

ATTACHMENT M10

CT DEEP FISHERIES CONSULTATION DOCUMENTATION

Van Naerssen, Kris

From: Williams, Bruce <Bruce.Williams@ct.gov>
Sent: Wednesday, October 28, 2020 3:08 PM
To: Van Naerssen, Kris
Cc: Salvatore, Joseph R.; Grzywinski, Micheal; Lowry, Dennis; Garbolski, Michael
Subject: [EXTERNAL] RE: CPA State Pier Infrastructure Improvements, New London: Project Plan Updates and DEEP Fisheries Consultation Information

Thanks Kris,

It's going to take me a little time to get up to speed on this project. Let me go over the information you have sent me and I'll get back to you with any questions.

Thanks,

*Bruce Williams
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Diadromous Fish and Habitat Conservation and Enhancement Programs
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Ensuring a clean, affordable, reliable, and sustainable energy supply***

From: Van Naerssen, Kris <Kris.VanNaerssen@aecom.com>
Sent: Wednesday, October 28, 2020 12:48 PM
To: Williams, Bruce <Bruce.Williams@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: CPA State Pier Infrastructure Improvements, New London: Project Plan Updates and DEEP Fisheries Consultation Information

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. Williams,

Hope this note finds you well.

As part of ongoing CT DEEP permitting processes, your office had previously reviewed application materials related to the State Pier Infrastructure Improvements (SPII / Project). This Project is proposed by the Connecticut Port Authority (CPA) in New London. We were previously working with Steve Gephard on this matter and understand that understand that, since his recent retirement, you will be taking over review responsibilities for the SPII.

Wanted to reach out to introduce myself and also provide the attached letter that captures changes to the Project work scope, which has changed somewhat since your office's last review. This letter was prepared in support of a pending resubmittal to the Project's Joint Permit Application package. Changes described herein include altered (deeper) in-water dredging footprints and clarifications to the associated dredging sideslopes at the State Facility Pier. Additional detail on the Project itself, and associated plans are also included. Previously noted in-water work window guidance will be followed, as well as the DEEP Fisheries mitigation requirements – which we understand remain in development.

Please let us know if you have any questions or comments regarding the attached or if we can provide further information to assist in your review. Thank you for your assistance and look forward to connecting.

Best,

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October 28, 2020

Bruce Williams
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CT Department of Energy and Environmental Protection (DEEP)
Fisheries Division
PO Box 719
Old Lyme, CT 06371

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

Dear Mr. Williams,

On behalf of the Connecticut Port Authority (CPA), AECOM is contacting the CT DEEP Fisheries Division to provide an update to the State Pier Infrastructure Improvements (SPII or Project) work scope, which has been amended since your office's last review. The Project team had previously been coordinating with Mr. Steven Gephard, Supervising Fisheries Biologist, of the Fisheries Division. We understand that you have taken over Steve's review responsibilities for this project since Mr. Gephard's retirement. Please let us know if we can provide any supplemental information as you familiarize yourself with this proposed Project.

As background, the Project is proposed at the State Pier Facility, located in New London, CT, and will require upland and in-water works, including dredging and fill placement. The proposed Project will allow the State Pier Facility to serve as a long-term regional wind turbine generation (WTG) port facility, while at the same time continuing to support other existing long-term breakbulk cargo operations. Additional information on the proposed SPII is included in the accompanying materials.

CPA's consultants submitted a Joint Permit Application (JPA) to the 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. The CPA consulted with Mr. Gephard during the initial JPA submittal and subsequent JPA resubmittal processes and we plan to continue consultations with your office as needed.

The Project 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 set sheets from the forthcoming Revised JPA (Rev. 2) are also included for your review.

Prior Consultations

As part of the initial JPA application process, CPA submitted a State-Listed Species Review to the Natural Diversity Data Base (NDDDB) on January 29, 2019, and a request to the CT DEEP Inland Fisheries Division on February 26, 2019 to review associated NDDDB materials. NDDDB issued Determination No. 201901490 on March 19, 2019 and has since updated this determination through subsequent correspondence.

CT DEEP Inland Fisheries Division responded via email on March 15, 2019 indicating that this area of New London Harbor serves as nursery habitat and migratory corridors for fisheries, including state-listed species, and that mitigation would be required. As such, CPA has engaged in several conversations with CT DEEP Inland Fisheries Division regarding the proposed Project and associated mitigation work. In accordance with discussions of July 1, 2019, a Fisheries Mitigation Plan was drafted and submitted for inclusion in the previous Revised JPA materials.

AECOM contacted the CT DEEP Fisheries Division again in early 2020 as part of the Revised JPA submittal process to document work scope changes anticipated at that time. The Project team and DEEP personnel reviewed the proposed scope and anticipated fisheries impacts, and coordinated around anticipated mitigation mechanisms, in April through July 2020. Feedback from DEEP received to date has been incorporated in the Project's Mitigation documentation (JPA Attachment M8), including its Appendix A: Fisheries Management/Mitigation Plan.

Project Changes

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 the design elements noted above 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 berth pocket and turning basin limits.**

Please let us know if we can provide any additional information to facilitate your review. Thank you for your assistance with this Project. 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
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Enclosures: Revised Project Permitting Plans – Select Sheets;
Revised Executive Summary

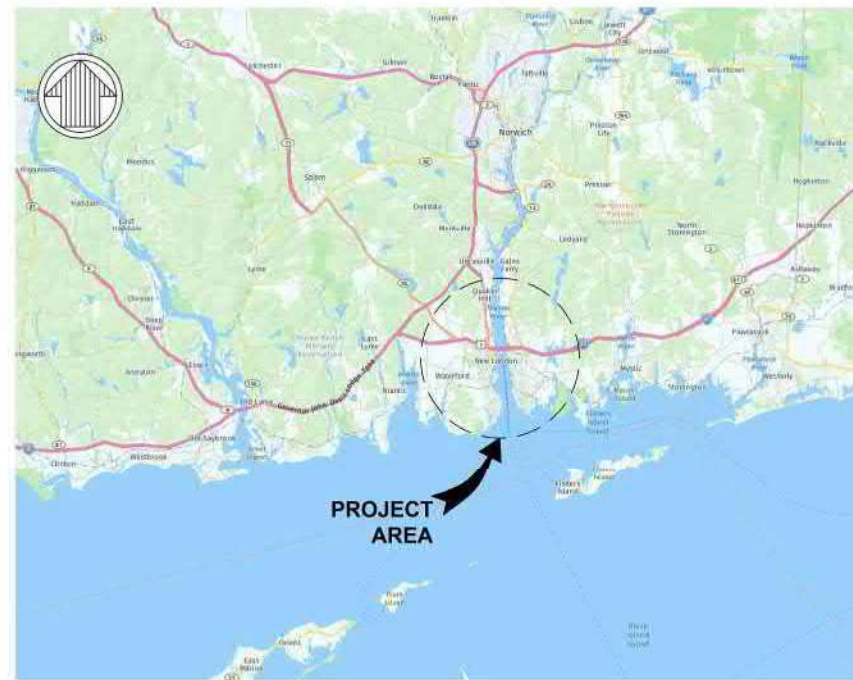
Revised Project Permitting Plans

STATE PIER INFRASTRUCTURE IMPROVEMENTS

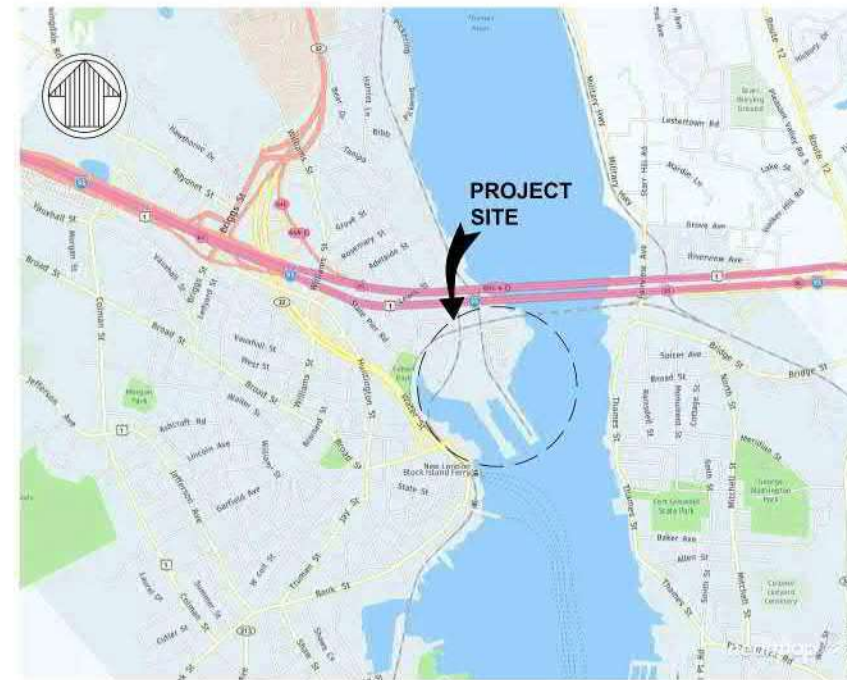
STATE PIER FACILITY

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

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.