

ATTACHMENT F

CONNECTICUT DEPARTMENT OF AGRICULTURE/
BUREAU OF AQUACULTURE CONSULTATION

***Connecticut Department of Agriculture / Bureau of Aquaculture
Consultations and Correspondence***

On October 28, 2020, revised materials reflecting the current Project design and schedule (East Face berthing alignment) were provided to the CT Bureau of Aquaculture¹. These plans and select agency correspondence from July 2019 (Agency-provided Shellfish Map) are included in Attachment F.

Plans and text previously provided to this agency have been superseded by the current Project design. See Attachment P3 for the initial CT Bureau of Aquaculture consultation documentation, including these older SPII design plans (South Face berthing alignment).

¹ Materials sent to the CT Bureau of Aquaculture on October 28, 2020 detail the current design, as documented in the enclosed JPA Revision (Rev. 2). Plans reflecting the East Berth arrangement were previously sent to CT DEEP NDDDB on April 20, 2020 (JPA Revision 1); however, those April 2020 plans are superseded by content herein.

Van Naerssen, Kris

From: Carey, David H <David.Carey@ct.gov>
Sent: Friday, October 30, 2020 6:57 PM
To: Van Naerssen, Kris
Cc: Salvatore, Joseph R.; Grzywinski, Micheal; Lowry, Dennis; Garbolski, Michael
Subject: [EXTERNAL] Re: State Pier Infrastructure Improvements - Anticipated Project Updates

Thank you for details, Looks like your proposed measures should minimize turbidity and siltation issues outside project area within the main river.

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From: Van Naerssen, Kris <Kris.VanNaerssen@aecom.com>
Sent: Friday, October 30, 2020 5:55:41 PM
To: Carey, David H <David.Carey@ct.gov>
Cc: Salvatore, Joseph R. <Joseph.Salvatore@ct.gov>; Grzywinski, Micheal <Micheal.Grzywinski@ct.gov>; Lowry, Dennis <Dennis.Lowry@aecom.com>; Garbolski, Michael <Michael.Garbolski@aecom.com>
Subject: RE: State Pier Infrastructure Improvements - Anticipated Project Updates

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

David –

Thank you for your prompt reply and feedback; apologies for my somewhat slower response.

Regarding your questions, there are a number of best management measures being proposed to address sediment/siltation transport during the filling between the piers. A full-depth, anchored, Type 3 turbidity curtain will extend across the full distance at the south end between the piers, and will be in place at the outset of this filling process. The installation of the permanent bulkhead sheeting at the south end of the channel connecting the piers (and on the north side of the turbidity curtain) will provide primary control of sediment/siltation transport out of the fill area. A dewater/decant treatment system including turbidity monitoring as approved by DEEP will be in place during the filling process to control siltation as water needs to be discharged from the area between the piers. As part of the initial filling process, a sand berm is planned in the southern portion of the in-fill area which will serve as an internal cofferdam, and will eventually serve as a permanent structural support to anchor the dead-man system to tie into the south bulkhead sheeting.

Please let us know if we can provide any additional information. Thanks again and have a nice weekend.

Best,

Kris

From: Carey, David H <David.Carey@ct.gov>
Sent: Wednesday, October 28, 2020 3:20 PM
To: Van Naerssen, Kris <Kris.VanNaerssen@aecom.com>
Cc: Salvatore, Joseph R. <Joseph.Salvatore@ct.gov>; Grzywinski, Micheal <Micheal.Grzywinski@ct.gov>; Lowry, Dennis <Dennis.Lowry@aecom.com>; Garbolski, Michael <Michael.Garbolski@aecom.com>
Subject: [EXTERNAL] Re: State Pier Infrastructure Improvements - Anticipated Project Updates

Thank you for the recent modifications to the proposed project plans. The project revisions described in the 10/28/2020 letter will not create any significant impacts to shellfish resources or habitat.

Aquaculture did have a question regarding the construction methodology for filling between the piers and wondered will a temporary or permanent cofferdam wall be put in place to reduce sediment and siltation transport both down and up river on tide exchanges?

Please note new email address: David.Carey@ct.gov

David H. Carey, Director
Connecticut Department of Agriculture
Bureau of Aquaculture

Office: 203-874-0696 ext 103
Fax: 203-783-9976

David.Carey@ct.gov
www.ctgrown.gov

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- [COVID Resources for Farmers](#)
- COVID questions: Email us at AGR.COVID19@ct.gov

From: Van Naerssen, Kris <Kris.VanNaerssen@aecom.com>

Sent: Wednesday, October 28, 2020 1:49 PM

To: Carey, David H <David.Carey@ct.gov>

Cc: Salvatore, Joseph R. <Joseph.Salvatore@ct.gov>; Grzywinski, Micheal <Micheal.Grzywinski@ct.gov>; Lowry, Dennis <Dennis.Lowry@aecom.com>; Garbolski, Michael <Michael.Garbolski@aecom.com>

Subject: RE: State Pier Infrastructure Improvements - Anticipated Project Updates

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Good afternoon Mr. Carey –

Hope you are doing well.

I am reaching out to follow-up on our discussions of earlier this year regarding the State Pier Infrastructure Improvements (SPII / Project) proposed by the Connecticut Port Authority (CPA) in New London. As part of ongoing CT DEEP permitting processes, your office had previously reviewed Project application materials specific to shellfish resources. In April, you had noted that if the Project design and in-water windows are maintained, no additional coordination with your office would be required.

In support of a pending Joint Permit Application resubmittal, we have prepared the attached letter to update you on the current Project design, which has changed somewhat since your last review. Changes include deeper dredging and clarifications regarding associated dredging sideslopes. Additional detail on the Project revisions, associated plans and anticipated schedule are included herein. Please note that the dredging work described herein remains within the limits of the previously described berthing area and turning basin footprints. Regarding schedule, the previously noted in-water work windows (e.g. dredging in October – January, annually) will be followed.

Please let us know if you have any questions or comments regarding the attached or if any additional coordination with your office would be required. Thank you for your assistance.

Regards,

Kris van Naerssen
484-678-1876

From: Van Naerssen, Kris
Sent: Monday, April 20, 2020 11:41 PM
To: Carey, David H <David.Carey@ct.gov>
Cc: Lowry, Dennis <Dennis.Lowry@aecom.com>; Garbolski, Michael <Michael.Garbolski@aecom.com>; Salvatore, Joseph R. <Joseph.Salvatore@ct.gov>; Grzywinski, Micheal <Micheal.Grzywinski@ct.gov>
Subject: RE: State Pier Infrastructure Improvements - Anticipated Project Updates

Very good. Thank you again for your assistance here.

Best,

Kris

From: Carey, David H <David.Carey@ct.gov>
Sent: Monday, April 20, 2020 1:28 PM
To: Van Naerssen, Kris <Kris.VanNaerssen@aecom.com>
Cc: Lowry, Dennis <Dennis.Lowry@aecom.com>; Garbolski, Michael <Michael.Garbolski@aecom.com>; Salvatore, Joseph R. <Joseph.Salvatore@ct.gov>; Grzywinski, Micheal <Micheal.Grzywinski@ct.gov>
Subject: [EXTERNAL] Re: State Pier Infrastructure Improvements - Anticipated Project Updates

Kris: If you stick with the project design and those project windows our coordination is done.

Please note new email address: David.Carey@ct.gov

David H. Carey, Director
Connecticut Department of Agriculture
Bureau of Aquaculture

Office: 203-874-0696 ext 103
Fax: 203-783-9976

David.Carey@ct.gov
www.ctgrown.gov

From: Van Naerssen, Kris <Kris.VanNaerssen@aecom.com>
Sent: Monday, April 20, 2020 12:56 PM
To: Carey, David H
Cc: Lowry, Dennis; Garbolski, Michael; Salvatore, Joseph R.; Grzywinski, Micheal
Subject: RE: State Pier Infrastructure Improvements - Anticipated Project Updates

Mr. Carey –

Thank you for your prompt reply. Much appreciated.

I have attached a copy of the latest Project schedule (extracted from our working draft DEEP Joint Permit Application resubmittal). We anticipate that the Project's in-water dredging work would be subject to an October 1 – January 31 allowable work window annually. The Project construction schedule reflects this understanding and SPII dredging is proposed only in the late fall / early winter (Oct 2021 – Jan 2022). As such, can you confirm if any additional coordination would be required for the concerns you note below?

Thank you much,

Kris

From: Carey, David H <David.Carey@ct.gov>

Sent: Monday, April 20, 2020 12:07 PM

To: Van Naerssen, Kris <Kris.VanNaerssen@aecom.com>

Cc: Lowry, Dennis <Dennis.Lowry@aecom.com>; Garbolski, Michael <Michael.Garbolski@aecom.com>; Salvatore, Joseph R. <Joseph.Salvatore@ct.gov>; Grzywinski, Micheal <Micheal.Grzywinski@ct.gov>

Subject: [EXTERNAL] Re: State Pier Infrastructure Improvements - Anticipated Project Updates

Kris: This proposal does change the project pretty significantly. The new dredging out to the navigational channel disturbs a large area adjacent to the navigational channel. My concern is in the months of July into August when oysters are spawning how far north the incoming tide will push turbidity. The first oyster bed is right at the Waterford-New London town line which is much farther north. However if the dredging creates a turbidity impact at the town line we would want a seasonal dredge restriction to protect spawning oysters. There has been a significant amount of investment that has been made the last two years by Norm Bloom & Son to rejuvenate the oyster setting in the river above the Town Line.

Can a model predict the impacts of 300,000 yards of dredging at that location on the water quality at the Town line north of there on incoming tides in July and August.

If there is no significant water quality turbidity impacts at the Town Line north of project, then Aquaculture has no objections to the revised plan.

Please note new email address: David.Carey@ct.gov

David H. Carey, Director

Connecticut Department of Agriculture
Bureau of Aquaculture

Office: 203-874-0696 ext 103

Fax: 203-783-9976

David.Carey@ct.gov

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From: Van Naerssen, Kris <Kris.VanNaerssen@aecom.com>
Sent: Friday, April 17, 2020 6:09 PM
To: Carey, David H
Cc: Lowry, Dennis; Garbolski, Michael; Salvatore, Joseph R.; Grzywinski, Micheal
Subject: State Pier Infrastructure Improvements - Anticipated Project Updates

Good afternoon Mr. Carey,

Hope you are doing well these days and staying healthy.

As part of ongoing CT DEEP permitting processes, your office had previously reviewed the State Pier Infrastructure Improvements (SPII / Project) proposed by the Connecticut Port Authority (CPA) in New London. We are submitting the attached letter to update you on the current Project work scope, which has changed somewhat since your last review. Changes include altered vessel berthing arrangements and associated dredging at the State Facility Pier. These changes were made to address local navigational concerns. Additional detail on these Project revisions, and plans that reflect the current engineering design, are included herein.

Thank you much and please do let us know if you have any questions or comments regarding the attached.

Best,

Kris van Naerssen, PWS
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October 28, 2020

David H. Carey
Connecticut Department of Agriculture
Bureau of Aquaculture
P.O. Box 97
Milford, CT 06460

**State Pier Infrastructure Improvements Project:
Proposed State Pier Design Modifications - Revised JPA Resubmittal
200 State Pier Road in New London, Connecticut**

Dear Mr. Carey,

On behalf of the Connecticut Port Authority (CPA), AECOM is contacting the Bureau of Aquaculture to provide an update to the State Pier Infrastructure Improvements (SPII or Project) work scope. In-water activities proposed at the State Pier Facility (New London, CT), specifically the proposed dredging configurations, have been slightly amended since your last review of Project materials.

CPA's consultants submitted a Joint Permit Application (JPA) to the Connecticut Department of Energy and Environmental Protection (CT DEEP) and to the United States Army Corps of Engineers (USACE) on May 6, 2019 for the proposed SPII. In response to feedback received from other harbor users, the Project design was amended in late 2019/early 2020. A Revised JPA was submitted to the agencies on May 8, 2020 to capture these design changes. We consulted with your office during the initial JPA submittal and subsequent resubmittal processes and will continue to do so as necessary.

As noted, the work scope has been slightly amended since the May 2020 Revised JPA was submitted, as the design has progressed and been further refined this year. Consequently, AECOM is preparing a second Revision to the JPA to capture related scope changes and associated application edits. A summary of notable changes is below and an updated *Executive Summary* document and select updated plan sheets from the forthcoming Revised JPA (Rev. 2) are also included for your review.

Prior Consultations

As part of the initial JPA application process, the Project submitted a *Department of Agriculture / Bureau of Aquaculture DEEP Permit Consultation Form* for review on February 22, 2019. Your office responded on March 1, 2019 with a determination that the Project, as initially proposed, would not significantly impact any shellfish areas. During their review of the initial JPA, CT DEEP requested that CPA research and provide additional information regarding aquaculture bed ownership in the Project vicinity. Your office provided AECOM with this mapping which was subsequently included in the May 2020 Revised JPA submittal.

AECOM contacted your office again in April 2020 as part of the Revised JPA submittal process and described the scope changes anticipated at that time. You had indicated, via an April 20 email, that if the project design and construction windows - as described to the Bureau of Aquaculture in April 2020 - were maintained, then coordination with your office would be complete. While these elements remain largely consistent with the scope you had reviewed in April 2020, additional design changes and clarifications regarding dredging sideslopes are documented for your consideration below.

Project Changes

A summary of notable changes since your previous review of the Revised JPA materials (Spring 2020) follows. The JPA is being revised to capture the following dredging and seabed preparation approach, including:

- Vessel Berth Dredging and Seabed Preparation:
 - A tiered berthing pocket design with deeper proposed dredge depths (eastern portions of the berth pockets dredged to -65' MLLW), rock pad areas and associated side-slope alterations.
 - Northeast (Delivery Vessel) Berth:
 - Dredging of ~70,000 SF and ~98,000 CY for berthing areas without rock pad placement.
 - Dredging of ~170,000 SF and ~124,000 CY in support of rock pad installation areas.
 - Installation of ~107,000 CY of crushed stone within the jack-up pad / rock pad area.
 - East (Installation Vessel) Berth:
 - Dredging of ~210,000 SF and ~122,000 CY of dredging in support of rock pad installation.
 - Installation of ~107,000 CY of crushed stone within the jack-up pad / rock pad area.
- Turning Basin Dredging:
 - Accounting for adjacent sideslope alterations, the turning basin dredging has decreased to approximately 55,000 CY of material from an approximately 241,000 SF subset of the turning basin.

Please see the accompanying plan sheets for additional detail. While these design elements will be updated in the forthcoming JPA Revision, the majority of the other Project elements remain unchanged. **Please note that the work described above remains within the Project's previously identified overall berth pocket and turning basin limits.**

An anticipated construction schedule, which includes seasonal work restrictions, is included in the accompanying executive summary. At current, the Project schedule remains consistent with that presented in the May 2020 Revised JPA (and as previously reviewed by your office). The final Project schedule will be determined by multiple factors, including regulatory approval receipts, contracting and other variables. Regardless of potential schedule changes, if any are in fact required, **the Project anticipates adhering to time of year restrictions described in the attached, including associated permit conditions restricting timing of dredging or other unconfined in-water activities.**

Thank you for your continued assistance with this Project. Please let us know if we can provide any additional information to facilitate your review. If you have any questions or comments regarding the design revisions detailed herein, or if additional coordination is required, please do not hesitate to contact us.

Kind regards,



Kris van Naerssen, PWS
AECOM
T: 860-263-5763
M: 484-678-1876
E: Kris.VanNaerssen@aecom.com

Enclosures: Revised Project Permitting Plans – Select Sheets
Revised Executive Summary

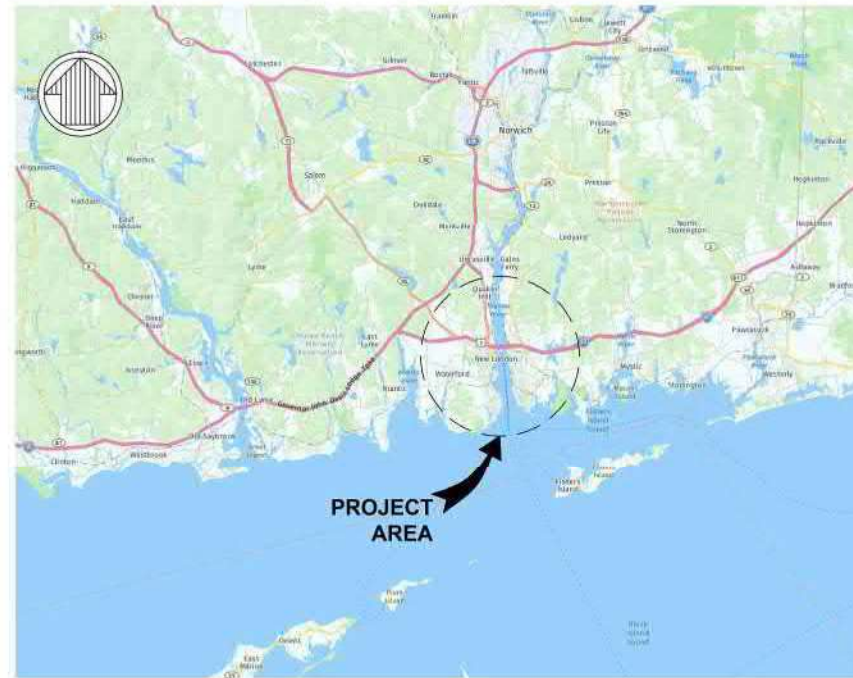
Revised Project Permitting Plans

STATE PIER INFRASTRUCTURE IMPROVEMENTS

STATE PIER FACILITY

NEW LONDON, CONNECTICUT

Select plan sheets identified below were forwarded to agency on 10/28/20. Omitted here to reduce document size. See Attachment I for corresponding plan sheets.



AREA MAP



LOCATION MAP

DRAWING INDEX	
SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	NOTES - 1 OF 2
3	NOTES - 2 OF 2
4	EROSION AND SEDIMENT CONTROL NOTES - 1 OF 3
5	EROSION AND SEDIMENT CONTROL NOTES - 2 OF 3
6	EROSION AND SEDIMENT CONTROL NOTES - 3 OF 3
7	EROSION AND SEDIMENT CONTROL PLAN
8	EXISTING TOPOGRAPHIC AND HYDROGRAPHIC PLAN
9	EXISTING CONDITIONS PLAN
10	DEMOLITION AND REMOVAL PLAN
11	EXISTING STATE PIER PILE SUPPORTED PLATFORM
12	PROPOSED PLAN
13	PROPOSED DREDGING PLAN
14	GRADING AND DRAINAGE PLAN
15	PHASING PLAN
16	WORK COVERED UNDER CERTIFICATE OF PERMISSION AND CT GP PERMITS
17	OFFICE AND PARKING PLAN
18	FACILITY USE AND LOGISTICS PLAN
19	FEDERAL CHANNEL MAP PLAN
20	INSTALL VESSEL NAVIGATION PLAN (INBOUND)
21	INSTALL VESSEL NAVIGATION PLAN (OUTBOUND)
22	NORTHEAST BULKHEAD SECTIONS
23	PROPOSED EAST STATE PIER PILE SUPPORTED PLATFORM
24	KING PILE WALL CLOSURE BETWEEN CVRR AND STATE PIER
25	CVRR BULKHEAD SECTIONS
26	MOORING PLATFORM SECTION
27	BUOY ANCHORAGE AND MOORING DOLPHIN DETAILS
28	DRAINAGE STRUCTURE DETAILS - 1 OF 2
29	DRAINAGE STRUCTURE DETAILS - 2 OF 2
30	OUTFALL DETAILS
31	DUCTBANK DETAILS
32	PROPOSED DREDGE ALIGNMENT PLAN
33	NORTHEAST BERTH DREDGE SECTIONS
34	EAST BERTH DREDGE SECTIONS
35	DREDGE SECTIONS FOR INSTALL VESSEL JACK-UP LEGS

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PERMITTING SET
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SEAL

Revised Executive Summary

Revised Executive Summary

On October 28, 2020, a copy of JPA *Attachment A – Executive Summary* was forwarded to the agency. To limit document size, this attachment is excluded here. See Attachment A for details.