

ATTACHMENT P8

OLDER USCG SECTOR LONG ISLAND CONSULTATION
MATERIALS: MCA 03/04/2019 LETTER

(SEE ATTACHMENT M11B, ABOVE, FOR ADDITIONAL
DETAIL)



April 1, 2019

LT Shannon Andrew
Waterways Management Division Chief
USCG Sector Long Island Sound
120 Woodward Ave
New Haven, CT 06510
(203) 468-4432

RE: State Pier Improvements, New London, CT.

NAE-2018-02161

MCA: 2017-216

Dear Lt. Andrew,

Thank you for your prompt response.

The proposed State Pier Infrastructure Improvements' Impacts to Navigation are as follows:

The four existing mooring dolphins, located approximately 350 feet to the east of the State Pier, will be removed as a part of this project. The steel foundation piles will be cut 2 feet below the mudline. The removal of these structures will facilitate vessel berthing at the Northeast Bulkhead.

The proposed structural improvements at the State Pier complex will be installed within the existing footprint of the facility with the exception of three activities which are listed below:

- Placement of fill between the State and CVRR Piers.
- Dredging at the Northeast Bulkhead Berth.
- Dredging at new the Southern Berth (south of bulkhead between the CVRR and State Piers).

The filling between the two piers will prohibit vessels from berthing on the west and east side of the State and CVRR piers respectively. However, this newly filled area will not affect navigation outside the overall footprint of the State Pier Facility.

The mudline in the area of the Northeast Bulkhead slopes sharply downwards moving eastward towards the Federal Channel. This proposed dredge will require 1V:3H side slopes on its northern and southern extents but not at its eastern limits. The eastern limit of this proposed dredge area will have the closest distance to the western limit of the existing Federal Channel. The distance from the western extent of the Federal Channel to the northeastern corner to the moored installation vessel will be approximately 295'. This activity will not have an adverse impact on the Federal Channel or navigation in this area.

The proposed dredge footprint at the new Southern Bulkhead will have the closest approach to the existing Federal Channel. This distance is approximately 225'. The "install" vessel when berthed at this



location will maintain a distance of approximately 243' from the western extent of the existing Federal Channel. This calculated offset roughly matches the offset of the large bulk vessels that currently berth on the east side of the State Pier.

Please see our response to your questions (in *italics*) below.

What kinds of vessels will you be using to complete the work, and where during the construction process will they be positioned?

Dredging and installation of the closure bulkhead between the CVRR and State pier will be based from construction barges. The size of these barges ranges. A typical barge is approximately 200' x 75'. These barges will work directly adjacent to the Northeast Bulkhead and the new southern berth at the bulkhead between the two piers. These barges may also berth on the east side of the State Pier during construction.

This is in very close proximity to Cross Sound, have then been notified of the proposed construction/do they have any feedback?

Yes, coordination with Cross Sound Ferry (CSF) will take place when this evolves into a construction project. There will be minimal impacts to CSF, if any. No major work is planned that would impact the CSF terminal. We will follow-up with you, should any meaningful feedback be received from the CSF.

What is the proposed timeline?

Proposed construction time line runs from November 2019 to March 2022.

Do you expect any partial or full channel blockages? If so, do you need a safety zone for any of this construction?

We are not anticipating any channel blockages during the construction of this project. No safety zone is needed for this project. We will develop a plan with monitoring, etc. The facility is already a port security zone with the USCG. We don't believe that a wind terminal will require a safety zone.

If you have more questions or need any additional information, please do not hesitate to contact us.

Yours sincerely,

Rima Laukaitis, P.E.
Project Manager
Martinez Couch & Associates, LLC

Rima Laukaitis

To: Andrew, Shannon L LT
Cc: Ray, Diane M CIV USARMY CENAE (US); Garbolski, Michael; Joseph.Salvatore@ct.gov; Richard Couch
Subject: RE: State Pier Improvements, New London, CT. NAE-2018-02161

Good Morning Rima,

I apologize for the extended delay. Sector Long Island Sound does have a few questions regarding the construction/improvement, and will probably have more as it progresses. See below and let me know if you have any questions, we appreciate you contacting us early for this.

What kinds of vessels will you be using to complete the work, and where during the construction process will they be positioned?

This is in very close proximity to Cross Sound, have then been notified of the proposed construction/do they have any feedback?

What is the proposed timeline?

Do you expect any partial or full channel blockages? If so, do you need a safety zone for any of this construction?

Thank you.

V/R,

LT Shannon Andrew
Waterways Management Division Chief
USCG Sector Long Island Sound
120 Woodward Ave
New Haven, CT 06510
(203) 468-4432

-----Original Message-----

From: Rima Laukaitis <rlauk@martinezcouch.com>
Sent: Wednesday, March 6, 2019 12:28 PM
To: Andrew, Shannon L LT <Shannon.L.Andrew@uscg.mil>
Cc: Linnick, Katherine E MSTC <Katherine.E.Linnick@uscg.mil>; Bisignano, Christopher J CIV <Christopher.J.Bisignano@uscg.mil>; Ray, Diane M CIV USARMY CENAE (US) <Diane.M.Ray@usace.army.mil>; Garbolski, Michael <Michael.Garbolski@aecom.com>; Joseph.Salvatore@ct.gov; Richard Couch <Couchre@martinezcouch.com>
Subject: [Non-DoD Source] State Pier Improvements, New London, CT. NAE-2018-02161

Good Morning Ms. Andrew,

Connecticut Port Authority is proposing facility infrastructure repairs and improvements that would better position the facility to capture emerging East Coast shipping opportunities and accommodate some of the logistics in cargo flow in Connecticut.

The proposed design will be subject to the CTDEEP Structures, Dredging and Fill Permit CTDEEP Section 401 Water Quality Certification & USACE Section 404 Clean Water Act Permit USACE Section 10 Rivers & Harbors Act Permit.

Please review and advise if the Sector Long Island Sound Coast Guard has any concerns, comments, and/or conditions regards this proposal.

Feel free to contact us if you have any question or need more information.

Could you please let us know that you received this email with the information attached.

If necessary, we can mail you a hard copy or CD.

Thank you.

Rima Laukaitis, P.E.
Project Manager

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Rocky Hill, CT 06067
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www.martinezcouch.com



March 4, 2019

Attn: Shannon L. Andrew LTJG.
Sector Long Island Sound
120 Woodward Ave.
New Haven, CT 06512
Ph: (800) 774-8724

Reference: State Pier Infrastructure Improvements, New London, CT
ACOE No: NAE-2018-02161

Ms. Andrew,

Connecticut Port Authority is proposing facility infrastructure repairs and improvements that would better position the facility to capture emerging East Coast shipping opportunities and accommodate some of the logistics in cargo flow in Connecticut.

The proposed improvements in the upland area consist of the demolition of various site features and structures and preparation of the area for the daily operational use of the port. The proposed improvements in the waterward area consist of the demolition of four (4) berthing dolphins below the mudline; improvement and stabilization of the Northwest and Northeast Bulkheads; improvement of the CVRR Pier structure including raising the pier structure; placement of fill in the area between CVRR and State Piers; and vessel access improvement and expansion to the State Pier enlarged area.

A Structures, Dredging, & Fill and 401 Water Quality Certification permit application is being prepared for submittal to the Connecticut Department of Energy & Environmental Protection (DEEP) Land and Water Resources Division (LWRD) for impacts to coastal waters.

Please review the enclosed project information and provide your response relative to concerns regarding potential impacts, objections, restrictions, or conditions.

Please let me know if you have any questions or require additional information to facilitate your review.

Regards,

A handwritten signature in blue ink that reads 'Richard E. Couch'.

Richard E. Couch, P.E.
LLC Member
Martinez Couch & Associates, LLC
Phone: (860) 436-4364
Couchre@martinezcouch.com



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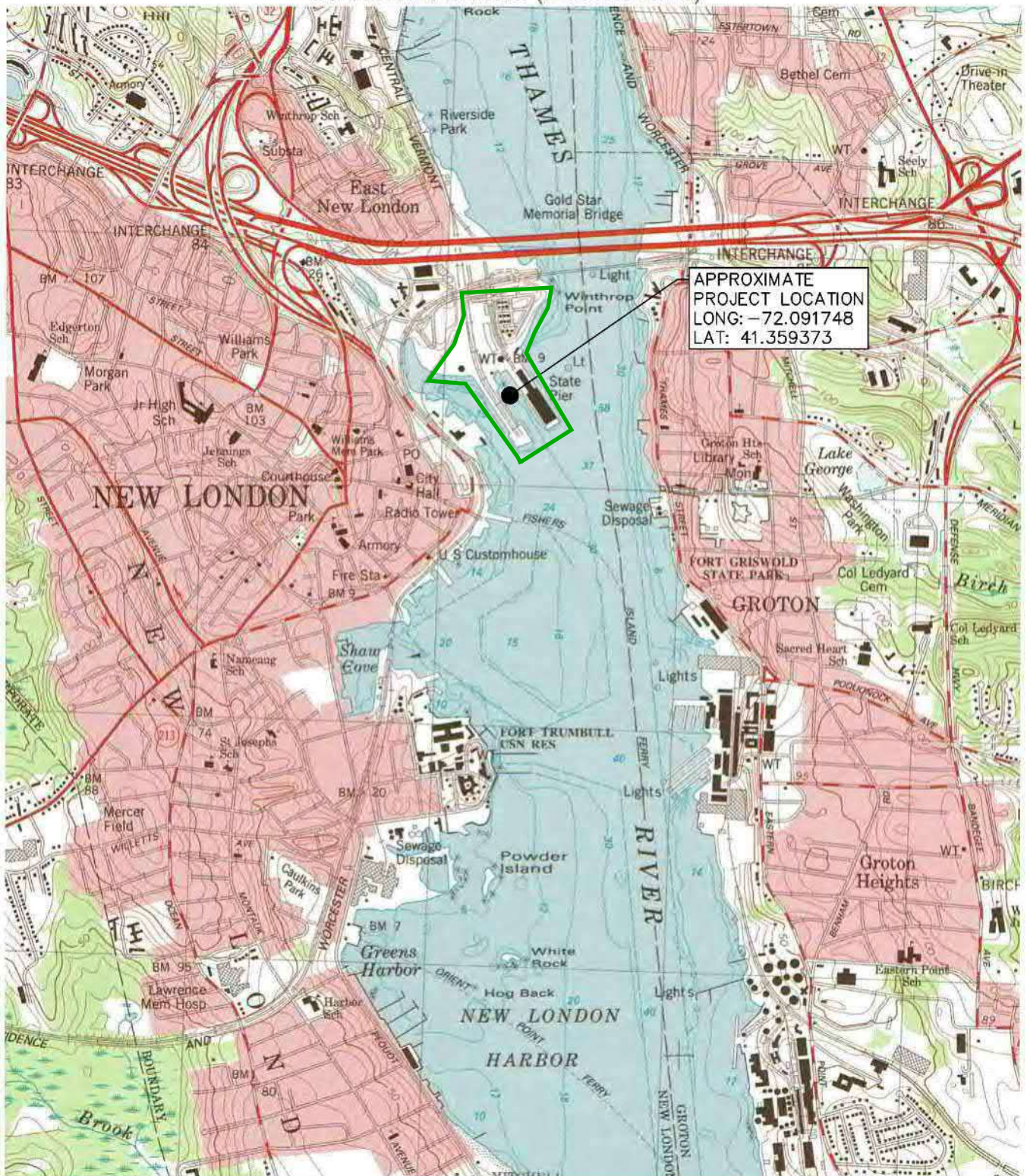


Attachments: Figure 1 - Project Location Map
Figure 2 - Proposed Improvements to the State Pier
Figure 3 – Post Construction Rendering
Nautical Chart Figure
Project Proposed Design Drawings

cc. Joseph R. Salvatore, Connecticut Port Authority
Michael Garbolski, AECOM

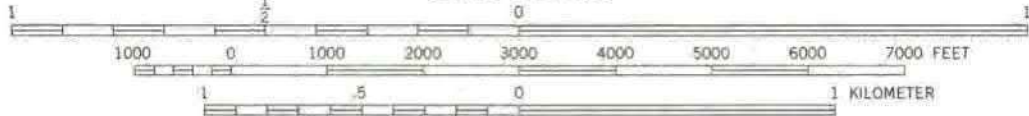
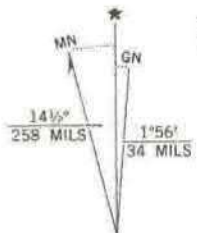
**FIGURE 1:
PROJECT LOCATION MAP**

**NEW LONDON QUADRANGLE
CONNECTICUT-NEW YORK
7.5 MINUTE SERIES (TOPOGRAPHIC)**



APPROXIMATE
PROJECT LOCATION
LONG: -72.091748
LAT: 41.359373

SCALE 1:24 000



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.6 FEET

NEW LONDON, CONN. - N. Y.
41072-C1-TF-024

1984

UTM GRID AND 1984 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

DMA 6566 I SE-SERIES V816

FIGURE 2: PROPOSED IMPROVEMENTS TO THE STATE PIER

Limits of upland disturbance

Installation of rip rap slope. Stabilization of the existing concrete / granite block wall. Placement of Rip Rap. Bottom horizontal run off of wall is +/- 30 ft (600 lf., 4,100 cy., 7200 SF footprint on mudline)

Demolition of the western face of CVRR Pier (1,000 lf.+/-). Removing semi stable vertical granite block wall to facilitate placement of armored slope.

Raising of CVRR Pier elevation from +5' to +9'. Installation of rip rap armored slope on the west side of CVRR Pier. 4H to 1V slope (54,000 cy.+/-). Footprint of slope will not exceed existing western extent of the CVRR Pier.

Seabed preparation for installation of vessel jack-up legs: (2) two 30 ft wide x 200 ft long x 3.5 feet deep, crushed gravel filled pockets. Dredging will be required +/- 1500 cy. Work will covers +/- 12,000 sf of land under the Ocean. This is to facilitate good bearing area for the installation vessel jack up legs.

Maintenance dredge of the berthing pocket for installation vessel (+/- 21,300 cy). Spoil material to be placed between piers.

Demolition of various site buildings and structures (68,000 sf.+/-). Installation of the storm water retention and treatment system. Leveling upland areas. Site utilities upgrade (water, electrical, fire suppression). Upland disturbance area approximately 25 ac.+/-

Demolition of the concrete deck supported by timber piles. (6,300 sf.+/-). Structure is currently rated in poor condition.

Installation of the anchored heavy lift capable bulkhead. Driving of steel sheet pile wall (700 lf. +/-). Bulkhead to be installed as close to the existing as

Maintenance dredge of the berthing pocket for incoming vessel (15,200 c.y +/-). Soil material to be placed between piers.

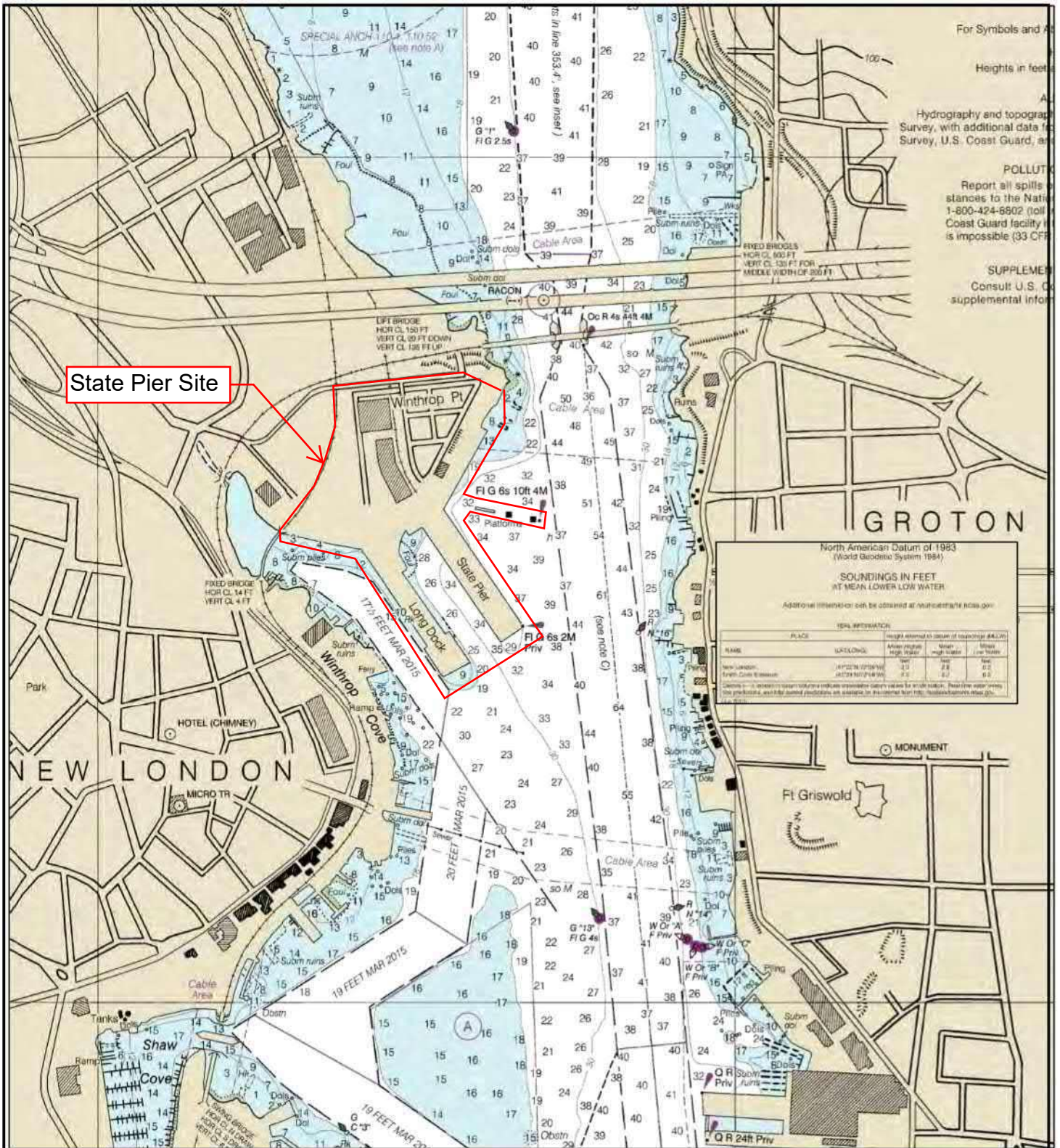
Demolition of four (4) existing berthing dolphins to below mudline. Structures currently not in use and rated in poor condition.

Demolition of SW corner of State Pier (3,500 sf.+/-) and demolition of SE corner CVRR Pier (4,000 sf.+/-). This required to facilitate the installation of the steel cellular cofferdams. Anticipated that +/- 390,000 cy of fill will required. Coverage of approximately 7 acres of the land under the Ocean. All dredged materials will be placed into this fill area. Leveling of upland site to provide approximately one half (185,000 cy) of the required fill material. Final elevation of the new fill to match State Pier deck elevation of +9.0 NAVD88



FIGURE 3: POST- CONSTRUCTION RENDERING





SOURCE: NOAA Nautical Chart 13213, United States – East Coast, Connecticut, New London Harbor.

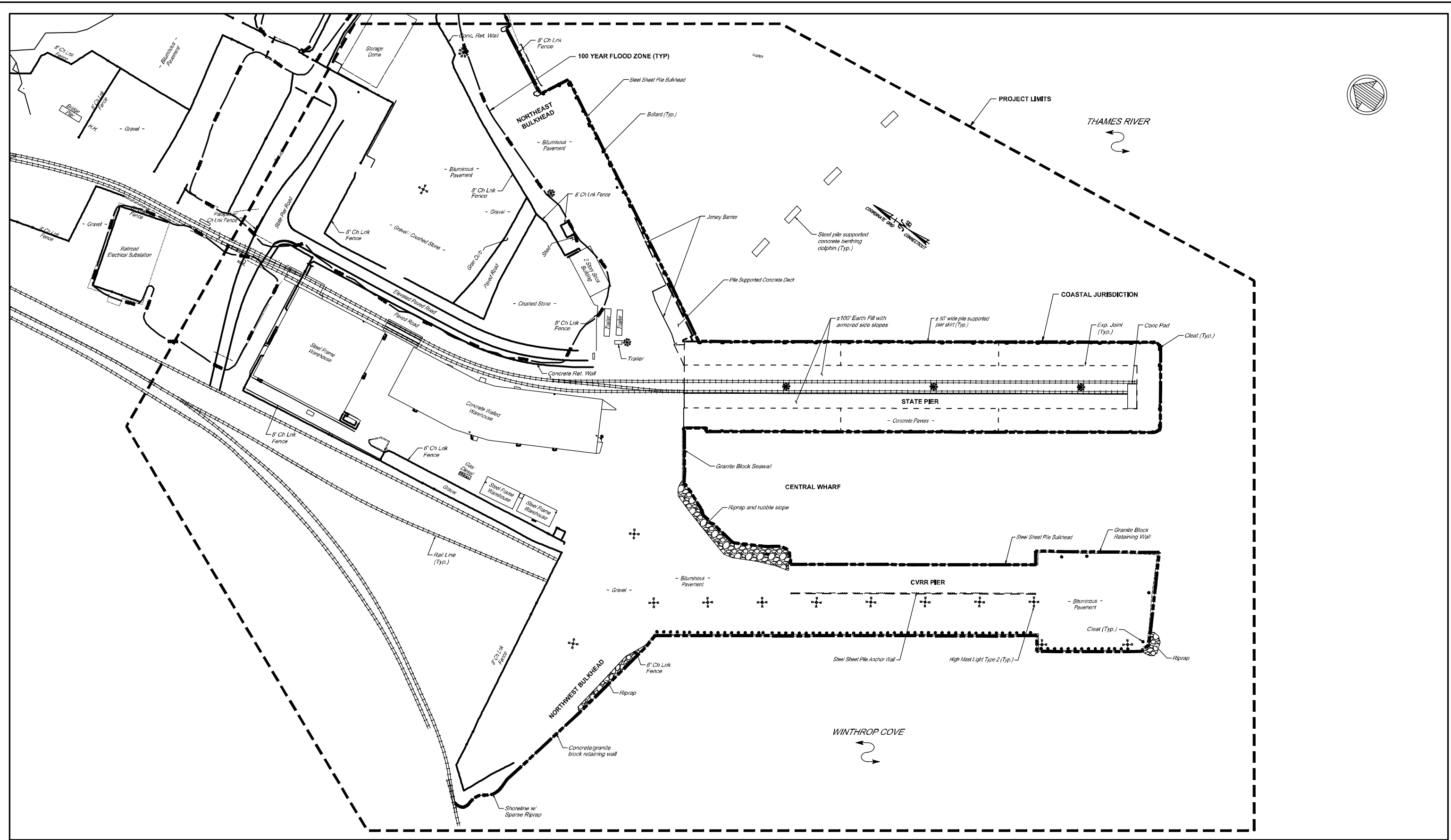


State Pier
200 State Pier Road
New London,
CONNECTICUT 06320

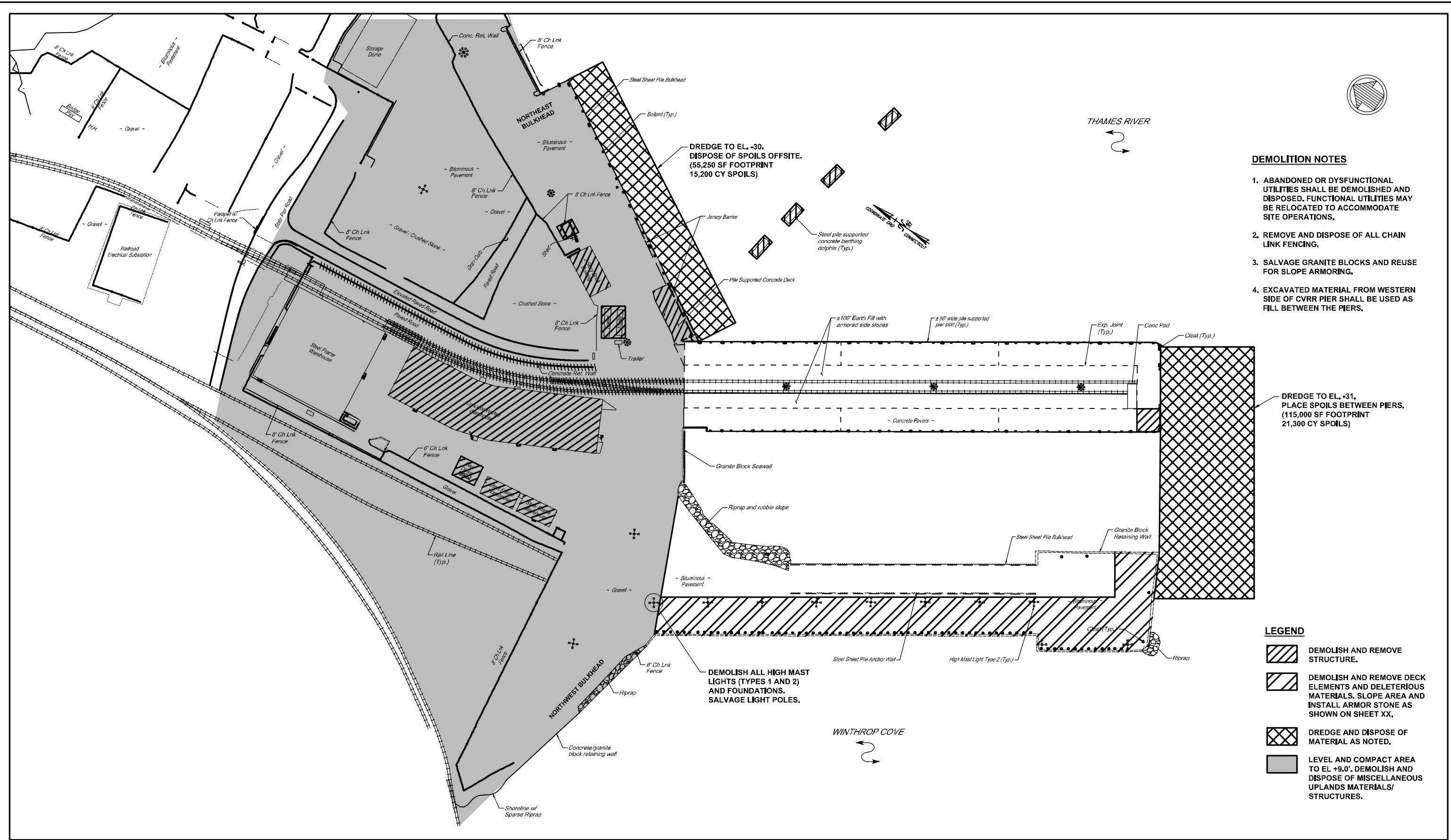


PROJECT NO.	2017-216
FIGURE	NAUTICAL CHART
SCALE	1"=1000'
DATE	2019-03-04

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DEMOLITION NOTES

1. ABANDONED OR DYSFUNCTIONAL UTILITIES SHALL BE DEMOLISHED AND DISPOSED. FUNCTIONAL UTILITIES MAY BE RELOCATED TO ACCOMMODATE SITE OPERATIONS.
2. REMOVE AND DISPOSE OF ALL CHAIN LINK FENCING.
3. SALVAGE GRANITE BLOCKS AND REUSE FOR SLOPE ARMORING.
4. EXCAVATED MATERIAL FROM WESTERN SIDE OF CVRR PIER SHALL BE USED AS FILL BETWEEN THE PIERS.

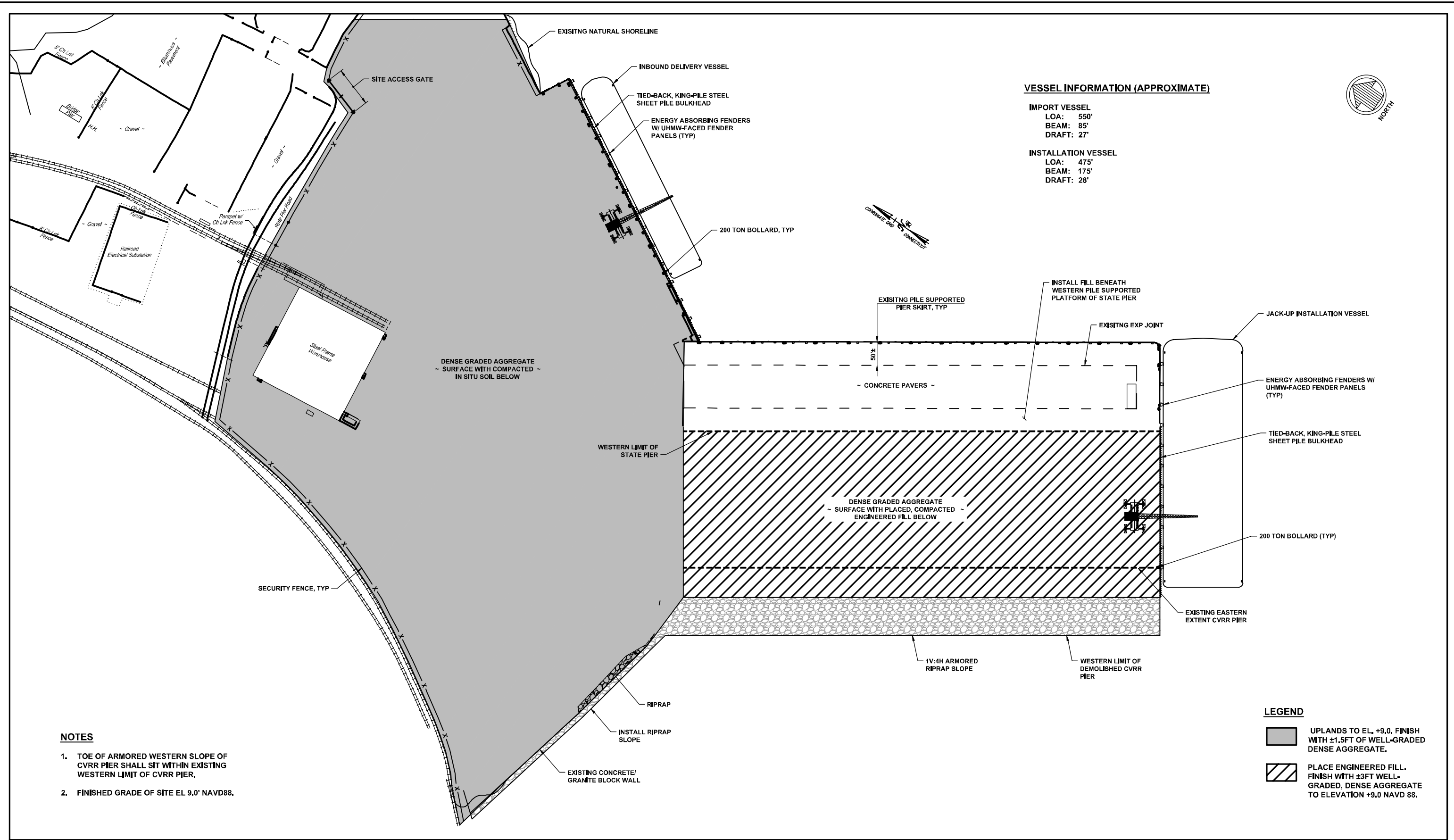
LEGEND

- DEMOLISH AND REMOVE STRUCTURE.
- DEMOLISH AND REMOVE DECK ELEMENTS AND DELETERIOUS MATERIALS. SLOPE AREA AND INSTALL ARMOR STONE AS SHOWN ON SHEET XX.
- DREDGE AND DISPOSE OF MATERIAL AS NOTED.
- LEVEL AND COMPACT AREA TO EL. +9.0'. DEMOLISH AND DISPOSE OF MISCELLANEOUS UPLANDS MATERIALS/ STRUCTURES.

**DEMOLITION AND REMOVALS PLAN
NEW LONDON, CONNECTICUT**



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VESSEL INFORMATION (APPROXIMATE)

IMPORT VESSEL
 LOA: 550'
 BEAM: 85'
 DRAFT: 27'

INSTALLATION VESSEL
 LOA: 475'
 BEAM: 175'
 DRAFT: 28'



NOTES

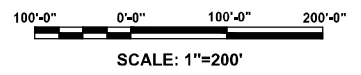
1. TOE OF ARMORED WESTERN SLOPE OF CVRR PIER SHALL SIT WITHIN EXISTING WESTERN LIMIT OF CVRR PIER.
2. FINISHED GRADE OF SITE EL 9.0' NAVD88.

LEGEND

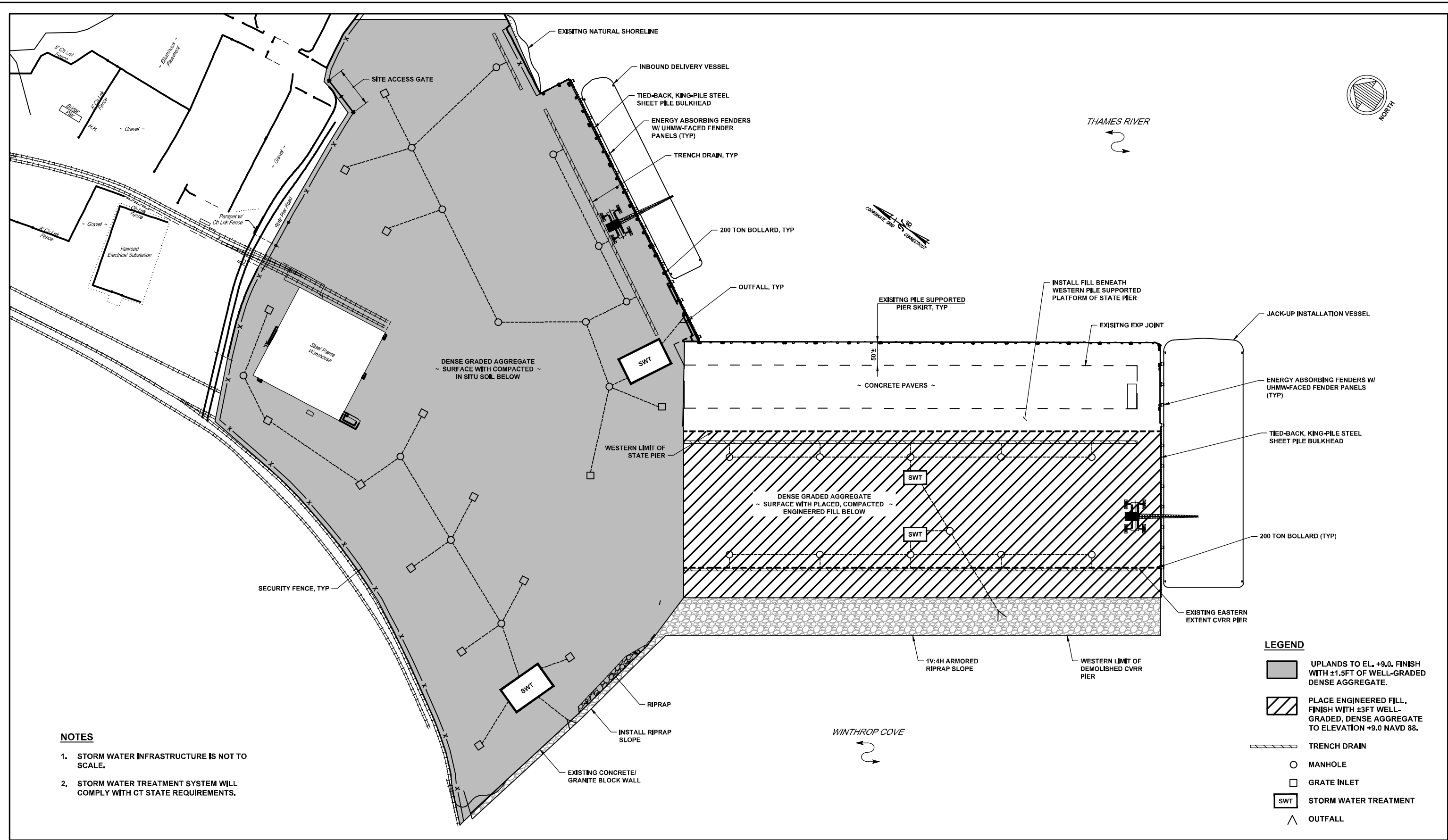
- UPLANDS TO EL. +9.0, FINISH WITH ±1.5FT OF WELL-GRADED DENSE AGGREGATE.
- PLACE ENGINEERED FILL, FINISH WITH ±3FT WELL-GRADED, DENSE AGGREGATE TO ELEVATION +9.0 NAVD 88.



PROPOSED PLAN
NEW LONDON, CONNECTICUT










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NOTES

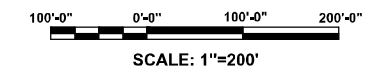
1. STORM WATER INFRASTRUCTURE IS NOT TO SCALE.
2. STORM WATER TREATMENT SYSTEM WILL COMPLY WITH CT STATE REQUIREMENTS.

LEGEND

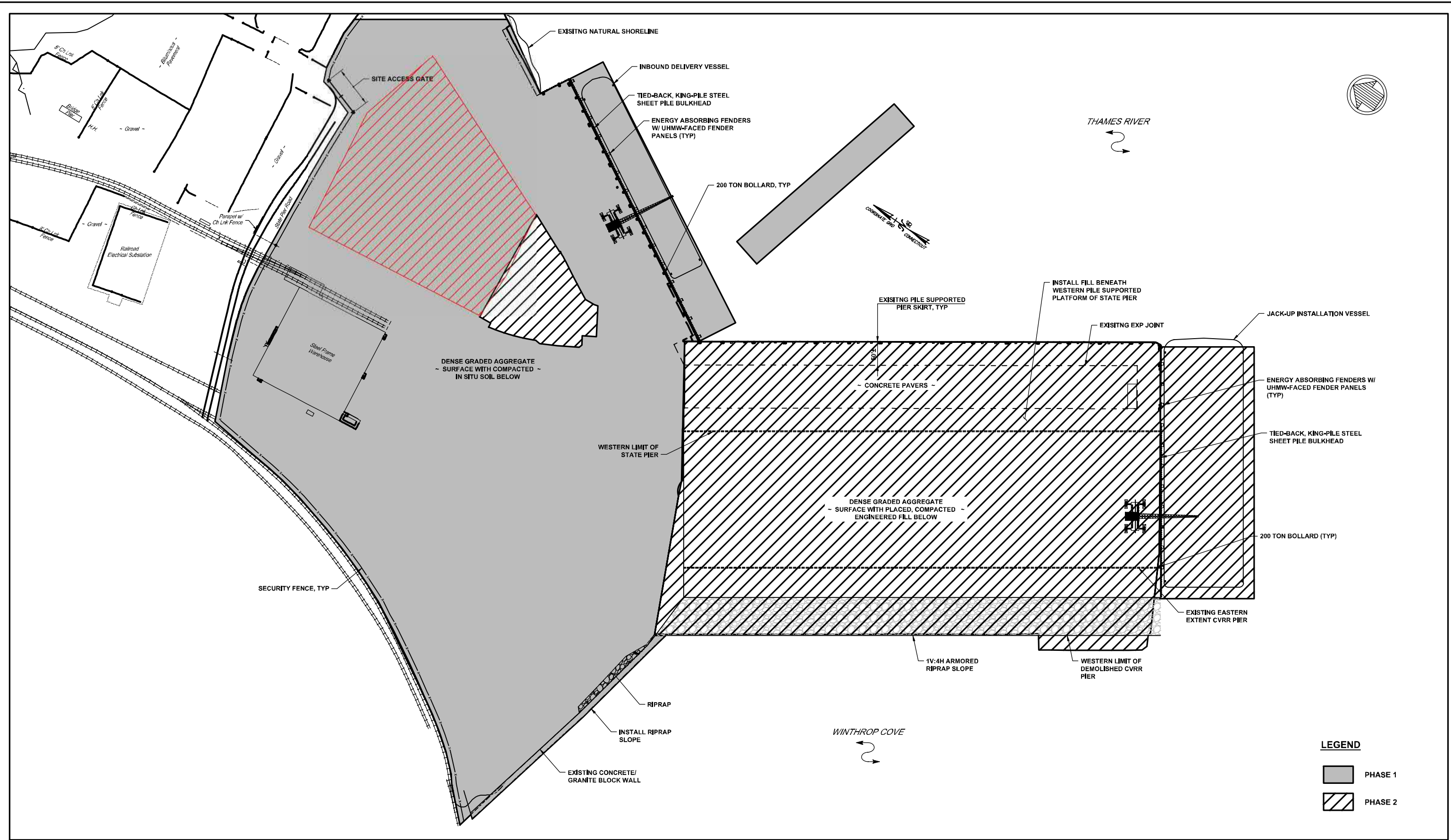
	UPLANDS TO EL. +9.0, FINISH WITH ±1.5FT OF WELL-GRADED DENSE AGGREGATE.
	PLACE ENGINEERED FILL, FINISH WITH ±3FT WELL-GRADED, DENSE AGGREGATE TO ELEVATION +9.0 NAVD 88.
	TRENCH DRAIN
	MANHOLE
	GRATE INLET
	STORM WATER TREATMENT
	OUTFALL



**CIVIL PLAN
NEW LONDON, CONNECTICUT**



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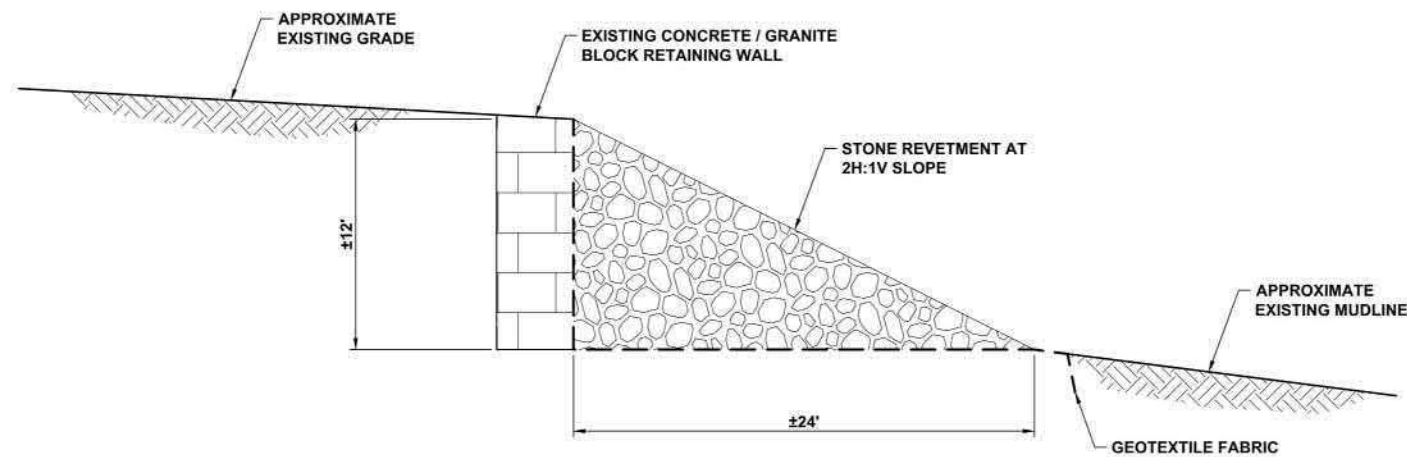


**PHASING PLAN
NEW LONDON, CONNECTICUT**



NOTES:

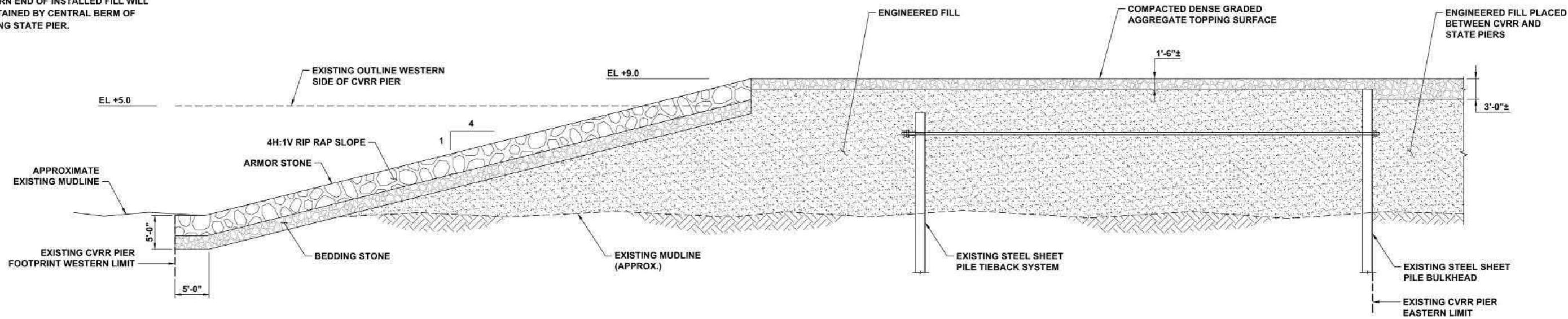
1. RIP RAP SLOPE PROVIDES STABILIZATION OF 600LF OF EXISTING RETAINING WALL.
2. 3200CY RIP RAP.
3. 14400 SF MUDLINE FOOTPRINT.



PROPOSED NORTHWEST BULKHEAD SECTION

NOTES:

1. TOE OF ARMORED SLOPE WILL NOT EXCEED EXISTING WESTERN EXTENT OF CVRR PIER FOOTPRINT.
2. 4H:1V SLOPE WILL RETAIN WESTERN END OF FILL TO BE INSTALLED BETWEEN CVRR AND STATE PIERS.
3. EASTERN END OF INSTALLED FILL WILL BE RETAINED BY CENTRAL BERM OF EXISTING STATE PIER.



PROPOSED CVRR PIER SECTION