

ATTACHMENT M11B

SECTOR LONG ISLAND SOUND USCG CONSULTATIONS

USCG Sector Long Island Sound Consultations and Correspondence

On October 28, 2020, revised materials reflecting the current Project design and schedule (East Face berthing alignment) were provided to the USCG¹. In addition, a meeting was held with USCG and Project personnel on 10/29/2020 to discuss a pending Thames River navigational study.

Plans and text previously provided to this agency have been superseded by the current Project design. See Attachment P8 for initial USCG Sector Long Island consultation documentation, including older SPII design plans included in the 03/04/2019 MCA letter.

¹ Materials sent to USCG 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Berth arrangement were previously sent to USCG in April, 2020 (JPA Revision 1); however, those April 2020 plans are superseded by content herein.

Van Naerssen, Kris

From: Van Naerssen, Kris
Sent: Wednesday, October 28, 2020 1:17 PM
To: Jennifer.L.Sheehy@uscg.mil
Cc: Grzywinski, Micheal; Salvatore, Joseph R.; Ray, Diane M CIV USARMY CENAE (USA); Lowry, Dennis; Garbolski, Michael
Subject: State Pier Infrastructure Improvements New London CT: Project Dredging Updates
Attachments: USCG_Project_Updates-10282020.pdf

Good afternoon Lt. Sheehy –

Hope this note finds you well. For your use and review, please find the attached letter regarding the State Pier Infrastructure Improvements (SPII / Project) which is 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 relative to USCG interests. We are submitting this letter to update you on the current Project work scope, which has changed somewhat since your last review. Changes include altered (deeper) in-water dredging footprints and clarifications to the associated dredging side slopes. Additional detail on the Project revisions and associated plans are included herein. Please note that the dredging work described herein remains within the limits of the previously described berthing area/turning basin footprints.

Also, as part of the USACE Public Comment process (Public Notice NAE-2018-02161), you had provided comments in a September 2, 2020 letter. Please note that CPA/AECOM has received these comments and a Project team member will be in touch regarding the study information you requested as it pertains to potential navigational concerns within the harbor.

Please let us know if you have any questions or comments regarding the attached or if we can provide further information. Thank you for your assistance.

Best,

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October 28, 2020

Lieutenant Jennifer Sheehy
Chief, Waterways Management Division
U.S. Coast Guard (USCG)
Sector Long Island Sound
120 Woodward Avenue
New Haven, CT, 06510

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

Lieutenant Sheehy,

On behalf of the Connecticut Port Authority (CPA), AECOM is contacting USCG Sector Long Island Sound 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 dredging configurations, have been slightly amended since your last review of Project materials.

CPA's consultants submitted an initial SPII Joint Permit Application (JPA) to the Connecticut Department of Energy and Environmental Protection (CT DEEP) and the United States Army Corps of Engineers (USACE) on May 6, 2019. In response to feedback received from other harbor users regarding navigational concerns, 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.

Public Notice NAE-2018-02161 was recently issued by USACE for the SPII Revised JPA filing. As part of this USACE Public Comment process, you had provided comments in a September 2, 2020 letter. Please note that CPA/AECOM has received these comments and a Project team member will be in touch regarding addressing the study information you requested as it pertains to potential navigational concerns within the harbor.

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 since the May 2020 Revised JPA materials follows. Select updated plan set sheets and an updated *Executive Summary* document from the forthcoming Revised JPA (Rev. 2) are also included for your review.

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 areas.

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

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

Kind regards,



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

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

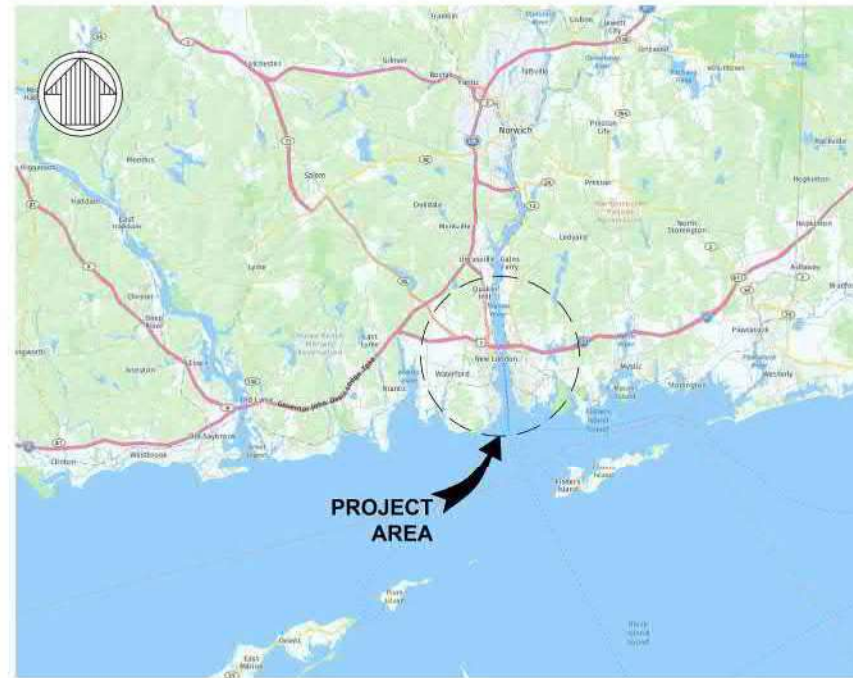
Revised Project Permitting Plans

STATE PIER INFRASTRUCTURE IMPROVEMENTS

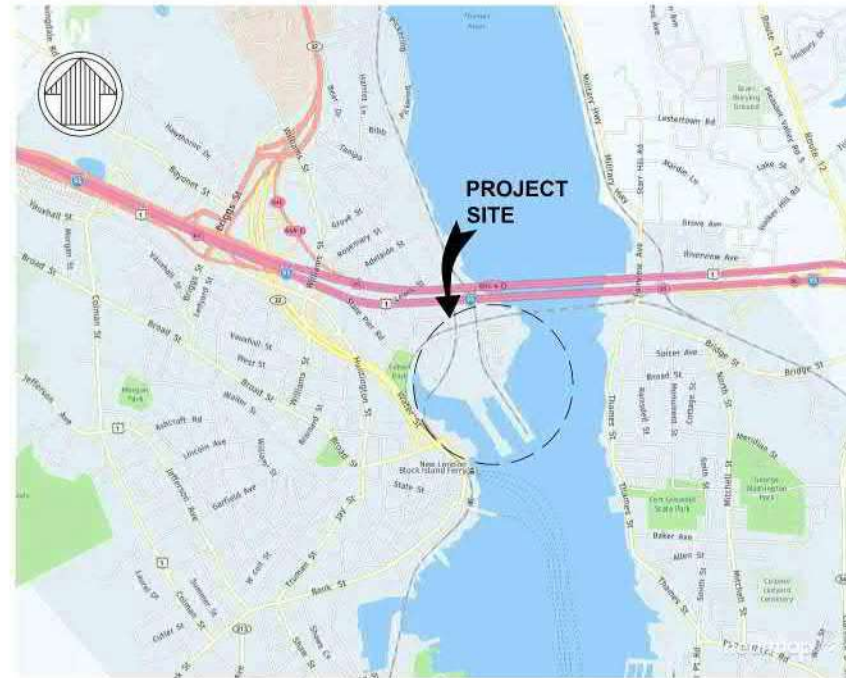
STATE PIER FACILITY

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

DWG INFO: C:\ECSP\Projects\10630\Detail Design\State\per030-CADD_Active_PermSet\10630-01.dwg; May 4, 2020 - 8:04 PM; C:\NOVA\IGLESIAS; (C) MOFFATT AND NICHOL



PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION



SEAL

Revised Executive Summary

Van Naerssen, Kris

Subject: FW: State Pier Infrastructure Improvements New London CT

From: Andrew, Shannon L LT <Shannon.L.Andrew@uscg.mil>
Sent: Friday, May 01, 2020 1:08 PM
To: Egan, Scott <Scott.Egan@aecom.com>
Cc: Sheehy, Jennifer L LT <Jennifer.L.Sheehy@uscg.mil>; Johnson, Maureen D CDR <Maureen.D.Johnson@uscg.mil>
Subject: [EXTERNAL] FW: State Pier Infrastructure Improvements New London CT

Scott,

I am no longer at Sector Long Island Sound. Please contact LT Jen Sheehy or CDR Maureen Johnson for more discussion. Thank you!

V/R,
LT Andrew

From: Egan, Scott <Scott.Egan@aecom.com>
Sent: Thursday, April 30, 2020 3:18 PM
To: Andrew, Shannon L LT <Shannon.L.Andrew@uscg.mil>
Cc: Lowry, Dennis <Dennis.Lowry@aecom.com>; Van Naerssen, Kris <Kris.VanNaerssen@aecom.com>; Garbolski, Michael <Michael.Garbolski@aecom.com>
Subject: [Non-DoD Source] State Pier Infrastructure Improvements New London CT

Good afternoon Lt Andrew,

As you are aware the Connecticut Port Authority is proposing infrastructure repairs and improvements to the State Pier Facility in New London, CT in order to allow this facility to service 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. As described in the attached letter and project plans, some revisions to the facility layout were necessary to address potential navigational conflicts with other local commercial vessel (ferry, cruise and tug) movements identified during the design, outreach and permitting process.

Please feel free to contact me with any questions.

Thanks,
Scott

Scott Egan MS, CPSS
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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.