-069-010-00025/94A</td>
<td>Murray G. Smith Beach</td>
</tr>
<tr>
<td>004-393-0004-043-200</td>
<td>Murray G. Smith Beach</td>
</tr>
</tbody>
</table>
Section V

Weymouth
COMMUNITY DESCRIPTION

The Town of Weymouth consists of a land area of 17.01 square miles out of a total area of 21.61 square miles and had a population of 53,988 in the 2000 census. The Town is located in Boston Harbor of Massachusetts and its location can be seen on this report's cover. The estimated length of shoreline is 4.75 miles that are directly exposed to open ocean. The town is protected from major coastal storms by both natural and man-made shoreline structures that require maintenance to insure the long term protection of its coastline. Weymouth is also protected from ocean waves by the Hull peninsula. The man-made and publicly owned structures that protect the Town were investigated for their ability to provide adequate protection from major coastal storms. Structures have been identified as publicly owned, including coastal dunes and beaches, based on evidence of investment of public funds made to create/enhance/maintain these structures. The assessment did not include floating or pile supported structures as they are assumed not to provide any significant coastal protection from major storm events.

STRUCTURE INVENTORY

Within the Town of Weymouth, there were 25 structures which had public or unknown ownership which provide significant coastal protection. The location of the structures can be seen in Sheets 1 through Sheet 3 in Section V-B of this report. The structures were categorized by their type and by their structural condition based on a preliminary field assessment. The distribution of structures by type and condition can be seen in the following table:

<table>
<thead>
<tr>
<th>Primary Structure (1)</th>
<th>Total Structures</th>
<th>Structure Condition Rating</th>
<th>Total Length</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>Bulkhead / Seawall</td>
<td>13</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>Revetment</td>
<td>6</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Breakwater</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groin / Jetty</td>
<td>6</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Coastal Dune</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coastal Beach</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>25</strong></td>
<td><strong>14</strong></td>
<td><strong>7</strong></td>
</tr>
</tbody>
</table>

Within the above table, the total length of each type of structure is also provided. The structures are listed by the type which is providing the primary coastal protection. Many sites have multiple structure types at the same location (i.e. revetment in front of seawall). These secondary structures, although not identified within these tables, are included in the development of repair/rehabilitation costs.

The development of repair costs has been included by structure type and by condition. In the Town of Weymouth's case there are a total of 25 structures which would require approximately $ 10 million to bring all the coastal structures to "A" Rating. Most critical will be the structures in the "D" and "F" classifications as those are assumed to undergo some level of damage or failure during the next major coastal storm event. To reconstruct these structures, identified in the preliminary survey as being in poor condition, an estimated $ 6.5 million would be required to upgrade the Town's coastal protection.
STRUCTURE REPAIR / RECONSTRUCTION COST - Town of Weymouth

<table>
<thead>
<tr>
<th>Primary Structure (1)</th>
<th>Total Structures</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>F</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulkhead / Seawall</td>
<td>13</td>
<td>$ 642,873</td>
<td>$ 2,191,968</td>
<td>$ 6,407,408</td>
<td></td>
<td>$ 9,242,337</td>
<td></td>
</tr>
<tr>
<td>Revetment</td>
<td>6</td>
<td>$ 607,153</td>
<td>$ 19,958</td>
<td></td>
<td></td>
<td>$ 627,111</td>
<td></td>
</tr>
<tr>
<td>Breakwater</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groin / Jetty</td>
<td>6</td>
<td>$ 133,980</td>
<td>$ 259,340</td>
<td>$ 53,117</td>
<td>$ 58,397</td>
<td>$ 504,834</td>
<td></td>
</tr>
<tr>
<td>Coastal Dune</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coastal Beach</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>$ 1,384,008</td>
<td>$ 2,471,264</td>
<td>$ 6,460,615</td>
<td>$ 58,397</td>
<td>$ 10,374,282</td>
<td></td>
</tr>
</tbody>
</table>

Based on the limited research within the scope of this project research, the presumed ownership of the structures was established on an initial basis and would be subject to more intense review in future tasks. Structures identified as being owned privately were excluded from further consideration. Although ownership of the land on which the structure was located was a factor, the structure ownership was treated as a separate issue from land ownership. For the Town of Weymouth the breakdown of structures by assumed ownership is as follows:

STRUCTURE OWNERSHIP / REPAIR COST - Town of Weymouth

<table>
<thead>
<tr>
<th>Primary Structure (1)</th>
<th>Total Structures</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>F</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town Owned</td>
<td>23</td>
<td>$ 1,190,124</td>
<td>$ 2,471,264</td>
<td>$ 6,460,615</td>
<td>$ 58,397</td>
<td>$ 10,180,400</td>
<td></td>
</tr>
<tr>
<td>Commonwealth of MA</td>
<td>1</td>
<td>$ 13,306</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$ 13,306</td>
</tr>
<tr>
<td>Federal Government</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unknown Ownership</td>
<td>1</td>
<td>$ 180,576</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$ 180,576</td>
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<tr>
<td></td>
<td>25</td>
<td>$ 1,384,008</td>
<td>$ 2,471,264</td>
<td>$ 6,460,615</td>
<td>$ 58,397</td>
<td>$ 10,374,282</td>
<td></td>
</tr>
</tbody>
</table>

The identification of presumed ownership was not based on the investigation of legal documents but relied on property ownership and from construction and regulatory documents that were found. A more detailed investigation of legal documents and agreements would be required where structure ownership is disputed. A more detailed identification of structure type, length, condition and location can be found in Section IV-B which contains Structure Assessment Reports for each individual structure found.

SUMMARY

The enclosed reports and associated documents reflects the Town of Weymouth’s coastal structure information that will eventually be input into a state-wide GIS database and will be accessible through MassGIS. This data, when compiled state-wide, will be critical in the development of both short term and long term planning for maintaining and improving Massachusetts coastal protection.

This database will also provide relatively quick access to identify available documentation for these structures as well as the ability to be updated as coastal structure improvements are made.
Section V - Weymouth

Part B

Structure Assessment Reports
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: State
Presumed Structure Owner: State
Owner Name: MA-DCR

Location: Grape Island
Based On Comment: 
Earliest Structure Record: 1972

Date: 7/26/2007
Estimated Reconstruction/Repair Cost: $13,306.00

Length: 105 Feet
Top Elevation: Feet NAVD 88
FIRM Map Zone: Feet NGVD
FIRM Map Elevation: 

Primary Type: Bulkhead/ Seawall
Primary Material: Wood
Primary Height: 5 to 10 Feet

Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary: The timber bulkhead has 4 feet by 12 feet plates and is capped. There is no sign of erosion or scour. There is no visible section loss to the wood. In front of the structure is a small beach and behind is a park. It is attached to the island docks.

Condition Rating
Good

Level of Action Description
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
None
No Inshore Structures or Residential Dwelling Units Present

Structure Images:
081-000-001-019-100-PH01A.jpg
081-000-001-019-100-PH01B.JPG

Structure Documents:
MA-DCR April 1976 Construction of Boston Harbor Island 081-000-001-019-100-DCR1A
MA-DCR September 1 Pier Improvements - Boston Harbor Island 081-000-001-019-100-DCR1B
MA-DCR June 1989 Map C - 1972 Master 081-000-001-019-100-DCR1C
MA-DCR 1972 Boston Harbor Island 081-000-001-019-100-DCR1D
MA-DCR January 199 Boston Harbor Island 081-000-001-019-100-DCR1E
MA-DCR July 1979 Boston Harbor Island 081-000-001-019-100-DCR1G
MA-DCR February 19 Boston Harbor 081-000-001-019-100-DCRF
DEP February 19 Proposed Pier and 081-000-001-019-100-LIC1A

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Weymouth

Location: Beach Road
Based On Comment:
Earliest Structure Record: 1960

Date: 6/12/2007
Estimated Reconstruction/Repair Cost: $36,128.00

Length: 230 Feet NAVD 88
Top Elevation: 12 Feet NGVD
FIRM Map Zone: A4
FIRM Map Elevation:

Primary Type: Revetment
Primary Material: Stone
Primary Height: 10 to 15 Feet

Secondary Type: Secondary Material:
Secondary Height:

Structure Summary:
The placed riprap is comprised of stones that are approximately 3 feet by 1.5 feet by 1.5 feet in size. The slope is approximately 1 on 2. There is crushed stone at the toe. There is no visible scour. The ramp appears to be newly constructed.

Condition Rating Level of Action Description
B Good Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
I None No Inshore Structures or Residential Dwelling Units Present

Structure Images:
081-002-003-005-100-PHO1A.JPG
081-002-003-005-100-PHO1B.JPG

Structure Documents:
MA-DCR April 1960 Proposed Shore 081-002-003-005-100-DCR1A
DEP February 14, Plan Accompanying 081-002-003-005-100-LICT1A

Prepared By: Bourne Consulting Engineering
Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Weymouth

Location: Beach Road
Based On Comment: Earliest Structure Record: 1960

Date: Estimated Reconstruction/Repair Cost: $33,033.00

Length: 275 Feet
Top Elevation: 12 Feet NGVD
FIRM Map Zone: A4
FIRM Map Elevation: 12

Primary Type: Revetment
Primary Material: Stone
Primary Height: 5 to 10 Feet
Secondary Type: Secondary Material: Secondary Height:

Structure Summary:
Placed stone approximately 3 feet by 2 feet with dumped stones approximately 1 foot diameter. The slope is 1 on 1 with coastal bank above it. Behind is single row of private homes. In front is beach and mud flats.

Condition Rating
Level of Action Description
B Good Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
II Low Priority Future Project Consideration Inshore Structures Present with Limited potential for Significant Infrastructure Damage

Structure Images:
081-002-003-016-100-PHO1A.jpg
081-002-003-016-100-PHO1B.jpg

Structure Documents:
Weymouth April 1960 Proposed Shore 081-002-003-016-100-DCR1A

Prepared By: Bourne Consulting Engineering
# CZM Coastal Infrastructure Inventory and Assessment

## Structure Assessment Form

**Property Owner:**
- Local

**Presumed Structure Owner:**
- Local

**Owner Name:**
- Weymouth

**Location:**
- Fort Point Road

**Date:**
- 6/13/2007

**Earliest Structure Record:**
- 1949

**Estimated Reconstruction/Repair Cost:**
- $5,930,575.00

**Length:**
- 2181 Feet

**Top Elevation:**
- NAVD 88 Feet

**FIRM Map Zone:**
- V6

**FIRM Map Elevation:**
- 15 Feet NGVD

**Primary Type:**
- Bulkhead/ Seawall

**Primary Material:**
- Concrete

**Primary Height:**
- 5 to 10 Feet

**Secondary Type:**
- Revetment

**Secondary Material:**
- Stone

**Secondary Height:**
- 5 to 10 Feet

### Structure Summary:

The precast concrete wall has a wave return face. Slabs are cracked and undermined. There are sections of loose and shifting stones. Behind the structures is a road and houses; in front of the structures is a small gravel beach. The dumped riprap has shifted, settled, and unraveled.

**Condition Rating**

<table>
<thead>
<tr>
<th>Description</th>
<th>Priority Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poor</td>
<td>V Immediate / Highest Priority</td>
</tr>
<tr>
<td>Major</td>
<td>Consider For Immediate Action Due to Public Safety and Welfare Issues</td>
</tr>
<tr>
<td>Structure exhibits advanced levels of deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure has strong risk of significant damage and possible failure during a major coastal storm. Structure should be monitored until repairs/reconstruction can be initiated. Actions taken to reconstruct structure to regain full capacity to resist a major coastal storm. Landform eroded, stability threatened. Landform not adequate to provide protection during major coastal storm. Actions taken to recreate landform to adequate limits for full protection from a major coastal storm.</td>
<td>Critical Inshore Structures Present with Potential for Infrastructure Damage and/or High Density Residential Dwellings Condition of structure may warrant emergency stabilization as failure may result in potential loss of property and/or life. (&gt;10 dwellings impacted / 100 feet of shoreline)</td>
</tr>
</tbody>
</table>

### Structure Images:

- 081-002-009-005-100-PHO1A.JPG
- 081-002-009-005-100-PHO1B.JPG

### Structure Documents:

- **USACE**
  - November 1
- **MA-DCR**
  - 1949
- **Weymouth**
  - 2-28-1949
- **Weymouth**
  - August 1951
- **Proposed Seawall**
  - 081-002-009-005-100-COE1A
- **The Commonwealth**
  - 081-002-009-005-100-DCR1A
- **Shore Protection**
  - 081-002-009-005-100-TWN1A
- **Proposed Shore**
  - 081-002-009-005-100-TWN1B

---

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Weymouth

Location: River Street
Based On Comment:

Earliest Structure Record: 1963
Estimated Reconstruction/Repair Cost: $38,397.00

Date: 4/14/2009

Length: 40 Feet
Top Elevation: 15 Feet NGVD

FIRM Map Zone: V6
FIRM Map Elevation: 15 Feet NGVD

Primary Type: Groin/Jetty
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type:
Secondary Material:
Secondary Height:

Structure Summary:
Mostly buried stone groin with stones that are approximately 3 feet by 4 feet. Only six stone are visible. Stone are not tight together and show severe rotation and movement.

Condition Rating
Immediate

Level of Action Description
Conditions of structure/landform may warrant emergency stabilization as failure may result in potential loss of property and/or life. Landform eroded, loss of integrity. Structure exhibits critical levels of deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure provides little or no protection from a major coastal storm. Actions taken to totally reconstruct structure to regain full capacity. Landform stability is severely compromised, rate of erosion/material loss may be increasing, and landform does not provide adequate protection from a major coastal storm. Actions taken to recreate landform to adequate limits for full protection from a major coastal storm.

Priority Rating
None

Action Description
Long Term Planning Considerations
No Inshore Structures or Residential Dwelling Units Present

Prepared By: Bourne Consulting Engineering
## CZM Coastal Infrastructure Inventory and Assessment

### Structure Assessment Form

<table>
<thead>
<tr>
<th>Property Owner:</th>
<th>Location:</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>River Street</td>
<td>6/12/2007</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Presumed Structure Owner:</th>
<th>Based On Comment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
<th>Estimated Reconstruction/Repair Cost:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weymouth</td>
<td>1950</td>
<td>$43,085.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Length: 510 Feet</th>
<th>Top Elevation: V6 Feet NAVD 88</th>
<th>FIRM Map Zone: V6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Type:</td>
<td>Primary Material: Concrete</td>
<td>Primary Height:</td>
</tr>
<tr>
<td>Bulkhead/Seawall</td>
<td>Secondary Type:</td>
<td>Secondary Material:</td>
</tr>
<tr>
<td></td>
<td>Secondary Height:</td>
<td></td>
</tr>
</tbody>
</table>

### Structure Summary:
The pre-cast concrete slabs are 2 feet wide. They are buried in sand and only 1 to 3 feet of the wall is exposed. Behind the wall is a road and in front is a beach.

### Condition Rating
- **Condition**: B
- **Rating**: Good

### Level of Action Description
- **Level of Action**: Minor
- **Description**: Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

### Priority Rating Action Description
- **Priority**: II
- **Rating**: Low Priority
- **Action**: Future Project Consideration
- **Description**: Inshore Structures Present with Limited potential for Significant Infrastructure Damage

### Structure Images:
- 081-002-012-010-100-PHO1A.JPG

### Structure Documents:
- **MA-DCR**: October 1955
- **Weymouth**: November 1
- **Proposed Shore**: 081-002-012-010-100-DCR1A
- **Proposed Shore**: 081-002-012-010-100-DCR1B
- **Proposed Shore**: 081-002-012-010-100-DCR1C
- **Proposed Beach**: 081-002-012-010-100-TWN1A
- **Proposed Shore**: 081-002-012-010-100-TWN1B
- **Proposed Shore**: 081-002-012-010-100-TWN1C

---

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local

Location: Regatta Road

Estimated Reconstruction/Repair Cost: $216,180.00

Presumed Structure Owner: Local

Based On Comment:

Owner Name: Weymouth

Earliest Structure Record: 1950

Date: 6/13/2007

Length: 180 Feet

Top Elevation: Feet NAVD 88

FIRM Map Zone: V4

FIRM Map Elevation: Feet NGVD 17

Primary Type: Groin

Primary Material: Stone

Primary Height: 5 to 10 Feet

Secondary Type: Jetty

Secondary Material:

Secondary Height:

Structure Summary:
The placed riprap is in a mound groin with a crest of approximately 7 feet. The stones are approximately 3 feet by 2 feet by 2 feet.

Condition Rating

Priority Rating

Level of Action Description

Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

Prepared By: Bourne Consulting Engineering

Structure Images:
081-002-012-010-200-PHO2A.JPG

Structure Documents:

<table>
<thead>
<tr>
<th>Structure Documents</th>
<th>Date</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Shore</td>
<td>081-002-012-010-200-DCR2A</td>
<td>April 1960</td>
</tr>
<tr>
<td>Proposed Shore</td>
<td>081-002-012-010-200-DCR2B</td>
<td>May 1950</td>
</tr>
<tr>
<td>Proposed Shore</td>
<td>081-002-012-010-200-DCR2C</td>
<td>November 1</td>
</tr>
<tr>
<td>Proposed Beach</td>
<td>081-002-012-010-200-TWN1A</td>
<td>April 1950</td>
</tr>
<tr>
<td>Proposed Shore</td>
<td>081-002-012-010-200-TWN1B</td>
<td>October 195</td>
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<tr>
<td>Proposed Shore</td>
<td>081-002-012-010-200-TWN1C</td>
<td>April 1960</td>
</tr>
<tr>
<td>Stone Mound, Slope</td>
<td>081-002-012-010-200-TWN1D</td>
<td>May 1950</td>
</tr>
<tr>
<td>Proposed Shore</td>
<td>081-002-012-010-200-TWN1E</td>
<td>November 1</td>
</tr>
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</table>
## CZM Coastal Infrastructure Inventory and Assessment

### Structure Assessment Form

<table>
<thead>
<tr>
<th>Property Owner:</th>
<th>Location:</th>
<th>Date:</th>
</tr>
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<tbody>
<tr>
<td>Local</td>
<td>Regatta Road</td>
<td>6/13/2007</td>
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<thead>
<tr>
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<tbody>
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<table>
<thead>
<tr>
<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
<th>Estimated Reconstruction/Repair Cost:</th>
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<tbody>
<tr>
<td>Weymouth</td>
<td>1950</td>
<td>$60,060.00</td>
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<table>
<thead>
<tr>
<th>Length: 500 Feet</th>
<th>Top Elevation: Feet NAVD 88</th>
<th>FIRM Map Zone: V4</th>
<th>FIRM Map Elevation: 17 Feet NGVD</th>
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<table>
<thead>
<tr>
<th>Primary Type:</th>
<th>Primary Material:</th>
<th>Primary Height: 5 to 10 Feet</th>
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</thead>
<tbody>
<tr>
<td>Revetment</td>
<td>Stone</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Secondary Type:</th>
<th>Secondary Material:</th>
<th>Secondary Height:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Structure Summary:

The placed riprap is comprised of stones that are approximately 4 feet by 2 feet by 2 feet in size. There is no scour. There is some settling and stone movement. The beach is in front of the revetment. There is a coastal bank and houses behind the structure.

### Condition

**Rating**

B

**Level of Action**

Minor

**Description**

Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landfill is present. Structure / landfill adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

### Priority

**Rating**

Moderate Priority

**Action**

Consider for Active Project Improvement Listing

**Description**

Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

### Structure Images:

- 081-002-012-010-300-PHO3A.JPG
- 081-002-012-010-300-PHO3B.JPG
- 081-002-012-010-300-PHO3C.JPG

### Structure Documents:

- MA-DCR: November 1
- Weymouth: April 1950
- Weymouth: October 195
- Weymouth: April 1960
- Weymouth: May 1960
- Weymouth: November 1

- Proposed Shore: 081-002-012-010-300-DCR3A
- Proposed Beach: 081-002-012-010-300-TWN1A
- Proposed Shore: 081-002-012-010-300-TWN1B
- Proposed Shore: 081-002-012-010-300-TWN1C
- Stone Mound, Slope: 081-002-012-010-300-TWN1D
- Proposed Shore: 081-002-012-010-300-TWN1E

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Weymouth

Location: Regatta Road
Based On Comment:

Earliest Structure Record: 1949
Estimated Reconstruction/Repair Cost: $43,160.00

Length: 65 Feet NAVD 88
Top Elevation: 17 Feet NGVD
FIRM Map Zone: VA
FIRM Map Elevation: 17

Primary Type: Groin/ Jetty
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type: Secondary Material:
Secondary Height:

Structure Summary:
Placed stone groin with stone that are approximately 4 feet by 3 feet by 2 feet. Moderate shifting and movement. No signs of scour. Grion end at mean low water. Crest is two stones wide.

Condition Rating
C Fair

Level of Action Description
Moderate Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

Priority Rating
I None

Action Description
Long Term Planning Considerations
No Inshore Structures or Residential Dwelling Units Present

Structure Images:
081-002-012-010-400-PHO4A.JPG

Structure Documents:
Weymouth February 19 The Commonwealth 081-002-012-010-400-TWN4A

Prepared By: Bourne Consulting Engineering
**CZM Coastal Infrastructure Inventory and Assessment**

**Structure Assessment Form**

<table>
<thead>
<tr>
<th>Property Owner:</th>
<th>Location:</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Prospect Hill Drive</td>
<td>4/14/2009</td>
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</table>

<table>
<thead>
<tr>
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<th>Based On Comment:</th>
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</thead>
<tbody>
<tr>
<td>Local</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
<th>Estimated Reconstruction/Repair Cost:</th>
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<tbody>
<tr>
<td>Weymouth</td>
<td>1960</td>
<td>$459,122.00</td>
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<tr>
<td>1860</td>
<td>Feet NAVD 88</td>
<td>Feet NGVD</td>
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<th>Primary Type:</th>
<th>Primary Material:</th>
<th>Primary Height:</th>
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<tr>
<td>Revetment</td>
<td>Stone</td>
<td>Over 15 Feet</td>
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<table>
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<th>Secondary Material:</th>
<th>Secondary Height:</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</table>

**Structure Summary:**
Placed stone revetment with stones that are approximately 5 feet by 4 feet with a 1 on 1 slope. The crest is one stone wide, then there is another 1 on 1 slope to a coastal bank. Minor shifting and movement. Toe is well buried. There is private homes behind and many private piers built on it.

<table>
<thead>
<tr>
<th>Condition Rating</th>
<th>Priority Rating</th>
<th>Level of Action Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B Good</td>
<td>Low Priority</td>
<td>Inshore Structures Present with Limited potential for Significant Infrastructure Damage</td>
</tr>
<tr>
<td>Minor</td>
<td>Future Project Consideration</td>
<td>Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure/landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent/limit future deterioration and extend life of structure.</td>
</tr>
</tbody>
</table>

**Structure Images:**
- 081-003-004-029-100-PHO1A.JPG
- 081-003-004-029-100-PHO1B.JPG

**Structure Documents:**

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Weymouth

Location: Prospect Hill Drive
Based On Comment:

Earliest Structure Record: 
Estimated Reconstruction/Repair Cost: $53,117.00

Date: 4/14/2009

Length: 40 Feet NAVD 88
Top Elevation: 17 Feet NGVD
FIRM Map Zone: A4
FIRM Map Elevation: 

Primary Type: Groin/ Jetty
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
Dumped stone groin that ends approximately 100 feet from mean low water. Stone have moderate movement and shifting. 90% of each stone is visible. Stone size decreases as the structure progresses seaward.

Condition Rating
D Poor

Level of Action Description
Structure exhibits advanced levels of deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure has strong risk of significant damage and possible failure during a major coastal storm. Structure should be monitored until repairs/reconstruction can be initiated. Actions taken to reconstruct structure to regain full capacity to resist a major coastal storm. Landform eroded, stability threatened. Landform not adequate to provide protection during major coastal storm. Actions taken to recreate landform to adequate limits for full protection from a major coastal storm.

Priority Rating
I None

Action Description
Long Term Planning Considerations
No Inshore Structures or Residential Dwelling Units Present

Structure Images: 081-003-004-029-200-PHO2A.JPG

Structure Documents:

Prepared By: Bourne Consulting Engineering
### CZM Coastal Infrastructure Inventory and Assessment

#### Structure Assessment Form

**Property Owner:**
- Local

**Location:**
- Wessagusset Beach

**Date:**
- 6/13/2007

**Presumed Structure Owner:**
- Local

**Owner Name:**
- Weymouth

**Earliest Structure Record:**
- 1949

**Estimated Reconstruction/Repair Cost:**
- $39,558.00

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<th>FIRM Map Elevation: Feet NGVD 17</th>
</tr>
</thead>
</table>

**Primary Type:**
- Bulkhead/Seawall

**Primary Material:**
- Concrete

**Primary Height:**
- Under 5 Feet

**Secondary Type:**
- 

**Secondary Material:**
- 

**Secondary Height:**
- 

**Structure Summary:**
The precast concrete wall is 1.5 feet wide. The beach is in front of the structure, and a road and houses are behind it. There is minor cracking. There is no scour.

**Condition Rating**
- B

**Level of Action Description**
- Minor

**Priority Rating**
- IV

**Priority Action Description**
- High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

**Structure Images:**
- [081-004-021-003-100-PH01A.JPG](#)

**Structure Documents:**

<table>
<thead>
<tr>
<th>Agency/ID</th>
<th>Date</th>
<th>Description</th>
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<tbody>
<tr>
<td>USACE</td>
<td>December 3</td>
<td>Proposed Groin</td>
</tr>
<tr>
<td>USACE</td>
<td>July 14, 196</td>
<td>Proposed Stone</td>
</tr>
<tr>
<td>USACE</td>
<td>July 1964</td>
<td>Proposed Stone</td>
</tr>
<tr>
<td>MA-DCR</td>
<td>March 1949</td>
<td>The Commonwealth</td>
</tr>
<tr>
<td>MA-DCR</td>
<td>July 1958</td>
<td>Proposed Beach</td>
</tr>
<tr>
<td>Weymouth</td>
<td>April 1950</td>
<td>Proposed Beach</td>
</tr>
<tr>
<td>Weymouth</td>
<td>October 195</td>
<td>Proposed Shore</td>
</tr>
<tr>
<td>Weymouth</td>
<td>November 1</td>
<td>Proposed Shore</td>
</tr>
</tbody>
</table>

**Prepared By:** Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment
Structure Assessment Form

<table>
<thead>
<tr>
<th>Property Owner:</th>
<th>Location:</th>
<th>Date:</th>
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<tbody>
<tr>
<td>Local</td>
<td>Wessagussett Beach</td>
<td>6/13/2007</td>
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<th>Based On Comment:</th>
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<table>
<thead>
<tr>
<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
<th>Estimated Reconstruction/Repair Cost:</th>
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<tbody>
<tr>
<td>Weymouth</td>
<td>1949</td>
<td>$43,560.00</td>
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<tr>
<td>330 Feet</td>
<td>Feet NAVD 88</td>
<td>V6</td>
<td>15 Feet NGVD</td>
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<thead>
<tr>
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<th>Primary Material:</th>
<th>Primary Height:</th>
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<tbody>
<tr>
<td>Groin/ Jetty</td>
<td>Stone</td>
<td>Under 5 Feet</td>
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<table>
<thead>
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<th>Secondary Type:</th>
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<tbody>
<tr>
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Structure Summary:
The placed riprap with mortar has stones approximately 3 feet by 2 feet in size. The crest is one stone in width. There are two groins with a sandy beach between the two. The end of the groin is at mean low water.

<table>
<thead>
<tr>
<th>Condition</th>
<th>Rating</th>
<th>Priority</th>
<th>Rating</th>
<th>Level of Action</th>
<th>Description</th>
<th>Action</th>
<th>Description</th>
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<tbody>
<tr>
<td>B</td>
<td>Good</td>
<td>None</td>
<td>None</td>
<td>Minor</td>
<td>Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Structure Images:
- [081-004-021-003-200-PHO2A.JPG](#)
- [081-004-021-003-200-PHO2B.JPG](#)
- [081-004-021-003-200-PHO2C.JPG](#)

Structure Documents:
- [USACE](#) December 3 Proposed Goin, The Commonwealth
- [MA-DCR](#) March 1949 Proposed Beach
- [MA-DCR](#) July 1958 Proposed Beach
- [Weymouth](#) April 1950 Proposed Shore
- [Weymouth](#) October 195 Proposed Shore
- [Weymouth](#) April 1960 Proposed Shore
- [Weymouth](#) May 1960 Stone Mound, Slope
- [Weymouth](#) November 1 Proposed Shore

Prepared By: Bourne Consulting Engineering
**CZM Coastal Infrastructure Inventory and Assessment**  
**Structure Assessment Form**

<table>
<thead>
<tr>
<th>Property Owner:</th>
<th>Location:</th>
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</thead>
<tbody>
<tr>
<td>Local</td>
<td>Wessagussett Road</td>
<td>6/14/2007</td>
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<th>Presumed Structure Owner:</th>
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<td>Local</td>
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<tr>
<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
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<td>Weymouth</td>
<td>1950</td>
<td>$962,254.00</td>
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<tr>
<td>1270</td>
<td>Feet NAVD 88</td>
<td>V4</td>
<td>15 Feet NGVD</td>
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<tr>
<th>Primary Type:</th>
<th>Primary Material:</th>
<th>Primary Height:</th>
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</thead>
<tbody>
<tr>
<td>Bulkhead/ Seawall</td>
<td>Concrete</td>
<td>Under 5 Feet</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Secondary Type:</th>
<th>Secondary Material:</th>
<th>Secondary Height:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revetment</td>
<td>Stone</td>
<td>Under 5 Feet</td>
</tr>
</tbody>
</table>

**Structure Summary:**
The precast wall with a wave return face. The riprap has stones of approximately 3 feet by 2 feet by 2 feet size. Some of the stones are buried by the sand at sections. Houses are located 15 feet behind the structures. There is no scour or erosion. There are some localized areas of cracking and section loss.

<table>
<thead>
<tr>
<th>Condition</th>
<th>Rating</th>
<th>Level of Action</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>C</td>
<td>Fair</td>
<td>Moderate</td>
<td>Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.</td>
</tr>
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</table>

**Priority Rating Action Description**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Rating</th>
<th>Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>IV</td>
<td>High Priority</td>
<td>Consider for Next Project Construction Listing</td>
<td>High Value inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)</td>
</tr>
</tbody>
</table>

**Structure Images:**
- [081-004-029-006-100-PH01A.JPG](#)

**Structure Documents:**
- Weymouth | April 1950 | Proposed Beach | 081-004-029-006-100-TWN1A
- Weymouth | October 195 | Proposed Shore | 081-004-029-006-100-TWN1B
- Weymouth | November 1 | Proposed Shore | 081-004-029-006-100-TWN1C

**Prepared By:** Bourne Consulting Engineering
The cast in place wall has a wave return face that is 2 feet wide. There is scour and undermine at localized areas of the wall. There is cracking and spalling on the wall. There is an old wall or footing that the wall was built on that is still visible.

Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.
**Structure Assessment Form**

**Property Owner:** Local

**Presumed Structure Owner:** Local

**Owner Name:** Weymouth

**Location:** Fore River Avenue

**Date:** 6/14/2006

**Based On Comment:**

**Earliest Structure Record:** 1948

**Estimated Reconstruction/Repair Cost:** $90,420.00

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<th>Length:</th>
<th>Top Elevation:</th>
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</thead>
<tbody>
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<td>685 Feet</td>
<td>V6 Feet NAVD 88</td>
</tr>
</tbody>
</table>

**Primary Type:** Groin/ Jetty

**Primary Material:** Stone

**Primary Height:** Under 5 Feet

**Secondary Type:**

**Secondary Material:**

**Secondary Height:**

**Structure Summary:**
There is a series of groins made up of dumped riprap with stones of approximately 3 feet by 2 feet by 2 feet size. They are at a 1 on 1 slope. The crest is one stone wide. There is minor settling and unraveling. The groin extends approximately 50 to 75 feet past mean high water.

<table>
<thead>
<tr>
<th>Condition Rating</th>
<th>Priority Rating</th>
<th>Level of Action Description</th>
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</thead>
<tbody>
<tr>
<td>B Good</td>
<td>III Moderate Priority</td>
<td></td>
</tr>
<tr>
<td>Minor</td>
<td>Consider for Active Project Improvement Listing</td>
<td></td>
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</tbody>
</table>

**Description:**
Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

**Structure Images:**
- [081-004-050-001-100-PH01A.JPG](081-004-050-001-100-PH01A.JPG)

**Structure Documents:**
- USACE February 24, Proposed Groins in 081-004-050-001-100-COE1A
- USACE October 7, 1 Proposed Groins and 081-004-050-001-100-COE1B
- Weymouth April 1950 Proposed Beach 081-004-050-001-100-TWN1A
- Weymouth October 195 Proposed Shore 081-004-050-001-100-TWN1B
- Weymouth April 1960 Proposed Shore 081-004-050-001-100-TWN1C
- Weymouth May 1960 Stone Mound, Slope 081-004-050-001-100-TWN1D
- Weymouth November 1 Proposed Shore 081-004-050-001-100-TWN1E

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Weymouth

Location: Fore River Avenue
Based On Comment:

Earliest Structure Record: 1950
Estimated Reconstruction/Repair Cost: $644,068.00

Date: 6/14/2007

Length: 590 Feet NAVD 88
Top Elevation: 15 Feet NGVD
FIRM Map Zone: V6
FIRM Map Elevation: 15 Feet NGVD

Primary Type: Bulkhead/ Seawall
Primary Material: Concrete
Primary Height: 5 to 10 Feet

Secondary Type: Revetment
Secondary Material: Stone
Secondary Height: Under 5 Feet

Structure Summary:
The cast in place wall is 2.5 feet wide by 3 feet high. The riprap is located in front of the wall. It is 3 feet by 2 feet by 2 feet. There is a beach in front of the structures. There is no scour or erosion. There is minor cracking.

Condition Rating
Fair

Level of Action Description
Moderate
Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide additional material for full protection and extended life.

Priority Rating Action Description
High Priority Consider for Next Project Construction Listing High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

Structure Images:
081-004-054-003-100-PH01A.JPG

Structure Documents:
Weymouth April 1950 Proposed Beach 081-004-054-003-100-TWN1A
Weymouth October 1950 Proposed Shore 081-004-054-003-100-TWN1B
Weymouth November 1 Proposed Shore 081-004-054-003-100-TWN1C

Prepared By: Bourne Consulting Engineering
# CZM Coastal Infrastructure Inventory and Assessment
## Structure Assessment Form

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<tr>
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<th>Date:</th>
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<tr>
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<tr>
<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
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<td>Weymouth</td>
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<th>FIRM Map Elevation: 15 Feet NGVD</th>
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<tr>
<th>Primary Type: Bulkhead/ Seawall</th>
<th>Primary Material: Concrete</th>
<th>Primary Height: Under 5 Feet</th>
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</thead>
<tbody>
<tr>
<td>Secondary Type: Revetment</td>
<td>Secondary Material: Stone</td>
<td>Secondary Height: Under 5 Feet</td>
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</tbody>
</table>

### Structure Summary:
The cast in place wall is 1 foot wide. There are many sections of loss, cracking, erosion and exposed rebar. The beach is located in front of the structures and houses are behind the structures.

<table>
<thead>
<tr>
<th>Condition Rating</th>
<th>Priority Rating</th>
<th>Level of Action Description</th>
<th>Priority Action Description</th>
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<tbody>
<tr>
<td>D</td>
<td>IV</td>
<td>Major</td>
<td>High Priority</td>
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<tr>
<td>Poor</td>
<td>High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)</td>
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### Structure Images:
- [081-004-055-002-100-PHO1A.jpg](081-004-055-002-100-PHO1A.jpg)

### Structure Documents:
- Weymouth | April 1950 | Proposed Beach | [081-004-055-002-100-TWN1A](081-004-055-002-100-TWN1A)
- Weymouth | October 195 | Proposed Shore | [081-004-055-002-100-TWN1B](081-004-055-002-100-TWN1B)
- Weymouth | November 1  | Proposed Shore | [081-004-055-002-100-TWN1C](081-004-055-002-100-TWN1C)

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Weymouth

Location: Wessagusett Road
Based On Comment:
Earliest Structure Record: 1963

Date: 4/14/2009
Estimated Reconstruction/Repair Cost: $153,000.00

Length: 360 Feet
Top Elevation: 88 Feet NAVD 88
FIRM Map Zone: A4
FIRM Map Elevation: 14 Feet NGVD

Primary Type: Bulkhead/Seawall
Primary Material: Concrete
Primary Height: Under 5 Feet

Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
Concrete wall that has 5 feet visible. Acts as a curb for the road behind. There is a coastal bank in front of it. The wall is about 1 foot wide. Moderate cracking and spalling.

Condition Rating
C Fair

Level of Action Description
Moderate
Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

Priority Rating Action Description
III Moderate Priority Consider for Active Project Improvement Listing
Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

Structure Images:
[081-005-021-001-100-PH01A.JPG]
[081-005-021-001-100-PH01B.JPG]

Structure Documents:

Prepared By: Bourne Consulting Engineering
**CZM Coastal Infrastructure Inventory and Assessment**

**Structure Assessment Form**

- **Property Owner:** Local
- **Location:** Bridge Street
- **Presumed Structure Owner:** Local
- **Owner Name:** Weymouth
- **Date:** 6/14/2007
- **Earliest Structure Record:** 1974
- **Estimated Reconstruction/Repair Cost:** $18,163.00
- **Length:** 215 Feet
- **Top Elevation:** NAVD 88
- **FIRM Map Zone:** A4
- **FIRM Map Elevation:** 12 Feet NGVD
- **Primary Type:** Bulkhead/Seawall
- **Primary Material:** Concrete
- **Primary Height:** Under 5 Feet
- **Secondary Type:**
- **Secondary Material:**
- **Secondary Height:**

**Structure Summary:**
The cast in place wall is 1.5 feet wide by 5 feet high. The beach is in front of the wall and houses are behind it. There is no scour or undermining. There is minor cracking and spalling.

**Condition**
- **Rating**
  - **Level of Action**
    - **Description:** Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure/landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent/limit future deterioration and extend life of structure.

**Priority**
- **Rating**
- **Action**
  - **Description:** Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (<1 dwelling impacted / 100 feet of shoreline)

**Structure Images:**
- 081-006-062-031-100-PHO1A.JPG

**Structure Documents:**
- **USACE**
  - **November 5,** Proposed Shore 081-006-062-031-100-COE1A
  - **November 1,** Proposed Shore 081-006-062-031-100-TWN1A

Prepared By: Bourne Consulting Engineering
**CZM Coastal Infrastructure Inventory and Assessment**

**Structure Assessment Form**

### Property Owner:
- Local

### Presumed Structure Owner:
- Local

### Owner Name:
- Weymouth

### Location:
- Route 3A/Bridge Street

### Based On Comment:

### Earliest Structure Record:
- 1974

### Estimated Reconstruction/Repair Cost:
- $105,633.00

### Length: 485 Feet
- Top Elevation: 88 Feet NAVD 88
- FIRM Map Zone: A4
- FIRM Map Elevation: 12 Feet NGVD

### Primary Type:
- Bulkhead/Seawall

### Primary Material:
- Concrete

### Primary Height:
- 5 to 10 Feet

### Secondary Type:
- Revetment

### Secondary Material:
- Stone

### Secondary Height:
- Under 5 Feet

### Structure Summary:
The precast concrete wall has a wave return face. The placed riprap is at the base with a 1 on 1 slope. The stones are approximately 3 feet by 2 feet in size. There is no scour or erosion. Minor cracks on the wall. The stones at the toe are buried.

### Condition Rating
- **Description:** Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.
- **Rating:** B

### Priority Rating
- **Action Description:** High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)
- **Rating:** IV

### Structure Images:
- 081-006-062-031-200-PHO2A.JPG

### Structure Documents:
- USACE: November 5, Proposed Shore 081-006-062-031-200-COE2A
- Weymouth: November 1, Proposed Shore 081-006-062-031-200-TWN2A

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Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Weymouth

Location: Saunders Street

Based On Comment:

Earliest Structure Record: Unknown

Estimated Reconstruction/Repair Cost: $19,958.00

Length: 60 Feet NAVD 88
Top Elevation: 12 Feet NGVD
FIRM Map Zone: A4
FIRM Map Elevation: 12 Feet NGVD

Primary Type: Revetment
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
Dumped stone revetment fronting a pumping station and a road. Stone are 2 feet by 2 feet with 3 inch stone as an underlayer. There appears to one layer of armor stone.

Condition Rating
C
Fair
Moderate

Level of Action Description

Structure is sound but may exhibit minor deterioration, section loss, cracking, spalling, undermining, and/or scour. Structure adequate to withstand major coastal storm with little to moderate damage. Actions taken to reinforce structure to provide full protection from major coastal storm and for extending life of structure. Moderate wind or wave damage to landform exists. Landform may not be sufficient to fully protect shoreline during a major coastal storm. Actions taken to provide addition material for full protection and extended life.

Priority Rating
IV
High Priority
Consider for Next Project Construction Listing

Action Description
High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

Structure Images:
081-006-068-943-100-PHO01A.JPG
081-006-068-943-100-PHO01B.JPG

Structure Documents:

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Unknown
Presumed Structure Owner: Unknown
Owner Name: Weymouth
Location: River Bank Road
Date: 6/14/2007
Based On Comment: 
Earliest Structure Record: 1955
Estimated Reconstruction/Repair Cost: $180,576.00

Length: 1,200 Feet
Top Elevation: 88 Feet NAVD
FIRM Map Zone: A4
FIRM Map Elevation: 12 Feet NGVD

Primary Type: Bulkhead/Seawall
Primary Material: Concrete
Primary Height: Under 5 Feet
Secondary Type: Revetment
Secondary Material: Stone
Secondary Height: Under 5 Feet

Structure Summary:
The precast concrete wall has a wave return face. The wall has areas of section loss and undermine. There are minor cracks and spalling throughout. The dumped riprap has stones of approximately 3 feet by 2 feet size. There is no scour at the toe.

Condition Rating
B Good
Level of Action Description
Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure/landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent/limit future deterioration and extend life of structure.

Priority Rating
IV High Priority
Action Description
Consider for Next Project Construction Listing
High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

Structure Images:
081-006-070-010-100-PHO10A.JPG

Structure Documents:
081-006-070-010-100-CCO1A
081-006-070-00-100-COE1A
081-006-070-0-0-100-DCR1A
081-006-00-100-DCR1B
081-006-00-100-TWN1A
081-006-00-100-TWN1B
081-006-00-100-TWN1C

Prepared By: Bourne Consulting Engineering
## CZM Coastal Infrastructure Inventory and Assessment
### Structure Assessment Form

**Town:** Weymouth  
**Structure ID:** 081-006-070-010-200  
**Key:** community-map-block-parcel-structure

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<td>Evans Street</td>
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<table>
<thead>
<tr>
<th>Owner Name:</th>
<th>Earliest Structure Record:</th>
<th>Estimated Reconstruction/Repair Cost:</th>
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<tbody>
<tr>
<td>Weymouth</td>
<td>1956</td>
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<th>Length:</th>
<th>Top Elevation:</th>
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<tbody>
<tr>
<td>600 Feet</td>
<td>Feet NAVD 88</td>
<td>A4</td>
<td>12 Feet NGVD</td>
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<th>Primary Type:</th>
<th>Primary Material:</th>
<th>Primary Height:</th>
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<tbody>
<tr>
<td>Bulkhead/ Seawall</td>
<td>Concrete</td>
<td>10 to 15 Feet</td>
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<th>Secondary Type:</th>
<th>Secondary Material:</th>
<th>Secondary Height:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retention</td>
<td>Stone</td>
<td>5 to 10 Feet</td>
</tr>
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</table>

### Structure Summary:
Precast concrete wall with recurred wall. Minor shifting and movement. The toe is protected with placed stone rip rap with stone 4 feet by 3 feet by 2 feet. There is a concrete crest on the rip rap. Minor scour at the toe throughout the entire structure. No visible erosion behind.

### Condition Rating

<table>
<thead>
<tr>
<th>Condition Rating Level of Action Description</th>
<th>Priority Rating Action Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B Good Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.</td>
<td>III Moderate Priority Consider for Active Project Improvement Listing Inshore Structures with potential for Infrastructure Damage and/or Limited Residential Dwellings (&lt;1 dwelling impacted / 100 feet of shoreline)</td>
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### Structure Images:
- 081-006-070-010-200-PH02A.JPG

### Structure Documents:
- MA-DCR Dec 1956 Proposed Shore 081-006-070-010-200-DCR2A
- MA-DCR Jan 1959 Proposed Shore 081-006-070-010-200-DCR2B

Prepared By: Bourne Consulting Engineering
CZM Coastal Infrastructure Inventory and Assessment

Structure Assessment Form

Property Owner: Local
Presumed Structure Owner: Local
Owner Name: Weymouth

Location: Gilmore Street

Date: 6/14/2007

Based On Comment: 

Earliest Structure Record: Unknown
Estimated Reconstruction/Repair Cost: $18,810.00

Length: 285 Feet
Top Elevation: 98 Feet NAVD 88
FIRM Map Zone: A4
FIRM Map Elevation: 12 Feet NGVD

Primary Type: Revetment
Primary Material: Stone
Primary Height: Under 5 Feet

Secondary Type: 
Secondary Material: 
Secondary Height: 

Structure Summary:
The placed riprap stones are approximately 4 feet by 2 feet by 2 feet. The toe is intact. There is no scour. There is minor erosion at the top. A road and houses are behind the structure.

Condition Rating Level of Action Description
B Good Minor Structure observed to exhibit very minor problems, superficial in nature. Minor erosion to landform is present. Structure / landform adequate to provide protection from a major coastal storm with no damage. Actions taken to prevent / limit future deterioration and extend life of structure.

Priority Rating Action Description
IV High Priority Consider for Next Project Construction Listing High Value Inshore Structures with Potential for Infrastructure Damage and/or Moderate Density Residential Dwellings (1-10 dwellings impacted / 100 feet of shoreline)

Structure Images:
[081-010-081-015-100-PH01A.JPG]
[081-010-081-015-100-PH01B.JPG]

Structure Documents:

Prepared By: Bourne Consulting Engineering
Section V - Weymouth

Part C

Structure Photographs
<table>
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<tr>
<th>BCE Structure No</th>
<th>Document No</th>
<th>Contract/ Drawing Number</th>
<th>Entity</th>
<th>Municipality</th>
<th>Date</th>
<th>Title</th>
<th>Sheets</th>
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Section V - Weymouth

Part D

Structure Documents

TOWN DOCUMENT LIST

MA DCR - DOCUMENT LIST

MA DEP – Ch 91 DOCUMENT LIST

- Copies of License Documents

USACE – PERMIT DOCUMENT LIST

- Copies of Permit Documents
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<td>081-002-012-010-400</td>
<td>November 1953</td>
<td>Weymouth</td>
<td>Proposed Shore Protection: Stone Groin, Stone Mound and Concrete Seawall - Wessagusset Beach - Vicinity of Regatta Road and River Street - Weymouth.</td>
</tr>
<tr>
<td>081-004-021-003-100</td>
<td>March 1949</td>
<td>Weymouth</td>
<td>The Commonwealth of Massachusetts - Port of Boston Authority - Commonwealth Pier Number 5 - South Boston, MA - Record Plan: Shore Protection - Wessagusset Road, Weymouth.</td>
</tr>
<tr>
<td>081-004-021-003-100</td>
<td>July 1958</td>
<td>Weymouth</td>
<td>Proposed Beach Improvements: Groin, Seawall and Sand Fill - Wessagusset Beach - Weymouth - Prepared for the DPW of MA - Division of Waterways</td>
</tr>
<tr>
<td>081-004-021-003-300</td>
<td>March 1949</td>
<td>Weymouth</td>
<td>The Commonwealth of Massachusetts - Port of Boston Authority - Commonwealth Pier Number 5 - South Boston, MA - Record Plan: Shore Protection - Wessagusset Road, Weymouth.</td>
</tr>
<tr>
<td>081-004-021-003-200</td>
<td>July 1958</td>
<td>Weymouth</td>
<td>Proposed Beach Improvements: Groin, Seawall and Sand Fill - Wessagusset Beach - Weymouth - Prepared for the DPW of MA - Division of Waterways</td>
</tr>
<tr>
<td>081-004-021-003-100</td>
<td>March 1949</td>
<td>Weymouth</td>
<td>Proposed Beach Improvements: Groin, Seawall and Sand Fill - Wessagusset Beach - Weymouth - Prepared for the DPW of MA - Division of Waterways</td>
</tr>
<tr>
<td>081-004-021-003-100</td>
<td>October 1955</td>
<td>Weymouth</td>
<td>Proposed Shore Protection: Concrete and Stone Seawall - Weymouth Fore River at Apshawa Avenue - Weymouth - Prepared for the DPW of MA - Division of Waterways</td>
</tr>
<tr>
<td>081-004-021-003-100</td>
<td>December 1955</td>
<td>Weymouth</td>
<td>Proposed Shore Protection: Concrete and Stone Seawall - Weymouth Fore River - Vicinity of Evans Street - Weymouth - Prepared for the DPW of MA - Division of Waterways</td>
</tr>
<tr>
<td>081-008-070-010-200</td>
<td>January 1956</td>
<td>Weymouth</td>
<td>Proposed Shore Protection: Concrete and Stone Seawall, vicinity of Morris Street - Department of Public Works of MA - Division of Waterways</td>
</tr>
</tbody>
</table>

**Note:** The document contains a table with project numbers, dates, locations, and descriptions related to coastal protection projects in Weymouth, MA, including stone groins, stone mounds, and concrete seawalls. The projects are highlighted under specific months and years, indicating the dates of completion or submission for review. The locations are specified with respect to specific streets and are verified with references to the Massachusetts Department of Conservation and Recreation (DCR).
NOTE:
All elevations refer to MEAN LOW WATER.

SIDE ELEVATION

NOTE:
1) Datum MLW 14.84 ft
2) Timber Floats
   A = 4'-0" x 27'-0"
   B = 6'-0" x 27'-0"

PROPOSED PIER AND FLOATS

APPLICATION BY: Mass. Dept. of Environmental Management.

PURPOSE: Public Docking Facility.


SHEET 1 of 1  DATE: APRIL 1976
NOTES

1. ELEVATIONS SHOWN ARE IN FEET AND TENTHS ABOVE THE PLANE OF MEAN LOW WATER. MINUS FIGURES REPRESENT ELEVATIONS BELOW THAT SAME PLANE.

2. ALL TIMBER PILES TO BE CCA TREATED AT 2.5 PCF. ALL OTHER TIMBERS TO BE CCA TREATED AT 1.0 PCF.

3. ALL HARDWARE TO BE GALVANIZED

4. NO EELGRASS AT TIME OF SURVEY DATED NOVEMBER 9, 1989

5. FOR PUBLIC USE

ABUTTERS

1. CLAIRE G. TUFTS TRS.
   64 BEACH RD.
   WEYMOUTH, MA 02191

2. ELIZABETH & EDWARD SMITH
   407 NECK ST.
   WEYMOUTH, MA 02191

PLAN ACCOMPANYING PETITION OF DEPARTMENT OF FISHERIES, WILDLIFE & ENVIRONMENTAL LAW ENFORCEMENT PUBLIC ACCESS BOARD TO CONSTRUCT PUBLIC ACCESS FACILITY IMPROVEMENTS, LAUNCHING RAMP, FLOATS & PAVING WEYMOUTH BACK RIVER WEYMOUTH, SUFFOLK CO., MASS. APRIL 27, 1989 SHEET 1 OF 6 BRAMAN ENGINEERING COMPANY, LTD. CIVIL ENGINEERS AND SURVEYORS 258, MAIN ST., BUZZARDS BAY, MA.
PROPOSED PIER PROFILE

SCALE - 1" = 20'

EXIST, RIP-RAP TO BE REMOVED AND RESET AS REQUIRED.
FLOATS AND PILES TO BE PLACED ON BOTH SIDES (AS SHOWN ON THE OPPOSITE SIDE.)

EXIST, TIMBER RAMP & CONC. CURBS TO BE REMOVED

8' REINFORCED CONCRETE

24" GRAVEL

#5 BARS @ 12" O.C. EACHWAY

42'-0''

EXIST, RIP-RAP TO BE RESET

8'-12" CRUSHED STONE & CHIPS

PLASTIC STABILITIZER FILTER FABRIC

LICENSE PLAN NO. 2965

SECTION A-A

SCALE - 1" = 8'

Date: FEB 14 1992

Approved by Department of Environmental Protection

081-003-003-005-100
PROFILE 6' x 20' FLOAT
SCALE - 1" = 4'

PROFILE 6' x 12' FLOAT
SCALE - 1" = 4'

SECTION 6' WIDE FLOAT
SCALE - 1" = 4'

DEPARTMENT OF FISHERIES, WILDLIFE AND ENVIRONMENTAL LAW ENFORCEMENT
24" CATCH BASIN FRAME & GRATE IN CONFORMANCE W/ MASS. D.P.W. SPECIFICATIONS - RIM ELEV. AS NOTED

6'-8"  1 1/2" WASHED STONE

2'-0"  8'-0"  2'-0"

TYPICAL PRECAST CEMENT CONCRETE LEACHING CATCH BASIN (DRAINAGE) (H-20 LOADING)
SCALE - 1" = 4'

SHOULDER LENGTH VARIES
1 1/2" WEARING COARSE
1 1/2" BINDER COARSE
GRADE EL. VARIES
TYPE - 3
8" GRAVEL
SUBBASE

BITUMINOUS CONCRETE CURB DETAIL
SCALE - 1" = 2'

APPROX. EST. GRADE
42'

100 CY TO BE DREDGED
DREDGE TO EL -3.0 MLW

DREDGE CROSS SECTION
SCALE: 1" = 2'

DEPARTMENT OF FISHERIES, WILDLIFE AND ENVIRONMENTAL LAW ENFORCEMENT
<table>
<thead>
<tr>
<th>BCE Structure No</th>
<th>Document No</th>
<th>Contract/ Drawing Number</th>
<th>Entity</th>
<th>Municipality</th>
<th>Date</th>
<th>Title</th>
<th>Sheets</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>081-002-009-305-100</td>
<td>081-002-009-005-100-COE1A</td>
<td>55-261</td>
<td>USACE</td>
<td>Weymouth</td>
<td>November 18, 1955</td>
<td>Proposed Seawall and Filling - Weymouth Fore River, Fort Point, Weymouth, Massachusetts</td>
<td>1</td>
<td>Fort Point Road Between Birch Street and Caldwell Street</td>
<td>Seawall and Filling</td>
</tr>
<tr>
<td>081-004-021-303-100</td>
<td>081-004-021-033-100-COE1A</td>
<td>59-49</td>
<td>USACE</td>
<td>Weymouth</td>
<td>December 30, 1968</td>
<td>Proposed Groin, Seawall, and Sand Fill - Vicinity of Wessagusset Beach - Weymouth Fore River, Weymouth, Massachusetts</td>
<td>1</td>
<td>Wessagusset Beach Between Pilgrim Road and North Street</td>
<td>Groin, Seawall and Sand Fill</td>
</tr>
<tr>
<td>081-004-021-303-100</td>
<td>081-004-021-033-100-COE1B</td>
<td>60-244</td>
<td>USACE</td>
<td>Weymouth</td>
<td>July 14, 1950</td>
<td>Proposed Stone Groin and Sand Fill in the Vicinity of Wessagusset Beach, Weymouth Fore River, Weymouth, Massachusetts</td>
<td>1</td>
<td>Regatta Road and Wessagusset Road</td>
<td>Groin</td>
</tr>
<tr>
<td>081-004-021-303-100</td>
<td>081-004-021-033-100-COE1C</td>
<td>64-211</td>
<td>USACE</td>
<td>Weymouth</td>
<td>July 1964</td>
<td>Proposed Stone Groin - Wessagusset Beach, Weymouth Fore River, Weymouth, Massachusetts</td>
<td>1</td>
<td>Regatta Road</td>
<td>Stone Groin</td>
</tr>
<tr>
<td>081-004-050-001-100</td>
<td>081-004-050-001-100-COE1A</td>
<td>48-46</td>
<td>USACE</td>
<td>Weymouth</td>
<td>February 24, 1948</td>
<td>Proposed Groins in Weymouth Fore River</td>
<td>2</td>
<td>Fort Point Road Between River Street and Wolcott Street</td>
<td>Groin, Wall and Fill</td>
</tr>
<tr>
<td>081-004-050-001-100</td>
<td>081-004-050-001-100-COE1B</td>
<td>53-244</td>
<td>USACE</td>
<td>Weymouth</td>
<td>October 7, 1933</td>
<td>Proposed Groins and Fill in Weymouth Fore River at North Weymouth, County of Norfolk, Massachusetts</td>
<td>1</td>
<td>Wessagusset Road and North Street</td>
<td>Groin and Fill</td>
</tr>
<tr>
<td>081-006-062-431-100</td>
<td>081-006-062-031-100-COE1A</td>
<td>75-98</td>
<td>USACE</td>
<td>Weymouth</td>
<td>November 5, 1974</td>
<td>Proposed Shore Protection - Concrete Seawall - King Cove - Fore River, Weymouth</td>
<td>2</td>
<td>King Cove</td>
<td>Concrete Seawall</td>
</tr>
<tr>
<td>081-006-062-431-200</td>
<td>081-006-062-031-200-COE2A</td>
<td>75-98</td>
<td>USACE</td>
<td>Weymouth</td>
<td>November 5, 1974</td>
<td>Proposed Shore Protection - Concrete Seawall - King Cove - Fore River, Weymouth</td>
<td>2</td>
<td>King Cove</td>
<td>Concrete Seawall</td>
</tr>
<tr>
<td>081-006-070-910-100</td>
<td>081-006-070-019-100-COE1A</td>
<td>55-292</td>
<td>USACE</td>
<td>Weymouth</td>
<td>November 18, 1955</td>
<td>Proposed Seawall and Filling - Weymouth Fore River - Aspinwall Avenue, Weymouth, Massachusetts</td>
<td>1</td>
<td>Aspinwall Avenue</td>
<td>Seawall and Filling</td>
</tr>
</tbody>
</table>
SECTION AA
SCALE - FEET - 20TH SECTIONS
1" = 10'

Evelyn L. Webb
247 Clowry Webb Ctr
Brockton, MA 02108

Frank J. &
Winnisfail Ville
106 Parnell St., Weymouth

WEYMOUTH
FORE
RIVER

EXISTING CONCRETE SEAWALL

Proposed Concrete Seawall

WEYMOUTH
FORE
RIVER

NOTE:

ELEVATIONS ARE IN FEET AND TENTHS
AND SHOW PLANE OF UPWARD LOW WATER
LOCATION OF WORK TO BE DONE IS
SHOWN IN RED.

PROPOSED SEAWALL & FILLING
WEYMOUTH FORE RIVER
FORT POINT, WEYMOUTH - MASS.
APPLICATION TO
DEPARTMENT OF PUBLIC WORKS - MASSACHUSETTS
DIVISION OF WATERWAYS
OCTOBER, 1955
NOTE
ELEVATIONS ARE IN FEET AND TENTHS
ABOVE PLANE OF MEAN LOW WATER.
MINUS FIGURES SHOW DEPTHS BELOW
THE SAME PLANE.
APPROX EXISTING GROUND TWIN,
SHEER AND END SLOPES OF GROIN 10 TO 1.
LOCATION PROPOSED WORK IN RDS.
A 60" CORR METAL SEAWALL WAS NOT SHOWN.
IT ENCIRCLES LENGTHWISE WITHIN THE
GROIN. INV. OUTER END EL.26, END DOES
NOT EXTEND APPROXIMATELY DISTANCE
BEYOND END OF GROIN.

PROPOSED
GROIN, SEAWALL & SAND FILL
VICINITY OF WEYMOUTH BCH.
WEYMOUTH FORE RIVER
WEYMOUTH - Mass.
APPLICATION BY
DEPARTMENT OF PUBLIC WORKS MASSACHUSETTS
DIVISION OF WATERWAYS
DECEMBER 1938

Clin. A. M. 
CHIEF WATERWAYS ENGINEER
PROPOSED
STONE GROIN & SAND FILL
VICINITY BE WESAGUSET BEACH
WEYMOUTH FORE RIVER
WEYMOUTH MASS.
APPLICATION BY
DEPARTMENT OF PUBLIC WORKS OF MASSACHUSETTS
DIVISION OF WATERWAYS
MAY 1960

Robert B. MacKenzie
Chief Waterways Engineer
PROPOSED STONE GROIN
WEYMOUTH FORE RIVER
WEYMOUTH MASS.

Application by
DEPARTMENT OF PUBLIC WORKS OF MASSACHUSETTS
DIVISION OF WATERWAYS
JULY 1964

DEPUTY CHIEF ENGINEER-WATERWAYS

NOTE: ELEVATIONS ARE IN FEET AND TENTHS AND REFER TO PLANE OF MEAN HIGH WATER MINUS FIGURES SHOW DEPTHS BELOW THE SAME PLANE. LOCATION OF PROPOSED WORK SHOWN IN RED.
NOTE
ELEVATIONS ARE IN FEET AND TENTHS
ABOVE PLANE OF MEAN LOW WATERS.
MINUS FIGURES BELOW DEPTHS BELOW
THE SAME PLANE.
APPROX. EXISTING GROUND THICKNESS.
SIDE AND END SLOPES OF GROIN AS TO BE,
LOCATION PROPOSED WORK IN ADD.
A 43' CORR. METAL SEAWALL AND NET SHOWN
IS ENCLOSING LENGTHWISE WITHIN THE
GROIN. INV. FOOTING ON EL. +20. ENDS DO
NOT EXTEND APPRECIABLE DISTANCE
BEYOND END OF GROIN.
LOCATION OF GROIN A

WEYMOUTH

LOCATION OF GROIN B

WEYMOUTH

Section Thru Groin

Section Thru Wall

Longitudinal Section

Proposed Groins in Weymouth Fore River

Application by Port of Boston Authority
February 24, 1948.
Elevations are in feet and tenths and refer to mean low water.

Material for fill to be trucked in.

Proposed Groins and Fill in Weymouth Fore River at North Weymouth County of Norfolk, Mass.

Application by Port of Boston Commission November 1955.
NOTE
ELEVATIONS ARE IN FEET AND TENTHS
ABOVE THE PLANE OF MEAN LOW WATER.
LOCATION OF WORK TO BE DONE IS SHOWN
IN RED.