

ATTACHMENT P9

OLDER USACE CONSULTATION MATERIALS: MCA
02/22/2019 LETTER

(SEE ATTACHMENT N, ABOVE, FOR ADDITIONAL DETAIL)



1084 Cromwell Avenue, Suite A-2
Rocky Hill, CT 06067
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www.martinezcouch.com



February 22, 2019

Attn: Diane M. Ray
U.S. Army Corps of Engineers
Regulatory Division
696 Virginia Road
Concord, MA 01742

Reference: State Pier Infrastructure Improvements, New London, CT

To whom it may concern,

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 complete and return the enclosed DEEP Permit Consultation Form to me relative to concerns regarding potential impacts to shellfish beds or other aquaculture resources.

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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Rocky Hill, CT 06067
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Attachments: DEEP Permit Consultation Form

Figure 1 - Project Location Map

Figure 2 - Proposed Improvements to the State Pier

Figure 3 – Post Construction Rendering

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



**Connecticut Department of
Energy & Environmental Protection**
Bureau of Water Protection & Land Reuse
Office of Long Island Sound Programs

ATTACHMENT N: U.S. ARMY CORPS OF ENGINEERS DEEP PERMIT CONSULTATION FORM

To the applicant- Prior to the submission of your permit application to the Connecticut Department of Energy and Environmental Protection - Office of Long Island Sound Programs (DEEP- OLISP), please complete Part I and submit this form to the U.S. Army Corps of Engineers (USACE), Regulatory Division, Attn: Diane M. Ray, 696 Virginia Road, Concord, MA 01742, with a location map of your site and project plans. Once they return the completed form to you, please submit it along with your permit application to the DEEP.

Part I: Applicant Information

To be completed by applicant.

1. List applicant information:			
Name: <u>Connecticut Port Authority</u>			
Mailing Address: <u>455 Boston Post Road, Suite 204</u>			
City/Town: <u>Old Saybrook</u>		State: <u>CT</u>	Zip Code: <u>06475</u>
Business Phone: <u>860-577-5174</u>	ext. _____	Fax: _____	
Contact Person: <u>Evan H. Matthews</u>		Title: <u>Executive Director</u>	
E-mail: <u>evan.matthews@ct.gov</u>			
2. List engineer, surveyor or agent information:			
Name: <u>Martinez Couch & Associates, LLC</u>			
Mailing Address: <u>1084 Cromwell Avenue</u>			
City/Town: <u>Rocky Hill</u>		State: <u>CT</u>	Zip Code: <u>06067</u>
Business Phone: <u>(860) 436-43</u>	ext. _____	Fax: _____	
Contact Person: <u>Richard E Couch, P.E.</u>		Title: <u>LLC Member</u>	
E-mail: <u>recouch@martinezcouch.com</u>			
Service provided: <u>Consultant</u>			
3. Site location:			
Name of site : <u>State Pier, New London</u>			
Street Address or Location Description: <u>200 State Pier Road</u>			
City/Town: <u>New London</u>		State: <u>CT</u>	Zip Code: <u>06320</u>
Tax Assessor's Reference: Map <u>G10 & H10</u>	Block <u>245</u>	Lot <u>1,3,4</u>	
4. Are plans attached? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, provide date of plans: <u>02/22/2019</u>			

Part I: Applicant Information (continued)

5. Provide or attach a brief, but thorough description of the project:

All of the pier areas have large workable aprons providing a wide range of flexibility related to handling of vessels and cargo. The State Pier Facility and adjacent property are currently used primarily for the storage and distribution of lumber, steel products and other neo-bulk products arriving by ship and rail and redistributed by truck. The storage areas have varied surfaces comprised of pavement, packed dirt and gravel. The apron is equipped with direct on dock rail for standard gauge rail equipment that connects to upland warehouses and the interchange with the New England Central Railroad (NECR).

The State Pier Facility can be broken down into three general areas including the piers, shoreline and the upland storage areas.

The State Pier Facility has two main finger pier structures: the Admiral Harold E. Shear State Pier and Central Vermont Railroad Pier, or CVRR Pier, (and formerly known as the Long Dock).

The State Pier is an approximately 1,000-foot-long finger pier structure with 200 feet of apron width. The State Pier has two main berths, with water depths of 35 feet at Mean Low Water (MLW) at the eastern berth and 30 feet MLW at the western berth, with equivalent approach depths from the boundary of the federal channel. The State Pier received a major overhaul in 1993 including functional, structural and aesthetic improvements.

CVRR Pier is also a finger pier, but is limited with respect to pier structure, berthing and utilization. A large amount of the pier structure is original with inconsistent berth interfaces and structural deficiencies in portions. Generally, the pier is usable for berthing of barges and smaller vessels. Depths in the berthing areas range from 16 to 23 feet at minimum and approach depths up to 26 feet from the federal channel.

The piers have direct access to marine shipping activities while the shoreline bulkheads consist of paved and unpaved surfaces which are directly accessible to marine activities.

The upland areas are somewhat fragmented from the main pier areas due to the intersecting modes of transportation including the NECR and Amtrak railroad lines and State Pier Road. In the upland area, the facility incorporates six primary structures consisting of warehouses, a garage, an administration building and other supporting structures.

The piers have direct access to marine shipping activities while the shoreline bulkheads consist of paved and unpaved surfaces which are directly accessible to marine activities.

The State Pier Facility is primarily flat, with the exception of a hillock land formation on the northeast open area of the site, east of the entrance road, south of State Pier Road and north of the Administration Building. The hillock formation is approximately 15' feet higher than the shoreline bulkhead and is defined by steeply vegetated slopes. This land formation is to be leveled as part of a CT Port Authority proposed improvements project for the State pier Facility.

The federal channel, with a depth of 40 feet MLW and a width of 500 feet, and approaches, are wide enough for vessels to utilize the water-sheet east of the State Pier Facility for a turning basin.

Connecticut Port Authority is proposing the 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, demolition of various site features and structures and preparation of the area for the port daily operational use.

The proposed improvements in the waterward area sustain of, 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 rising the pier structure; placement of fill in the area between CVRR and State Piers; and vessels access improvement and expansion to the State Pier enlarged area.

The exact design and configuration of the State Pier Facility infrastructure and dredging activity are still being developed; however, Connecticut Port Authority has identified the main improvements of the infrastructure of the facility that are shown on the Proposed Improvements to the State Pier (Figure 2). The proposed construction activities as depicted in Figure 2 and described below must be complete by 2022.

Upland Area:

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

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

Waterward Area:

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

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

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

4. Demolition of the south west corner of the State Pier (3,500 sf.+/-) and demolition of the south east corner the CVRR Pier (4,000 sf.+/-). This will be required to facilitate the installation of the proposed fill in-between the State Pier and CVRR Pier. It is anticipated that +/- 390,000 cy of fill will be required in the center channel. The proposed fill will cover approximately 7 acres of the channel bottom in-between the piers. All dredged material from the Northeast and Northwest bulkheads will be placed into the center channel. Also, leveling of the upland site area will provide approximately one half (185,000 cy) of the required fill material. Final elevation of the new fill to match the State Pier deck elevation of +9.0 NAVD88.

5. Maintenance dredge of the berthing pocket installation for the vessel access (+/- 48,000 cy). The spoil material to be placed in-between piers.

6. Seabed preparation for the installation of vessel jack-up legs: (2) two 30 ft wide x 200 ft long x 3.5 feet deep, crushed gravel filled pockets. Required dredging will be +/- 1500 cy. This work will cover +/- 12,000 sf area of the Ocean floor. The work is required to facilitate sufficient bearing area for the installation vessel jack up legs.

7. Installation of the anchored heavy lift capable bulkhead. To achieve that will be require driving of a steel sheet pile wall (700 lf. +/-). Bulkhead to be installed as close to the existing as possible.

8. Maintenance dredge of the berthing pocket for incoming vessel (15,000 c.y +/-). Soil material to be placed in-between piers.

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

Construction Methods

A variety of construction methods and equipment will be utilized to complete the proposed activities as described below. Best Management Practices (BMP's) will be used to the maximum extent practicable to minimize impacts to the Thames River and aquatic resources, and to minimize turbidity from dewatering of dredged materials.

Part II: To be Completed by US Army Corps of Engineers

This consultation form is required to be submitted as part of an application for a Structures, Dredging & Fill permit (section 22a-361 of the Connecticut general Statutes (CGS)) and/or Tidal Wetlands permit (CGS section 22a-32) to the DEEP- OLISP. The application has not yet been submitted to the DEEP. Please review the enclosed materials with regard to the U.S. Army Corp of Engineers review process pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act; and provide any comments or recommendations you may have with regard to this proposal. Please call DEEP-OLISP at 860-424-3034 to speak with the analyst assigned to the town in which the work is proposed if you have any questions. **Please return the completed form to the applicant.**

COMMENTS/RECOMMENDATIONS:

USACE Application number: _____

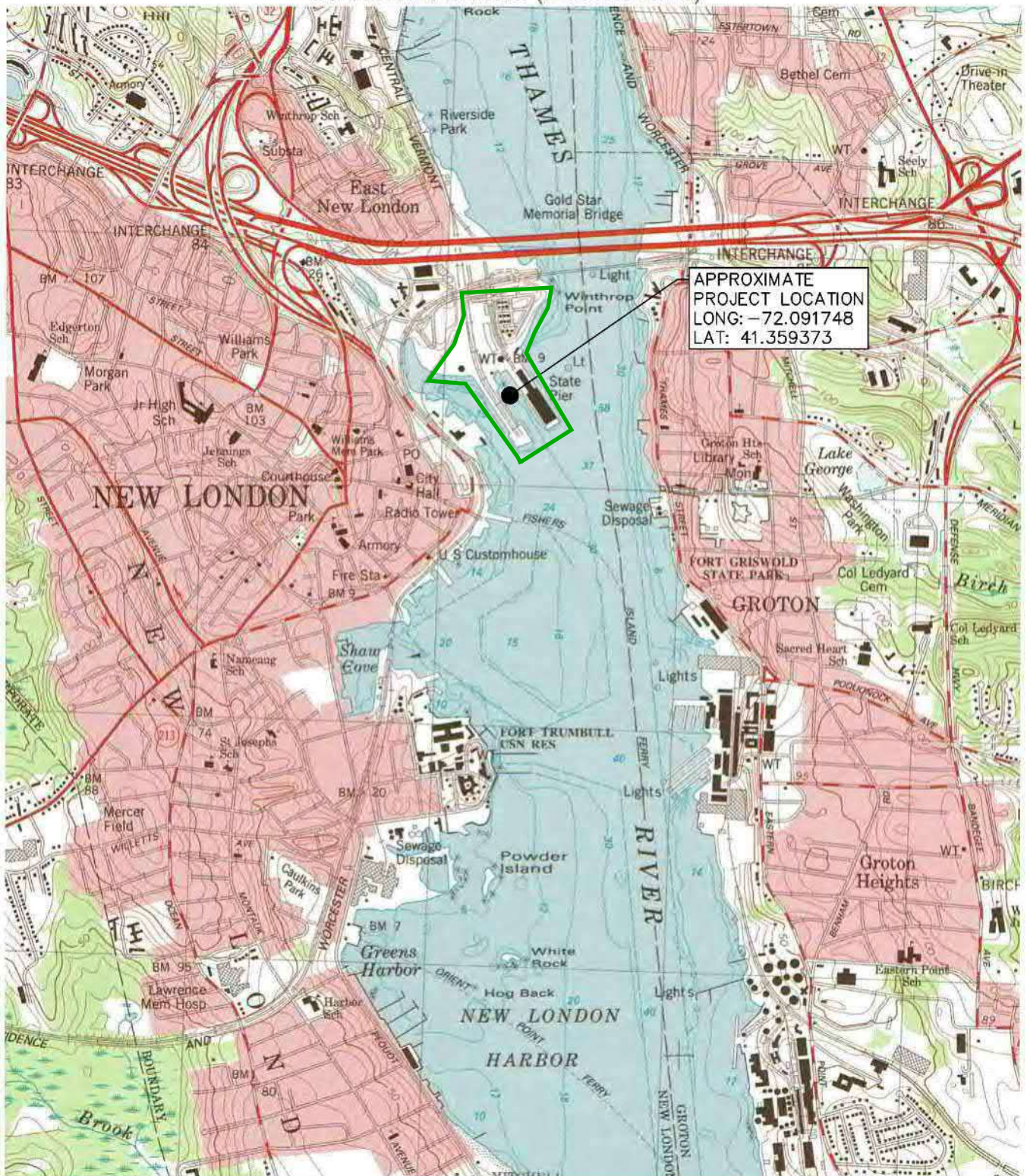
Signature of Project Manager

Date

Printed Name of Project Manager

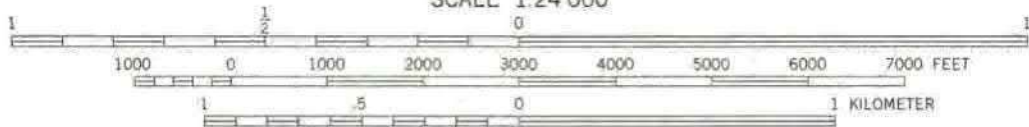
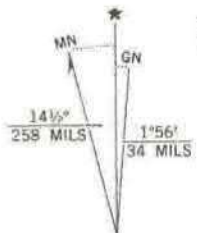
**FIGURE 1:
PROJECT LOCATION MAP**

**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

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

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

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

6. 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. Required dredging will be +/- 1500 cy. This work will cover +/- 12,000 sf area of the Ocean floor. The work is required to facilitate sufficient bearing area for the installation vessel jack up legs.

5. Maintenance dredge of the berthing pocket for installation of the vessel access (+/- 48,000 cy). The spoil material to be placed in-between piers.

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

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7. Installation of the anchored heavy lift capable bulkhead. To achieve that will require driving of steel sheet pile wall (700 lf. +/-). Bulkhead to be installed as close to the existing as possible.

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

4. Demolition of SW corner of the State Pier (3,500 sf.+/-) and demolition of SE corner the CVRR Pier (4,000 sf.+/-). This will be required to facilitate the installation of the proposed fill in-between the State Pier and CVRR Pier. It is anticipated that +/- 390,000 cy of fill will be required in the center channel. The proposed fill will cover approximately 7 acres of the channel bottom in-between the piers. All dredged material from the Northeast and Northwest bulkheads will be placed into the center channel. Also, leveling of the upland site area will provide approximately one half (185,000 cy) of the required fill material. Final elevation of the new fill to match the State Pier deck elevation of +9.0 NAVD88.



FIGURE 3: POST - CONSTRUCTION RENDERING





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Energy & Environmental Protection**
Bureau of Water Protection & Land Reuse
Office of Long Island Sound Programs

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Business Phone: <u>860-577-5174</u>	ext. _____	Fax: _____	
Contact Person: <u>Evan H. Matthews</u>		Title: <u>Executive Director</u>	
E-mail: <u>evan.matthews@ct.gov</u>			
2. List engineer, surveyor or agent information:			
Name: <u>Martinez Couch & Associates, LLC</u>			
Mailing Address: <u>1084 Cromwell Avenue</u>			
City/Town: <u>Rocky Hill</u>		State: <u>CT</u>	Zip Code: <u>06067</u>
Business Phone: <u>(860) 436-43</u>	ext. _____	Fax: _____	
Contact Person: <u>Richard E Couch, P.E.</u>		Title: <u>LLC Member</u>	
E-mail: <u>recouch@martinezcouch.com</u>			
Service provided: <u>Consultant</u>			
3. Site location:			
Name of site : <u>State Pier, New London</u>			
Street Address or Location Description: <u>200 State Pier Road</u>			
City/Town: <u>New London</u>		State: <u>CT</u>	Zip Code: <u>06320</u>
Tax Assessor's Reference: Map <u>G10 & H10</u>	Block <u>245</u>	Lot <u>1,3,4</u>	
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Part I: Applicant Information (continued)

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COMMENTS/RECOMMENDATIONS:

We will be reviewing this as a Standard Permit, requiring a submittal of application form 4345, final plans - showing project limits and Federal navigation channel limits; and an alternatives analysis.

Our public notice will be sent to CT SHPO, Tribes, and Federal resource agencies.

However, you will need to complete an EFH assessment (NMFS) and reach out to NMFS for Section 7 (Endangered Species).

Check out their website: <https://www.greateratlantic.fisheries.noaa.gov/>

USACE Application number: NAE-2018-02161



Signature of Project Manager

2-28-2019

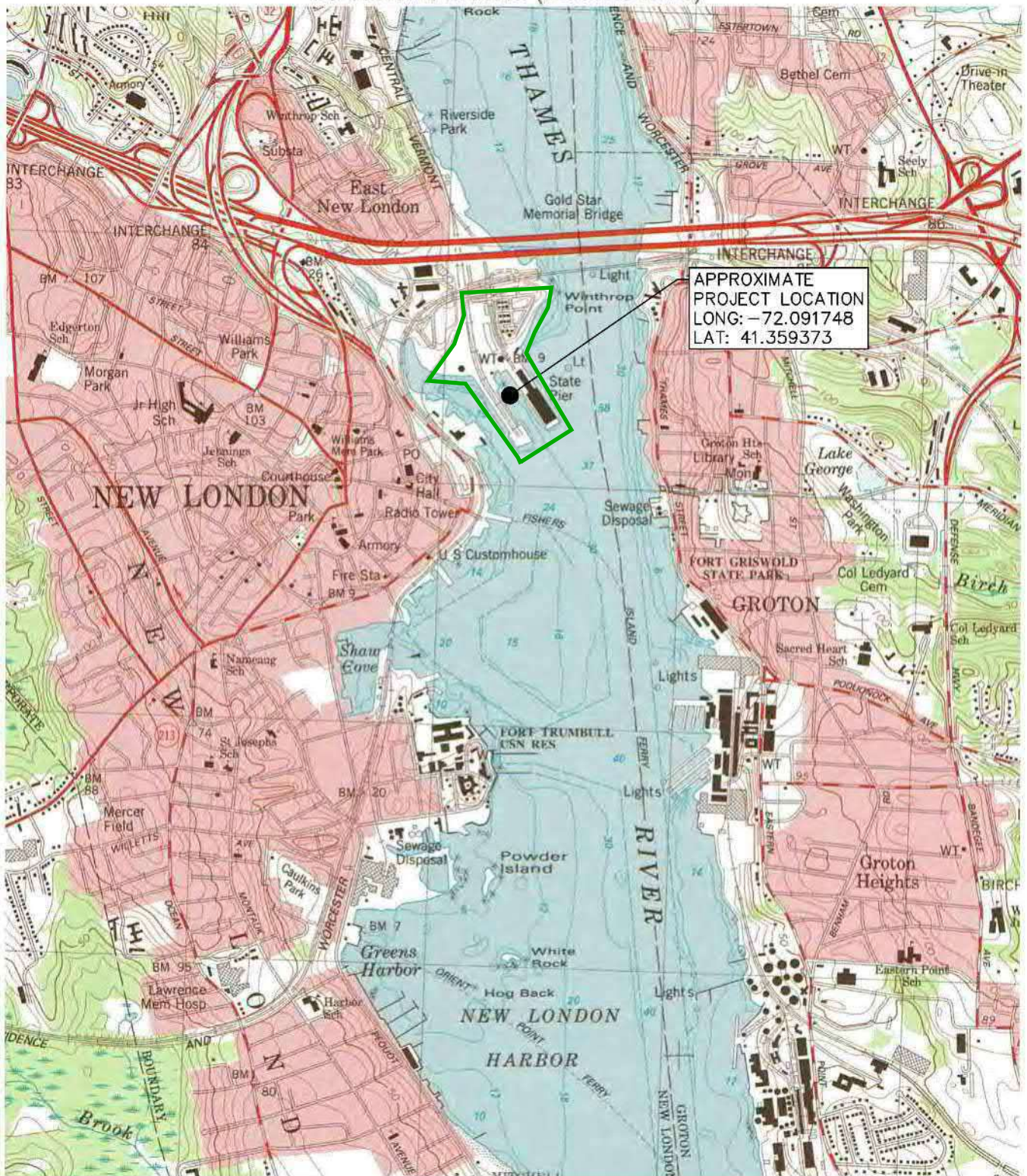
Date

Diane M. Ray

Printed Name of Project Manager

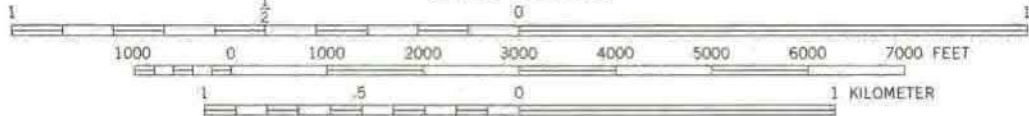
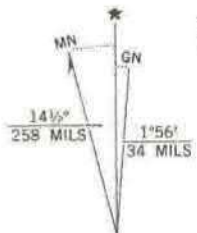
**FIGURE 1:
PROJECT LOCATION MAP**

**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
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SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
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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

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

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

7. Installation of the anchored heavy lift capable bulkhead. To achieve that will require driving of steel sheet pile wall (700 lf. +/-). Bulkhead to be installed as close to the existing as possible.

8. Maintenance dredge of the berthing pocket for incoming vessel (15,000 c.y +/-). Soil material to be placed in-between piers.

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

4. Demolition of SW corner of the State Pier (3,500 sf.+/-) and demolition of SE corner the CVRR Pier (4,000 sf.+/-). This will be required to facilitate the installation of the proposed fill in-between the State Pier and CVRR Pier. It is anticipated that +/- 390,000 cy of fill will be required in the center channel. The proposed fill will cover approximately 7 acres of the channel bottom in-between the piers. All dredged material from the Northeast and Northwest bulkheads will be placed into the center channel. Also, leveling of the upland site area will provide approximately one half (185,000 cy) of the required fill material. Final elevation of the new fill to match the State Pier deck elevation of +9.0 NAVD88.

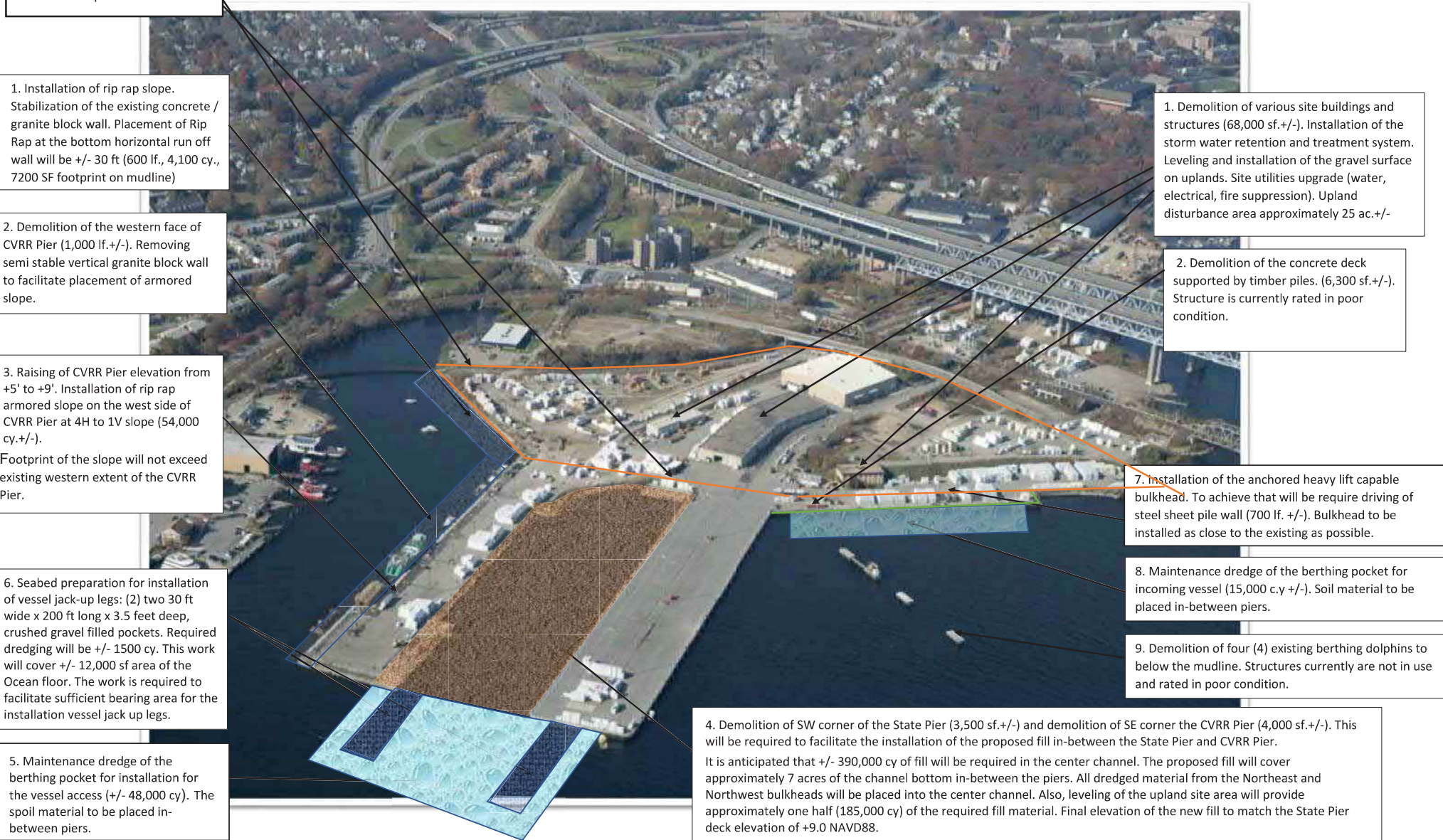


FIGURE 3: POST - CONSTRUCTION RENDERING

