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Cc:	Randall, Todd A CIV USARMY CENAE (USA)
Subject:	Boston CSRM Study - Follow-up
Date:	Thursday, February 5, 2026 3:41:00 PM

Good afternoon all,

Please see below for follow-up responses to your questions regarding the Boston CSRM study. In lieu of sending shape files, please visit our project's GIS dashboard where you can view the proposed alternatives and toggle on flooding with different layers as desired.

https://www.arcgis.com/apps/dashboards/2f7681f64c8f436b8cdfa0a5544f8add

Please reach out if you have additional questions/concerns.

Thank you!

1. **Do we have redundancies in place for any of our proposed measures?**
We are doing multi-level risk analysis throughout the study, starting at a high level and refining to minute detail as we progress with development of our preferred plan. Redundancies will be placed where identified being needed. A final risk assessment would be done in the design phase to ensure accuracy.

2. **None of our alternatives address Logan Airport correct?**
Yes, Massport requested not to be included in our study. However, much airport property is included in our formulation. Our alignments will tie in at the edges of the airport, but no measures are being specifically formulated for the airport. The coastal runways are also on high ground, and our modeling did not identify immediate risk.

3. **Were riverine inputs included in the modeling used when designing the alternatives?**
Rivers and tributaries were included in the model mesh as surge is able to propagate into those areas. The models used were primarily driven by coastal forcing (storm surge and waves) and riverine input was found to be less influential. A steady state sensitivity test was performed on the Neponset River and coastal influence was found to dominate with riverine input having little impact.

4. **Is the Chelsea Creek tank farm on its own to address flooding?**
Yes, the tank farm on Chelsea St is on its own. The area was identified as only fringe flooding and is not a major flood pathway that could impact larger areas inland. The tanks have additional secondary containment berms on site that add protection.

5. **What was decided regarding the tunnels?**

We will not be constructing any closure structures at tunnel openings. For most of the project area, the tunnel openings are behind our lines of protection. In South Boston, we have proposed raising a parapet wall around the area where tunnels surface to prevent water from entering.

6. **Do you have a map/figure of hospitals/schools/safety buildings in each neighborhood overlapped with the flooding/alignments?**

Please view the project ArcGIS dashboard and toggle on the desired layers with the flooding and alignments visible.
https://www.arcgis.com/apps/dashboards/2f7681f64c8f436b8cdfa0a5544f8add

7. **Why is the berm/regrade in Paul Revere Park only to 11.7'?**

The New Charles River Dam is the limiting elevation at this time at 11.7'. Because construction in a park area would be more accessible/easier to conduct, the decision was made to construct to 11.7' to match the controlling elevation (NCRD) with the potential for future work in that area should the elevation of the dam increase in the future. Whereas, on the other side of the dam, construction would be much more challenging and it makes sense to have a single construction event that addresses the high formulation instead of constructing there twice.

8. **Are the structures adaptable?**

They are adaptable for performance over a 100-year planning horizon. Alignments in dense areas were designed to a higher sea level curve scenario so construction would hopefully not be needed again in the future. In less dense areas, designs were done to a lower SLC scenario but will be building the foundation to allow adaptation in the future.

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