



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751

December 16, 2021

Regulatory Division
File No. NAE-2018-02161

Connecticut Port Authority
Attn: John Henshaw
455 Boston Post Road
Suite 204
Old Saybrook, Connecticut 06475

Dear Mr. Henshaw:

Enclosed is a Department of the Army permit which authorizes performance of the work described in your referenced application. You are cautioned that any change in the location or plans of the work will require submittal of revised plans to this office for approval prior to accomplishment. Deviation from the approved plans may result in imposition of criminal or civil penalties.

Your attention is drawn to General Condition 1 of the permit which specifies the expiration date for completion of the work. You are required to complete and return these forms to this office:

1. Work Start Notification Form prior to work commencing.
2. Compliance Certification Form within one month following the completion of the authorized work.

We continually strive to improve our customer service. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey.

If you have any questions regarding this correspondence, please contact Taylor Bell at (978) 318-8952, (800) 343-4789, or use (800) 363-4367 within Massachusetts.

Sincerely,

Tammy R. Turley

Tammy R. Turley
Chief, Regulatory Division

Enclosure

Copy furnished:

AECOM – Dennis Lowry via email

CT DEEP – Noel Petra via email

DEPARTMENT OF THE ARMY PERMIT

Permittee Connecticut Port Authority

Permit No. NAE-2018-02161

Issuing Office New England District

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description: Perform work in conjunction with the State Pier Infrastructure Improvements Project which includes the redesign and substantial upgrading of the State Pier Facility to allow for the accommodation of a wider range of cargo opportunities including a long term wind turbine generator (WTG) port facilities serving the northeast coast of the United States, while continuing to support other existing long-term breakbulk operations for steel, coil steel, lumber, copper billets, as well as other cargo.

(Project Description continued on Page 4)

Project Location: State Pier, 200 State Pier Road, New London, Connecticut

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on December 31, 2031. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and State coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.
6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

1. In order to comply with permission to alter the New London Harbor, Connecticut Federal Navigation Project under 33 USC Section 408, the permittee shall comply with all the terms and conditions and special conditions outlined in the enclosed document entitled, "Attachment 1, Conditions to be included in Permit Incl. Statement from EC, Appendix K and Special Conditions.

2. The permittee shall ensure that a copy of this permit is at the work site (and the project office) authorized by this permit whenever work is being performed, and that all personnel with operational control of the site ensure that all appropriate personnel performing work are fully aware of its terms and conditions. The entire permit shall be made a part of any and all contracts and sub-contracts for work that affects areas of Corps jurisdiction at the site of the work authorized by this permit. This shall be achieved by including the entire permit in the specifications for work. The term "entire permit" means this permit (including its drawings, plans, appendices and other attachments) and also includes permit modifications.

If the permit is issued after the construction specifications, but before receipt of bids or quotes, the entire permit shall be included as an addendum to the specifications. If the permit is issued after receipt of bids or quotes, the entire permit shall be included in the contract or sub-contract. Although the permittee may assign various aspects of the work to different contractors or sub-contractors, all contractors and sub-contractors shall be obligated by contract to comply with all environmental protection provisions contained within the entire permit, and no contract or sub-contract shall require or allow unauthorized work in areas of Corps jurisdiction.

3. The permittee shall complete and return the enclosed Work Start Notification Form and to this office at least two weeks before the anticipated starting date.

4. The permittee shall complete and return the enclosed Compliance Certification Form to this office at least within one month following the completion of the authorized work.

(Special Conditions continued on page 5)

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

- Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).
- Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. 408).
- Section 404 of the Clean Water Act (33 U.S.C. 1344).
- Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

- a. This permit does not obviate the need to obtain other Federal, State, or local authorizations required by law.
- b. This permit does not grant any property rights or exclusive privileges.
- c. This permit does not authorize any injury to the property or rights of others.
- d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from Natural causes.
- b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
- c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
- d. Design or construction deficiencies associated with the permitted work.
- e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).


c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interested decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

7. This permit also constitutes your approval under Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. 408) as it has been determined that the activities authorized do not impair the usefulness of the USACE Navigation project and are not injurious to the public interest.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.



(Permittee)

December 15, 2021
(Date)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

for Tammy R. Turley
(District Engineer)
John A. Atilano II
Colonel, Corps of Engineers
New England District

16 Dec 2021
(Date)

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

(Transferee)

(Date)

(Project description continued from Page 1)

Perform the following work:

1. demolish approximately 420 linear feet and approximately 84,000 square feet of the Admiral Shear State Pier ("State Pier") to facilitate construction of the pile-supported East Face Heavy Lift Area.
2. demolish approximately 34,000 square feet of select segments of the west face of State Pier concrete deck to facilitate fill placement.
3. demolish approximately 1,500 square feet at the east face and approximately 1,500 square feet at the southeast corner of State Pier to facilitate mooring bollard installation identified below.
4. conduct dredging using mechanical or hydraulic dredging means of approximately 55,000 cubic yards of material from an approximately 241,000 square foot area within the area identified as the Turning Basin, including approaches to both berths to a depth of -36' MLLW, with a 2' allowable over-dredge.
5. conduct dredging using mechanical or hydraulic dredging means of approximately 222,000 cubic yards of material from an approximately 240,000 square foot area within an area identified as the Northeast Bulkhead area to a depth of -38' MLLW, with a 2' allowable over-dredge for berthing layout and to -63' MLLW with a 2' allowable over-dredge for the seabed preparation work described below.
6. conduct dredging using mechanical or hydraulic dredging means of approximately 122,000 cubic yards of material from an approximately 210,000 square foot area within an area identified as the East Berth area to a depth of -63' MLLW, with a 2' allowable overdredge for berthing and seabed preparation work identified below.
7. conduct seabed preparation along the Northeast Bulkhead and East Berth rock pads, located adjacent to their respective Heavy Lift Areas for installation of crushed gravel areas to allow for berthing of vessels with jack up legs. Placement of up to 107,000 cubic yards of gravel in each dredged jack-up pocket area to a maximum thickness of 27',
8. using either land or water-based equipment install longitudinal steel sheeting or protected slope at the Central Vermont Railroad ("CVRR") Pier.
9. install a king pile bulkhead between the State Pier and the CVRR Pier, tying into the new longitudinal sheet pile wall/slope along the CVRR pier identified above.
10. place a total of approximately 400,000 cubic yards of fill material consisting of the dredged material identified above and upland fill material over an approximately 322,000 square foot area (approximately 7.4 acres) located between the CVRR Pier and State Pier to create the new Central Wharf with a finish grade of +9' NAVD88.
11. install approximately 1,000 linear feet of steel sheet pile along the State Pier East Face.
12. remove or relocate existing stone riprap and place approximately 15,600 cubic yards of fill, consisting of pile structures, over an approximately 33,600 square foot area (0.77 acres) at the existing State Pier east Face.
13. install a series of approximately 3' wide stone columns, or comparable technology, within the newly created Central Wharf and East Face Heavy Lift areas.
14. install approximately 1,115 linear feet of steel toewall at and adjacent to the base of the new State Pier East Face heavy Lift Area.
15. install upgraded energy-absorbing fender system and two (2) new mooring bollards at the State Pier.
16. install approximately 170 linear of steel sheetpile toewall along the waterward limit of an existing area of existing eelgrass bed with the height of the toewall extending approximately 1 foot above mudline.
17. install high mast lights with the limits of the new facility.
18. install cold ironing infrastructure.
19. construct a 16' wide by 16' long reinforced concrete pad immediately landward of an existing seawall and install four (4) 36" diameter pipe piles and associated gangway to support CT DOT Chester-Hadlyme ferry overwintering at the Northwest Bulkhead area.

20. install three (3) 60' diameter and one (1) 54" diameter stormwater outfall pipes with one-way check valves discharging to the Thames River and associated bedding stone and stormwater treatment systems located on the upland; and
21. construct a living shoreline consisting of stone riprap, energy-dissipating concrete "reef balls", suitable organic sediment, and tidal wetland plantings located at the northern corner of the subject property.

(Special conditions continued from Page 2)

5. The permittee shall comply with the attached signed Memorandum of Agreement between the United States Army Corps of Engineers, New England District and the Connecticut Port Authority and the Connecticut State Historic Preservation Office Regarding the State Pier Infrastructure Improvements, City of New London, New London County, Connecticut. This is to avoid, minimize and/or mitigate for the adverse effect that the authorized work will cause at this historic property.

6. The permittee shall conduct a Formal Navigation Safety Risk Assessment for the project that includes an assessment of navigation safety risks, vessel docking/mooring, voyage planning, and operations in relation to:

- Navy vessel traffic from Base New London
- Freight vessel traffic; including Americas Styrenics and Buckeye Terminal
- Passenger ferry traffic
- Commercial fishing vessel traffic
- Recreational boating traffic
- Waterside Operations at General Dynamics/Electric Boat

The assessment shall address all topics listed in Coast Guard Tactics, Techniques, and Procedures 3-71.7: Waterways Management (WWM): Navigation Safety Risk Assessments, Chapter 3.E.5, to include:

- A marine traffic survey
- Evaluation of collision risk between vessels and the project
- Analysis of likely changes in vessel movements resulting from the project
- Analysis of any increased danger of vessel collisions due to the installation

The assessment shall be emailed to the First Coast Guard District at: D1LNM@uscg.mil or faxed to (617) 223-8291 a **minimum of fourteen days** before starting operations for publication in the Local Notice to Mariners.

7. There shall be no work performed from February 1 through May 31 that produces greater than minimal turbidity or sedimentation (e.g., dredging, demolition) to protect winter flounder spawning and egg development habitat.

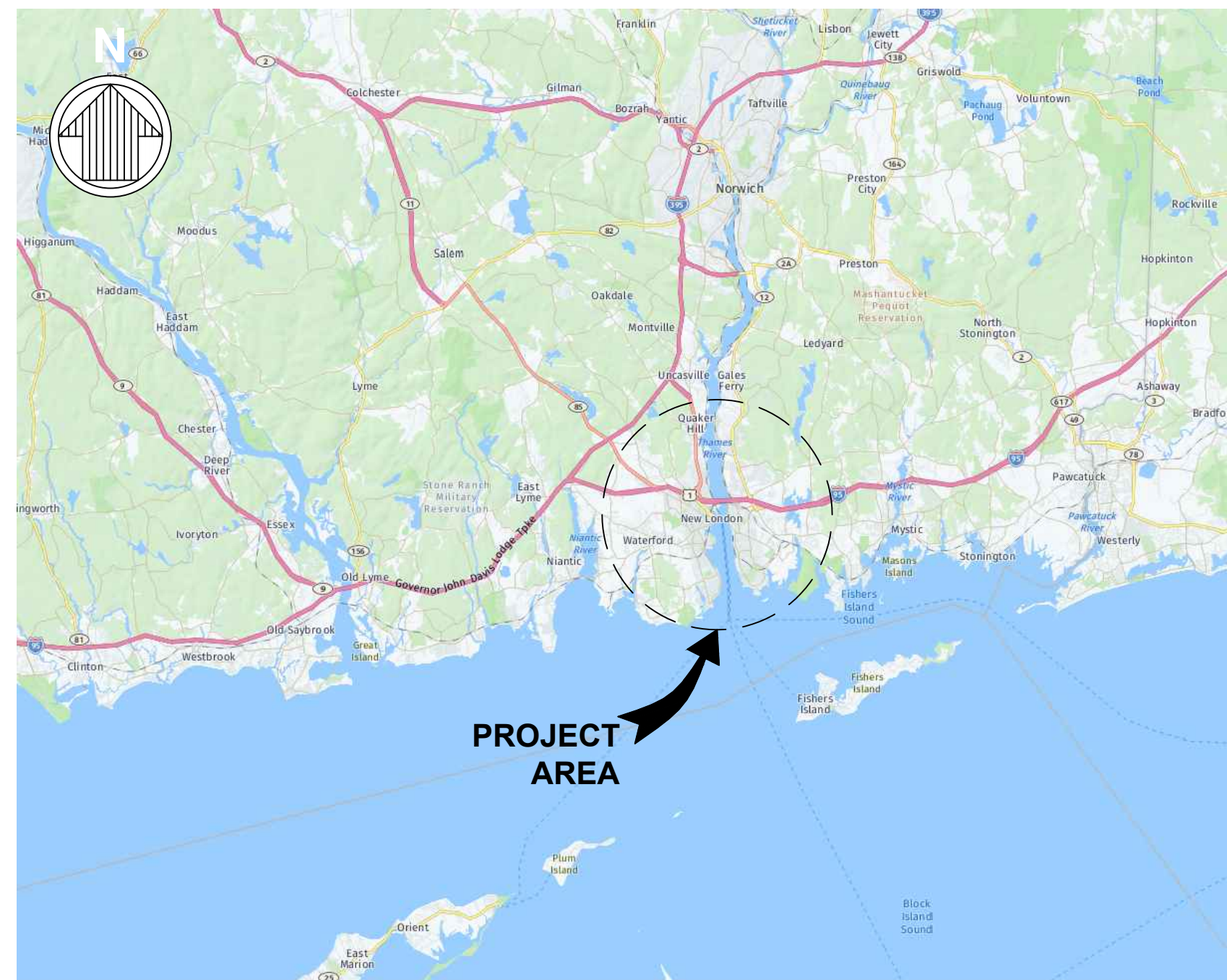
8. The permittee shall use heavy duty turbidity curtain which will be placed around the entire existing eelgrass bed for the full vertical extent of the water column (water surface to the bottom of the river). The turbidity curtain will be situated roughly 10 feet away from the eelgrass bed, tying into the north edge of the Northeast Bulkhead, extending north along the entire limits of the eelgrass bed, and wrapping around the northern end of the bed to tie back into the existing bulkhead near Winthrop Point for secure positioning.

9. Compensatory mitigation shall consist of purchasing 3.7 credits from the Connecticut In-Lieu Fee (ILF) program. The permittee must send a cashier's check or bank draft for the amount calculated on the enclosed "Connecticut In-lieu Fee Project Impact Worksheet" to: Executive Director, National Audubon-Society, Inc., Connecticut Chapter, Attn: ILF Program, 185 East Flat Hill Road, Southbury, CT 06488. The check shall be payable to "National Audubon Society, Inc." and include the Corps file number **NAE- 2018-02161** and the statement, "For ILF account only." The enclosed "Connecticut In-lieu Fee Project Impact Worksheet" must accompany the check to ensure proper crediting. Work shall not begin until the Corps receives a copy of the confirmation letter from the Audubon-CT to the permittee stating that Audubon-CT has received and the check and accepts responsibility for mitigation. The in-lieu fee amount is valid for one year from the date of this permit and is subject to change.

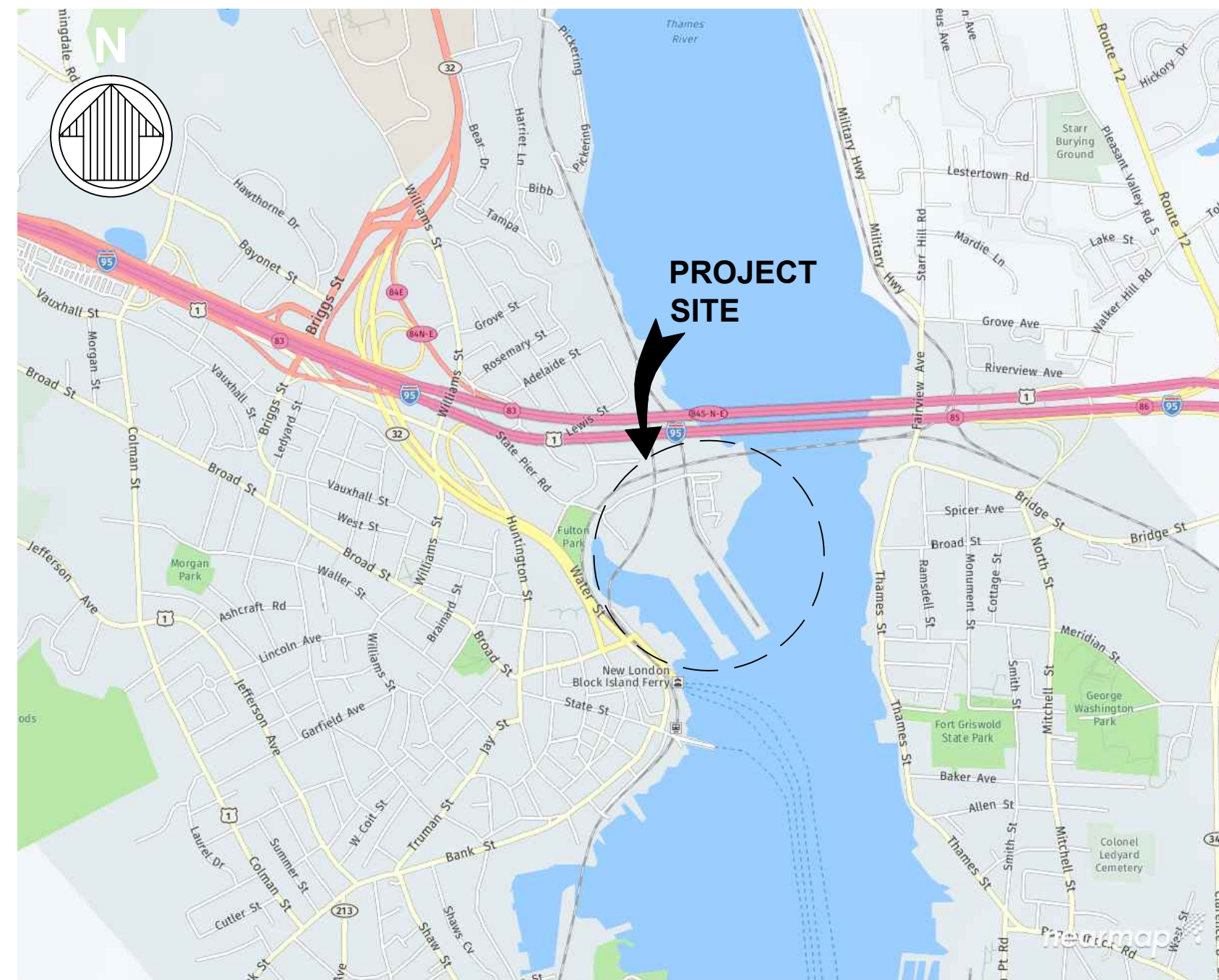
STATE PIER INFRASTRUCTURE IMPROVEMENTS

STATE PIER FACILITY

NEW LONDON, CONNECTICUT



AREA MAP



LOCATION MAP

DRAWING INDEX	
SHEET NUMBER	SHEET TITLE
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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
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8	EXISTING TOPOGRAPHIC AND HYDROGRAPHIC PLAN
9	EXISTING CONDITIONS PLAN
10	DEMOLITION AND REMOVAL PLAN
11	EXISTING STATE PIER PILE SUPPORTED PLATFORM
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21	INSTALL VESSEL NAVIGATION PLAN (OUTBOUND)
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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
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION



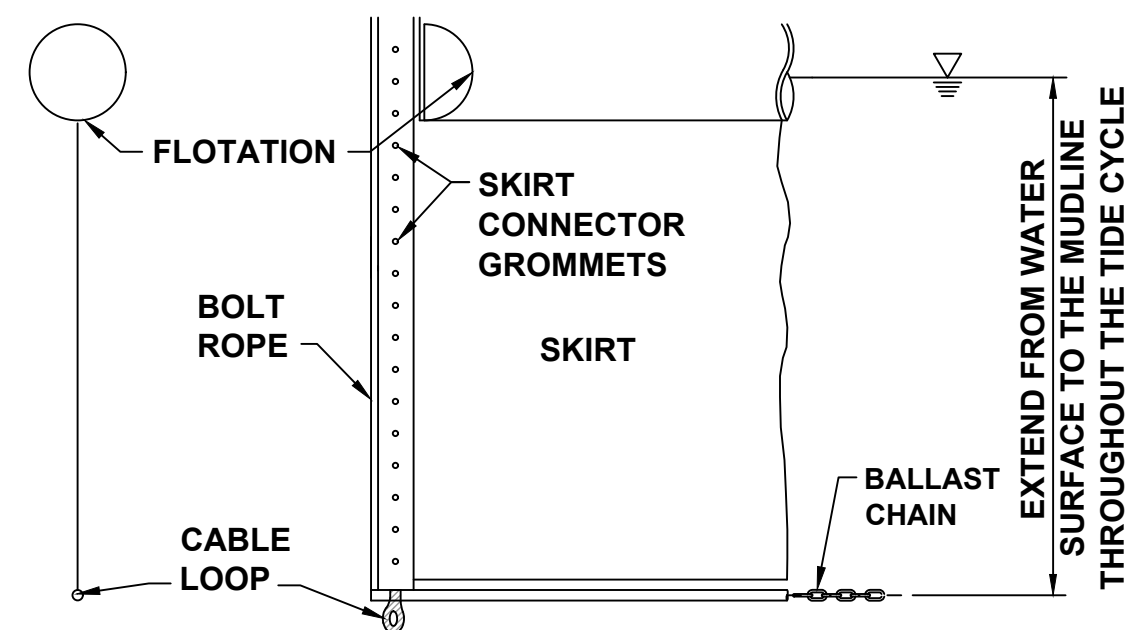
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GENERAL NOTES

- ALL FEDERAL, STATE, AND LOCAL SAFETY REGULATIONS ARE TO BE STRICTLY FOLLOWED.
- THE CONTRACTOR SHALL ABIDE BY ALL APPLICABLE FEDERAL, STATE, AND LOCAL ENVIRONMENTAL PROTECTION STANDARDS, LAWS AND REGULATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE CONSTRUCTION SITE AND THE AREAS OF WORK WHILE PERFORMING THE WORK OF THIS CONTRACT. CONSTRUCTION DEBRIS SHALL BE REMOVED FROM THE CONSTRUCTION SITE ON A DAILY BASIS. NO BURNING OF DEBRIS SHALL BE PERMITTED.
- DURING ALL PHASES OF THE WORK ALL PRECAUTIONS SHALL BE TAKEN AS NECESSARY OR AS REQUIRED TO PERMANENTLY PREVENT CONTAMINATED WATER, VEHICLE FLUIDS, CONSTRUCTION DEBRIS, AND ANY OTHER CONTAMINANT FROM ENTERING THE WATERWAY.
- CONTRACTOR SHALL INSTALL A FLOATING BOOM SYSTEM THAT FULLY ENCLOSES THE WORK AREA. THIS BOOM SHALL BE ANCHORED IN PLACE OR ATTACHED TO A FIXED STRUCTURE. THIS BOOM SHALL BE CAPABLE OF COLLECTING ANY FLOATING DEBRIS GENERATED DURING CONSTRUCTION ACTIVITIES. DEBRIS SHALL BE COLLECTED AND DISPOSED OF FROM THIS BOOM ON A DAILY BASIS.

TURBIDITY CURTAIN:

- A FLOATING TURBIDITY BARRIER MAY BE DEPLOYED AROUND AND/OR IMMEDIATELY ADJACENT TO THE WORK AREA AS SHOWN ON SHEET 11 DURING EACH CONSTRUCTION PHASE THAT IS EXPECTED TO PRODUCE DEBRIS AND/OR SEDIMENT IN 600 FOOT (MAX) LENGTHS. THE CONTRACTOR IS RESPONSIBLE FOR STAYING UNDER THE TURBIDITY LIMIT SET BY THE STATE. DURING ALL PHASES OF WORK, THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE METHODOLOGY AND SUBMIT TO THE STATE FOR APPROVAL. ALTERNATIVE METHODOLOGY MUST BE SUBMITTED 45 DAYS PRIOR TO FILL PLACEMENT BETWEEN PIERS.
- TURBIDITY CURTAIN WILL BE AVAILABLE ON-SITE FOR USE AS WARRANTED BASED ON MONITORING OF TURBIDITY TO MAINTAIN COMPLIANCE WITH PERMIT CONDITIONS.
- TO SERVE AS A BARRIER FOR OPERATIONS DURING PLACEMENT BETWEEN THE PIERS, A HEAVY DUTY TYPE III OR TYPE IV TURBIDITY CURTAIN WITH A BOTTOM ANCHOR SHALL BE INSTALLED. THE CONTRACTOR MAY UTILIZE EQUIPMENT TO LEVEL THE RIVER BOTTOM TO IMPROVE THE FUNCTIONALITY OF THE TURBIDITY CURTAIN AND MAY UTILIZE PILES OR OTHER ANCHORS TO KEEP THE TURBIDITY CURTAIN IN PLACE DURING OPERATIONS. THE CONTRACTOR SHALL PERFORM DAILY VISUAL INSPECTIONS, WITH A PHYSICAL CHECK ON THE TURBIDITY CURTAIN WITHIN 24 HOURS OF ANY MAJOR STORM OR ICE EVENT.



NOTES:

- FIGURE IS FOR REFERENCE ONLY. TURBIDITY CURTAIN SHALL BE SUBMITTED BY THE CONTRACTOR FOR APPROVAL.
- CURTAIN ANCHORAGE TO STRUCTURE AND MUDLINE SHALL BE SUBMITTED BY THE CONTRACTOR.

TURBIDITY CURTAIN

EROSION AND SEDIMENT CONTROL NOTES

GENERAL EROSION CONTROL NOTES

- SOIL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IN CONFORMANCE WITH THE CONNECTICUT DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION (CT DEEP) "2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENTATION CONTROL" DEEP BULLETIN NO. 34, LATEST REVISION, AND THE CONNECTICUT DEPARTMENT OF TRANSPORTATION (CTDOT) "2004 CONNECTICUT STORM WATER QUALITY MANUAL", LATEST REVISION, AND THE CTDOT FORM 817.
- INSTALL ALL EROSION CONTROL MEASURES SHOWN, SPECIFIED OR REQUIRED BY THE ENGINEER PRIOR TO ANY CONSTRUCTION MEASURES UNTIL FINAL SURFACE TREATMENTS ARE IN PLACE AND/OR UNTIL ALL PERMANENT VEGETATION IS ESTABLISHED.
- MARK WORK LIMIT LINE(S) PRIOR TO STARTING WORK. DO NOT DISTURB VEGETATION OR TOPSOIL BEYOND THE PROPOSED LIMIT LINE. COORDINATE WITH THE ENGINEER FOR THE LOCATIONS FOR THE TEMPORARY STOCKPILING OF TOPSOIL DURING CONSTRUCTION.

- FINE GRADE AND IMMEDIATELY SEED ALL SIDE SLOPES, SHOULDER AREAS, AND DISTURBED VEGETATED AREAS. ALL GRADING TO BE A MAXIMUM SLOPE OF 2:1, COMPACTED, AND STABILIZED. SLOPES GREATER THAN 2:1 TO RECEIVE EROSION CONTROL BLANKET.
- REMOVE ALL SEDIMENT TRACKED ON PUBLIC RIGHT-OF-WAYS AT THE END OF EACH DAY.
- LAND DISTURBANCE SHALL BE KEPT TO A MINIMUM NECESSARY FOR CONSTRUCTION.
- ALL CATCH BASINS SHALL BE PROTECTED WITH SILT SACKS, HAY BALE RINGS, OR SILT FENCE THROUGHOUT THE CONSTRUCTION PERIOD AND UNTIL ALL DISTURBED AREAS ARE THOROUGHLY STABILIZED.
- WHENEVER POSSIBLE, EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION, ADDITIONAL CONTROL MEASURES SHALL BE INSTALLED DURING CONSTRUCTION.
- THE CONTRACTOR SHALL USE APPROVED METHODS/MATERIALS FOR PREVENTING THE BLOWING AND MOVEMENT OF DUST FROM EXPOSED SOIL SURFACES ONTO ADJACENT PROPERTIES AND SITE AREAS.
- AFTER CONSTRUCTION, EROSION AND SEDIMENTATION WITHIN PROJECT LIMITS WILL BE MANAGED BY FINISHED TERMINAL SURFACE.
- MINIMIZING WIND EROSION AND CONTROLLING DUST WILL BE ACCOMPLISHED BY ONE OR MORE OF THE FOLLOWING METHODS:
 - COVERING 30% OR MORE OF THE SOIL SURFACE WITH NON-ERODIBLE MATERIAL.
 - ROUGHENING THE SOIL TO PRODUCE RIDGES PERPENDICULAR TO THE PREVAILING WIND.
 - FREQUENT WATERING OF EXCAVATION AND FILL AREAS.
- THE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACK OR FLOW OF MUD ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH 1-3" OF STONE, AS CONDITIONS DEMAND. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLE ONTO PUBLIC ROADWAY OR INTO STORM DRAIN MUST BE REMOVED IMMEDIATELY.
- CONTRACTOR SHALL INSPECT CONTROL MEASURES AT THE END OF EACH WORKING DAY TO ENSURE MEASURES ARE FUNCTIONING PROPERLY.
- EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE AS DIRECTED BY THE ON SITE INSPECTOR OR THE CIVIL ENGINEER.
- FAILURE TO INSTALL, OPERATE, OR MAINTAIN ALL EROSION CONTROL MEASURES WILL RESULT IN ALL CONSTRUCTION BEING STOPPED ON THE JOB UNTIL SUCH MEASURES ARE CORRECTED BACK TO THE APPROVED EROSION CONTROL PLANS.
- THE SITE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES INCLUDING REPLACING OR REPAIRING ANY DAMAGED DEVICES DUE TO ANY CONSTRUCTION ACTIVITY BY OTHERS.
- EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY OTHER CONSTRUCTION ACTIVITY AND MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED.
- SEDIMENT AND EROSION CONTROL MEASURES SHOULD BE CHECKED AFTER EACH RAIN EVENT. EACH DEVICE IS TO BE MAINTAINED OR REPLACED IF SEDIMENT ACCUMULATION HAS REACHED ONE HALF THE CAPACITY OF THE DEVICE. ADDITIONAL DEVICES MUST BE INSTALLED IF NEW CHANNELS HAVE DEVELOPED.

INITIAL PHASE EROSION CONTROL NOTES

- PRIOR TO THE LAND DISTURBING CONSTRUCTION, THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE OWNER.
- THE CONTRACTOR SHALL REVIEW THE PROJECT SEQUENCE SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAINTAIN CAREFUL SCHEDULING AND PERFORMANCE TO ENSURE THAT LAND STRIPPED OF ITS NATURAL COVER IS EXPOSED ONLY IN SMALL QUANTITIES.
- A COPY OF THE APPROVED LAND DISTURBANCE PLAN SHALL BE PRESENT ON THE SITE AT ALL TIMES.
- THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND-DISTURBING ACTIVITIES.
- PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITY, THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED WITH STAKES, RIBBONS, OR OTHER APPROPRIATE MEANS. THE LOCATION AND EXTENT OF ALL AUTHORIZED LAND DISTURBANCE ACTIVITY SHALL BE DEMARCATED FOR THE DURATION OF THE CONSTRUCTION ACTIVITY. NO LAND DISTURBANCE SHALL OCCUR OUTSIDE THE APPROVED LIMITS INDICATED ON THE APPROVED PLANS.
- PRIOR TO ANY OTHER CONSTRUCTION, A CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT EACH POINT OF ENTRY TO OR EXIT FROM THE SITE OR ONTO ANY PUBLIC ROADWAY.

- THE FOLLOWING INITIAL EROSION CONTROL MEASURES SHALL BE IMPLEMENTED PRIOR TO ANY OTHER CONSTRUCTION ACTIVITY.
 - THE CONSTRUCTION ENTRANCE, CONSISTING OF A MINIMUM PAD SIZE OF 12 FT BY 50 FT WITH A MINIMUM OF 6" THICK STONE. THE STONE SIZE SHOULD CONSIST OF COURSE AGGREGATE BETWEEN 1-1/2" & 3-1/2" IN DIAMETER AND OVERLAID ON A GEOTEXTILE UNDERLINER. THE GEOTEXTILE UNDERLINER SHALL MEET THE REQUIREMENTS OF AASHTO M288-96, SECTION 7.3 SEPARATION REQUIREMENTS. (ROCK INSTALLATION TO COINCIDE WITH DEMOLITION)
 - IMMEDIATELY AFTER THE ESTABLISHMENT OF CONSTRUCTION ENTRANCE, ALL PERIMETER EROSION CONTROL AND STORM WATER MANAGEMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE INITIAL EROSION CONTROL PLAN.
 - GEOTEXTILE SILT FENCE SHOULD BE INSTALLED AT THE PERIMETER OF THE DISTURBED AREA IF CONDITIONS WARRANT INSTALLATION OR SHOWN ON THE PLANS. THE GEOTEXTILE SILT FENCE SHOULD BE PLACED IN ACCORDANCE WITH THE CONNECTICUT EROSION & SEDIMENTATION CONTROL GUIDELINES. THE GEOTEXTILE SILT FENCE SHOULD BE KEPT ERECT AT ALL TIMES AND REPAIRED WHEN REQUESTED BY THE SITE INSPECTOR OR THE PROJECT DESIGN PROFESSIONAL OF RECORD. SILT SHOULD BE REMOVED WHEN ACCUMULATION REACHES 1/2 HEIGHT OF THE BARRIER. THE PERIMETER SILT FENCE SHOULD BE INSPECTED DAILY FOR ANY FAILURES. ANY FAILURES OF SAID FENCING SHOULD BE REPAIRED IMMEDIATELY.
 - INLET SEDIMENT PROTECTION MEASURES SHALL BE INSTALLED ON ALL EXISTING STORM STRUCTURES AS SHOWN ON THE PLAN, SEE SEPARATE DETAILS FOR SPECIFICS ON TYPE OF INLET PROTECTION SPECIFIED.
- AFTER INSTALLATION OF INITIAL EROSION CONTROL MEASURES THE SITE CONTRACTOR SHALL SCHEDULE AN INSPECTION BY THE PROJECT RESIDENT ENGINEER. NO OTHER CONSTRUCTION ACTIVITIES SHALL OCCUR UNTIL THE PROJECT RESIDENT ENGINEER APPROVES THE INSTALLATION OF SAID EROSION CONTROL MEASURES. IF UNFORESEEN CONDITIONS EXIST IN THE FIELD THAT WARRANT ADDITIONAL EROSION CONTROL MEASURES, THE CONTRACTOR MUST CONSTRUCT ANY ADDITIONAL EROSION CONTROL DEVICES DEEMED NECESSARY BY THE SITE INSPECTION.
- AFTER APPROVAL OF THE INITIAL EROSION CONTROL INSTALLATION, THE CONTRACTOR MAY PROCEED WITH CONSTRUCTION, CLEARING AND GRUBBING ACTIVITIES.
- NO BURN OR BURY PITS SHALL BE PERMITTED ON THE CONSTRUCTION SITE.

GRADING AND FINAL PHASE EROSION CONTROL NOTES

- DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN CAREFUL SCHEDULING AND PERFORMANCE TO ENSURE THAT LAND STRIPPED OF ITS NATURAL GROUND COVER IS EXPOSED ONLY IN SMALL QUANTITIES AND THEREFORE LIMITED DURATIONS, BEFORE PERMANENT EROSION PROTECTION IS ESTABLISHED.
- SEDIMENT SHALL NOT BE WASHED INTO INLETS. IT SHALL BE REMOVED FROM THE SEDIMENT TRAPS AND DISPOSED OF AND STABILIZED SO THAT IT WILL NOT ENTER THE INLETS AGAIN.
- EROSION CONTROL DEVICES SHALL BE INSTALLED IMMEDIATELY AFTER GROUND DISTURBANCE OCCURS. THE LOCATION OF SOME OF THE EROSION CONTROL DEVICES MAY HAVE TO BE ALTERED FROM THAT SHOWN ON THE APPROVED PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION ARE DIFFERENT FROM THE PROPOSED DRAINAGE PATTERNS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE DESIGN PROFESSIONAL IMMEDIATELY.
- CUT AND FILL SLOPES ARE TO BE AS SHOWN ON PLAN BUT SHALL NOT EXCEED "2H:1V"
- THE FOLLOWING EROSION CONTROL MEASURES SHALL BE IMPLEMENTED DURING THE PRELIMINARY GRADING PHASE OF CONSTRUCTION.
 - GEOTEXTILE SILT FENCE SHALL BE PLACED AS SHOWN ON THE PLANS AND PER THE DETAIL SHOWN ON SHEET 6.
 - INLET SEDIMENT PROTECTION MEASURES SHALL BE INSTALLED ON ALL STORM STRUCTURES AS THEY ARE CONSTRUCTED/MODIFIED. SEE PLAN VIEW FOR SPECIFIC TYPE AND SEPARATE DETAILS FOR ADDITIONAL INFORMATION ON TYPE OF INLET PROTECTION SPECIFIED.
 - ALL DRAINAGE SWALES SHALL BE APPLIED WITH VEGETATIVE COVER AS SOON AS FINAL GRADE IS ACHIEVED.
 - ALL GRADED AREAS SHALL BE APPLIED WITH VEGETATIVE COVER AS SOON AS FINAL GRADE IS ACHIEVED.
- THE FOLLOWING EROSION CONTROL MEASURES SHALL BE IMPLEMENTED DURING THE FINAL EROSION CONTROL PHASE OF CONSTRUCTION.
 - ALL GEOTEXTILE SILT FENCE SHALL BE REMOVED AT PROJECT COMPLETION.
 - INLET SEDIMENT PROTECTION MEASURES SHALL BE REMOVED.
 - ALL PERMANENT VEGETATIVE COVER WILL BE FULLY ESTABLISHED.
 - CONSTRUCTION ENTRANCE WILL BE REMOVED AT PROJECT COMPLETION.
- UPON COMPLETION OF THE PROJECT AND RECEIPT OF CERTIFICATE OF OCCUPANCY, THE CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION CONTROL MEASURES AND DISPOSE OF THEM UNLESS NOTED ON PLANS.

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NOTES - 1 OF 2
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL

EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN (ESPC)

EROSION AND SEDIMENT CONTROLS

- ALL PERIMETER GEOTEXTILE SILT FENCES AND CONSTRUCTION EXITS SHALL BE IN PLACE PRIOR TO ANY LAND DISTURBING ACTIVITIES.
- WHEN CONSTRUCTION ACTIVITIES HAVE CEASED IN AN AREA, THAT AREA SHALL BE STABILIZED WITHIN 14 DAYS.

OTHER CONTROLS

- NO WASTE WILL BE DISPOSED OF INTO STORMWATER INLETS OR WATERS OF THE STATE.

WASTE MATERIALS

- ALL WASTE MATERIALS WILL BE COLLECTED AND STORED IN A SECURELY LIDDED METAL DUMPSTER. THE DUMPSTER WILL MEET ALL SOLID WASTE MANAGEMENT REGULATIONS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE WILL BE DEPOSITED IN THE DUMPSTER. THE DUMPSTER WILL BE EMPTIED A MINIMUM OF ONCE PER WEEK OR MORE OFTEN IF NECESSARY AND TRASH WILL BE HAULED AS REQUIRED BY LOCAL REGULATIONS. NO CONSTRUCTION WASTE WILL BE BURIED ON-SITE.
- ALL PERSONNEL WILL BE INSTRUCTED ON PROPER PROCEDURES FOR WASTE DISPOSAL. A NOTICE STATING THESE PRACTICES WILL BE POSTED AT THE JOBSITE AND THE CONTRACTOR WILL BE RESPONSIBLE FOR SEEING THAT THESE PROCEDURES ARE FOLLOWED.

HAZARDOUS WASTE

- ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL STATE, AND/OR FEDERAL REGULATIONS AND BY THE MANUFACTURER OF SUCH PRODUCTS. THE JOB SITE SUPERINTENDENT, WHO WILL ALSO BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED, WILL INSTRUCT SITE PERSONNEL IN THESE PRACTICES. MATERIAL SAFETY DATA SHEETS (MSDS'S) FOR EACH SUBSTANCE WITH HAZARDOUS PROPERTIES THAT IS USED ON THE JOB SITE WILL BE OBTAINED AND USED FOR THE PROPER MANAGEMENT OF POTENTIAL WASTES THAT MAY RESULT FROM THESE PRODUCTS. AN MSDS WILL BE POSTED IN THE IMMEDIATE AREA WHERE SUCH PRODUCT IS STORED AND/OR USED AND ANOTHER COPY OF EACH MSDS WILL BE MAINTAINED IN THE ESPCP FILE AT THE JOB SITE CONSTRUCTION TRAILER OFFICE. EACH EMPLOYEE WHO MUST HANDLE A SUBSTANCE WITH HAZARDOUS PROPERTIES WILL BE INSTRUCTED ON THE USE OF MSDS SHEETS AND THE SPECIFIC INFORMATION IN THE APPLICABLE MSDS FOR THE PRODUCT HE/SHE IS USING, PARTICULARLY REGARDING SPILL CONTROL TECHNIQUES.
- THE CONTRACTOR WILL IMPLEMENT THE SPILL PREVENTION CONTROL AND COUNTERMEASURES (SPCC) PLAN FOUND WITHIN THE ESPCP AND WILL TRAIN ALL PERSONNEL IN THE PROPER CLEANUP AND HANDLING OF SPILLED MATERIALS. NO SPILLED HAZARDOUS MATERIALS OR HAZARDOUS WASTES WILL BE ALLOWED TO COME IN CONTACT WITH STORMWATER DISCHARGES. IF SUCH CONTACT OCCURS, THE STORMWATER DISCHARGE WILL BE CONTAINED ON SITE UNTIL APPROPRIATE MEASURES IN COMPLIANCE WITH STATE AND FEDERAL REGULATIONS ARE TAKEN TO DISPOSE OF SUCH CONTAMINATED STORMWATER. IT SHALL BE THE RESPONSIBILITY OF THE JOB SITE SUPERINTENDENT TO PROPERLY TRAIN ALL PERSONNEL IN THE USE OF THE SPCC PLAN.

SANITARY WASTES

- A MINIMUM OF ONE PORTABLE SANITARY UNIT WILL BE PROVIDED FOR EVERY TEN (10) WORKERS ON THE SITE. ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE SANITARY UNITS A MINIMUM OF ONE TIME PER WEEK BY A LICENSED PORTABLE FACILITY PROVIDER IN COMPLETE COMPLIANCE WITH LOCAL AND STATE REGULATIONS.
- ALL SANITARY WASTE UNITS WILL BE LOCATED IN AN AREA WHERE THE LIKELIHOOD OF THE UNIT CONTRIBUTING TO STORMWATER DISCHARGE IS NEGLIGIBLE. ADDITIONAL CONTAINMENT BMPs MUST BE IMPLEMENTED, SUCH AS GRAVEL BAGS OR SPECIALLY DESIGNED PLASTIC SKID CONTAINERS AROUND THE BASE, TO PREVENT WASTES FROM CONTRIBUTING TO STORMWATER DISCHARGES. THE LOCATION OF THE SANITARY WASTES UNITS MUST BE IDENTIFIED ON THE EROSION CONTROL PLAN GRADING PHASE BY THE CONTRACTOR ONCE THE LOCATIONS HAVE BEEN DETERMINED.

OFFSITE VEHICLE TRACKING

- A STABILIZED CONSTRUCTION ENTRANCE IS TO BE PROVIDED TO HELP REDUCE VEHICLE TRACKING OF SEDIMENT. SEE SHEET 4 FOR CONSTRUCTION ENTRANCE DETAILS. THE PAVED STREET ADJACENT TO THE SITE EXIT WILL BE INSPECTED DAILY FOR TRACKING OF MUD, DIRT OR ROCK. DUMP TRUCKS HAULING MATERIAL FROM THE CONSTRUCTION SITE WILL BE COVERED WITH A TARPAULIN.

INVENTORY FOR POLLUTION PREVENTION PLAN

- THE FOLLOWING MATERIALS ARE EXPECTED ON-SITE DURING CONSTRUCTION: CONCRETE PRODUCTS, ASPHALT, PETROLEUM BASED FUELS AND LUBRICANTS FOR EQUIPMENT, TAR, METAL REINFORCING, PAINTS/FINISHES, PAINT SOLVENTS, LUMBER, CRUSHED STONE, PLASTIC, METAL, AND CONCRETE PIPES.

SPILL PREVENTION

- PRACTICES SUCH AS GOOD HOUSEKEEPING, PROPER HANDLING OF HAZARDOUS PRODUCTS AND PROPER SPILL CONTROL PRACTICES WILL BE FOLLOWED TO REDUCE THE RISK OF SPILLS AND SPILLS FROM DISCHARGING INTO STORMWATER RUNOFF.

GOOD HOUSEKEEPING

- QUANTITIES OF PRODUCTS STORED ON-SITE WILL BE LIMITED TO THE AMOUNT NEEDED FOR THE JOB.
- PRODUCTS AND MATERIALS WILL BE STORED IN A NEAT, ORDERLY MANNER IN APPROPRIATE CONTAINERS PROTECTED FROM RAINFALL, WHERE POSSIBLE.
- PRODUCTS WILL BE KEPT IN THEIR ORIGINAL CONTAINERS WITH MANUFACTURER LABELS LEGIBLE AND VISIBLE.
- PRODUCTS MIXING, DISPOSAL AND DISPOSAL OF PRODUCT CONTAINERS WILL BE ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.
- THE CONTRACTOR WILL INSPECT SUCH MATERIALS TO ENSURE PROPER USE, STORAGE AND DISPOSAL.

PRODUCT SPECIFIC PRACTICES

- PETROLEUM BASED PRODUCTS - CONTAINERS FOR PRODUCTS SUCH AS FUELS, LUBRICANTS AND TARS WILL BE INSPECTED DAILY FOR LEAKS AND SPILLS. THIS INCLUDES ON-SITE VEHICLE AND MACHINERY DAILY INSPECTION AND REGULAR PREVENTIVE MAINTENANCE OF SUCH EQUIPMENT. EQUIPMENT MAINTENANCE AREAS WILL BE LOCATED AWAY FROM STATE WATER, NATURAL DRAINS AND STORMWATER DRAINAGE INLETS. IN ADDITION, TEMPORARY FUELING TANKS SHALL HAVE A SECONDARY CONTAINMENT LINER TO PREVENT/MINIMIZE SITE CONTAMINATION. DISCHARGE OF OILS, FUELS AND LUBRICANTS IS PROHIBITED. PROPER DISPOSAL METHODS WILL INCLUDE COLLECTION IN A SUITABLE CONTAINER AND DISPOSAL AS REQUIRED BY LOCAL AND STATE REGULATIONS.
- PAINTS/FINISHES/SOLVENTS - ALL PRODUCTS WILL BE STORED IN TIGHTLY SEALED ORIGINAL CONTAINERS WHEN NOT IN USE. EXCESS PRODUCT WILL NOT BE DISCHARGED TO THE STORMWATER COLLECTION SYSTEM. EXCESS PRODUCT, MATERIALS USED WITH THESE PRODUCTS AND PRODUCT CONTAINERS WILL BE DISPOSED OF ACCORDING TO MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
- CONCRETE TRUCK WASHING - NO CONCRETE TRUCKS WILL BE ALLOWED TO WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WASH WATER ON THE OWNER'S PROPERTY.
- FERTILIZER/HERBICIDES - THESE PRODUCTS WILL BE APPLIED AT RATES THAT DO NOT EXCEED THAT MANUFACTURER'S SPECIFICATIONS OR ABOVE THE GUIDELINES SET FORTH IN THE CROP .
- BUILDING MATERIALS/FORMWORK - NO BUILDING OR CONSTRUCTION MATERIALS WILL BE BURIED OR DISPOSED OF ON-SITE. ALL SUCH MATERIAL WILL BE DISPOSED OF IN PROPER WASTE DISPOSAL PROCEDURES.

SPILL CLEANUP AND CONTROL PRACTICES

- LOCAL, STATE AND MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE CLEARLY POSTED AND PROCEDURES WILL BE MADE AVAILABLE TO SITE PERSONNEL.
- MATERIAL AND EQUIPMENT NECESSARY FOR SPILL CLEANUP WILL BE KEPT IN THE MATERIAL STORAGE AREAS. TYPICAL MATERIALS AND EQUIPMENT INCLUDES, BUT IS NOT LIMITED TO, BROOMS, DUSTPANS, MOPS, RAGS, GLOVES, GOGGLES, CAT LITTER, SAND, SAWDUST AND PROPERLY LABELED PLASTIC AND METAL WASTE CONTAINERS.
- SPILL PREVENTION PRACTICES AND PROCEDURES WILL BE REVIEWED AFTER A SPILL AND ADJUSTED AS NECESSARY TO PREVENT FUTURE SPILLS.
- ALL SPILLS WILL BE CLEANED UP IMMEDIATELY UPON DISCOVERY. ALL SPILLS WILL BE REPORTS AS REQUIRED BY LOCAL, STAT, AND FEDERAL REGULATIONS.
- FOR SPILLS THAT IMPACT SURFACE WATER (LEAVE A SHEEN ON SURFACE WATER), THE NATIONAL RESPONSE CENTER (NRC) WILL BE CONTACTED WITHIN 24 HOURS AT 1-800-426-2675.
- FOR SPILLS OF UNKNOWN AMOUNT, THE NATIONAL RESPONSE CENTER (NRC) WILL BE CONTACTED WITHIN 24 HOURS AT 1-800-426-2675.
- FOR SPILLS GREATER THAN 25 GALLONS AND NO SURFACE WATER IMPACTS, THE SPILL WILL BE CLEANED UP AND LOCAL AGENCIES WILL BE CONTACTED AS REQUIRED.

HANDLING OF SOIL MATERIALS

- EXCAVATED SOIL MATERIALS, EXCEPT FOR EXCAVATED ASPHALT AND CONCRETE, SHALL BE USED FOR BACKFILLING AND FILLING PROVIDED IT MEETS THE FOLLOWING REQUIREMENTS:
 - THE MATERIAL DOES NOT CONTAIN DELETERIOUS AMOUNTS OF:
 - ORGANIC CLAYS, SILTS, OR PEATS
 - MISCELLANEOUS DEBRIS, SUCH AS BUT NOT LIMITED TO, TIMBER, METAL, PLASTICS, GLASS, OR REFUSE
 - STONES OR CONCRETE PIECES LARGER THAN THREE (3) INCHES IN SIZE.
 - THE MATERIAL IS NOT FROZEN AND DOES NOT CONTAIN ICE.
 - THE MATERIAL IS NOT OIL STAINED AND DOES NOT HAVE A NOTICEABLE "OIL ODOR".
 - THE MATERIAL IS COMPACTABLE AS DETERMINED BY THE OWNER'S REPRESENTATIVE.
- ALL EXCAVATED SOIL THAT EXHIBITS EVIDENCE OF CONTAMINATION INCLUDING, BUT NOT LIMITED TO, SHEENS, STAINING, AND ODORS SHALL BE SEGREGATED FROM SOIL NOT EXHIBITING SUCH EVIDENCE. SOIL WITH INDICATORS OF CONTAMINATION SHALL NOT BE USED AS BACKFILL.

- TRANSPORT ALL EXCAVATED SOIL EXHIBITING EVIDENCE OF CONTAMINATION TO THE STOCKPILE AREA AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
- SUBMIT TO THE OWNER'S REPRESENTATIVE A SOIL STOCKPILE MANAGEMENT PLAN DESCRIBING MEASURES FOR SOIL CONTAINMENT WITHIN THE STOCKPILE AREA AND MAINTENANCE OF THE STOCKPILE AREA.
- THE OWNER'S REPRESENTATIVE WILL PERFORM REQUIRED SOIL SAMPLING AND TESTING FOR OFF-SITE SOIL REUSE OR DISPOSAL. THE OWNER'S REPRESENTATIVE WILL PROVIDE TO THE CONTRACTOR A COPY OF THE LABORATORY REPORT CONTAINING THE LABORATORY ANALYTICAL DATA.
- WHEN DIRECTED BY THE OWNER'S REPRESENTATIVE, TRANSPORT AND REUSE OR DISPOSE THE SOIL MATERIALS OFF AUTHORITY PROPERTY IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS.
- SUBMIT INFORMATION ON THE TRANSPORTERS OF SOIL MATERIALS INCLUDING CURRENT APPLICABLE STATE-ISSUED WASTE TRANSPORTERS PERMITS TO THE OWNER'S REPRESENTATIVE FOR APPROVAL AT LEAST 2 WEEKS PRIOR TO THE COMMENCEMENT OF TRUCKING ACTIVITIES.
- SUBMIT DOCUMENTATION OF REUSE OR DISPOSAL OF SOIL MATERIALS DETAILING EXECUTION OF MANIFESTS OR BILLS OF LADING FOR ALL SOIL MATERIAL REMOVED AND TRANSPORTED FROM THE SITE. DOCUMENTS SHALL BE SIGNED BY THE OWNER'S REPRESENTATIVE PRIOR TO THE REMOVAL OF SOIL OFF-SITE. EXECUTED MANIFESTS OR BILLS OF LADING SHALL BE SIGNED BY THE RECEIVING FACILITY AND COPIES SHALL BE PROVIDED TO THE OWNER'S REPRESENTATIVE WITHIN 72 HOURS.

INSPECTIONS

- EACH DAY WHEN ANY TYPE OF CONSTRUCTION ACTIVITY HAS TAKEN PLACE AT THE CONTRACTOR'S SITE, QUALIFIED PERSONNEL PROVIDED BY THE CONTRACTOR SHALL INSPECT: (A) ALL AREAS AT THE CONTRACTOR'S SITE WHERE PETROLEUM PRODUCTS ARE STORED, USED, OR HANDLED FOR SPILLS AND LEAKS FROM VEHICLES AND EQUIPMENT; (B) ALL LOCATIONS AT THE CONTRACTOR'S SITE WHERE VEHICLES ENTER OF EXIT THE SITE FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING; AND (C) MEASURE RAINFALL ONCE EACH TWENTY-FOUR HOUR PERIOD AT THE SITE. THESE INSPECTIONS MUST BE CONDUCTED UNTIL PROJECT COMPLETION.
- QUALIFIED PERSONNEL (PROVIDED BY THE CONTRACTOR) SHALL INSPECT AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER THE FOLLOWING: (A) DISTURBED AREAS OF THE CONTRACTOR'S CONSTRUCTION SITE THAT HAVE NOT UNDERGONE FINAL STABILIZATION; (B) AREAS USED BY THE CONTRACTOR FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION THAT HAVE NOT UNDERGONE FINAL STABILIZATION; AND (C) STRUCTURAL CONTROL MEASURES. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN APPLICABLE TO THE CONTRACTOR'S SITE SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATER(S).
- QUALIFIED PERSONNEL (PROVIDED BY THE CONTRACTOR) SHALL INSPECT AT LEAST ONCE PER MONTH UNTIL PROJECT COMPLETION THE AREAS OF THE SITE THAT HAVE UNDERGONE FINAL STABILIZATION. THESE AREAS SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM AND THE RECEIVING WATER(S). EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATER(S).
- BASED ON THE RESULTS OF EACH INSPECTION, THE SITE DESCRIPTION AND THE POLLUTION PREVENTION AND CONTROL MEASURES IDENTIFIED IN THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN, THE PLAN SHALL BE REVISED AS APPROPRIATE NOT LATER THAN SEVEN (7) CALENDAR DAYS FOLLOWING EACH INSPECTION. IMPLEMENTATION OF SUCH CHANGES SHALL BE MADE AS SOON AS PRACTICAL BUT IN NO CASE LATER THAN SEVEN (7) CALENDAR DAYS FOLLOWING EACH INSPECTION.
- A REPORT SUMMARIZING THE SCOPE OF EACH INSPECTION AND THE NAME(S) OF PERSONNEL MAKING EACH INSPECTION, THE DATE(S) OF EACH INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN AND ACTIONS TAKEN SHALL BE MADE AND RETAINED AT THE SITE OR BE READILY AVAILABLE AT A DESIGNATED ALTERNATE LOCATION UNTIL THE ENTIRE SITE OR THAT PORTION OF A CONSTRUCTION PROJECT THAT HAS BEEN PHASED HAS UNDERGONE FINAL STABILIZATION. SUCH REPORTS SHALL IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE. WHERE THE REPORT DOES NOT IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE, THE REPORT SHALL CONTAIN A CERTIFICATION THAT THE FACILITY IS IN COMPLIANCE WITH THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN.

PROJECT VERTICAL DATUM	
NEW LONDON, THAMES RIVER, CT STATION ID 8461490	ELEVATIONS (NAVD88)
100 YEAR BASE FLOOD	+11.0
HIGHEST OBSERVED	+8.73
NGVD29	+2.85
COASTAL JURISDICTION LINE	+2.1
MHHW	+1.21
MHW	+0.92
NAVD88	0.00
MSL	-0.30
MTL	-0.37
MLW	-1.65
MLLW	-1.84
LOWEST OBSERVED	-5.84

NOTE: MLLW ELEVATIONS ARE 1.84' ABOVE NAVD88.

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STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT



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ISSUED: 10/23/2020
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SEDIMENT FENCE (Sd1)

DEFINITION

A TEMPORARY SEDIMENT BARRIER CONSISTING OF A FILTER FABRIC STRETCHED ACROSS AND ATTACHED TO SUPPORTING POSTS AND ENTRENCHED. THE SEDIMENT FENCE IS CONSTRUCTED OF STAKES AND SYNTHETIC FILTER FABRIC WITH A RIGID WIRE FENCE BACKING WHERE NECESSARY FOR SUPPORT. SEDIMENT FENCE CAN BE PURCHASED WITH POCKETS PRESEWN TO ACCEPT USE OF STEEL FENCE POSTS.

PURPOSE

A SEDIMENT FENCE INTERCEPTS AND DETAINS SMALL AMOUNTS OF SEDIMENT FROM DISTURBED AREAS DURING CONSTRUCTION OPERATIONS AND REDUCES RUNOFF VELOCITY DOWN A SLOPE. SEDIMENT FENCES MAY ALSO BE USED TO CATCH WIND-BLOWN SAND AND TO CREATE AN ANCHOR FOR SAND DUNE CREATION.

DESIGN RECOMMENDATIONS

DEPTH OF IMPOUNDED WATER SHOULD NOT EXCEED 1.5 FEET AT ANY POINT ALONG THE FENCE. DRAINAGE AREA LIMITED TO 1/4 ACRE PER 100 FT OF FENCE, AND NO MORE THAN 1.5 ACRES IN TOTAL; OR IN COMBINATION WITH A SEDIMENT BASIN ON A LARGER SITE. AREA IS FURTHER RESTRICTED BY SLOPE STEEPNESS AS SHOWN IN THE FOLLOWING TABLE.

MAXIMUM SLOPE	
LAND SLOPE (%)	DISTANCE ABOVE FENCE (FEET)
2	250
5	180
10	100
20	50
30	30

MATERIALS AND USE

FILTER FABRIC

THE FILTER FABRIC USED IN A SEDIMENT FENCE MUST HAVE SUFFICIENT STRENGTH TO WITHSTAND VARIOUS STRESS CONDITIONS. IT ALSO MUST HAVE THE ABILITY TO ALLOW PASSAGE OF WATER WHILE RETAINING SOIL PARTICLES. FILTER FABRIC FOR A SEDIMENT FENCE IS AVAILABLE COMMERCIALY.

SUPPORT POSTS

FOUR-INCH DIAMETER PINE, 1.33 LB./LINEAR FT. STEEL, OR SOUND QUALITY HARDWOOD WITH A MINIMUM CROSS SECTIONAL AREA OF 3.0 SQUARE INCHES. STEEL POSTS SHOULD HAVE PROJECTIONS FOR FASTENING FABRIC. DRIVE POSTS SECURELY, AT LEAST 16 INCHES INTO THE GROUND, ON THE DOWNSLOPE SIDE OF THE TRENCH. SPACE POSTS A MAXIMUM OF 8 FEET IF FENCE IS SUPPORTED BY WIRE, 6 FEET IF EXTRA-STRENGTH FABRIC IS USED WITHOUT SUPPORT WIRE. ADJUST SPACING TO PLACE POSTS AT LOW POINTS ALONG THE FENCE LINE.

SUPPORT WIRE

WIRE FENCE (14 GAUGE WITH 6-INCH MESH) IS REQUIRED TO SUPPORT STANDARD STRENGTH FABRIC.

REINFORCED, STABILIZED OUTLETS ANY OUTLET WHERE STORM FLOW BYPASS OCCURS MUST BE STABILIZED AGAINST EROSION. SET OUTLET ELEVATION SO THAT WATER DEPTH CANNOT EXCEED 1.5 FEET AT THE LOWEST POINT ALONG THE FENCE LINE.

SET FABRIC HEIGHT AT 1 FOOT MAXIMUM BETWEEN SUPPORT POSTS SPACED NO MORE THAN 4 FEET APART. INSTALL A HORIZONTAL BRACE BETWEEN THE SUPPORT POSTS TO SERVE AS AN OVERFLOW WEIR AND TO SUPPORT TOP OF FABRIC. PROVIDE A RIPRAP SPLASH PAD A MINIMUM 5 FEET WIDE, 1 FOOT DEEP, AND 5 FEET LONG ON LEVEL GRADE. THE FINISHED SURFACE OF THE RIPRAP SHOULD BLEND WITH SURROUNDING AREA, ALLOWING NO OVERFALL. THE AREA AROUND THE PAD MUST BE STABLE.

CONSTRUCTION RECOMMENDATIONS

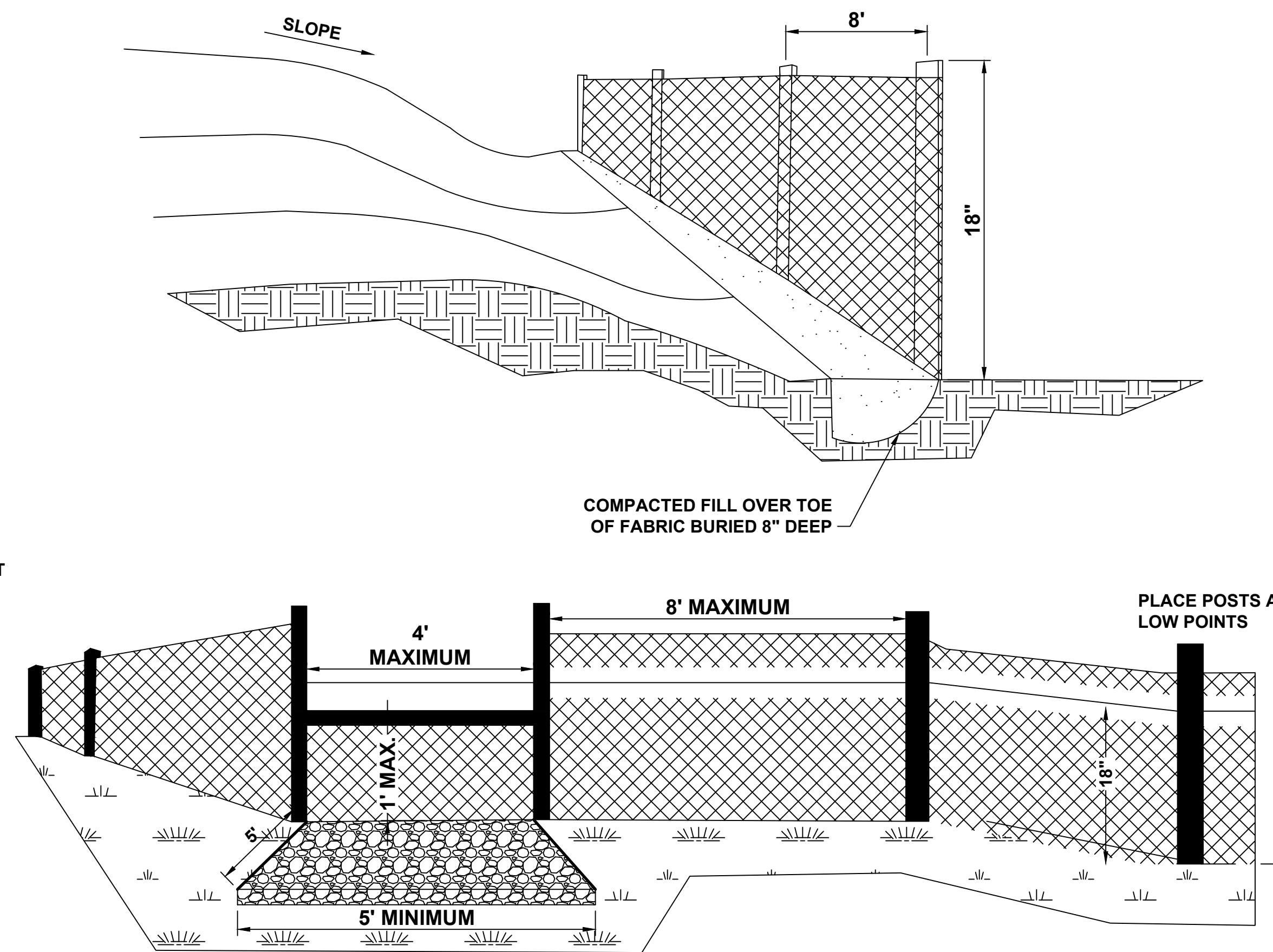
DIG A TRENCH APPROXIMATELY 8 INCHES DEEP AND 4 INCHES WIDE, OR A V-TRENCH; ALONG THE LINE OF THE FENCE, UPSLOPE SIDE. FASTEN SUPPORT WIRE FENCE SECURELY TO THE UPSLOPE SIDE OF FENCE POSTS WITH WIRE TIES OR STAPLES. WIRE SHOULD EXTEND 6 INCHES INTO THE TRENCH. ATTACH CONTINUOUS LENGTH OF FABRIC TO UPSLOPE SIDE OF FENCE POSTS. AVOID JOINTS, PARTICULARLY AT LOW POINTS IN THE FENCE LINE. WHERE JOINTS ARE NECESSARY, FASTEN FABRIC SECURELY TO SUPPORT POSTS AND OVERLAP TO THE NEXT POST. PLACE THE BOTTOM ONE FOOT OF FABRIC IN THE TRENCH. BACKFILL WITH COMPACTED EARTH OR GRAVEL. FILTER CLOTH SHALL BE FASTENED SECURELY TO THE WOVEN WIRE FENCE WITH TIES SPACED EVERY 24 INCHES AT THE TOP, MID-SECTION, AND BOTTOM. TO REDUCE MAINTENANCE, A SHALLOW SEDIMENT STORAGE AREA MAY BE EXCAVATED ON THE UPSLOPE SIDE OF FENCE WHERE SEDIMENTATION IS EXPECTED. PROVIDE GOOD ACCESS TO DEPOSITION AREAS FOR CLEANOUT AND MAINTENANCE. SEDIMENT FENCES SHOULD BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED. RETAINED SEDIMENT MUST BE REMOVED AND PROPERLY DISPOSED OF, OR MULCHED AND SEEDED.

MAINTENANCE

A SEDIMENT FENCE REQUIRES A GREAT DEAL OF MAINTENANCE. SILT FENCES SHOULD BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIR AS NECESSARY. REMOVE SEDIMENT DEPOSITS PROMPTLY TO PROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAIN AND TO REDUCE PRESSURE ON FENCE. TAKE CARE TO AVOID UNDERMINING FENCE DURING CLEANOUT. IF THE FABRIC TEARS, DECOMPOSES, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE IT IMMEDIATELY. REPLACE BURLAP USED IN SEDIMENT FENCES AFTER NO MORE THAN 60 DAYS. REMOVE ALL FENCING MATERIALS AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED. SEDIMENT DEPOSITS REMAINING AFTER THE FABRIC HAS BEEN REMOVED SHOULD BE GRADED TO CONFORM WITH THE EXISTING TOPOGRAPHY AND VEGETATED.

SEDIMENT FENCE

SCALE: N.T.S.



CONSTRUCTION ENTRANCE (Co)

DEFINITION

A TEMPORARY STONE-STABILIZED PAD LOCATED AT POINTS OF VEHICULAR INGRESS AND EGRESS ON A CONSTRUCTION SITE.

PURPOSE

TO PROVIDE A STABLE ENTRANCE AND EXIT FROM A CONSTRUCTION SITE AND KEEP MUD AND SEDIMENT OFF PUBLIC ROADS.

DESIGN RECOMMENDATIONS

REMOVE ALL VEGETATION AND OTHER OBJECTIONABLE MATERIAL FROM THE FOUNDATION AREA. GRADE AND CROWN FOUNDATION FOR POSITIVE DRAINAGE. STONE FOR A STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1 TO 3-INCH STONE, RECLAIMED STONE, OR RECYCLED CONCRETE EQUIVALENT PLACED ON A STABLE FOUNDATION AS SPECIFIED IN THE PLAN. PAD DIMENSIONS: THE MINIMUM LENGTH OF THE GRAVEL PAD SHOULD BE 50 FEET, EXCEPT

FOR A SINGLE RESIDENTIAL LOT WHERE A 30 FOOT MINIMUM LENGTH MAY BE USED. LONGER ENTRANCES WILL PROVIDE BETTER CLEANING ACTION. THE PAD SHOULD EXTEND THE FULL WIDTH OF THE CONSTRUCTION ACCESS ROAD OR 10 FEET WHICHEVER IS GREATER. THE AGGREGATE SHOULD BE PLACED AT LEAST SIX INCHES THICK. A GEOTEXTILE FILTER FABRIC SHALL BE PLACED BETWEEN THE STONE FILL AND THE EARTH SURFACE BELOW THE PAD TO REDUCE THE MIGRATION OF SOIL PARTICLES FROM THE UNDERLYING SOIL INTO THE STONE AND VICE VERSA. FILTER CLOTH IS NOT REQUIRED FOR A SINGLE FAMILY RESIDENCE LOT. IF THE SLOPE TOWARD THE ROAD EXCEEDS 2%, CONSTRUCT A RIDGE, 6 TO 8 INCHES HIGH WITH 3:1 SIDE SLOPES, ACROSS THE FOUNDATION APPROXIMATELY 15 FT FROM THE ENTRANCE TO DIVERT RUNOFF AWAY FROM THE PUBLIC ROAD. ALL SURFACE WATER THAT IS FLOWING TO OR DIVERTED TOWARD THE CONSTRUCTION ENTRANCE SHOULD BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A BERM WITH 5:1 SLOPES THAT CAN BE

CROSSED BY VEHICLES MAY BE SUBSTITUTED FOR THE PIPE. WASHING: IF THE SITE CONDITIONS ARE SUCH THAT THE MAJORITY OF MUD IS NOT REMOVED FROM THE VEHICLE TIRES BY THE GRAVEL PAD, THEN THE TIRES SHOULD BE WASHED BEFORE THE VEHICLE ENTERS THE ROAD OR STREET. THE WASH AREA SHOULD BE A LEVEL AREA WITH 3-INCH WASHED STONE MINIMUM, OR A COMMERCIAL RACK. WASH WATER SHOULD BE DIRECTED INTO A SEDIMENT TRAP, A VEGETATED FILTER STRIP, OR OTHER APPROVED SEDIMENT TRAPPING DEVICE. SEDIMENT SHOULD BE PREVENTED FROM ENTERING ANY WATERCOURSES. A FILTER FABRIC FENCE SHOULD BE INSTALLED DOWN-GRADIENT FROM THE CONSTRUCTION ENTRANCE IN ORDER TO CONTAIN ANY SEDIMENT-LADEN RUNOFF FROM THE ENTRANCE.

MAINTENANCE

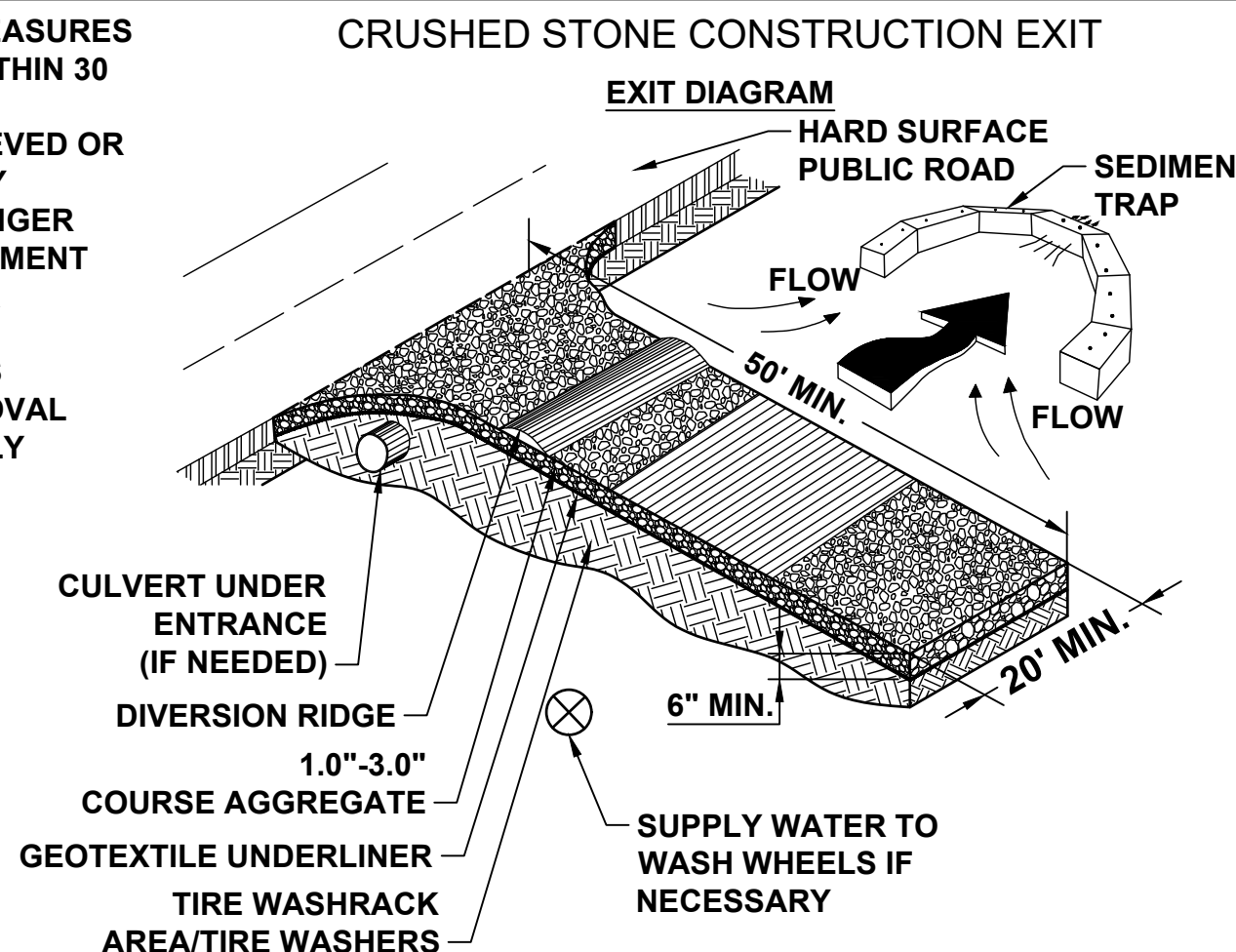
THE ENTRANCE SHOULD BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOPDRESSING WITH

ADDITIONAL STONE. INSPECT ENTRANCE/EXIT PAD AND SEDIMENT DISPOSAL AREA WEEKLY AND AFTER HEAVY RAINS OR HEAVY USE. REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROAD IMMEDIATELY. MUD AND SOIL PARTICLES WILL EVENTUALLY CLOG THE VOIDS IN THE GRAVEL AND THE EFFECTIVENESS OF THE GRAVEL PAD WILL NOT BE SATISFACTORY. WHEN THIS OCCURS, THE PAD SHOULD BE TOP-DRESSED WITH NEW STONE. COMPLETE REPLACEMENT OF THE PAD MAY BE NECESSARY WHEN THE PAD BECOMES COMPLETELY CLOGGED. IF WASHING FACILITIES ARE USED, THE SEDIMENT TRAPS SHOULD BE CLEANED OUT AS OFTEN AS NECESSARY TO ASSURE THAT ADEQUATE TRAPPING EFFICIENCY AND STORAGE VOLUME IS AVAILABLE. VEGETATIVE FILTER STRIPS SHOULD BE MAINTAINED TO INSURE A VIGOROUS STAND OF VEGETATION AT ALL TIMES. RESHAPE PAD AS NEEDED FOR DRAINAGE AND RUNOFF CONTROL. REPAIR ANY BROKEN ROAD PAVEMENT IMMEDIATELY. ALL TEMPORARY EROSION AND

SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY PRACTICES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE REMOVED OR STABILIZED ON SITE. DISTURBED SOIL AREAS RESULTING FROM REMOVAL SHALL BE PERMANENTLY STABILIZED.

CONSTRUCTION ENTRANCE

SCALE: N.T.S.



DUST CONTROL ON DISTURBED AREAS (Du)

DEFINITION

CONTROLLING SURFACE AND AIR MOVEMENT OF DUST ON CONSTRUCTION SITES, ROADS, AND DEMOLITION SITES.

PURPOSE

TO PREVENT SURFACE AND AIR MOVEMENT OF DUST FROM EXPOSED SOIL SURFACES.

TO REDUCE THE PRESENCE OF AIRBORNE SUBSTANCES THAT MAY BE HARMFUL OR INJURIOUS TO HUMAN HEALTH, WELFARE, OR SAFETY, OR TO ANIMALS OR PLANT LIFE.

CONDITIONS

THIS PRACTICE IS APPLICABLE TO AREAS SUBJECT TO SURFACE AND AIR MOVEMENT OF DUST WHERE ON AND OFF-SITE DAMAGE MAY OCCUR WITHOUT TREATMENT.

METHOD AND MATERIALS

VEGETATIVE COVER. SEE SPECIFICATION DS2 - DISTURBED AREA STABILIZATION (WITH TEMPORARY SEEDING).

TILLAGE THIS PRACTICE IS DESIGNED TO ROUGHEN AND BRING CLODS TO THE SURFACE. IT IS AN EMERGENCY MEASURE THAT SHOULD BE USED BEFORE WIND EROSION STARTS. BEGIN PLOWING ON WINDWARD SIDE OF CHISEL-TYPE PLOWS SPACED ABOUT 12 INCHES APART, SPRING-TOOTHED HARROWS, AND SIMILAR PLOWS ARE EXAMPLES OF EQUIPMENT THAT MAY PRODUCE THE DESIRED EFFECT.

IRRIGATION

THIS IS GENERALLY DONE AS AN EMERGENCY TREATMENT. SITE IS SPRINKLED WITH WATER UNTIL THE SURFACE IS WET. REPEAT AS NEEDED.

BARRIERS

SOLID BOARD FENCES, SNOWFENCES, BURLAP FENCES, CRATE WALLS, BALES OF HAY AND SIMILAR MATERIAL CAN BE USED TO CONTROL AIR CURRENTS AND SOIL BLOWING. BARRIERS PLACED AT RIGHT ANGLES TO PREVAILING CURRENTS AT INTERVALS OF ABOUT 15 TIMES THEIR HEIGHT ARE EFFECTIVE IN CONTROLLING WIND EROSION.

CALCIUM CHLORIDE APPLY AT RATE THAT WILL KEEP SURFACE MOIST. MAY NEED RETREATMENT.

PERMANENT VEGETATION SEE SPECIFICATION DS3-DISTURBED AREA STABILIZATION (WITH PERMANENT VEGETATION). EXISTING TREES AND LARGE SHRUBS MAY AFFORD VALUABLE PROTECTION IF LEFT IN PLACE.

DUST CONTROL ON DISTURBED AREAS

SCALE: N.T.S.



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



EROSION AND SEDIMENT CONTROL NOTES - 1 OF 3

STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

DWG INFO: C:\BOS\Projects\10630 Detail Design State Pier\10630-05.dwg; April 29, 2020 - 6:53 PM; DFRANZESE; (C) MOFFATT AND NICHOL

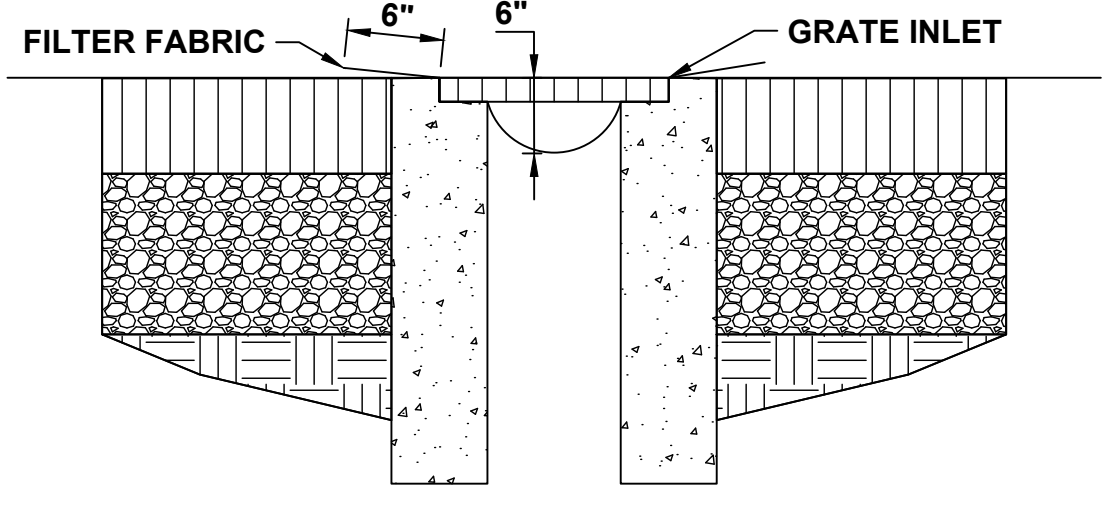
INLET PROTECTION **Sd2**

DEFINITION
A SEDIMENT FILTER OR AN EXCAVATED IMPOUNDING AREA AROUND A STORM DRAIN, DROP INLET, OR CURB INLET.

PURPOSE
USED TO PREVENT SEDIMENT FROM ENTERING STORM DRAINAGE SYSTEMS DURING CONSTRUCTION.

INSTALLATION
FILTER FABRIC SHOULD BE ENOUGH TO REACH FROM SIDE TO SIDE OF THE INLET. ALLOW FABRIC TO BE SAG NO MORE THAN 6" FROM THE TOP OF THE GRATE. FILTER FABRIC SHOULD HAVE AT LEAST A 6" OVERHANG ALONG THE OUTSIDE OF THE GRATE.

MAINTENANCE
REMOVE AND REPLACE FILTER FABRIC WHEN SEDIMENT HAS COVERED A MAJORITY OF FILTER FABRIC IN THE INLET. CAUTION SHOULD BE USED IN ORDER TO MAKE SURE FABRIC DOES NOT DROP IN THE INLET BELOW WHEN REPLACING.



INLET PROTECTION
SCALE: N.T.S.

RIPRAP **St**

DEFINITION
A PERMANENT, EROSION-RESISTANT GROUND COVER OF LARGE, LOOSE, ANGULAR STONE.

PURPOSE
TO PROTECT SLOPES, STREAMBANKS, CHANNELS, OR AREAS SUBJECT TO EROSION BY WAVE ACTION.
ROCK RIPRAP PROTECTS SOIL FROM EROSION DUE TO CONCENTRATED RUNOFF. IT IS USED TO STABILIZE SLOPES THAT ARE UNSTABLE DUE TO SEEPAGE. IT IS ALSO USED TO SLOW THE VELOCITY OF CONCENTRATED RUNOFF WHICH IN TURN INCREASES THE POTENTIAL FOR INFILTRATION.

CONSTRUCTION RECOMMENDATIONS
SUBGRADE FOR THE FILTER MATERIAL, GEOTEXTILE FABRIC OR RIPRAP SHOULD BE CLEARED AND GRUBBED TO REMOVE ALL ROOTS, VEGETATION, AND DEBRIS AND PREPARED TO THE LINES AND GRADES SHOWN ON THE PLANS.
EXCAVATE DEEP ENOUGH FOR BOTH

FILTER AND RIPRAP. COMPACT ANY FILL MATERIAL TO THE DENSITY OF SURROUNDING UNDISTURBED SOIL.
EXCAVATE A KEYWAY IN STABLE MATERIAL AT BASE OF SLOPE TO REINFORCE THE TOE. KEYWAY DEPTH SHOULD BE 1.5 TIMES THE DESIGN THICKNESS OF RIPRAP AND SHOULD "EXTEND A HORIZONTAL DISTANCE EQUAL TO THE DESIGN THICKNESS.
ROCK AND/OR GRAVEL USED FOR FILTER AND RIPRAP SHALL CONFORM TO THE SPECIFIED GRADATION. VOIDS IN THE ROCK RIPRAP SHOULD BE FILLED WITH SPALLS AND SMALLER ROCKS.

FILTER
INSTALL SYNTHETIC FILTER FABRIC OR A SAND/GRAVEL FILTER ON SUBGRADE.

SYNTHETIC FILTER FABRIC
PLACE FILTER FABRIC ON A SMOOTH FOUNDATION. OVERLAP EDGES AT LEAST 12 INCHES, WITH ANCHOR PINS SPACED EVERY 3 FT ALONG OVERLAP. FOR LARGE STONES, A 4-INCH LAYER OF SAND MAY BE NEEDED TO PROTECT FILTERCLOTH.

GEOTEXTILE FABRICS SHOULD BE PROTECTED FROM PUNCTURE OR TEARING DURING PLACEMENT OF THE ROCK RIPRAP BY PLACING A CUSHION OF SAND AND GRAVEL OVER THE FABRIC. DAMAGED AREAS IN THE FABRIC SHOULD BE REPAIRED BY PLACING A PIECE OF FABRIC OVER THE DAMAGED AREA OR BY COMPLETE REPLACEMENT OF THE FABRIC. ALL OVERLAPS REQUIRED FOR REPAIRS OR JOINING TWO PIECES OF FABRIC SHOULD BE A MINIMUM OF 12 INCHES.

SAND/GRAVEL FILTER
SPREAD WELL-GRADED AGGREGATE IN A UNIFORM LAYER TO THE REQUIRED THICKNESS (6 INCHES MINIMUM). IF TWO OR MORE LAYERS ARE SPECIFIED, PLACE THE LAYER OF SMALLER STONES FIRST AND AVOID MIXING THE LAYERS.

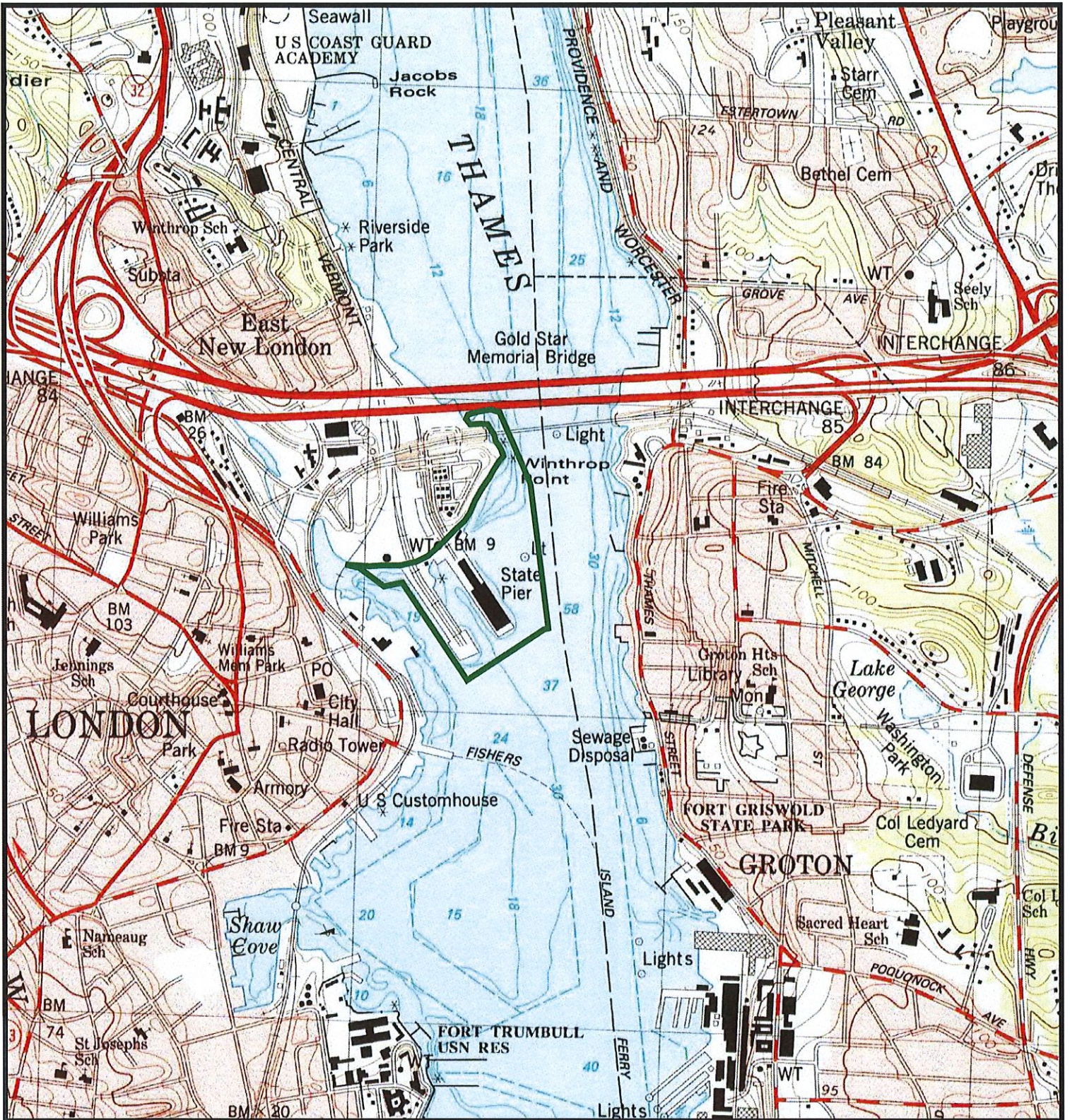
STONE PLACEMENT
PLACE RIPRAP IMMEDIATELY AFTER INSTALLING FILTER.
INSTALL RIPRAP TO FULL THICKNESS IN ONE OPERATION. DO NOT DUMP THROUGH CHUTES OR USE ANY METHOD THAT CAUSES

SEGREGATION OF STONE SIZES. AVOID DISLODGING OR DAMAGING UNDERLYING FILTER MATERIAL WHEN PLACING STONE.
IF FABRIC IS DAMAGED, REMOVE RIPRAP AND REPAIR FABRIC BY ADDING ANOTHER LAYER, OVERLAPPING THE DAMAGED AREA BY 12 INCHES.
PLACE SMALLER STONES IN VOIDS TO FORM A DENSE, UNIFORM, WELL-GRADED MASS SELECTIVE LOADING AT THE QUARRY AND SOME HAND PLACEMENT MAY BE NECESSARY TO OBTAIN AN EVEN DISTRIBUTION OF STONE SIZES.
BLEND THE STONE SURFACE SMOOTHLY WITH THE SURROUNDING AREA ALLOWING NO PROTRUSIONS OR OVERFALL.
SINCE RIPRAP IS USED WHERE EROSION POTENTIAL IS HIGH, CONSTRUCTION MUST BE SEQUENCED SO THAT THE RIPRAP IS PUT IN PLACE WITH THE MINIMUM POSSIBLE DELAY. DISTURBANCE OF AREAS WHERE RIPRAP IS TO BE PLACED SHOULD BE UNDERTAKEN ONLY WHEN FINAL PREPARATION AND PLACEMENT OF THE RIPRAP CAN FOLLOW IMMEDIATELY BEHIND THE INITIAL DISTURBANCE.
WHERE RIPRAP IS USED FOR OUTLET PROTECTION, THE RIPRAP SHOULD BE PLACED BEFORE OR IN CONJUNCTION WITH THE CONSTRUCTION OF THE PIPE OR CHANNEL

MAINTENANCE
RIPRAP SHOULD BE CHECKED AT LEAST ANNUALLY AND AFTER EVERY MAJOR STORM FOR DISPLACED STONES, SLUMPING, AND EROSION AT EDGES, ESPECIALLY DOWNSTREAM OR DOWNSLOPE. IF THE RIPRAP HAS BEEN DAMAGED, IT SHOULD BE REPAIRED IMMEDIATELY BEFORE FURTHER DAMAGE CAN TAKE PLACE.
WOODY VEGETATION SHOULD BE REMOVED FROM THE ROCK RIPRAP ANNUALLY BECAUSE TREE ROOTS WILL EVENTUALLY DISLodge THE RIPRAP.
IF THE RIPRAP IS ON A CHANNEL BANK, THE STREAM SHOULD BE KEPT CLEAR OF OBSTRUCTIONS SUCH AS FALLEN TREES, DEBRIS, AND SEDIMENT BARS THAT MAY CHANGE FLOW PATTERNS WHICH COULD DAMAGE OR DISPLACE THE RIPRAP.

RIP RAP
SCALE: N.T.S.

ATTACHMENT A
**PROJECT LOCATION/
PERMIT AREA
MAP**



AECOM

Connecticut
PORT
AUTHORITY

**State Pier Infrastructure
Improvement Project**
New London, CT

Project Location

Legend

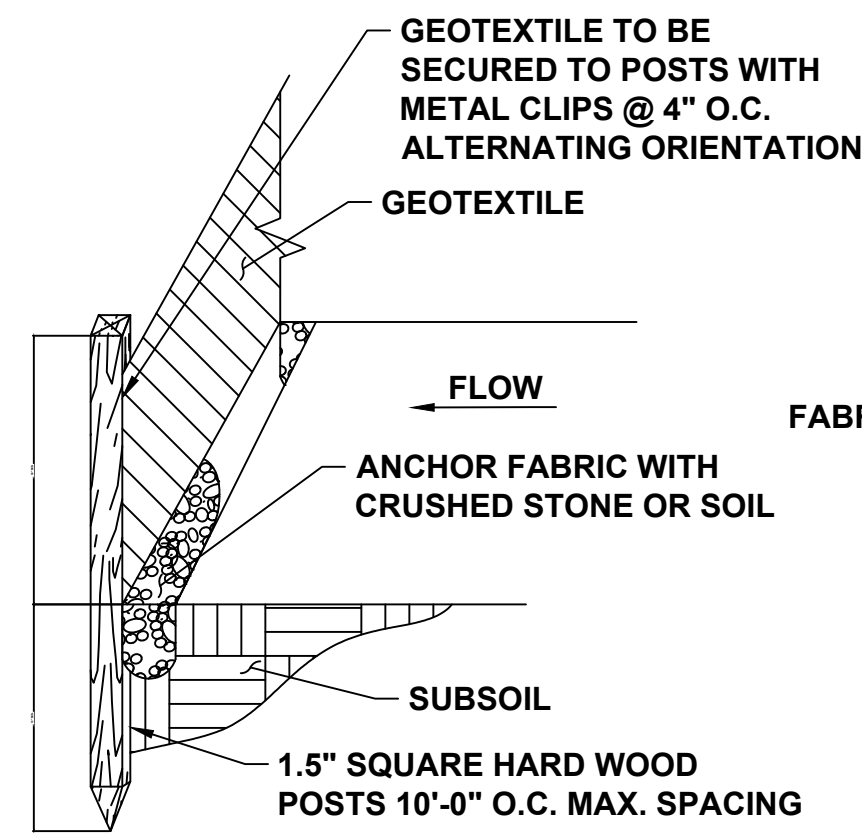
 Permit Area



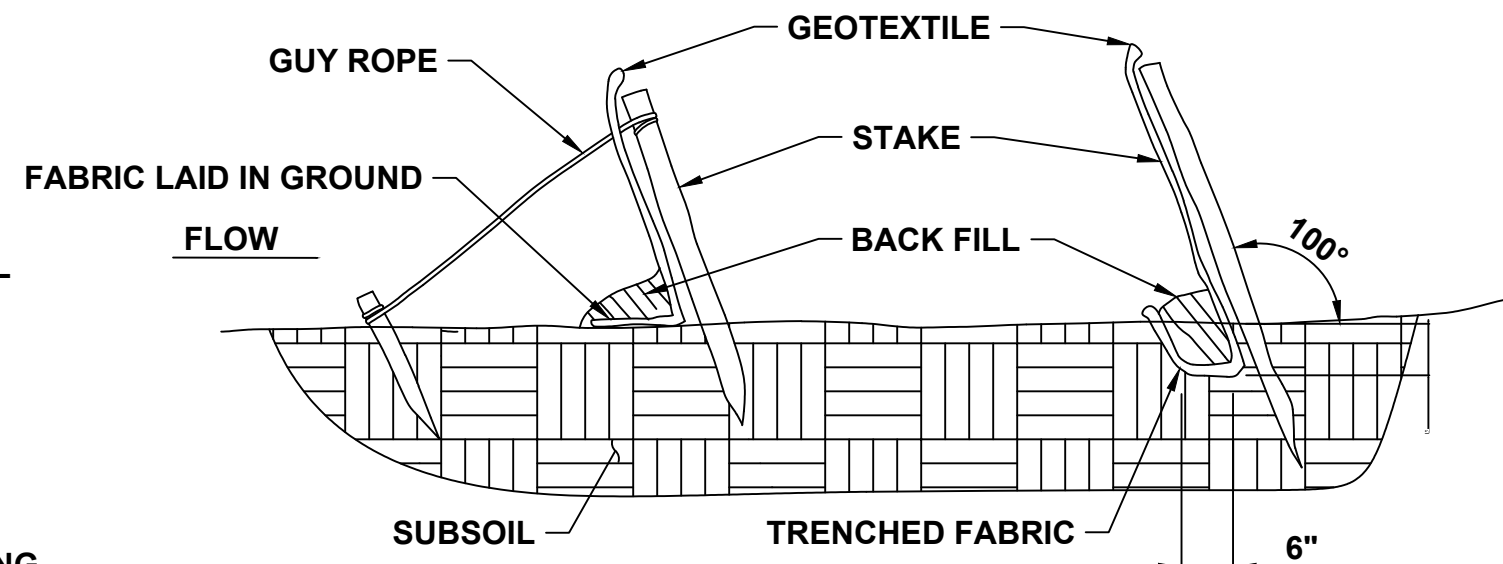
0 200 400 600 Meters

0 750 1,500 2,250 Feet

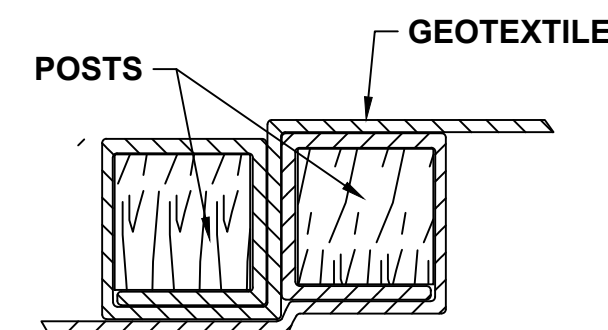
Coordinate System: NAD 1984
New London Quadrangle Connecticut - New York



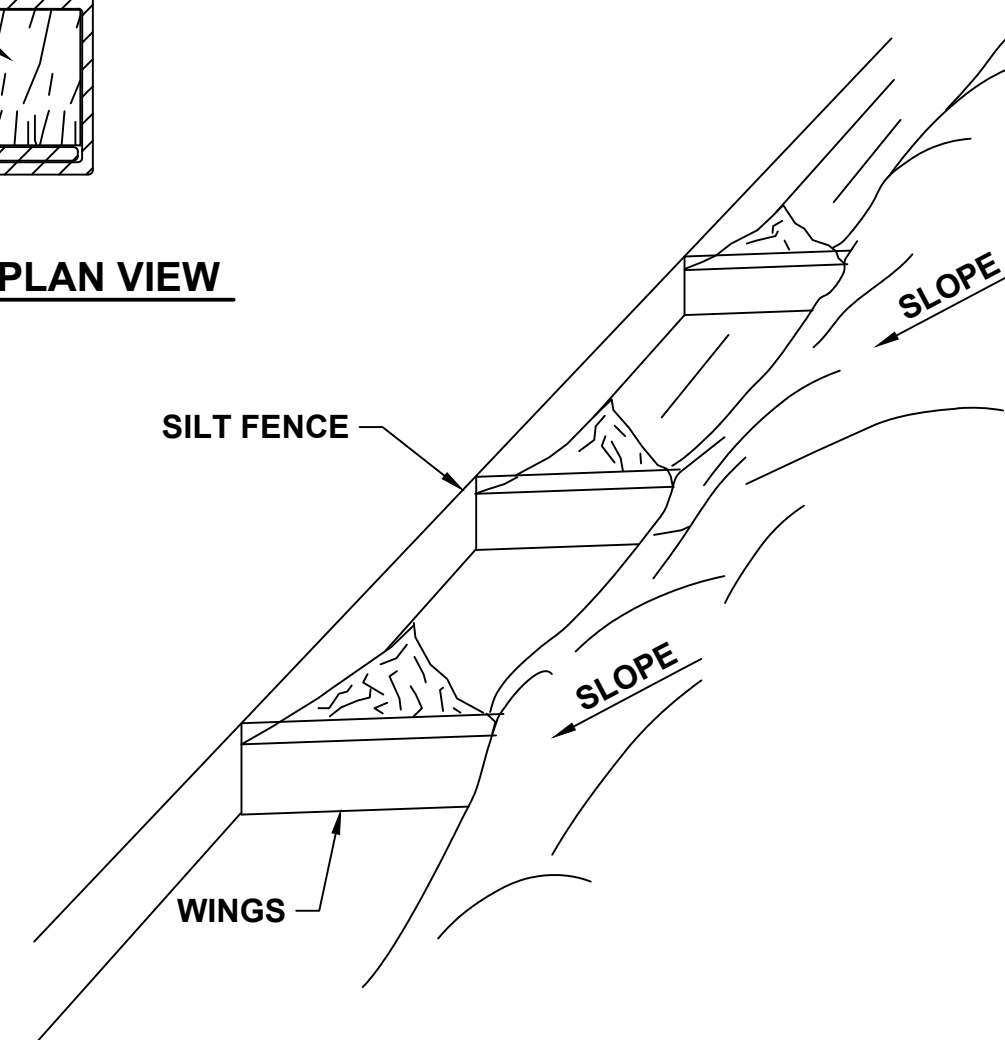
SILT FENCE



BACK FILL OR TRENCH FABRIC TOE



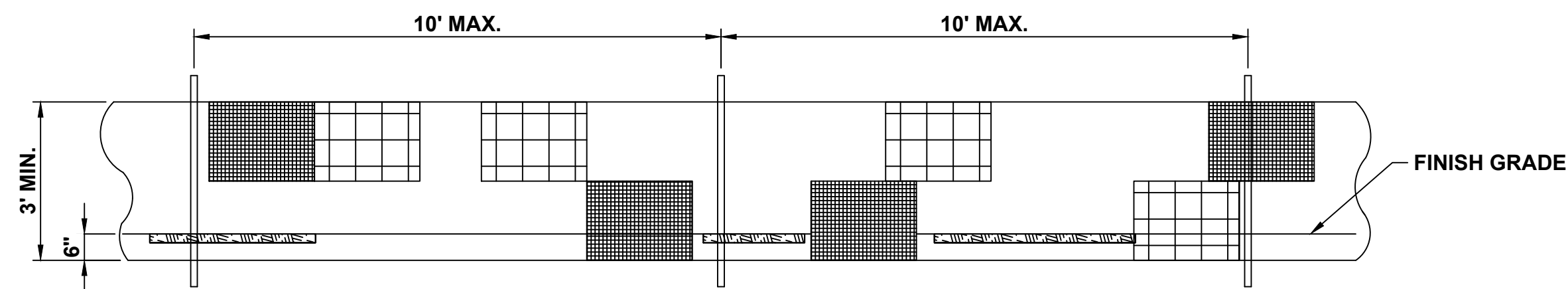
FENCE JOINT PLAN VIEW



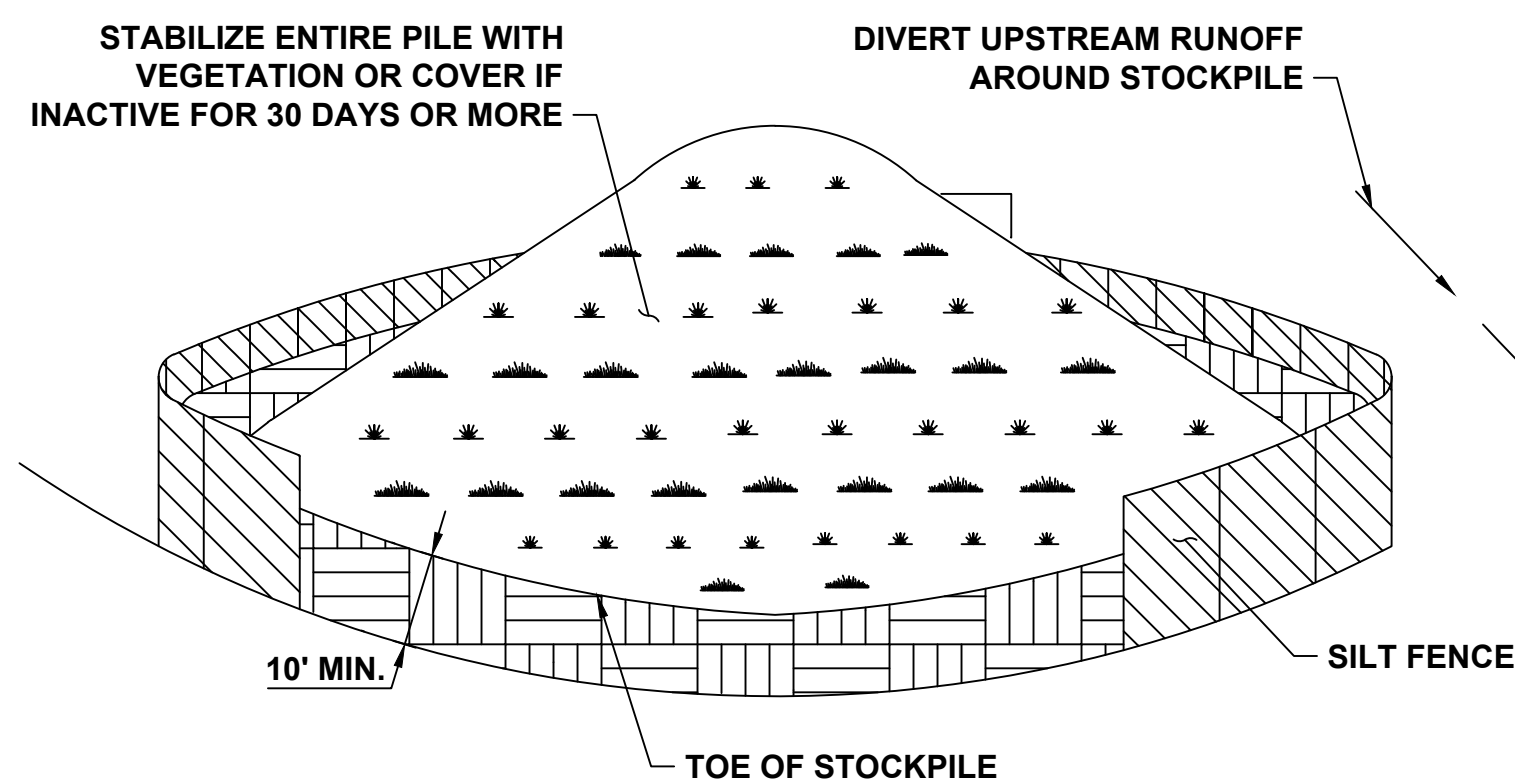
SILT FENCE SYSTEM PLACEMENT ON TOE OF SLOPE

GEOTEXTILE SILT FENCE NOTES:

1. GEOTEXTILE FENCE SHOULD BE PLACED SO THE FENCE LEANS TOWARD THE SOURCE OF SEDIMENT.
2. MAXIMUM SPACING FOR WOODEN STAKES OR STEEL POSTS IS 10'-0".
3. WOOD STAKES SHALL HAVE A MINIMUM CROSS-SECTION SIZE OF 1.5"x1.5" AND A MINIMUM LENGTH OF 3'-6". SILT FENCE SUBJECT TO HEAVY LOADS SHALL BE REINFORCED WITH STEEL POSTS AT LEAST 0.5 LB. PER FOOT WITH A MINIMUM LENGTH OF 4 FT.
4. WOODEN STAKES OR STEEL POSTS SHALL BE DRIVEN TO A MINIMUM OF 12" INTO THE GROUND.
5. 6" OF GEOTEXTILE SHALL BE BURIED BY BACK FILLING OR TRENCHING AND AT LEAST 30" IN HEIGHT OF GEOTEXTILE SHALL BE EXPOSED.
6. FABRIC SHALL BE JOINED ONLY AT A SUPPORT POST WITH A MINIMUM OF 6" OVERLAP AND SECURELY SEALED.
7. UPON REESTABLISHMENT OF GROUND COVER IN DISTURBED AREAS AND WHEN DIRECTED BY THE ENGINEER OR UPON FINAL INSPECTION, FENCE AND ANY SEDIMENT SHALL BE REMOVED. AT NO TIME WILL THE FENCE REMAIN IN PLACE AFTER PROJECT COMPLETION.
8. GEOTEXTILE FENCE SHALL NOT BE USED IN A WATER COURSE.
9. ONLY GEOTEXTILE FROM THE DEPARTMENTS APPROVED PRODUCT LIST SHALL BE USED.
10. BACK FILLING OF GEOTEXTILE SHALL ONLY BE USED WHEN GROUND IS FROZEN OR WHERE OTHER OBSTRUCTIONS ARE ENCOUNTERED THAT PROHIBIT TRENCHING; E.G., STUMPS OR ROCKS.
11. CLEAN OUT ACCUMULATED SEDIMENT WHEN ONE-HALF OF THE ORIGINAL HEIGHT OF THE GEOTEXTILE FENCE BECOMES FILLED WITH SEDIMENT OR AS DIRECTED BY THE ENGINEER.
12. POSITION POSTS TO OVERLAP MAKING CERTAIN THAT FABRIC FOLDS AROUND EACH POST ONE FULL TURN.
13. DRIVE POSTS TIGHTLY TOGETHER AND SECURE TOPS OF POSTS BY TYING OFF WITH CORD OR WIRE TO PREVENT FLOW-THROUGH OF BUILT-UP SEDIMENT AT JOINTS.
14. WHEN USING SILT FENCE ALONG TOE OF SLOPE, ADD WINGS TO PREVENT SEDIMENT FROM MOVING ALONG THE FENCE AND OFF THE SITE.



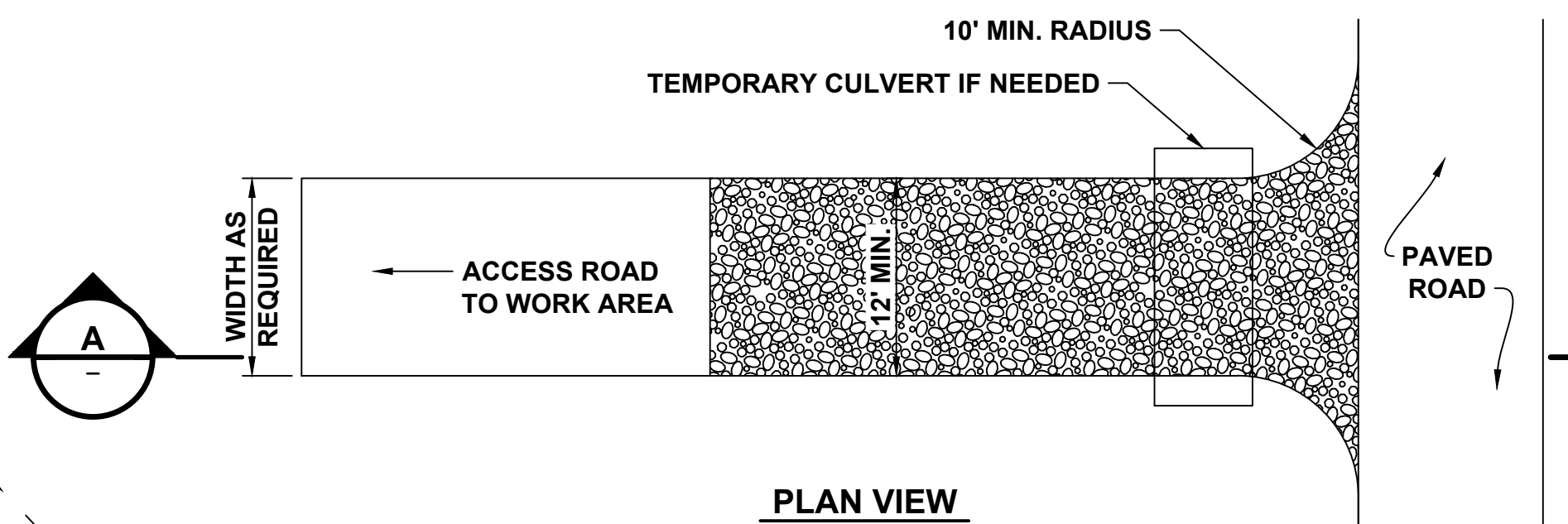
ELEVATION VIEW



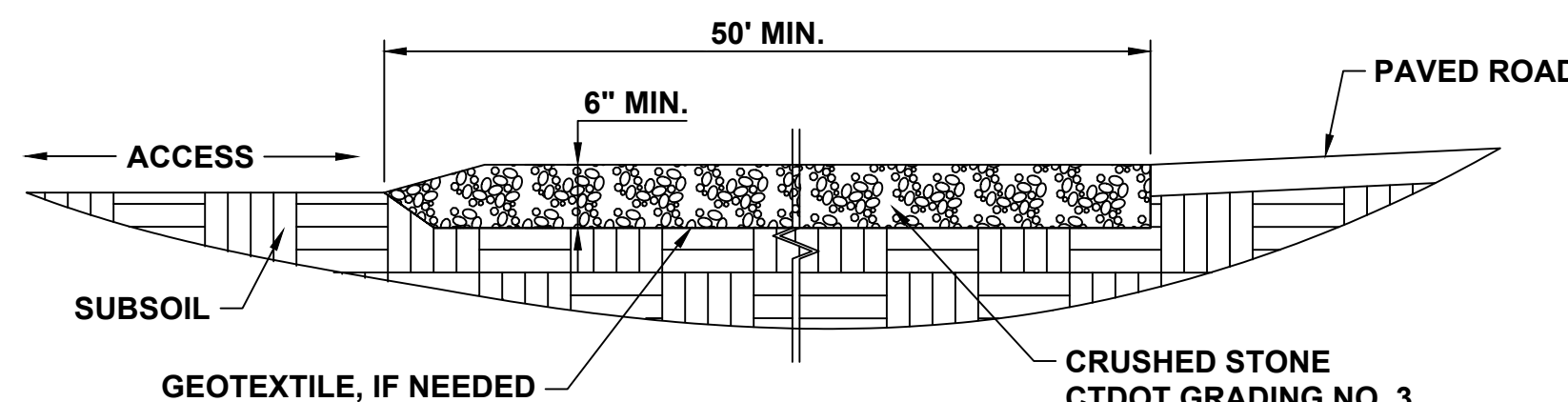
TEMPORARY SOIL STOCKPILING NOTES:

1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
2. MAXIMUM SLOPE OF STOCKPILE SHALL BE 2H:1V.
3. UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SURROUNDED WITH EITHER SILT FENCING OR HAY BALES, THEN STABILIZED WITH VEGETATION OR COVERED WITH POLYETHYLENE SHEETING AND SANDBAGS.
4. A POLYETHYLENE MEMBRANE UNDERLAYMENT MAY BE REQUIRED PER ENGINEER REQUESTS.

TEMPORARY SOIL STOCKPILING



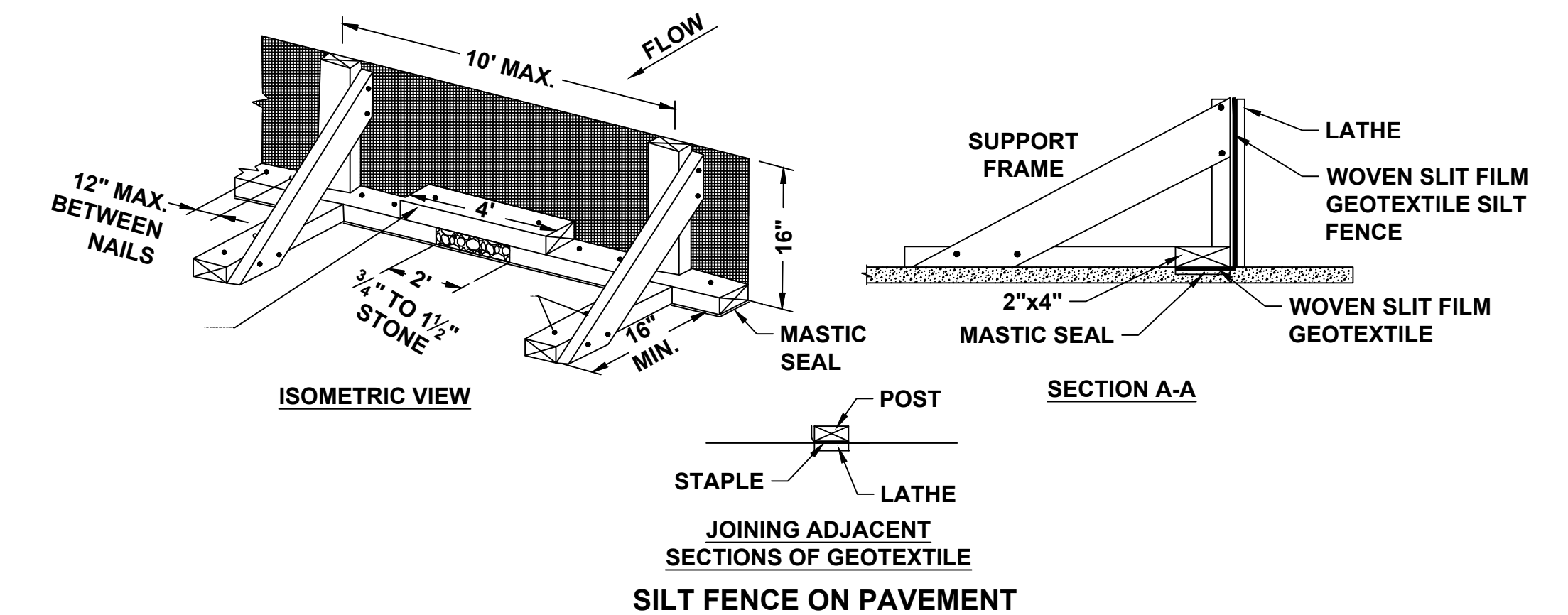
PLAN VIEW



SECTION A-A

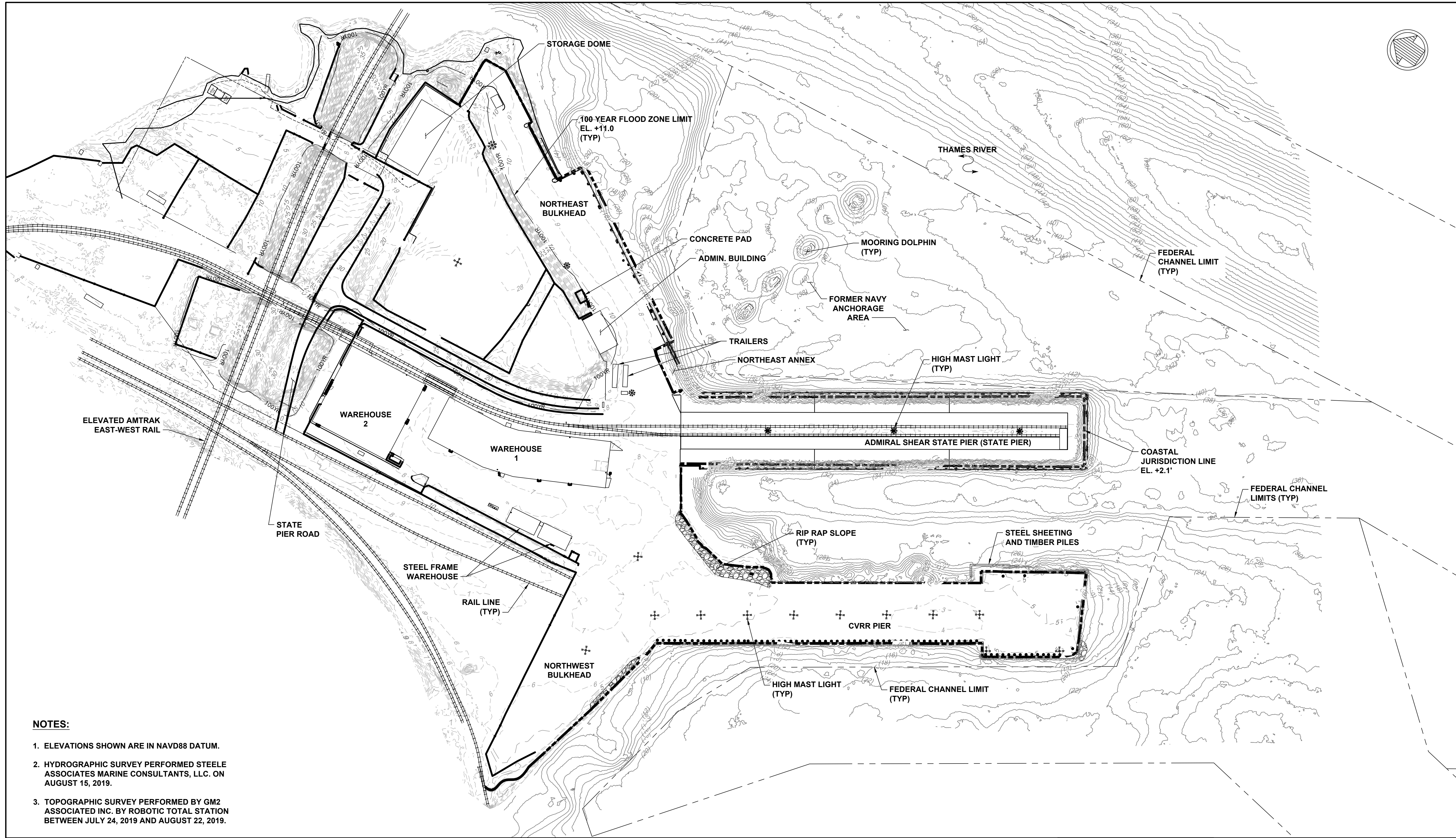
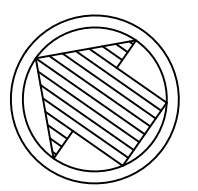
CONSTRUCTION ENTRANCE NOTES:

1. TOPSOIL AND ORGANICS SHOULD BE REMOVED PRIOR TO INSTALLATION.
2. CONSTRUCTION ENTRANCE TO BE LOCATED WHERE ACCESS ROAD MEETS PAVED ACCESS/DRIVEWAY.
3. AFTER CONSTRUCTION, ANY DEBRIS SHOULD BE CLEARED FROM THE TRACKING PAD, THE PAD RE-LEVELLED AND 2'-4" OF 3/4" CRUSHED GRAVEL SHOULD BE ADDED TO FILL VOIDS AND CREATE A SMOOTH SURFACE WITH A 2% CROWN OR CROSS-SLOPE.



CONSTRUCTION SPECIFICATIONS

1. USE NOMINAL 2 INCH X 4 INCH LUMBER.
2. USE WOVEN SLIT FILM GEOTEXTILE, SUCH AS POLYPROPYLENE, NYLON, POLYESTER, ETHYLENE, OR APPROVED SIMILAR MATERIAL.
3. PROVIDE MANUFACTURER CERTIFICATION TO THE AUTHORIZED REPRESENTATIVE OF THE INSPECTION/ENFORCEMENT AUTHORITY SHOWING THAT THE GEOTEXTILE USED MEETS THE REQUIREMENTS.
4. SPACE UPRIGHT SUPPORTS NO MORE THAN 10 FEET APART.
5. PROVIDE A TWO FOOT OPENING BETWEEN EVERY SET OF SUPPORTS AND PLACE STONE IN THE OPENING OVER GEOTEXTILE.
6. KEEP SILT FENCE TAUT AND SECURELY STAPLE TO THE UPSLOPE SIDE OF UPRIGHT SUPPORTS. EXTEND GEOTEXTILE UNDER 2x4.
7. WHERE TWO SECTIONS OF GEOTEXTILE ADJOIN: OVERLAP, FOLD, AND STAPLE TO POST IN ACCORDANCE WITH THIS DETAIL. ATTACH LATHE.
8. PROVIDE A MASTIC SEAL BETWEEN PAVEMENT, GEOTEXTILE, AND 2x4 TO PREVENT SEDIMENT-LADEN WATER FROM ESCAPING BENEATH SILT FENCE INSTALLATION.
9. SECURE BOARDS TO PAVEMENT WITH 40D 5 INCH MINIMUM LENGTH NAILS.
10. REMOVE ACCUMULATED SEDIMENT AND DEBRIS WHEN BULGES DEVELOP IN SILT FENCE OR WHEN SEDIMENT REACHES 25% OF FENCE HEIGHT. REPLACE GEOTEXTILE IF TORN. MAINTAIN WATER TIGHT SEAL ALONG BOTTOM. REPLACE STONE IF DISPLACED.



NOTES:

- 1. ELEVATIONS SHOWN ARE IN NAVD88 DATUM.
- 2. HYDROGRAPHIC SURVEY PERFORMED STEELE ASSOCIATES MARINE CONSULTANTS, LLC. ON AUGUST 15, 2019.
- 3. TOPOGRAPHIC SURVEY PERFORMED BY GM2 ASSOCIATED INC. BY ROBOTIC TOTAL STATION BETWEEN JULY 24, 2019 AND AUGUST 22, 2019.

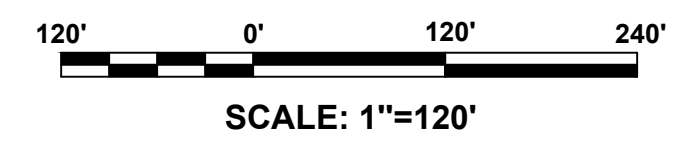


PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION

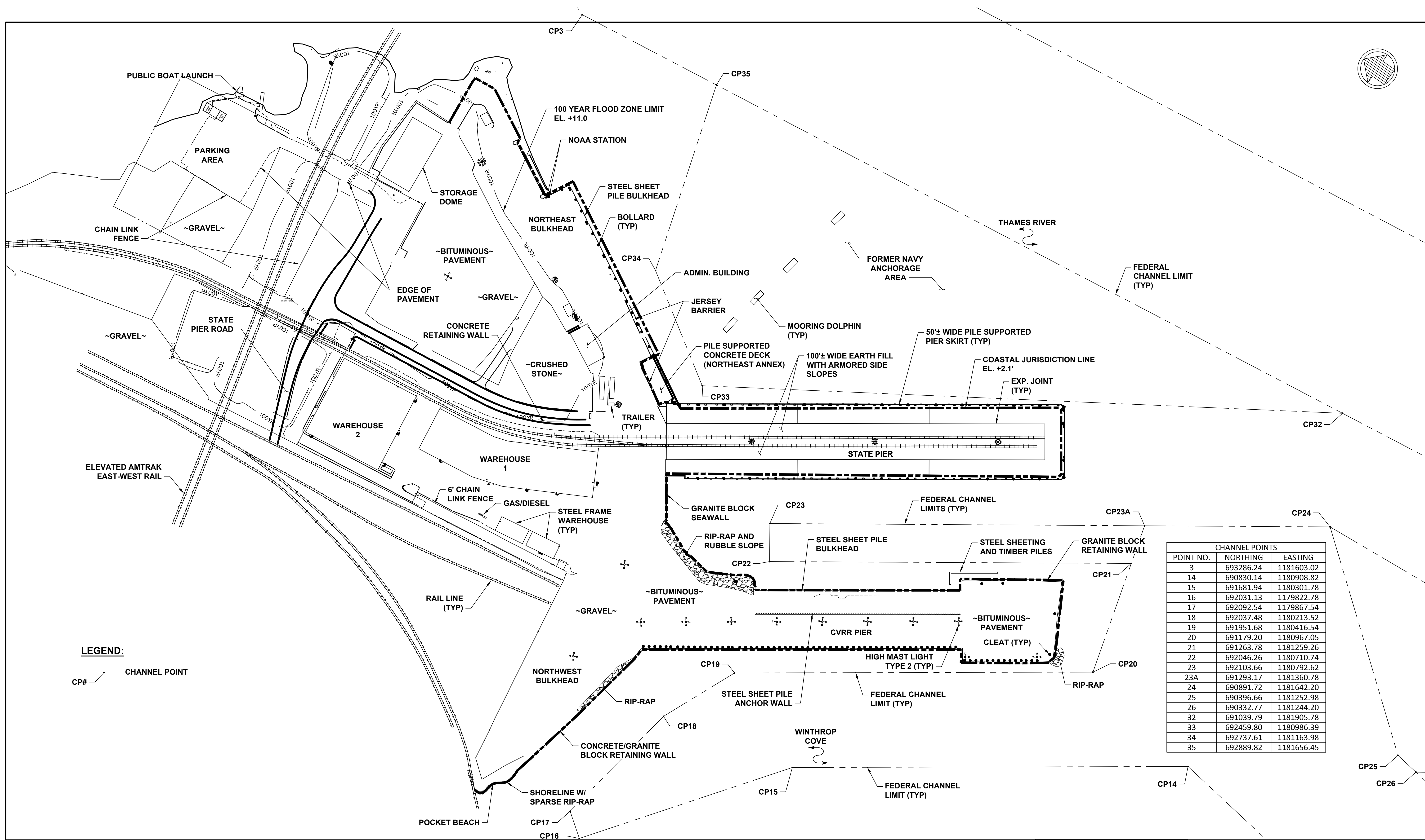
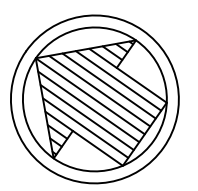


EXISTING TOPOGRAPHIC AND HYDROGRAPHIC PLAN
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL



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LEGEND:
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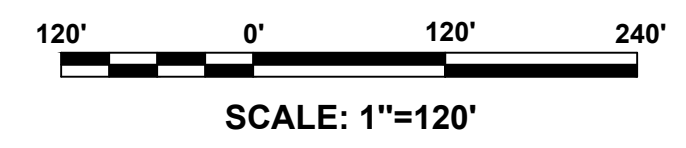
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18	692037.48	1180213.52
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26	690332.77	1181244.20
32	691039.79	1181905.78
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34	692737.61	1181163.98
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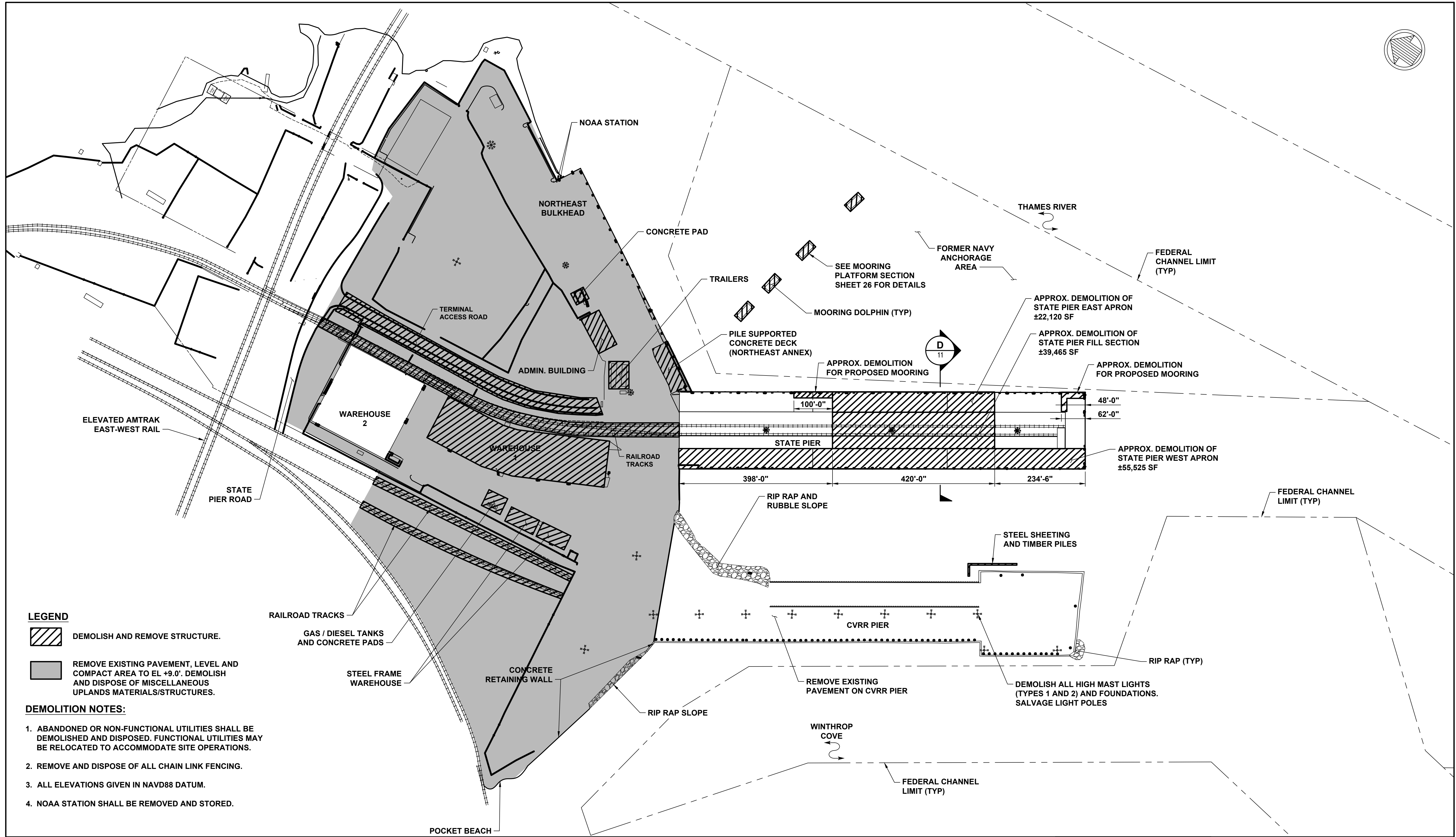
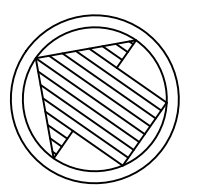
PERMITTING SET
 ISSUED: 10/23/2020
 NOT TO BE USED FOR CONSTRUCTION



EXISTING CONDITIONS PLAN
 STATE PIER INFRASTRUCTURE IMPROVEMENTS
 STATE PIER FACILITY - NEW LONDON, CT



DWG INFO: C:\BOS\Projects\10630 Detail Design State pier\10630-06.dwg; April 28, 2020 - 2:32 PM; CMOYAGLESAS; (C) MOFFATT AND NICHOL



LEGEND

DEMOLISH AND REMOVE STRUCTURE.

REMOVE EXISTING PAVEMENT, LEVEL AND COMPACT AREA TO EL +9.0'. DEMOLISH AND DISPOSE OF MISCELLANEOUS UPLANDS MATERIALS/STRUCTURES.

DEMOLITION NOTES:

1. ABANDONED OR NON-FUNCTIONAL 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. ALL ELEVATIONS GIVEN IN NAVD88 DATUM.
4. NOAA STATION SHALL BE REMOVED AND STORED.



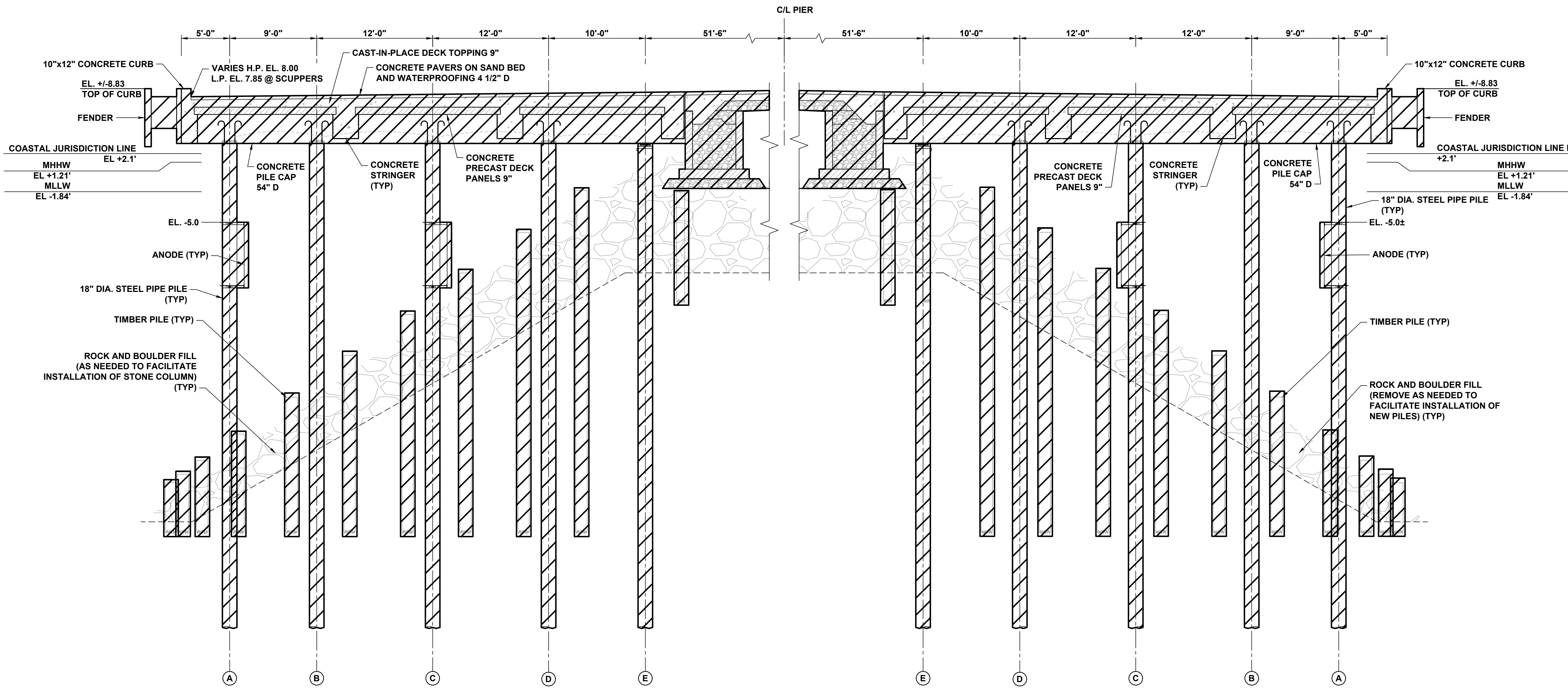
PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION



DEMOLITION AND REMOVAL PLAN
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL





D SECTION
SCALE: 3/16" = 1'-0"

- NOTE:**
- ALL BOLLARDS AND FENDER SYSTEMS SHALL BE SALVAGED AND STORED AS DIRECTED BY OWNER.
 - STEEL PIPE AND TIMBER PILES ARE TO BE REMOVED VIA VIBRO-HAMMER

LEGEND

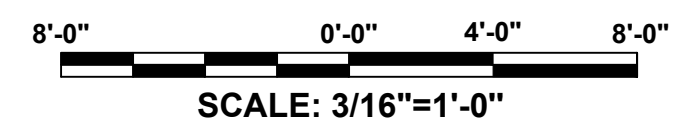
DEMOLISH AND REMOVE STRUCTURE



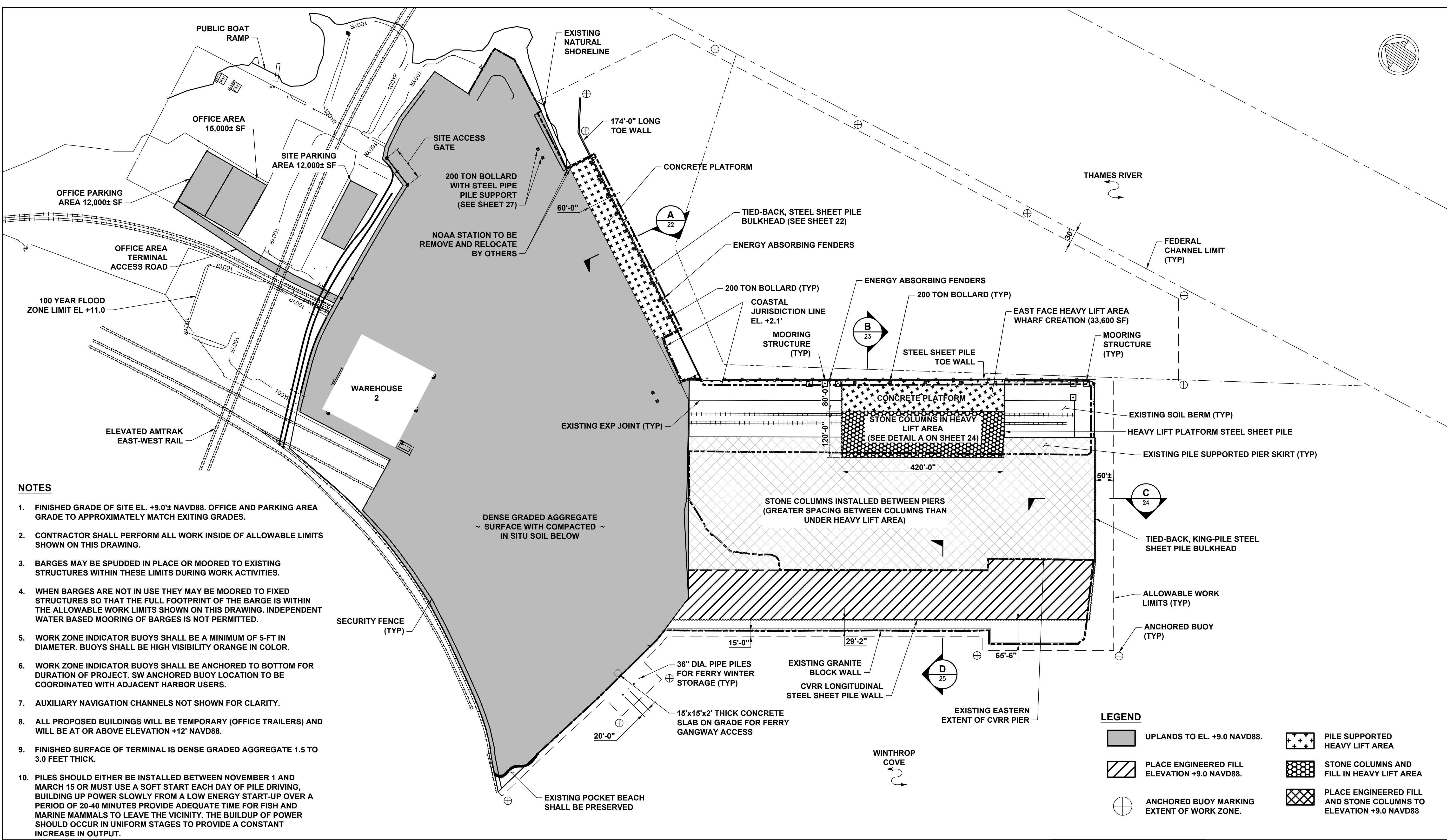
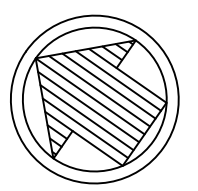
PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION



EXISTING STATE PIER PILE SUPPORTED PLATFORM
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT



DWG INFO: C:\BOS\Projects\10630 Detail Design State Pier\10630-1.dwg, May 4, 2020 - 7:24 PM, CMQV\AGLEAS, (C) MOFFATT AND NICHOL



NOTES

1. FINISHED GRADE OF SITE EL. +9.0± NAVD88. OFFICE AND PARKING AREA GRADE TO APPROXIMATELY MATCH EXISTING GRADES.
2. CONTRACTOR SHALL PERFORM ALL WORK INSIDE OF ALLOWABLE LIMITS SHOWN ON THIS DRAWING.
3. BARGES MAY BE SPURRED IN PLACE OR MOORED TO EXISTING STRUCTURES WITHIN THESE LIMITS DURING WORK ACTIVITIES.
4. WHEN BARGES ARE NOT IN USE THEY MAY BE MOORED TO FIXED STRUCTURES SO THAT THE FULL FOOTPRINT OF THE BARGE IS WITHIN THE ALLOWABLE WORK LIMITS SHOWN ON THIS DRAWING. INDEPENDENT WATER BASED MOORING OF BARGES IS NOT PERMITTED.
5. WORK ZONE INDICATOR BUOYS SHALL BE A MINIMUM OF 5-FT IN DIAMETER. BUOYS SHALL BE HIGH VISIBILITY ORANGE IN COLOR.
6. WORK ZONE INDICATOR BUOYS SHALL BE ANCHORED TO BOTTOM FOR DURATION OF PROJECT. SW ANCHORED BUOY LOCATION TO BE COORDINATED WITH ADJACENT HARBOR USERS.
7. AUXILIARY NAVIGATION CHANNELS NOT SHOWN FOR CLARITY.
8. ALL PROPOSED BUILDINGS WILL BE TEMPORARY (OFFICE TRAILERS) AND WILL BE AT OR ABOVE ELEVATION +12' NAVD88.
9. FINISHED SURFACE OF TERMINAL IS DENSE GRADED AGGREGATE 1.5 TO 3.0 FEET THICK.
10. PILES SHOULD EITHER BE INSTALLED BETWEEN NOVEMBER 1 AND MARCH 15 OR MUST USE A SOFT START EACH DAY OF PILE DRIVING, BUILDING UP POWER SLOWLY FROM A LOW ENERGY START-UP OVER A PERIOD OF 20-40 MINUTES PROVIDE ADEQUATE TIME FOR FISH AND MARINE MAMMALS TO LEAVE THE VICINITY. THE BUILDUP OF POWER SHOULD OCCUR IN UNIFORM STAGES TO PROVIDE A CONSTANT INCREASE IN OUTPUT.

LEGEND

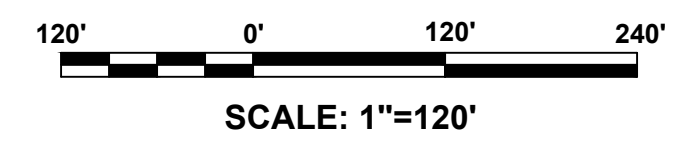
- UPLANDS TO EL. +9.0 NAVD88.
- PLACE ENGINEERED FILL ELEVATION +9.0 NAVD88.
- ANCHORED BUOY MARKING EXTENT OF WORK ZONE.
- PILE SUPPORTED HEAVY LIFT AREA
- STONE COLUMNS AND FILL IN HEAVY LIFT AREA
- PLACE ENGINEERED FILL AND STONE COLUMNS TO ELEVATION +9.0 NAVD88



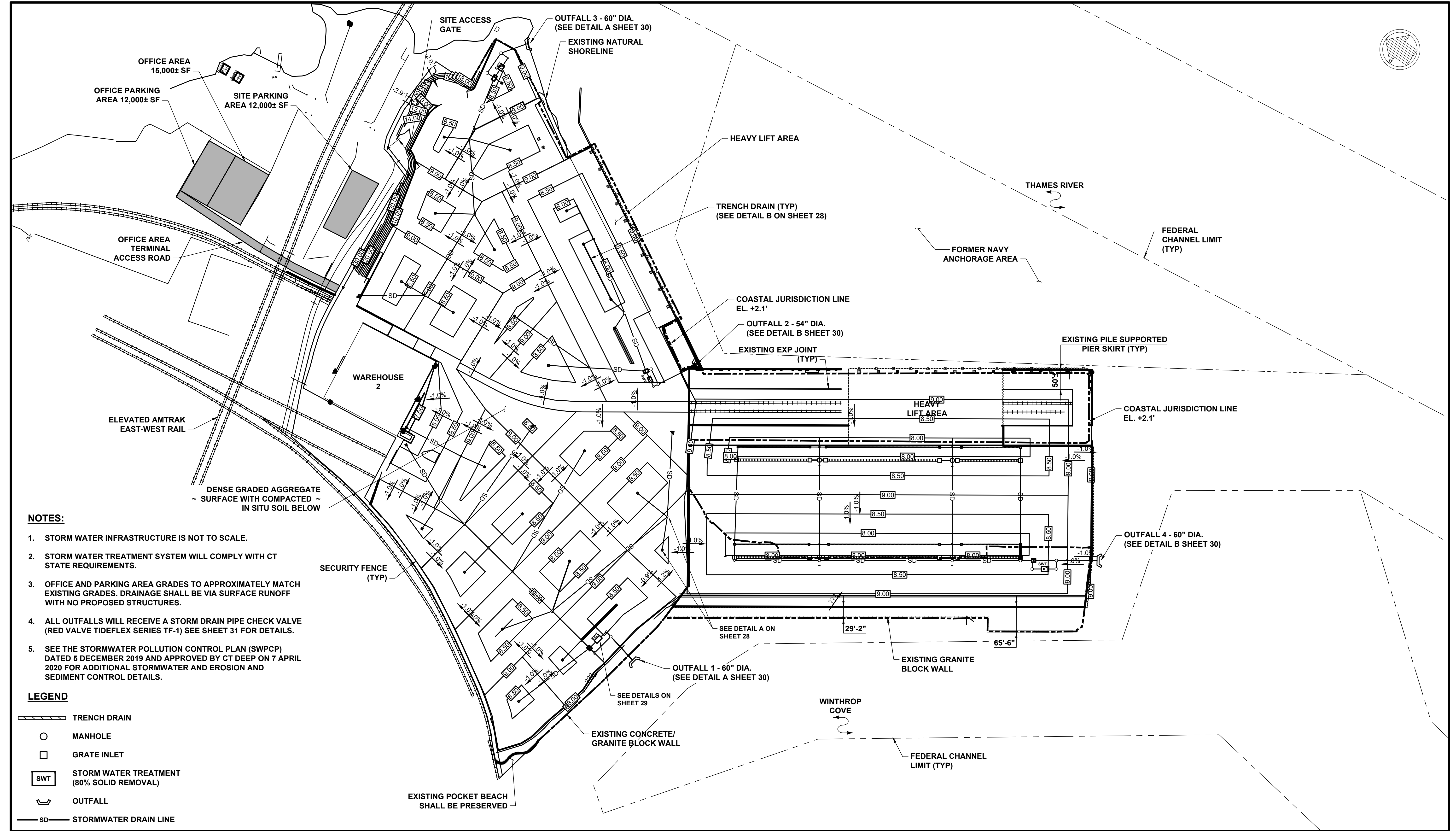
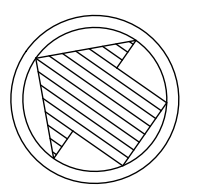
PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION



PROPOSED PLAN
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT



DWG INFO: C:\BOS\Projects\10630 Detail Design State pier\0630-12.dwg; October 20, 2020 - 2:46 PM; MMIRANDA; (C) MOFFATT AND NICHOL



NOTES:

1. STORM WATER INFRASTRUCTURE IS NOT TO SCALE.
2. STORM WATER TREATMENT SYSTEM WILL COMPLY WITH CT STATE REQUIREMENTS.
3. OFFICE AND PARKING AREA GRADES TO APPROXIMATELY MATCH EXISTING GRADES. DRAINAGE SHALL BE VIA SURFACE RUNOFF WITH NO PROPOSED STRUCTURES.
4. ALL OUTFALLS WILL RECEIVE A STORM DRAIN PIPE CHECK VALVE (RED VALVE TIDFLEX SERIES TF-1) SEE SHEET 31 FOR DETAILS.
5. SEE THE STORMWATER POLLUTION CONTROL PLAN (SWPCP) DATED 5 DECEMBER 2019 AND APPROVED BY CT DEEP ON 7 APRIL 2020 FOR ADDITIONAL STORMWATER AND EROSION AND SEDIMENT CONTROL DETAILS.

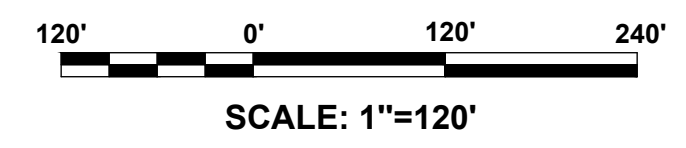
LEGEND

- TRENCH DRAIN
- MANHOLE
- GRATE INLET
- STORM WATER TREATMENT (80% SOLID REMOVAL)
- OUTFALL
- STORMWATER DRAIN LINE

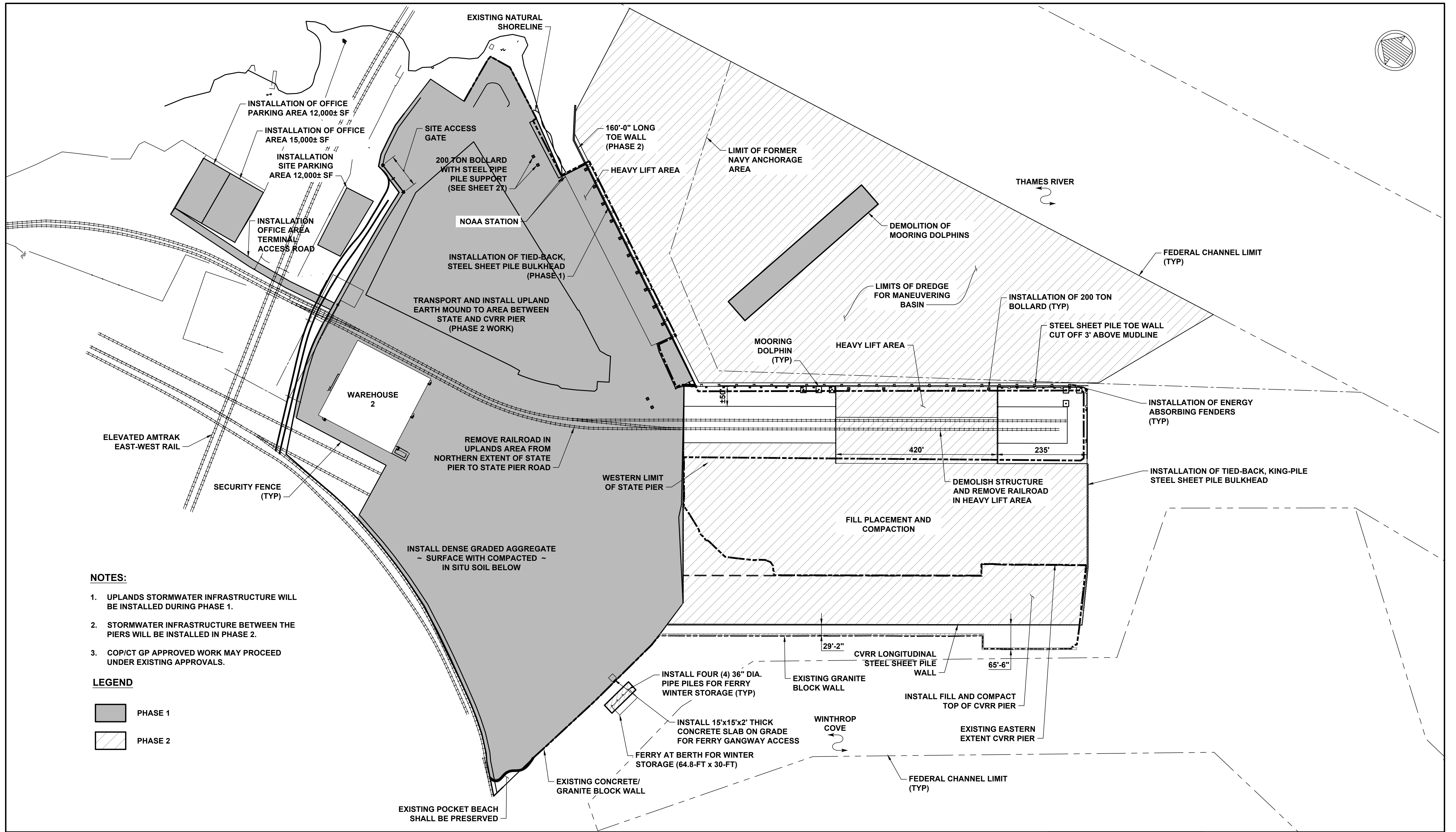
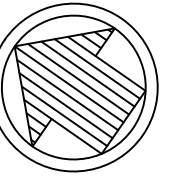
PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION



GRADING AND DRAINAGE PLAN
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT



DWG INFO: C:\BOS\Projects\10630 Detail Design State pier\10630-14.dwg, October 26, 2020 - 6:08 PM, P.VOEELKER, (C) MOFFATT AND NICHOL



NOTES:

1. UPLANDS STORMWATER INFRASTRUCTURE WILL BE INSTALLED DURING PHASE 1.
2. STORMWATER INFRASTRUCTURE BETWEEN THE PIERS WILL BE INSTALLED IN PHASE 2.
3. COP/CT GP APPROVED WORK MAY PROCEED UNDER EXISTING APPROVALS.

LEGEND

- PHASE 1
- PHASE 2

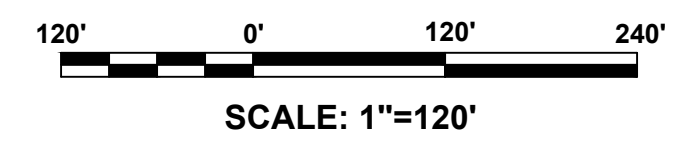


PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION

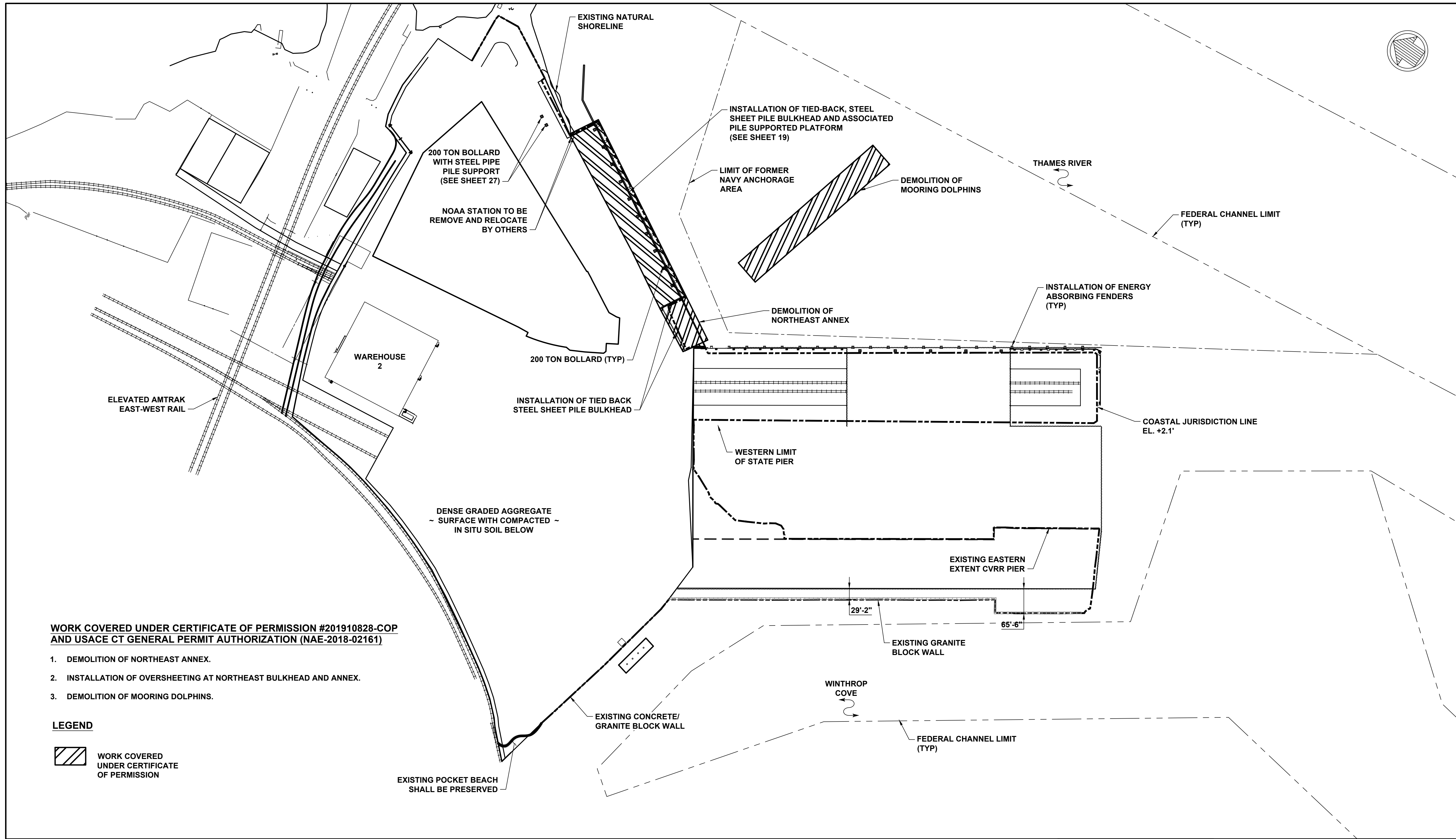
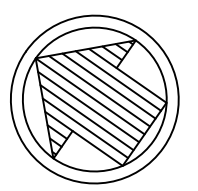


PHASING PLAN
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL



DWG INFO: C:\BOS\Projects\10630 Detail Design State pier\10630-15.dwg; May 4, 2020 - 8:03 PM; C:\NOVA\IGLESAS; (C) MOFFATT AND NICHOL



WORK COVERED UNDER CERTIFICATE OF PERMISSION #201910828-COP AND USACE CT GENERAL PERMIT AUTHORIZATION (NAE-2018-02161)

1. DEMOLITION OF NORTHEAST ANNEX.
2. INSTALLATION OF OVERSHEETING AT NORTHEAST BULKHEAD AND ANNEX.
3. DEMOLITION OF MOORING DOLPHINS.

LEGEND

WORK COVERED UNDER CERTIFICATE OF PERMISSION

EXISTING POCKET BEACH SHALL BE PRESERVED

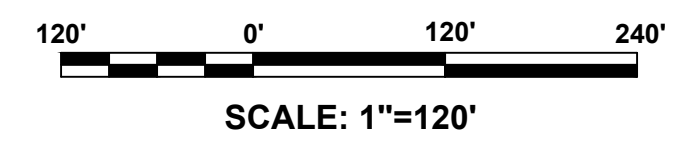


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ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION

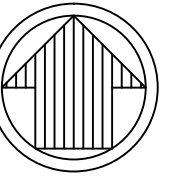


WORK COVERED UNDER CERTIFICATE OF PERMISSION AND CT GP PERMITS
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL



DWG INFO: C:\BOS\Projects\10630 Detail Design State pier\10630-16.dwg; May 4, 2020 - 8:02 PM; C:\NOVA\IGLESIAS; (C) MOFFATT AND NICHOL



NOTE:

1. FINISHED SURFACE SHALL BE DENSE GRADED AGGREGATE.
2. ALL TEMPORARY AND PERMANENT STRUCTURES TO HAVE FIRST FLOOR ELEVATION ABOVE THE 100 YEAR FLOOD PLAIN.



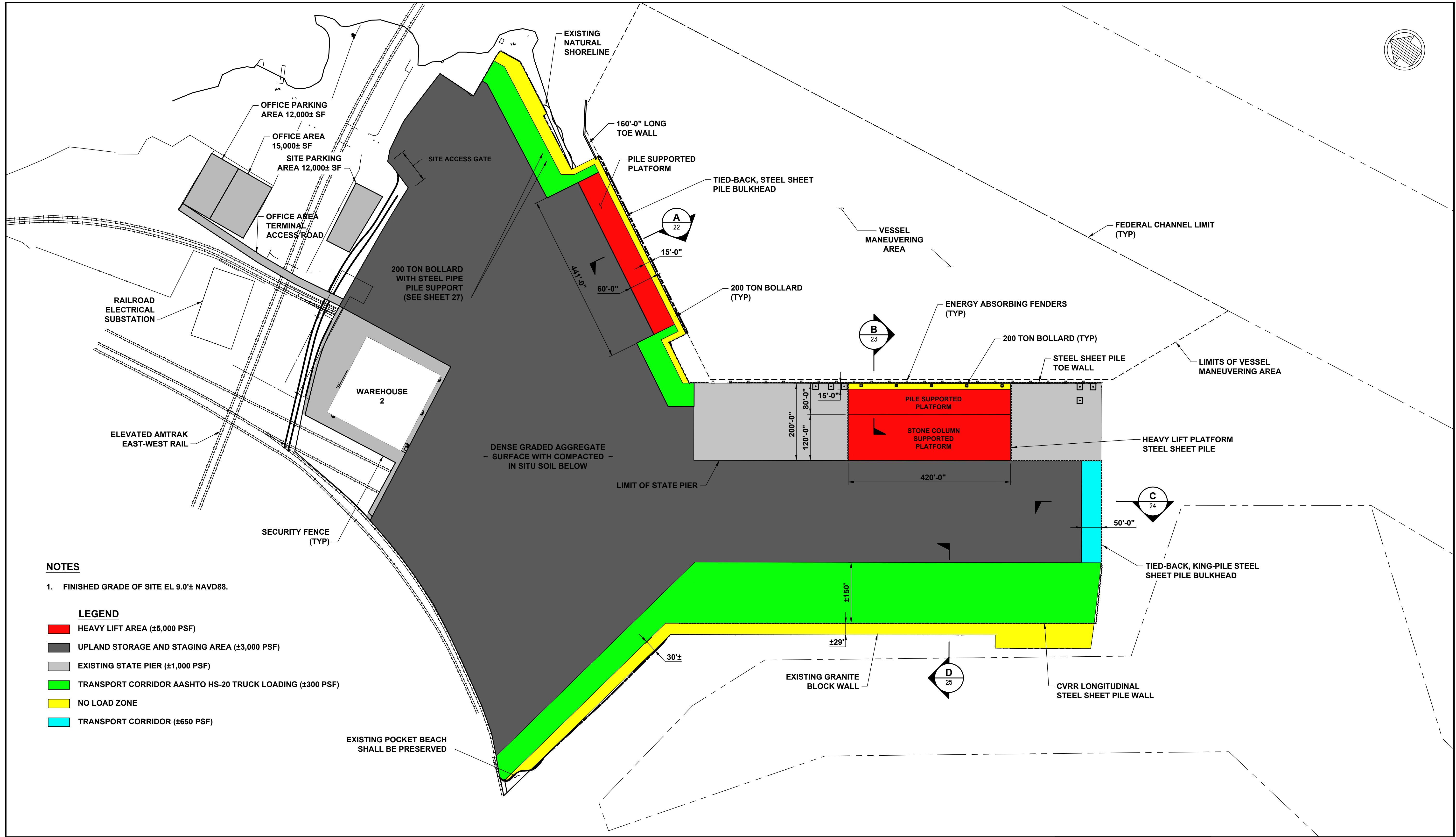
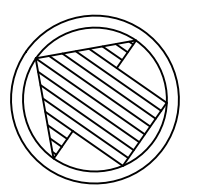
PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION



OFFICE AND PARKING PLAN
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL





NOTES

1. FINISHED GRADE OF SITE EL 9.0'± NAVD88.

LEGEND

- HEAVY LIFT AREA (±5,000 PSF)
- UPLAND STORAGE AND STAGING AREA (±3,000 PSF)
- EXISTING STATE PIER (±1,000 PSF)
- TRANSPORT CORRIDOR AASHTO HS-20 TRUCK LOADING (±300 PSF)
- NO LOAD ZONE
- TRANSPORT CORRIDOR (±650 PSF)



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

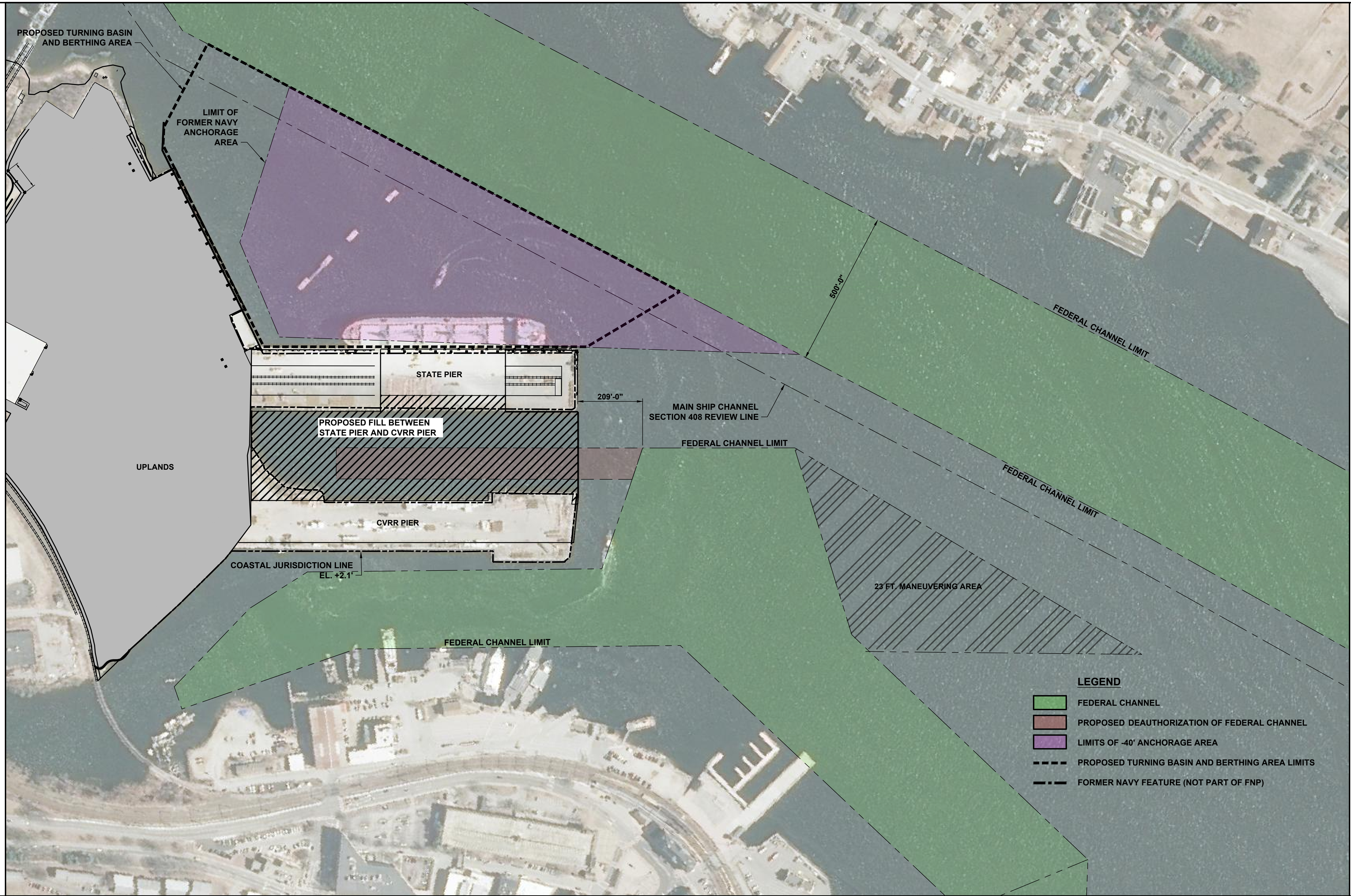
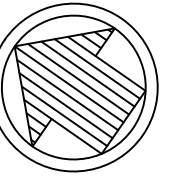


FACILITY USE AND LOGISTICS PLAN
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL



DWG INFO: C:\BOS\Projects\10630-Detail Design\State Pier\10630-16.dwg; June 19, 2020 - 10:31 AM; MMIRANDA; (C) MOFFATT AND NICHOL



LEGEND

- FEDERAL CHANNEL
- PROPOSED DEAUTHORIZATION OF FEDERAL CHANNEL
- LIMITS OF -40' ANCHORAGE AREA
- PROPOSED TURNING BASIN AND BERTHING AREA LIMITS
- FORMER NAVY FEATURE (NOT PART OF FNP)

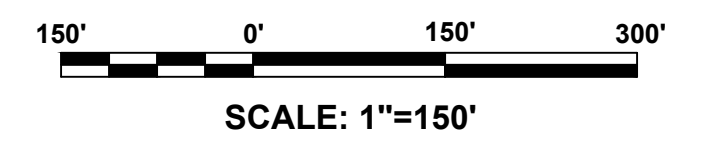


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ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION

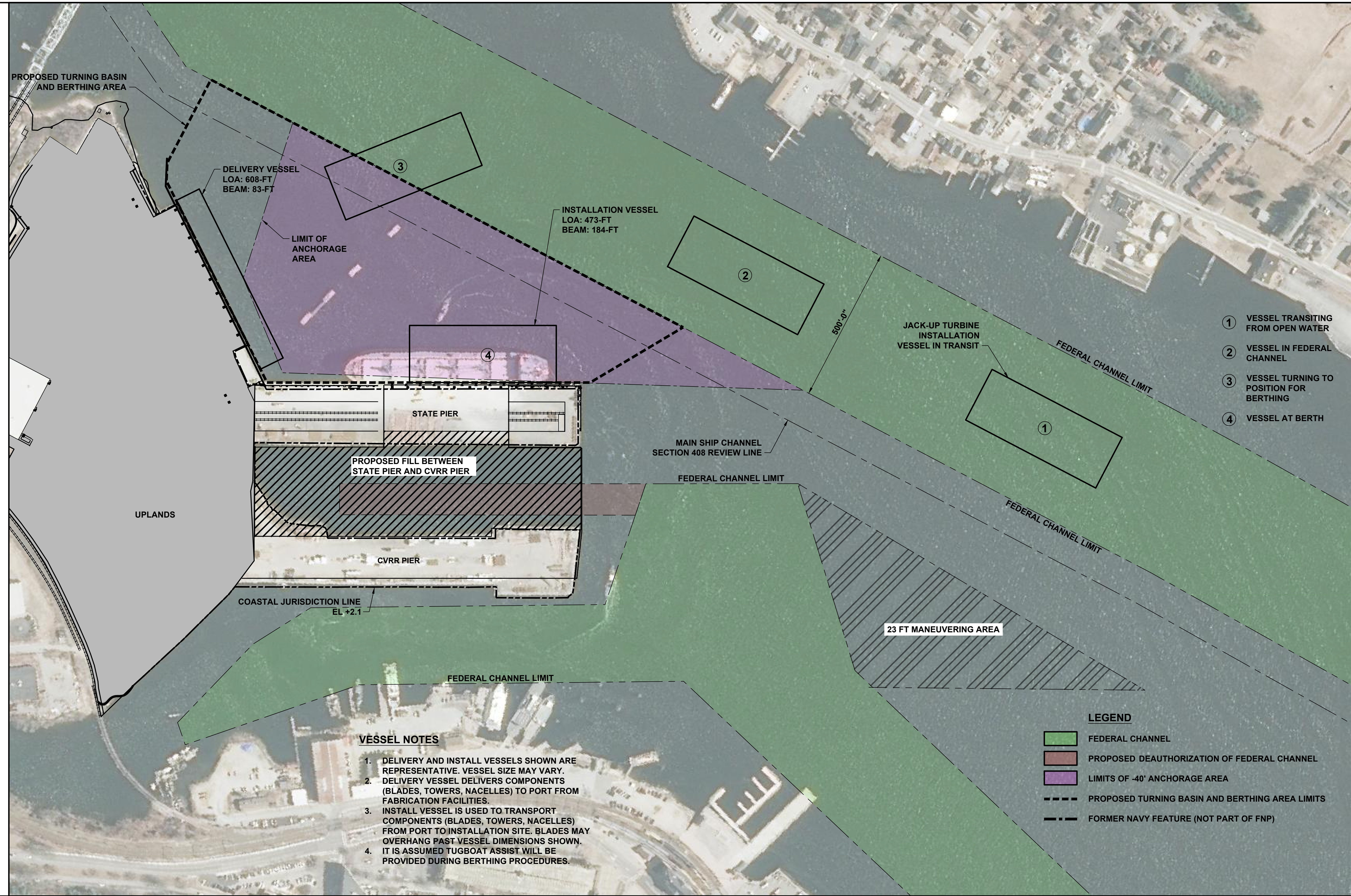
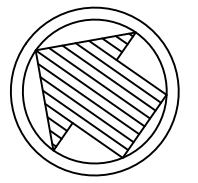


FEDERAL CHANNEL MAP PLAN
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL



DWG INFO: C:\BOS\Projects\10630-Detail Design\State pier\000 CADD_Active_Permits\10630-19.dwg; May 1, 2020 - 5:21 PM; MMIRANDA; (C) MOFFATT AND NICHOL



- ① VESSEL TRANSITING FROM OPEN WATER
- ② VESSEL IN FEDERAL CHANNEL
- ③ VESSEL TURNING TO POSITION FOR BERTHING
- ④ VESSEL AT BERTH

- VESSEL NOTES**
1. DELIVERY AND INSTALL VESSELS SHOWN ARE REPRESENTATIVE. VESSEL SIZE MAY VARY.
 2. DELIVERY VESSEL DELIVERS COMPONENTS (BLADES, TOWERS, NACELLES) TO PORT FROM FABRICATION FACILITIES.
 3. INSTALL VESSEL IS USED TO TRANSPORT COMPONENTS (BLADES, TOWERS, NACELLES) FROM PORT TO INSTALLATION SITE. BLADES MAY OVERHANG PAST VESSEL DIMENSIONS SHOWN.
 4. IT IS ASSUMED TUGBOAT ASSIST WILL BE PROVIDED DURING BERTHING PROCEDURES.

LEGEND

- FEDERAL CHANNEL
- PROPOSED DEAUTHORIZATION OF FEDERAL CHANNEL
- LIMITS OF -40' ANCHORAGE AREA
- PROPOSED TURNING BASIN AND BERTHING AREA LIMITS
- FORMER NAVY FEATURE (NOT PART OF FNP)

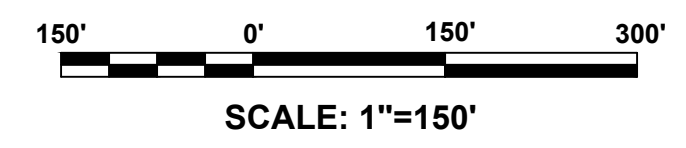


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ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION

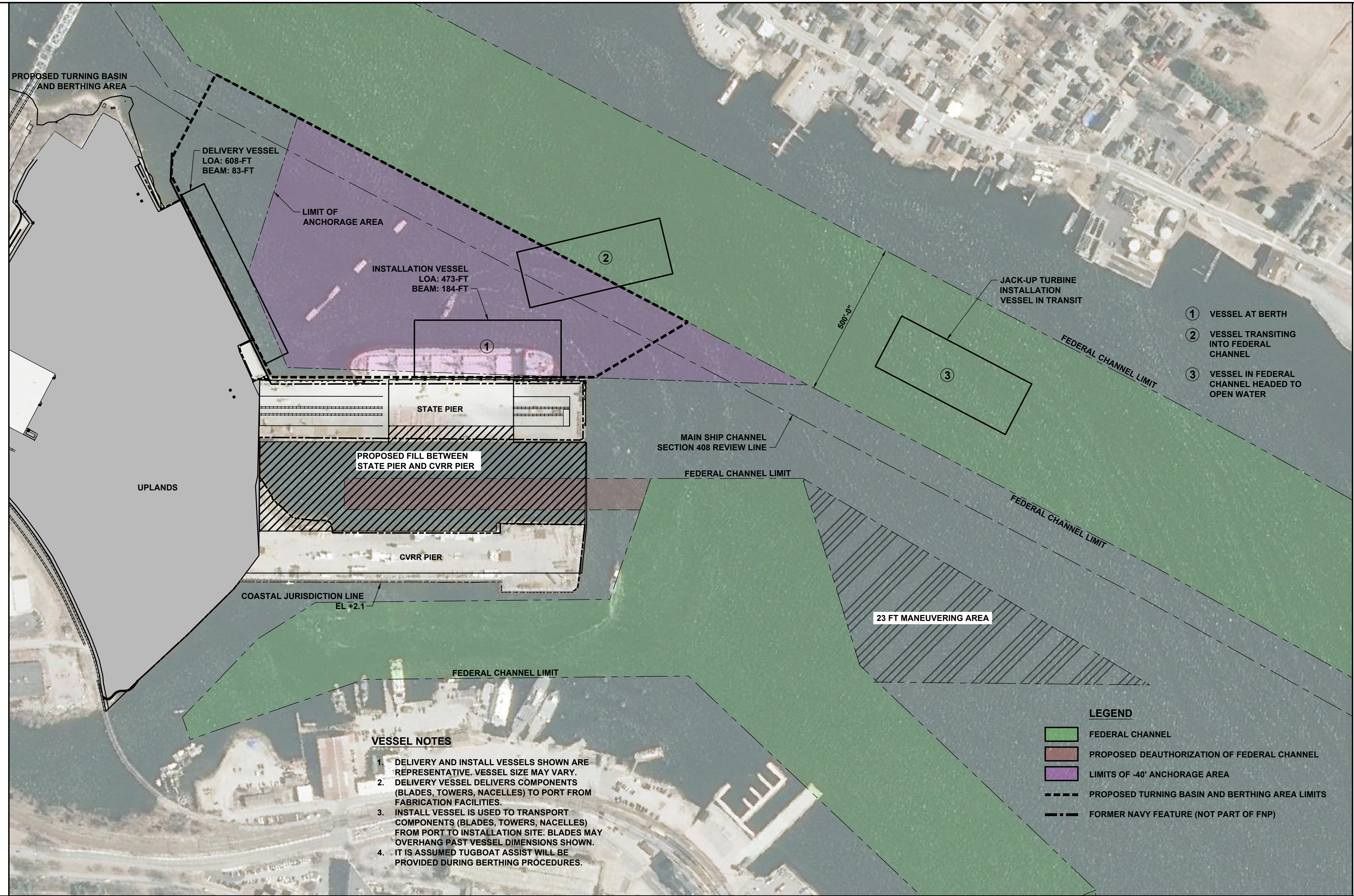
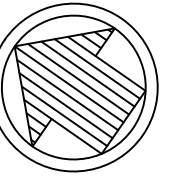


INSTALL VESSEL NAVIGATION PLAN (INBOUND)
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL



DWG INFO: C:\BOS\Projects\10630 Detail Design State pier\00 CAD\Drawings\PermitSet\10630-20.dwg; May 1, 2020 - 4:10 PM; MMIRANDA; (C) MOFFATT AND NICHOL



- VESSEL NOTES**
1. DELIVERY AND INSTALL VESSELS SHOWN ARE REPRESENTATIVE. VESSEL SIZE MAY VARY.
 2. DELIVERY VESSEL DELIVERS COMPONENTS (BLADES, TOWERS, NACELLES) TO PORT FROM FABRICATION FACILITIES.
 3. INSTALL VESSEL IS USED TO TRANSPORT COMPONENTS (BLADES, TOWERS, NACELLES) FROM PORT TO INSTALLATION SITE. BLADES MAY OVERHANG PAST VESSEL DIMENSIONS SHOWN.
 4. IT IS ASSUMED TUGBOAT ASSIST WILL BE PROVIDED DURING BERTHING PROCEDURES.

- LEGEND**
- FEDERAL CHANNEL
 - PROPOSED DEAUTHORIZATION OF FEDERAL CHANNEL
 - LIMITS OF -40' ANCHORAGE AREA
 - PROPOSED TURNING BASIN AND BERTHING AREA LIMITS
 - FORMER NAVY FEATURE (NOT PART OF FNP)

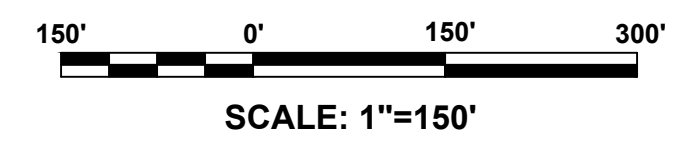


PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION

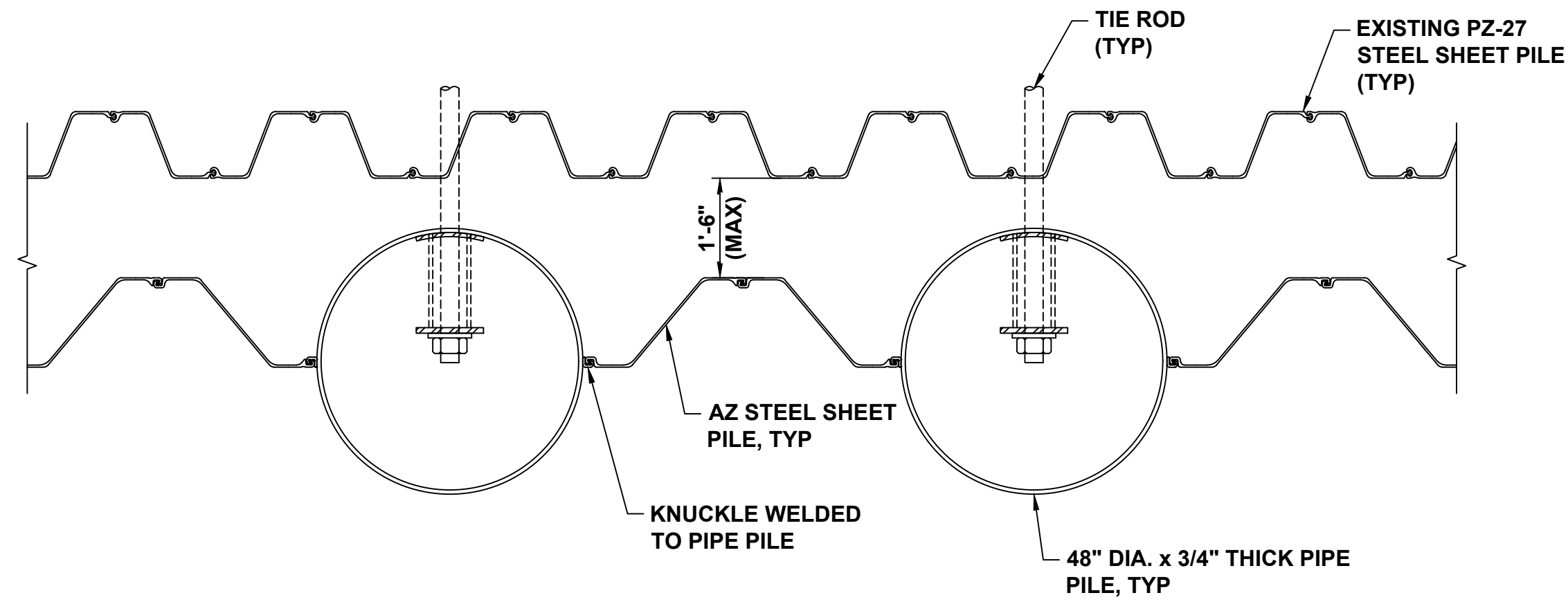


INSTALL VESSEL NAVIGATION PLAN (OUTBOUND)
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

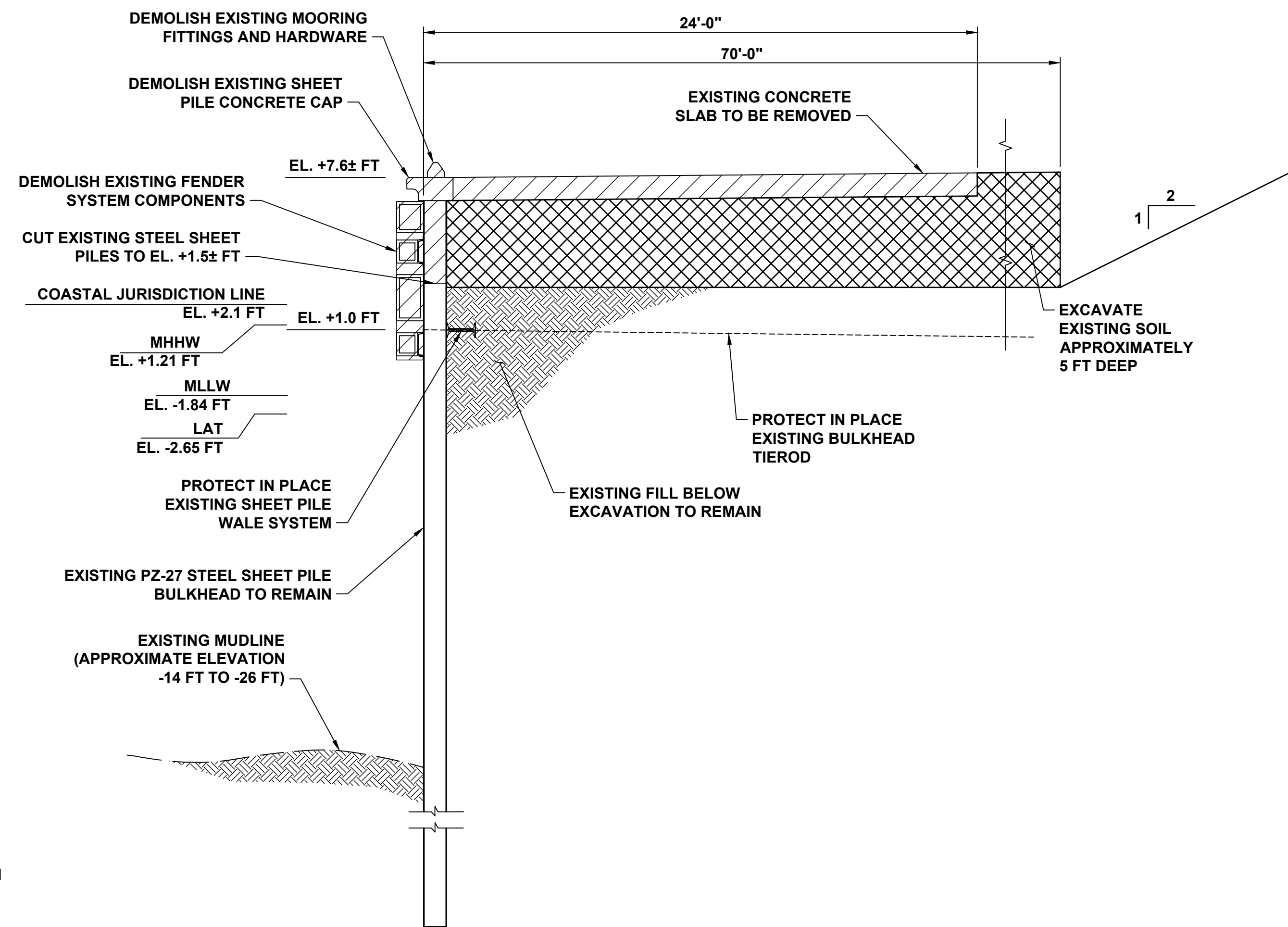
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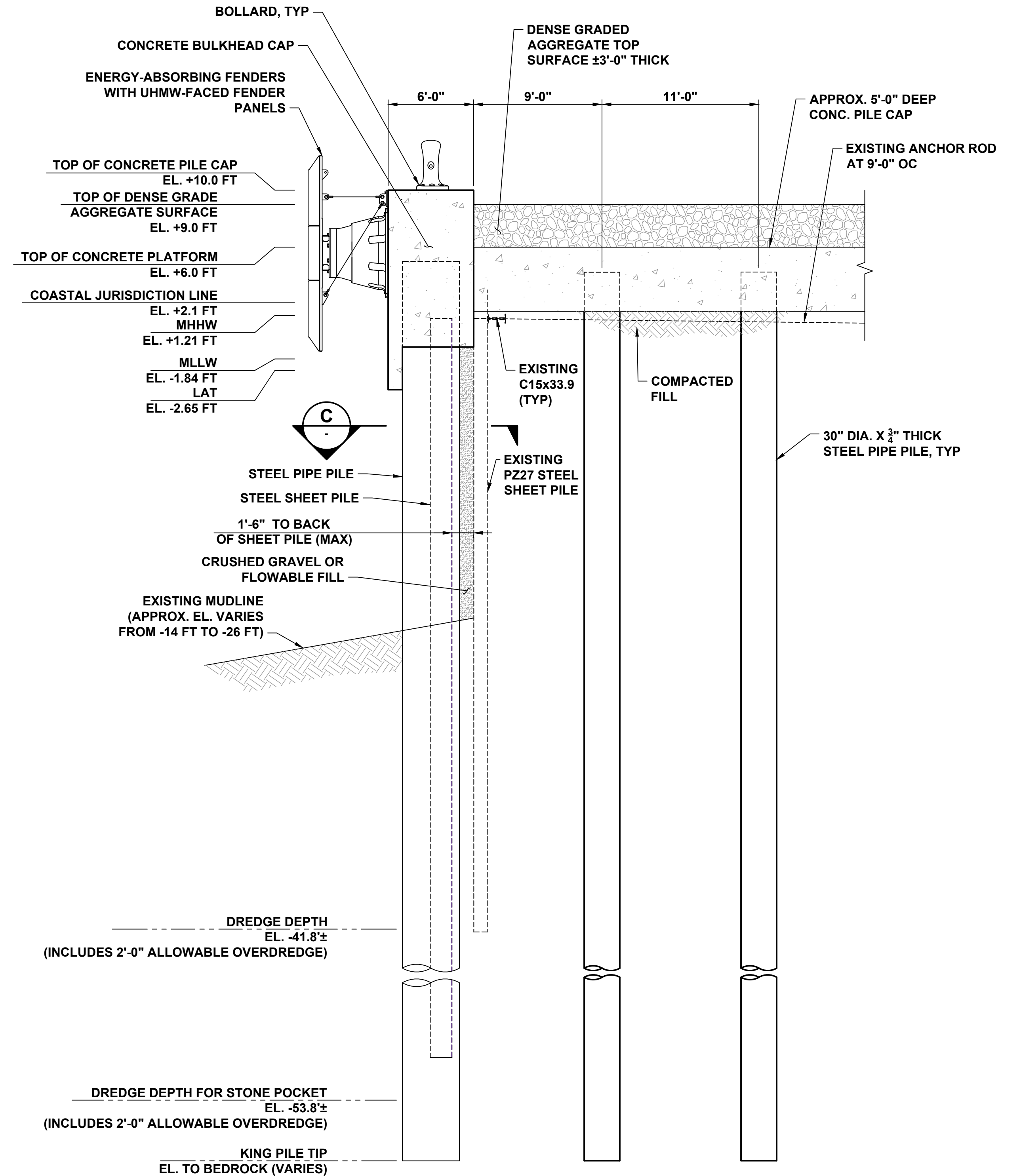


C KING PILE WALL
SCALE: 1/2" = 1'-0"



EXISTING - STEEL SHEET PILE BULKHEAD
SCALE: 1/4" = 1'-0"

LEGEND:
[Hatched Box] DEMOLISH



A SECTION
SCALE: 3/16" = 1'-0"

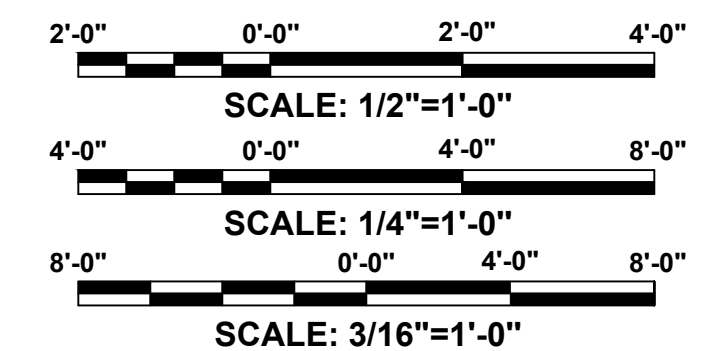
NOTE:
1. MEMBER SIZE IS PRELIMINARY AND MAY CHANGE IN FINAL DESIGN STAGE.



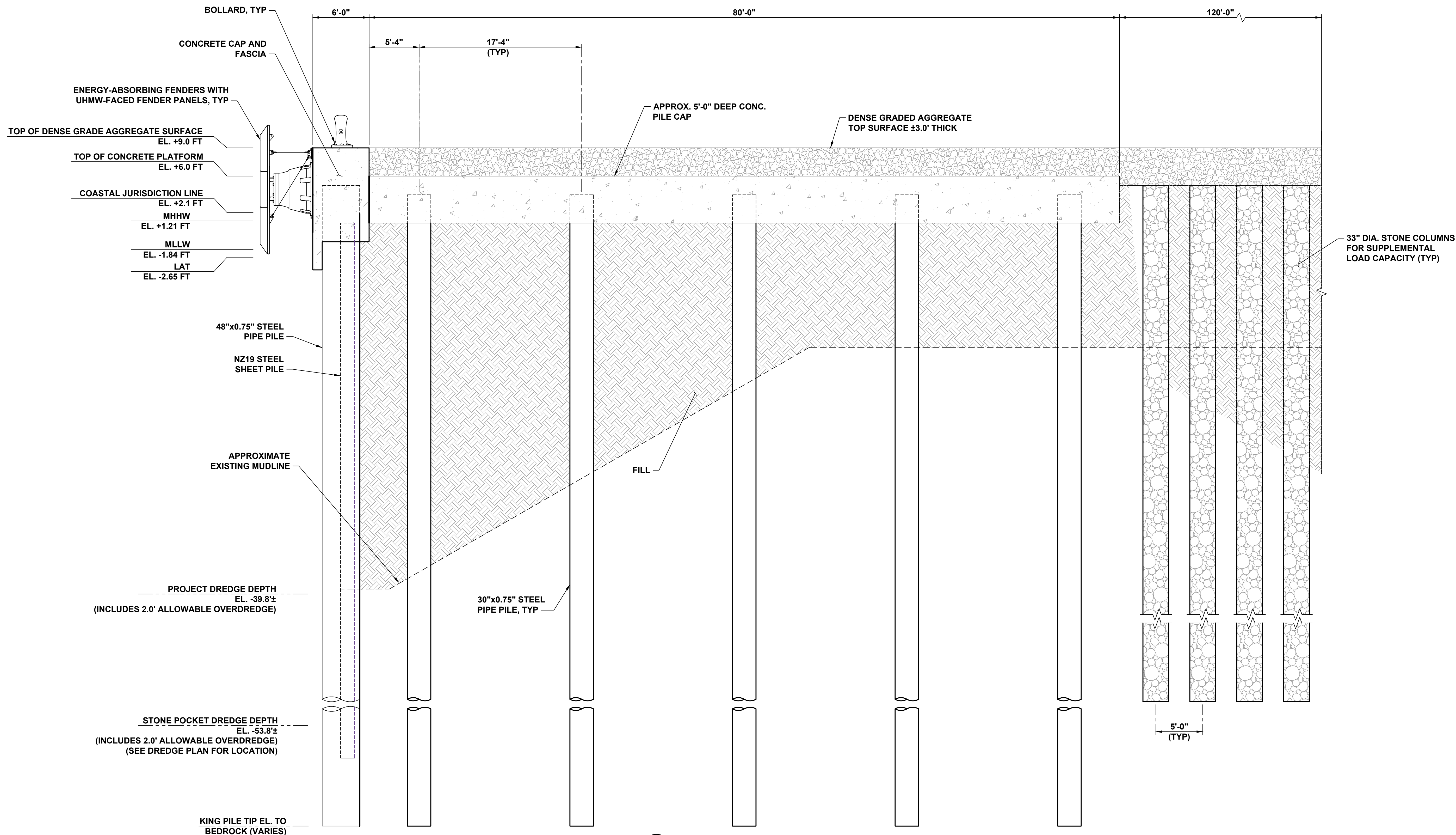
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ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION



NORTHEAST BULKHEAD SECTIONS
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT



DWG INFO: C:\BOS\Projects\10630\Detail Design\State Pier\10630-22.dwg; May 5, 2020 - 11:58 AM; C:\MOFFATT AND NICHOL



BOLLARD, TYP
 CONCRETE CAP AND FASCIA
 ENERGY-ABSORBING FENDERS WITH UHMW-FACED FENDER PANELS, TYP
 TOP OF DENSE GRADE AGGREGATE SURFACE EL. +9.0 FT
 TOP OF CONCRETE PLATFORM EL. +6.0 FT
 COASTAL JURISDICTION LINE EL. +2.1 FT
 MHHW EL. +1.21 FT
 MLLW EL. -1.84 FT
 LAT EL. -2.65 FT

PROJECT DREDGE DEPTH EL. -39.8'± (INCLUDES 2.0' ALLOWABLE OVERDREDGE)
 STONE POCKET DREDGE DEPTH EL. -53.8'± (INCLUDES 2.0' ALLOWABLE OVERDREDGE) (SEE DREDGE PLAN FOR LOCATION)
 KING PILE TIP EL. TO BEDROCK (VARIES)

B SECTION
 SCALE: 3/16" = 1'-0"

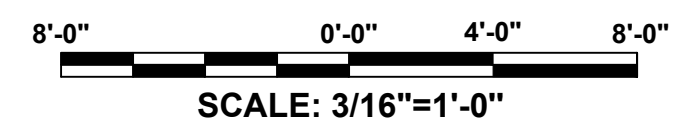


PERMITTING SET
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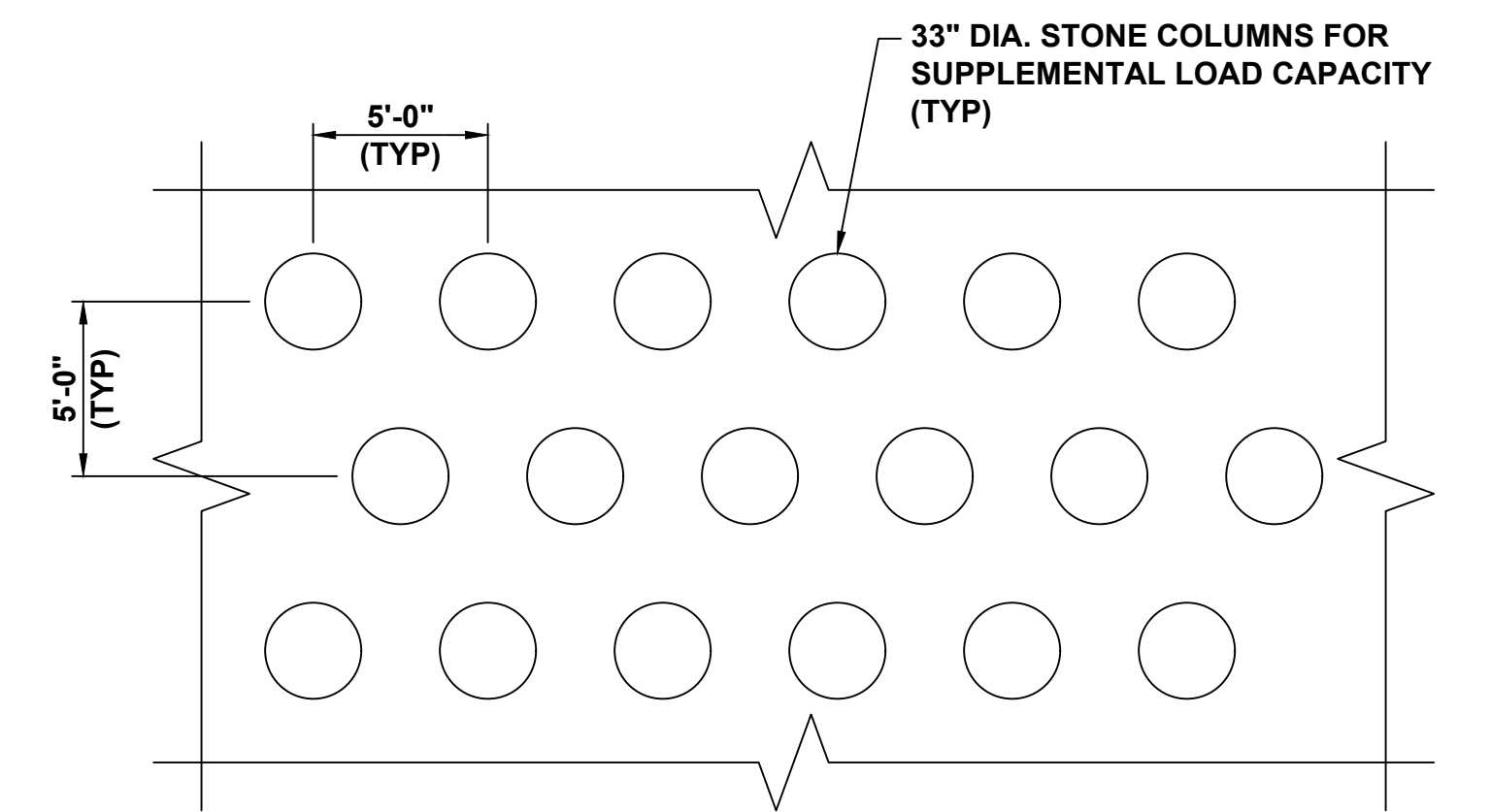
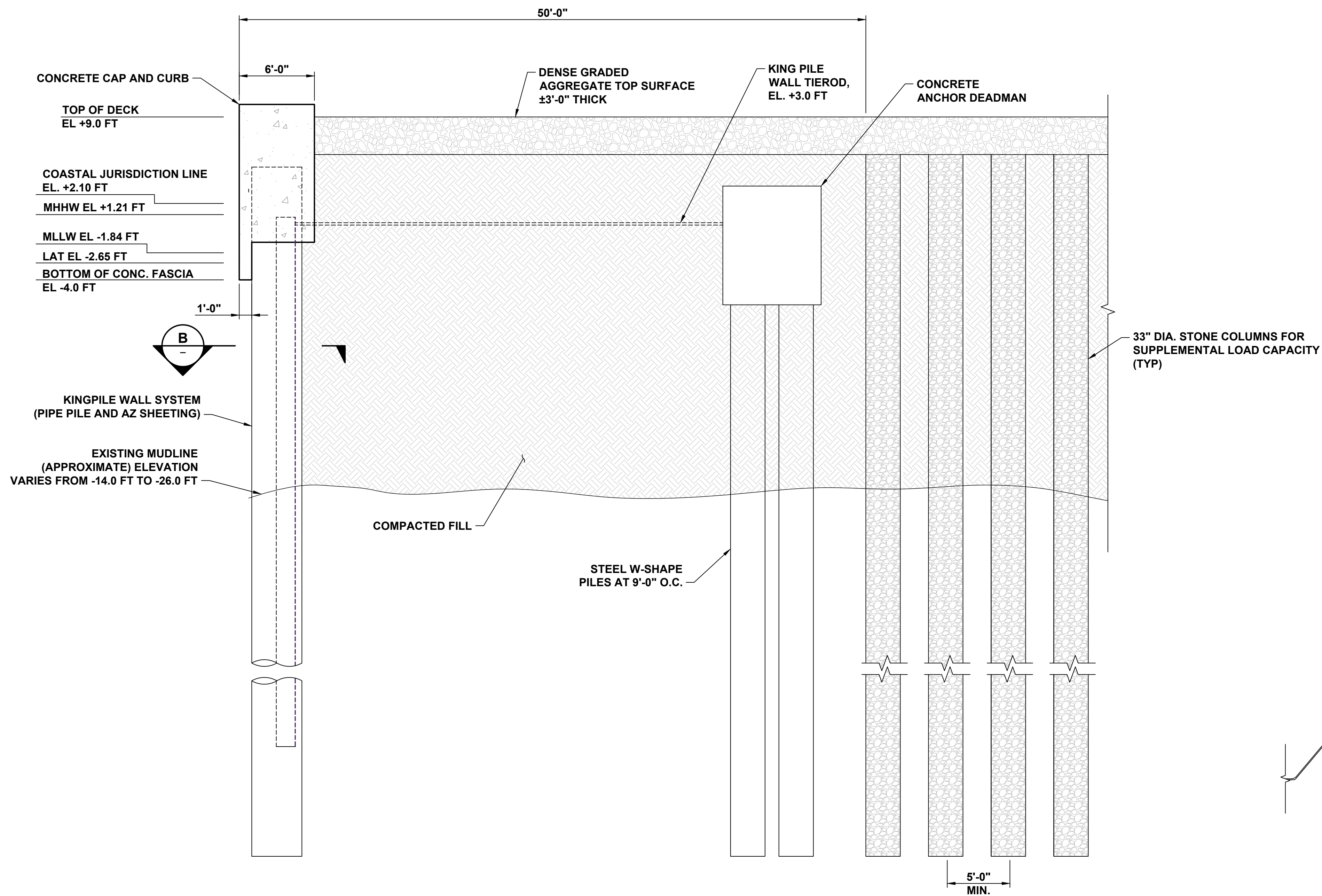
PROPOSED EAST STATE PIER PILE SUPPORTED PLATFORM
 STATE PIER INFRASTRUCTURE IMPROVEMENTS
 STATE PIER FACILITY - NEW LONDON, CT

SEAL



DWG INFO: C:\BOS\Projects\10630 Detail Design State pier\10630-23.dwg; May 4, 2020 - 6:46 PM; DFRANZESE; (C) MOFFATT AND NICHOL

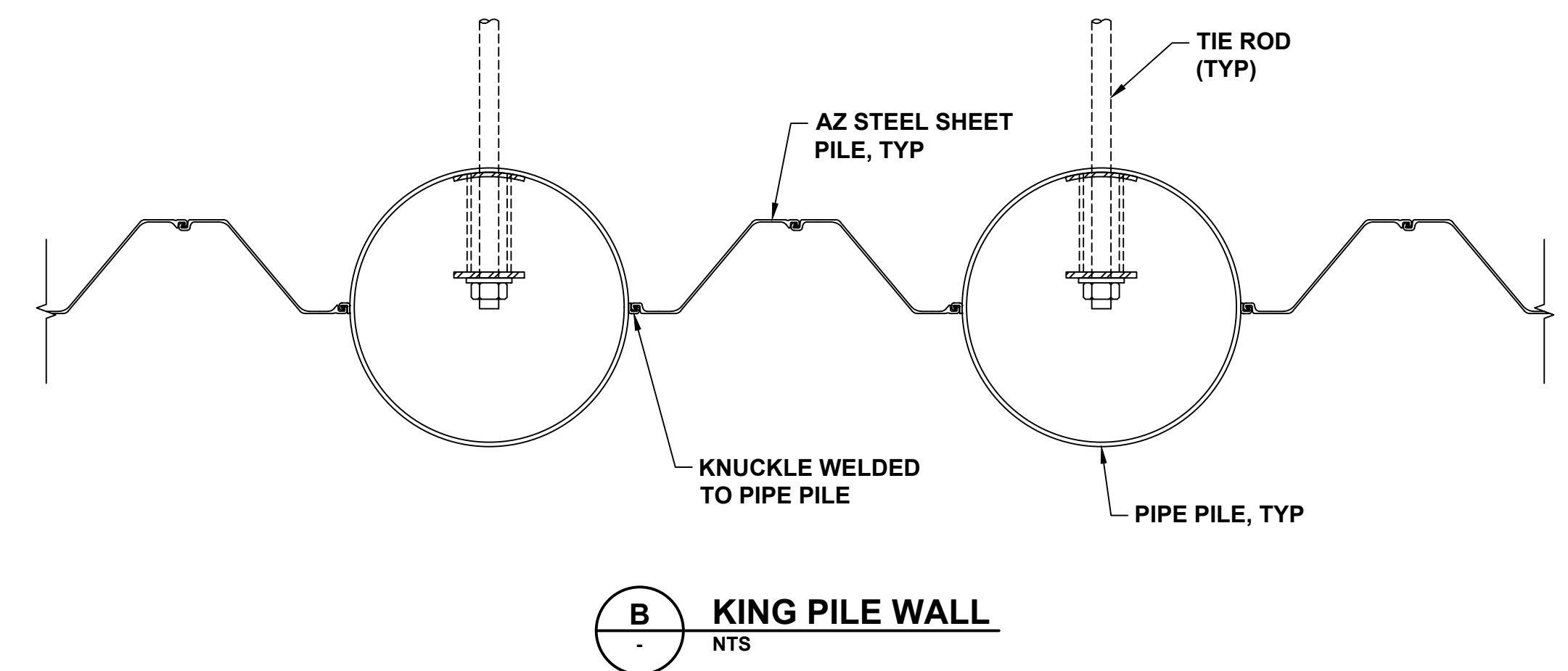
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PARTIAL PLAN OF STONE COLUMNS IN HEAVY LIFT AREA
SCALE: 3/16" = 1'-0"

A SECTION
SCALE: 3/16" = 1'-0"

C SECTION
SCALE: 3/16" = 1'-0"



NOTES:

- STONE COLUMNS SHALL COVER APPROXIMATELY 25% OF HEAVY LIFT AREA FOOTPRINT. SPACING AND DIAMETER SHOWN FOR ALL STONE COLUMNS ARE APPROXIMATE AND MAY BE ALTERED BY CONTRACTOR BASED ON AVAILABLE EQUIPMENT AND PREFERRED MEANS AND METHODS.
- ALTERNATIVE METHODS FOR GROUND IMPROVEMENT WITHIN THE NEW CENTRAL WHARF AREA SUCH AS PREFABRICATED VERTICAL DRAINS (WICK DRAINS) OR VIBRO-COMPACTION OF IMPORTED SOILS MAY BE UTILIZED IN LIEU OF OR IN COMBINATION WITH STONE COLUMNS TO ACHIEVE PROJECT SCHEDULE.

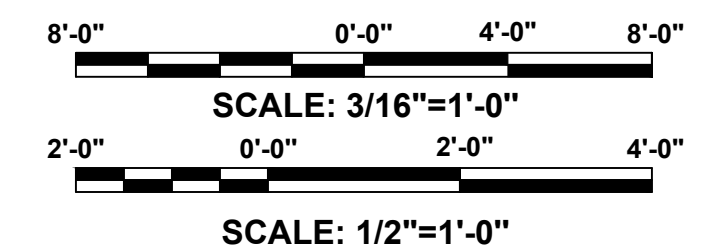


PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION

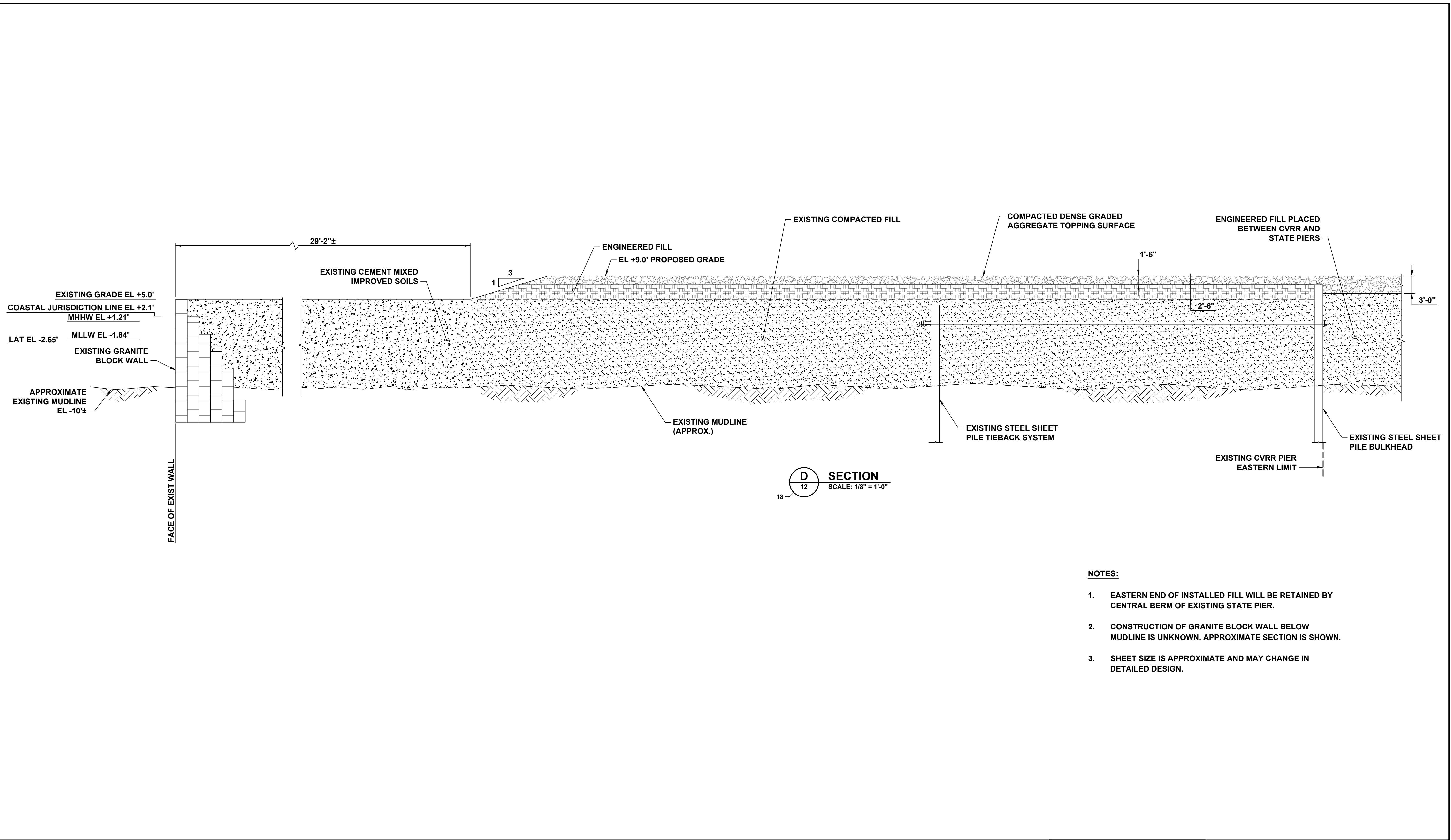


KING PILE WALL CLOSURE BETWEEN CVRR AND STATE PIER
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL



DWG INFO: C:\BOS\Projects\10630\Detail Design\State Pier\000 CADD_Active_Permit\Set\10630-25.dwg; October 15, 2020 - 2:37 PM; CMOVAIGLESAS; C) MOFFATT AND NICHOL



NOTES:

1. EASTERN END OF INSTALLED FILL WILL BE RETAINED BY CENTRAL BERM OF EXISTING STATE PIER.
2. CONSTRUCTION OF GRANITE BLOCK WALL BELOW MUDLINE IS UNKNOWN. APPROXIMATE SECTION IS SHOWN.
3. SHEET SIZE IS APPROXIMATE AND MAY CHANGE IN DETAILED DESIGN.

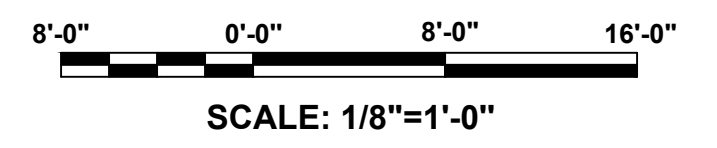


PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION

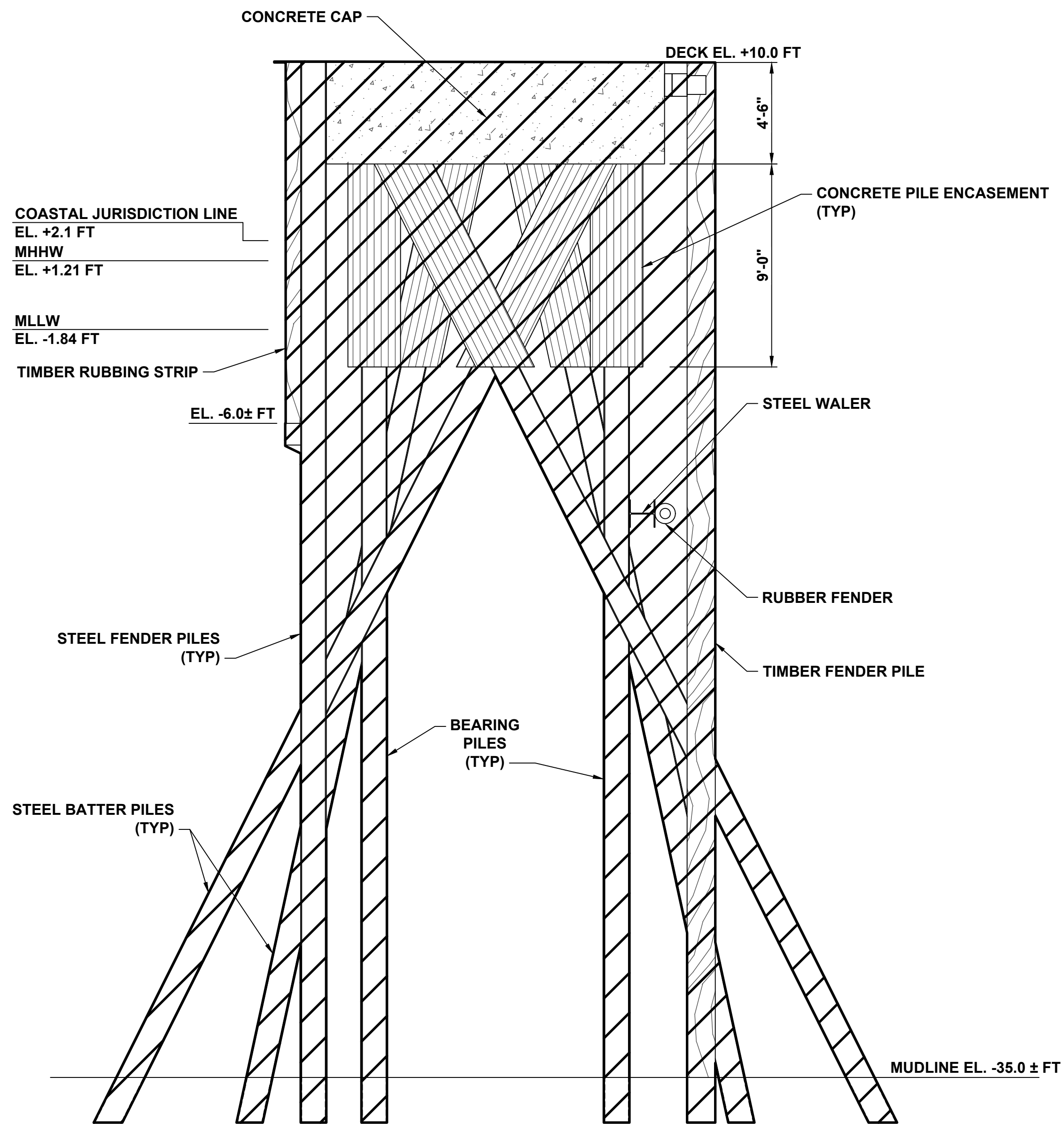


CVRR BULKHEAD SECTIONS
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

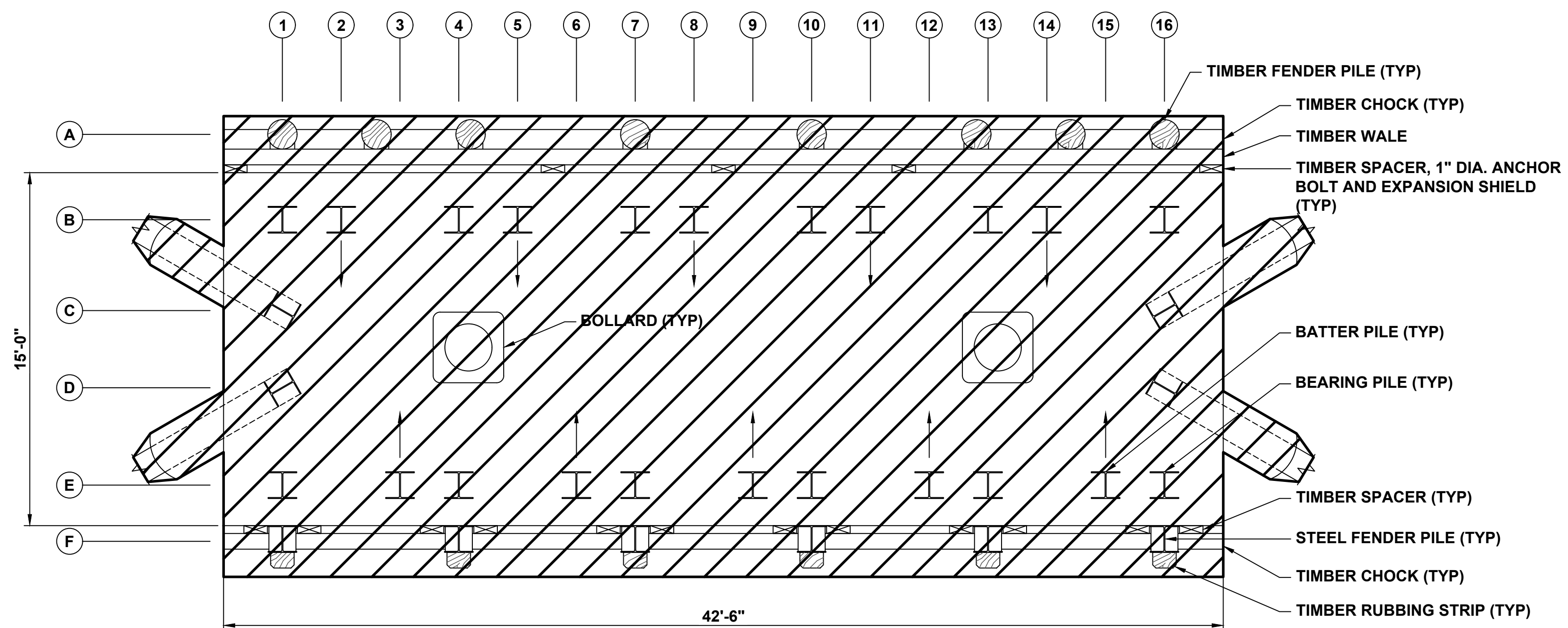
SEAL



DWG INFO: C:\BOS\Projects\10630 Detail Design State pier\10630-26.dwg; May 4, 2020 - 5:38 PM; DFRANZESE; (C) MOFFATT AND NICHOL



TYPICAL PLATFORM SECTION (LOOKING WEST)
SCALE: 1/4" = 1'-0"



TYPICAL PLATFORM PLAN
SCALE: 1/4" = 1'-0"

NOTES:

1. ELEVATIONS ARE IN NAVD88.
2. TOTAL OF 4 MOORING PLATFORMS - TYPICAL PLATFORM HAS 12 SUPPORT PILES, 14 BATTER PILES, AND 14 FENDER PILES TO BE DEMOLISHED. CATWALK CONTAINS 8 SUPPORT PILES.
3. ALL PILES SHALL BE REMOVED IN THEIR ENTIRETY. CONTRACTOR SHALL SUBMIT REMOVAL METHODS FOR REVIEW PRIOR TO COMMENCEMENT OF WORK.
4. WORK COVERED UNDER CERTIFICATE OF PERMISSION.

LEGEND

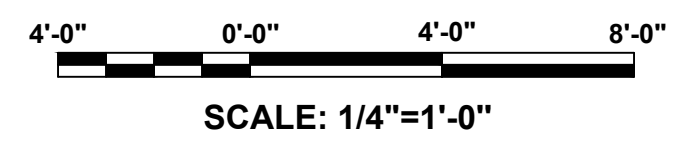


PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION

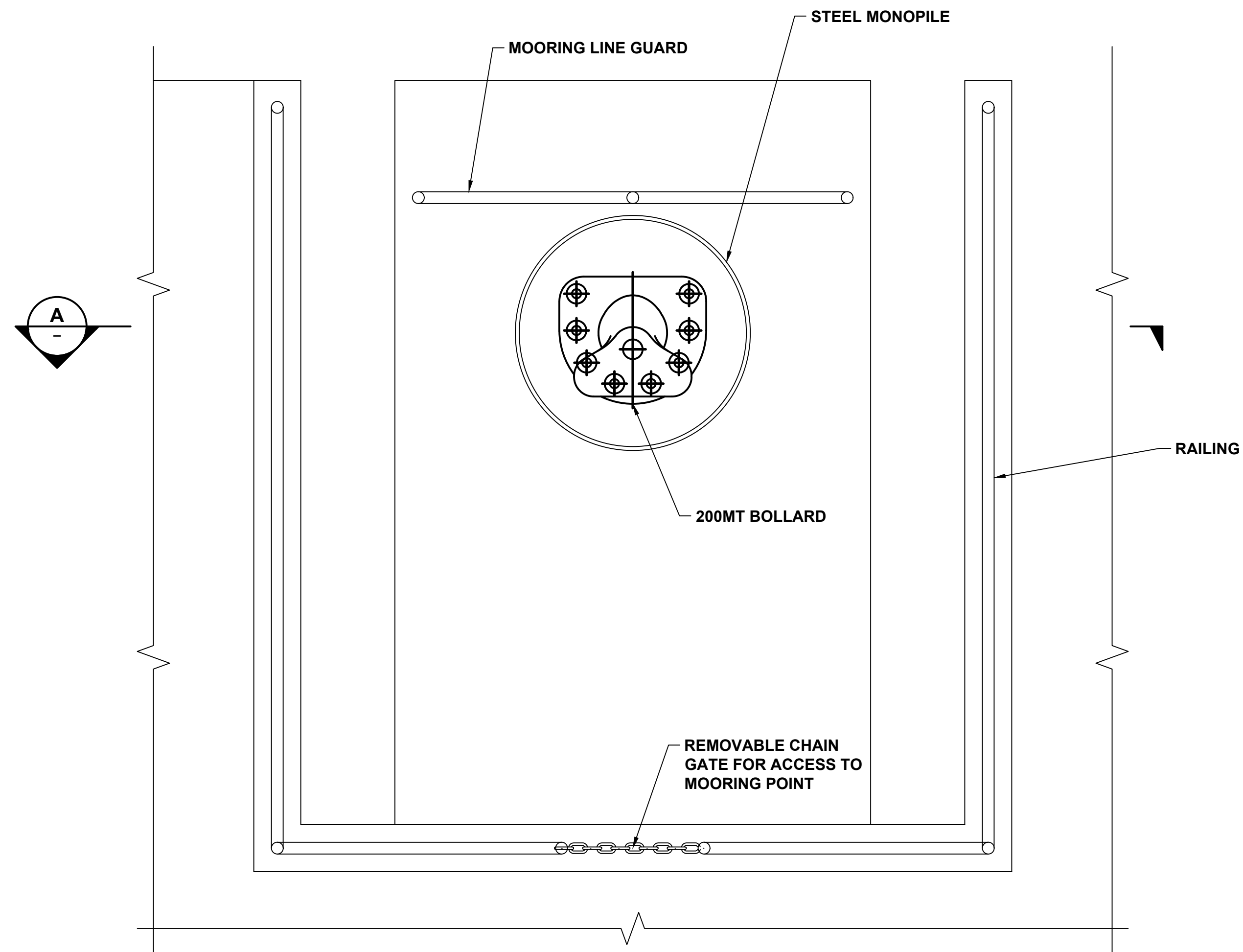


MOORING PLATFORM SECTION
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

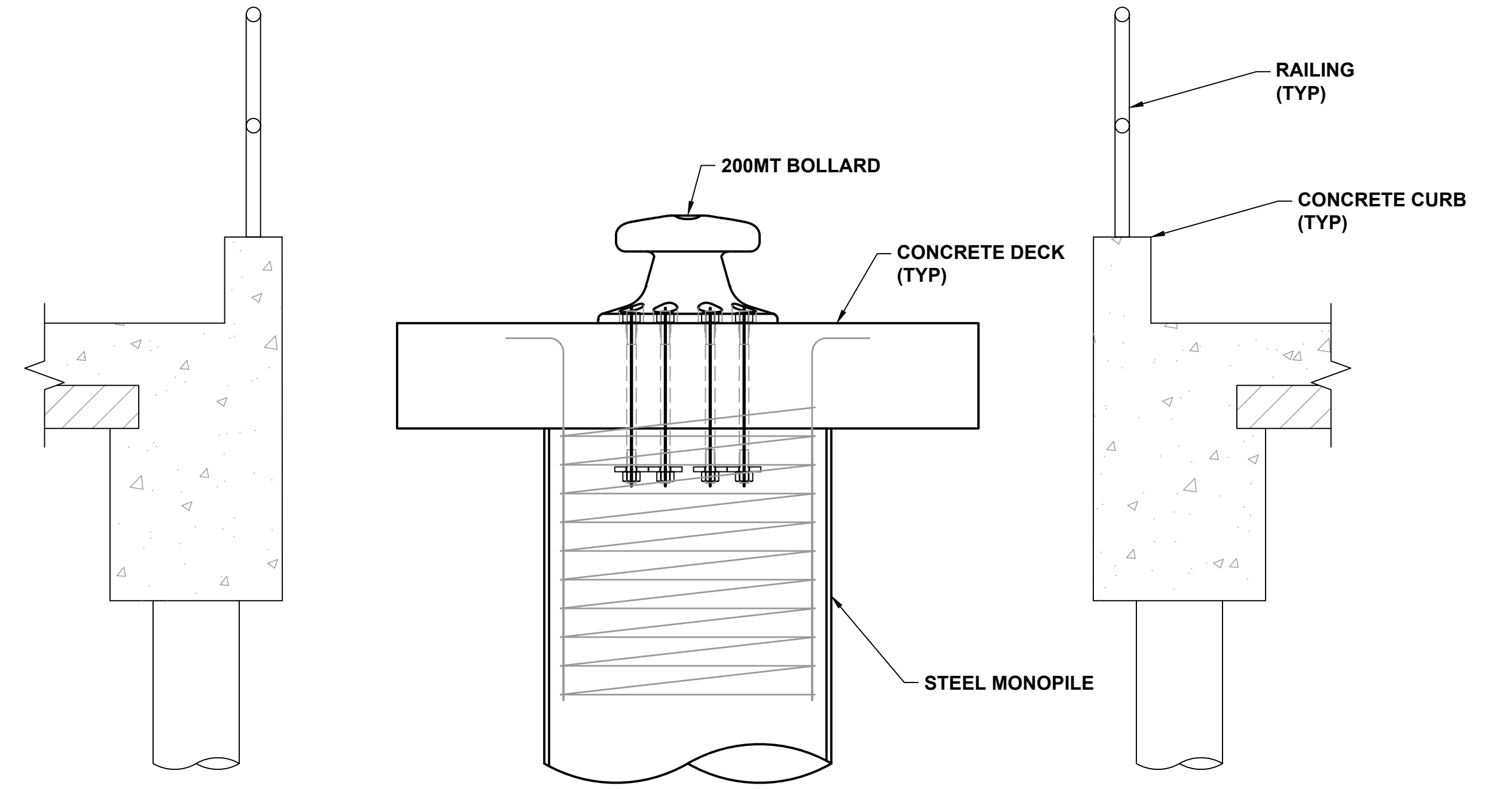
SEAL



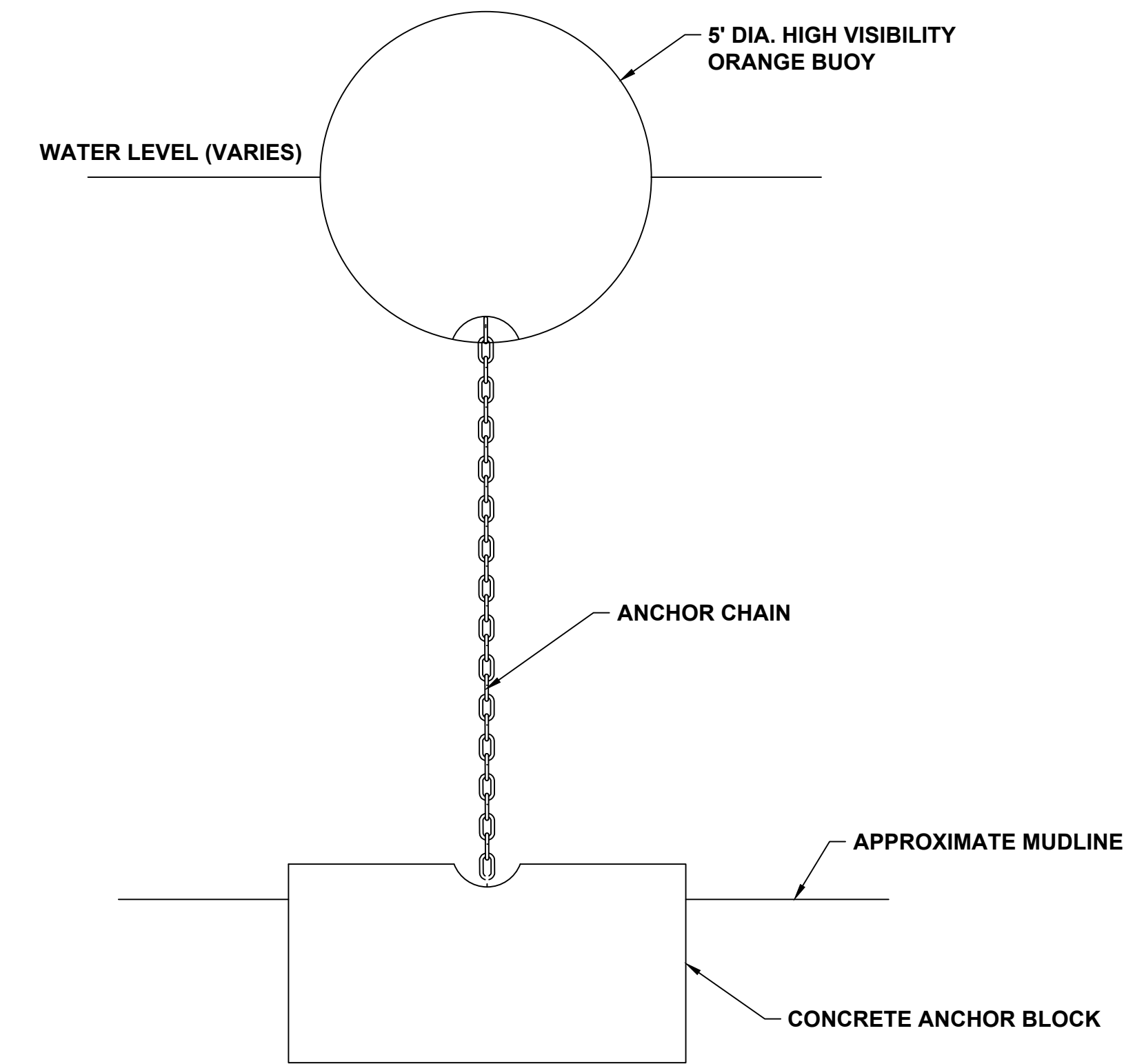
DWG INFO: C:\BOS\Projects\10630 Detail Design State pier\10630-27.dwg; May 4, 2020 - 10:13 PM; CMOVAIGLESINS; C) MOFFATT AND NICHOL



TYPICAL MOORING DOLPHIN PLAN AT STATE PIER
SCALE: 1/2"=1'-0"



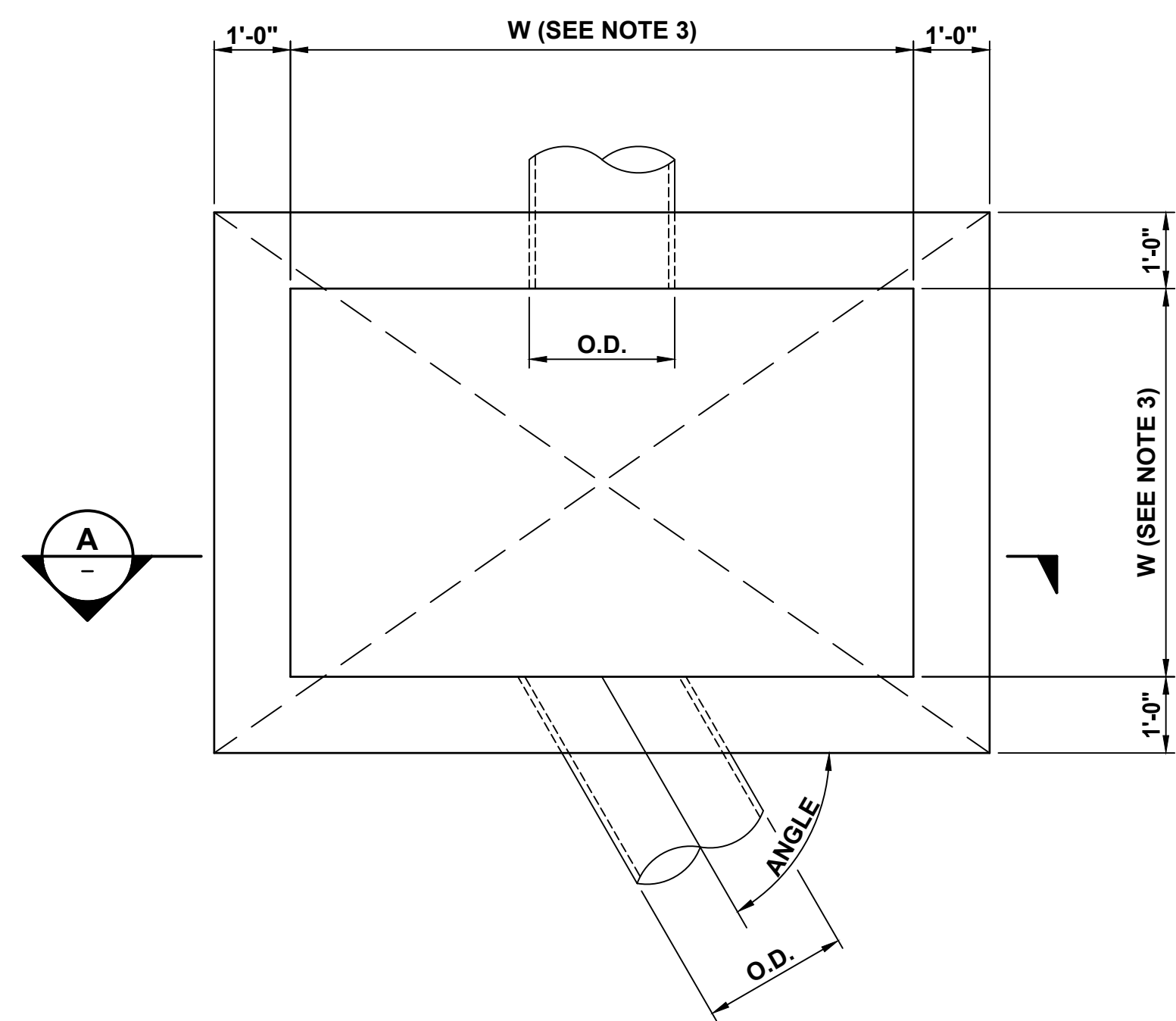
A TYPICAL MOORING DOLPHIN ELEVATION AT STATE PIER
SCALE: 1/2"=1'-0"



BUOY ANCHORAGE DETAIL
SCALE: 1/2"=1'-0"

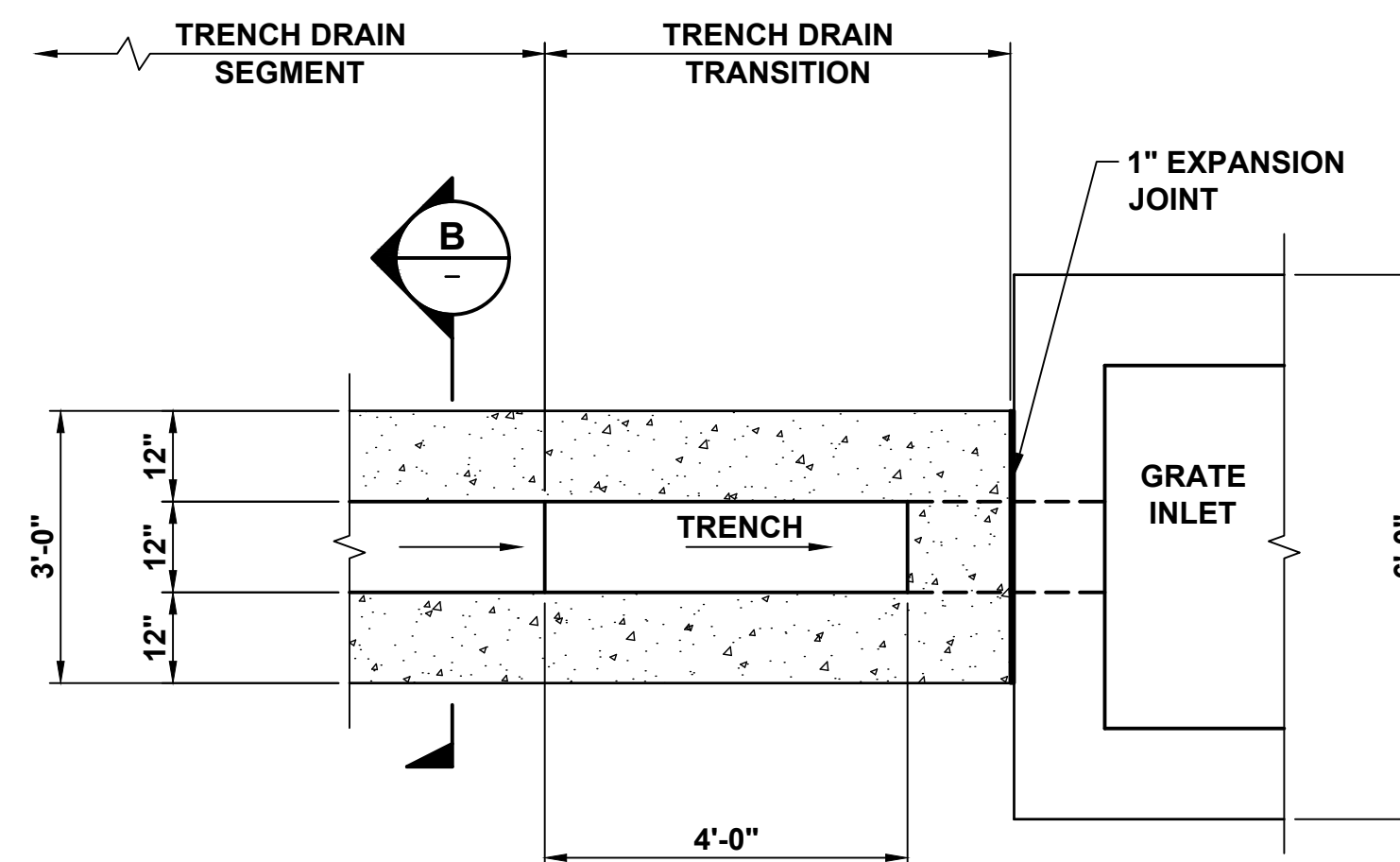
BUOY NOTES:

1. LENGTH OF ANCHORAGE CHAIN SHALL ACCOMMODATE FULL TIDE CYCLE.
2. CONCRETE ANCHOR BLOCK SIZING SHALL PROHIBIT MOVEMENT OF BUOY.
3. BUOYS AND ANCHOR BLOCKS SHALL BE REMOVED UPON COMPLETION OF WORK.
4. BUOYS SHALL BE MARKED WITH THE FOLLOWING "STATE PIER WORK ZONE LIMITS".



DRAINAGE STRUCTURE PLAN (MANHOLE AND GRATE INLET)

SCALE: 1/2" = 1'-0"



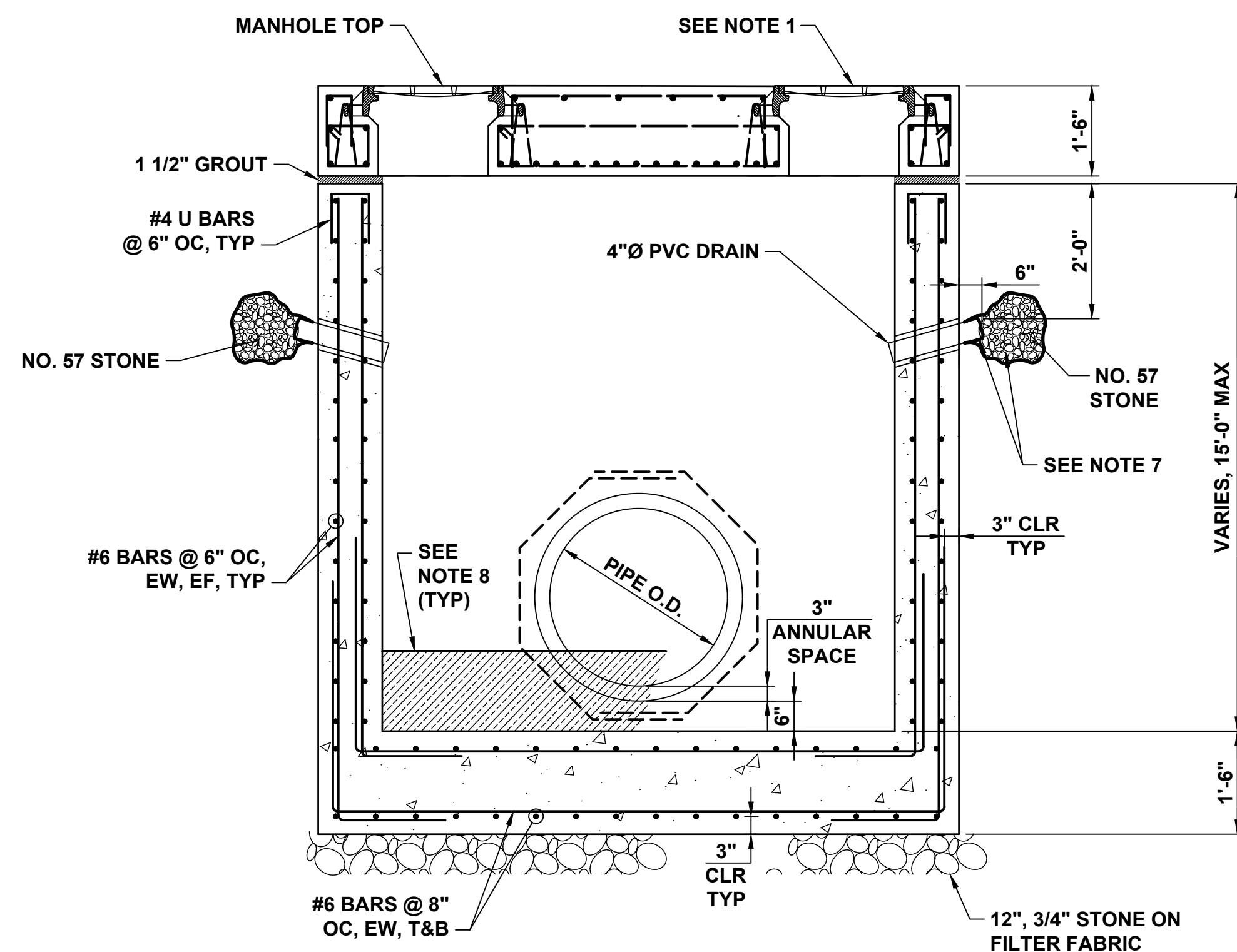
NOTE:
GRATE AND FRAMES NOT ILLUSTRATED.

TRENCH DRAIN PLAN

SCALE: 1/2" = 1'-0"

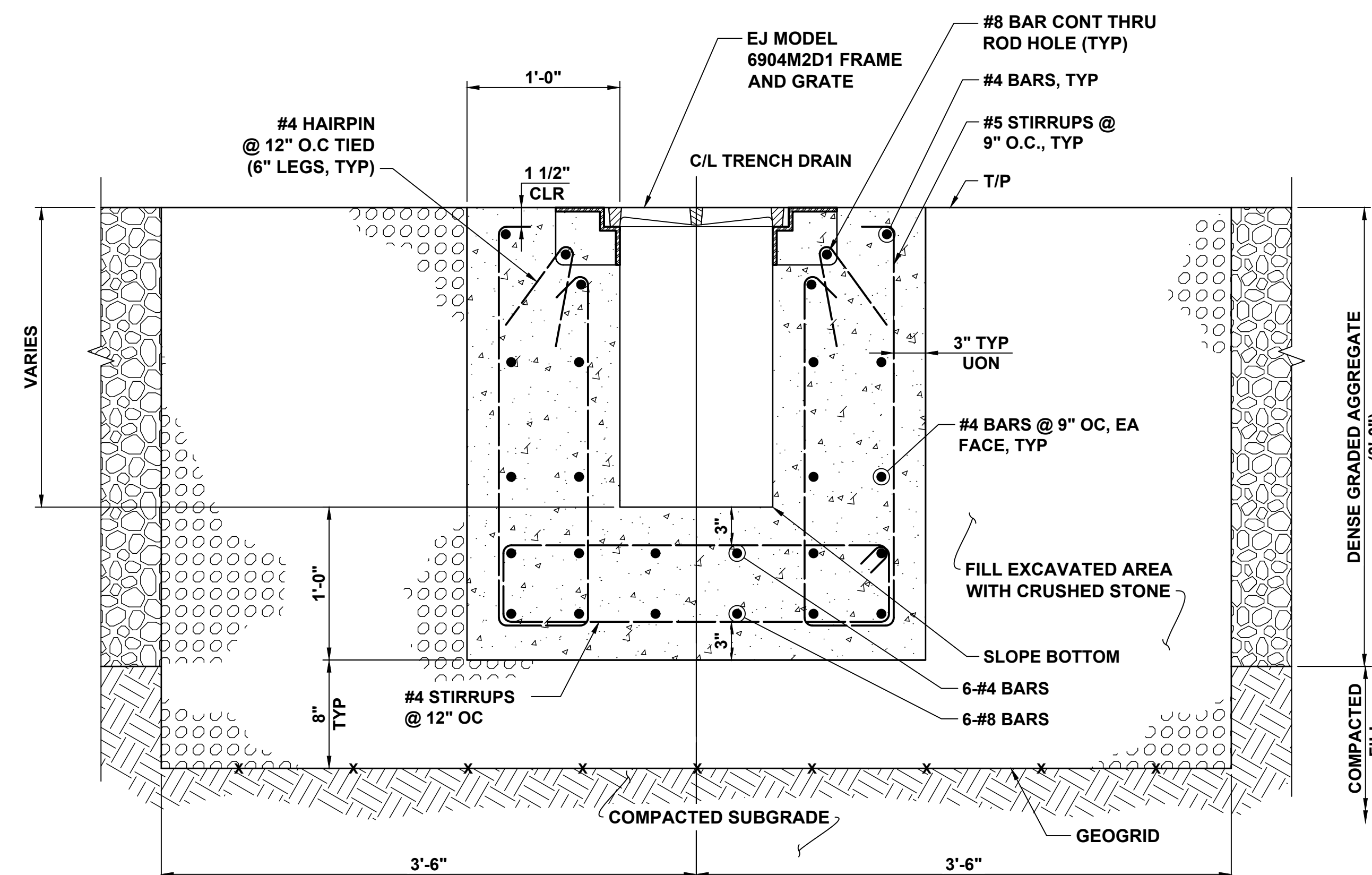
INLET NOTES

1. FRAME AND GRATES SHALL BE AS FOLLOWS (OR APPROVED EQUALS) :
QUAD: NEENAH R-4994-HAB (TYPE A GRATE AND TYPE S FRAME)
2. GRATE SHALL BE BOLTED TO THE FRAME.
3. MINIMUM INSIDE WALL DIMENSION "W" SHALL BE DETERMINED BY THE FORMULA $W=(O.D./\sin \text{ANGLE})+2'-6"$, BUT IN NO CASE SHALL THE DIMENSION "W" BE LESS THAN 4 FEET NOR MORE THAN 8 FEET.
4. OPENINGS IN THE WALLS FOR PIPE SHALL BE CAST-IN OR CUT CLEANLY WITHOUT PERCUSSION TO A MAXIMUM DIAMETER OF O.D. ±3". THE SPACE BETWEEN PIPE AND WALL SHALL THEN BE FILLED WITH NON SHRINK GROUT, OR APPROVED JOINT INSERT ASSEMBLY.
5. PRECASTER SHALL BE RESPONSIBLE FOR DESIGNING LIFTING PROVISIONS.
6. FOR PRECAST CONCRETE SECTIONS, MINIMUM COVER IS 2". FOR CAST-IN-PLACE CONCRETE SECTIONS, MINIMUM COVER IS 3".
7. SECURELY TIE 1 CUBIC FOOT OF NO. 57 STONE IN BAG OF NON-WOVEN FILTER FABRIC. ENSURE POSITIVE CLOSURE AROUND PIPE TO PREVENT MATERIAL FROM MIGRATING OUT OF PIPE.
8. GROUT BOTTOM OF STRUCTURE TO INVERT OF PIPE. DEPTH VARIES.



A DRAINAGE STRUCTURE SECTION

SCALE: 1/2" = 1'-0"



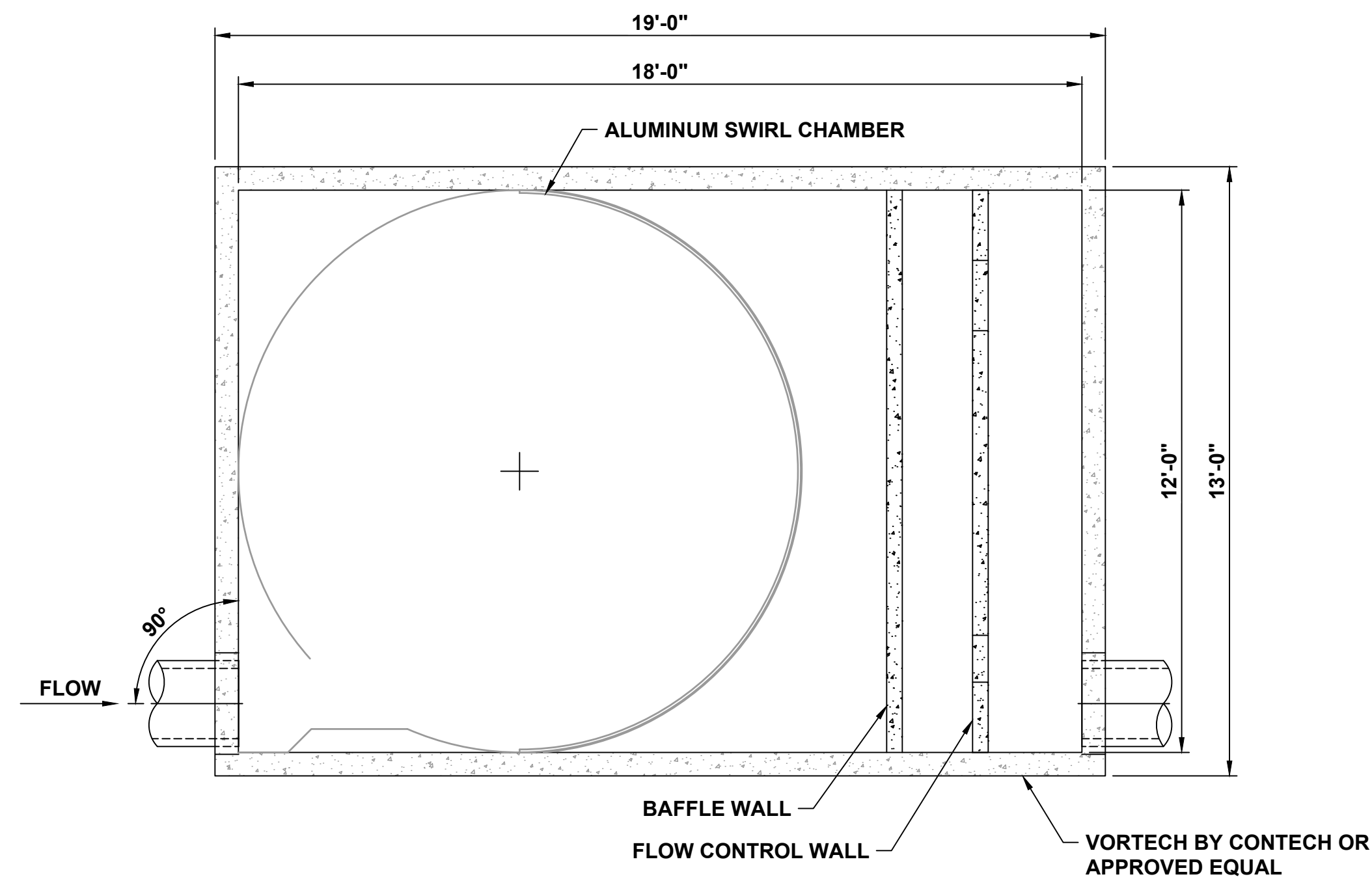
NOTES: (THIS SECTION ONLY)

1. REBAR TO BE EPOXY COATED.
2. CONCRETE SHALL INCLUDE SYNTHETIC FIBERS AT A DOSAGE RATE OF 1.5 LBS/CY. FIBERS SHALL BE MASTERFIBER M 100 BY BASF, PSI FIBERSTRAND F BY EUCLID CHEMICAL, SIKAFIBER PPM 150 BY SIKA, OR APPROVED EQUAL.

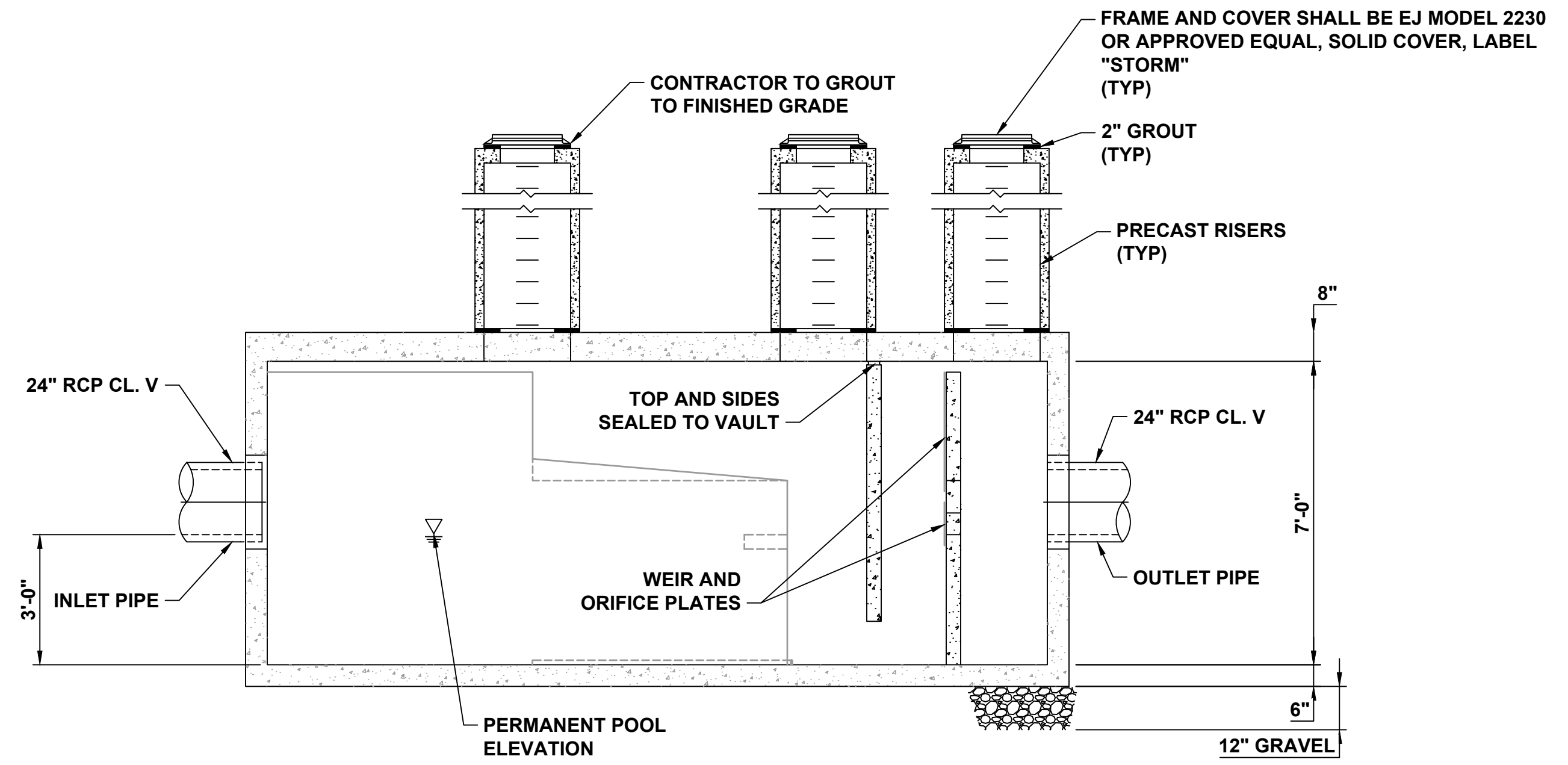
B TRENCH DRAIN SECTION

SCALE: 1 1/2" = 1'-0"

DWG INFO: C:\BOS\Projects\10630 Detail Design State Pier\10630-30.dwg; May 4, 2020 - 7:31 PM; CMQV\AGLESIAS; (C) MOFFATT AND NICHOL



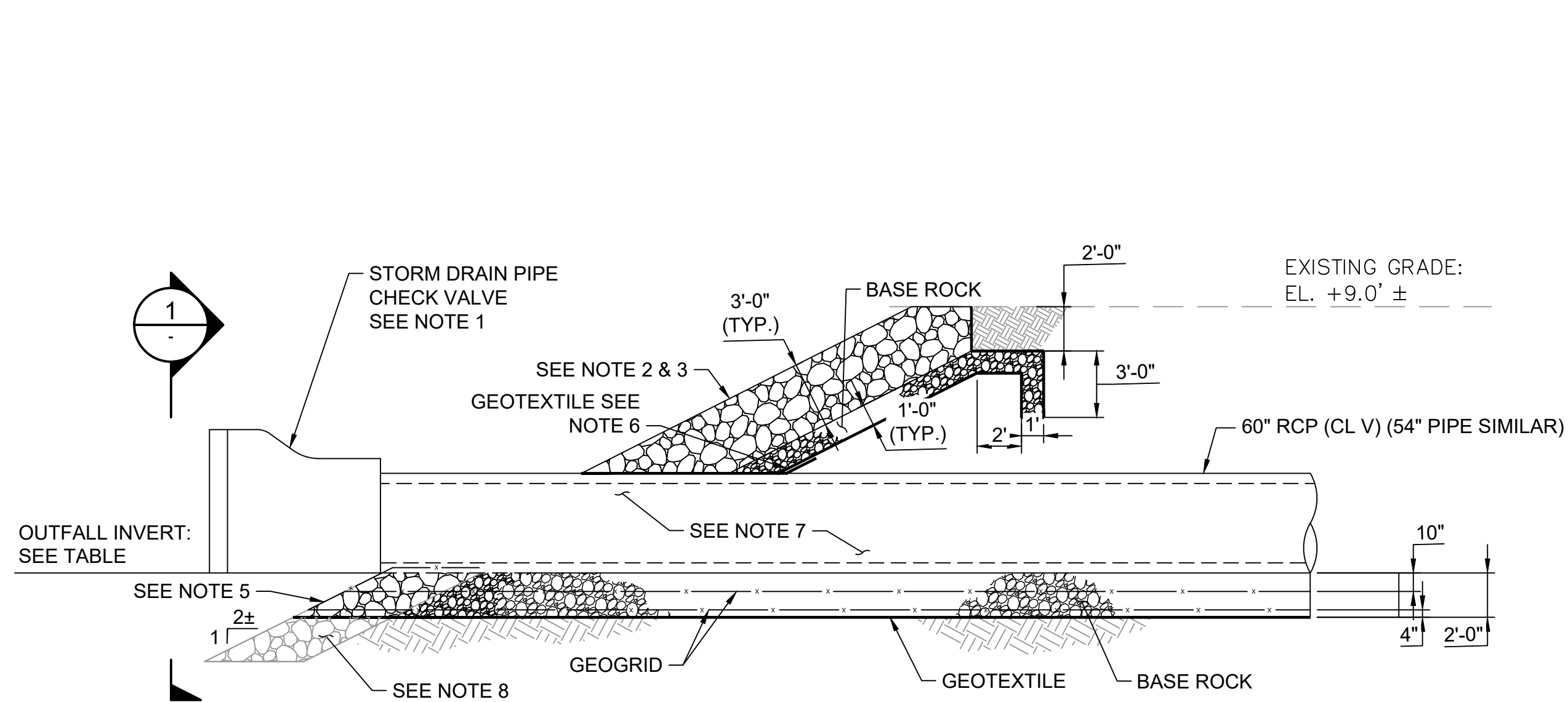
WATER TREATMENT STRUCTURE PLAN
N.T.S.



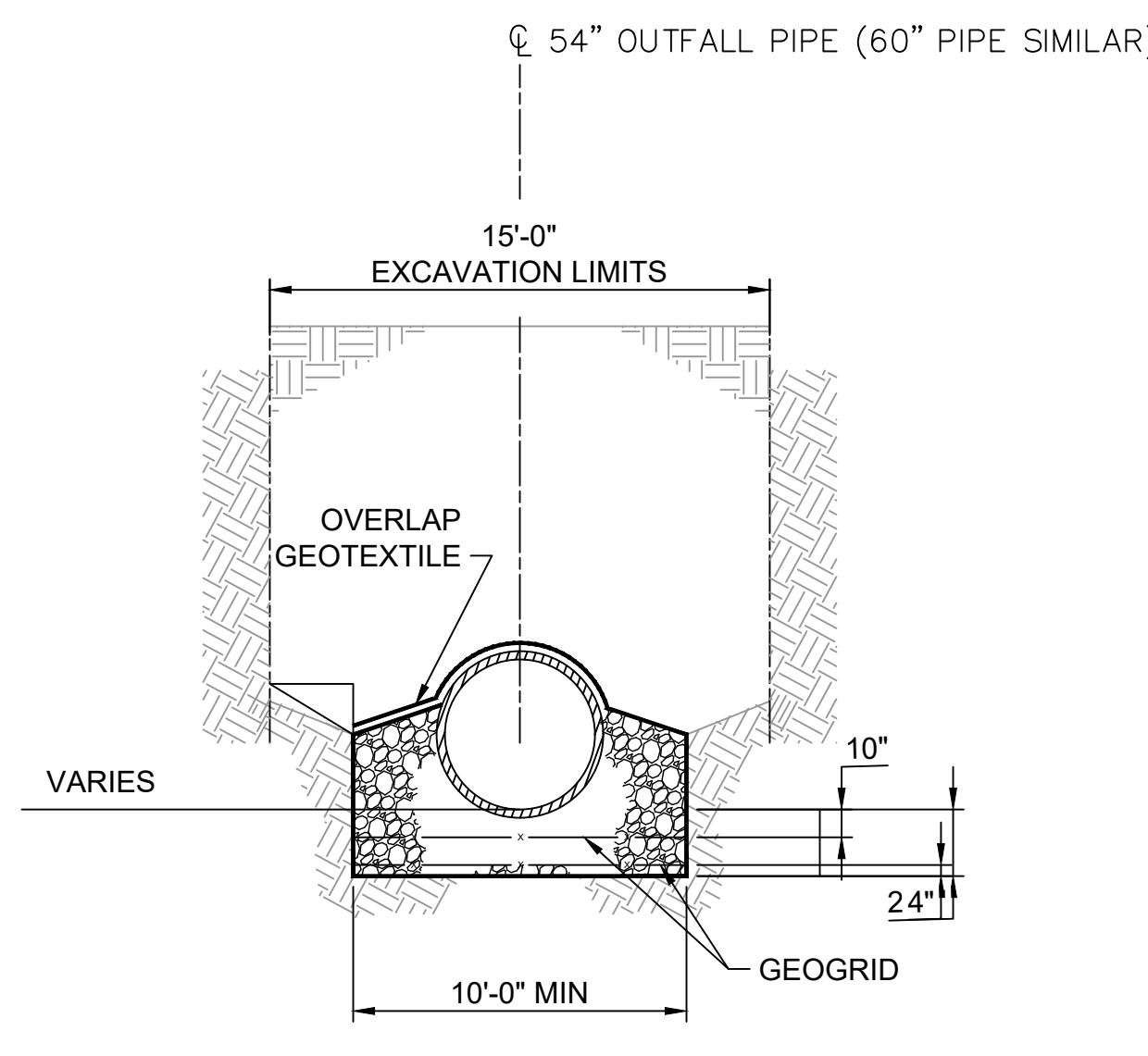
WATER TREATMENT STRUCTURE ELEVATION
N.T.S.

NOTES:

- STRUCTURES SHOWN ARE REPRESENTATIVE. FINAL SIZING WILL BE PROVIDED BY MANUFACTURER DURING DETAILED DESIGN.
- SECTIONS ARE NOT TO SCALE.



A OUTFALL THROUGH SLOPE (TYPE 1)
SCALE: 3/16" = 1'-0"

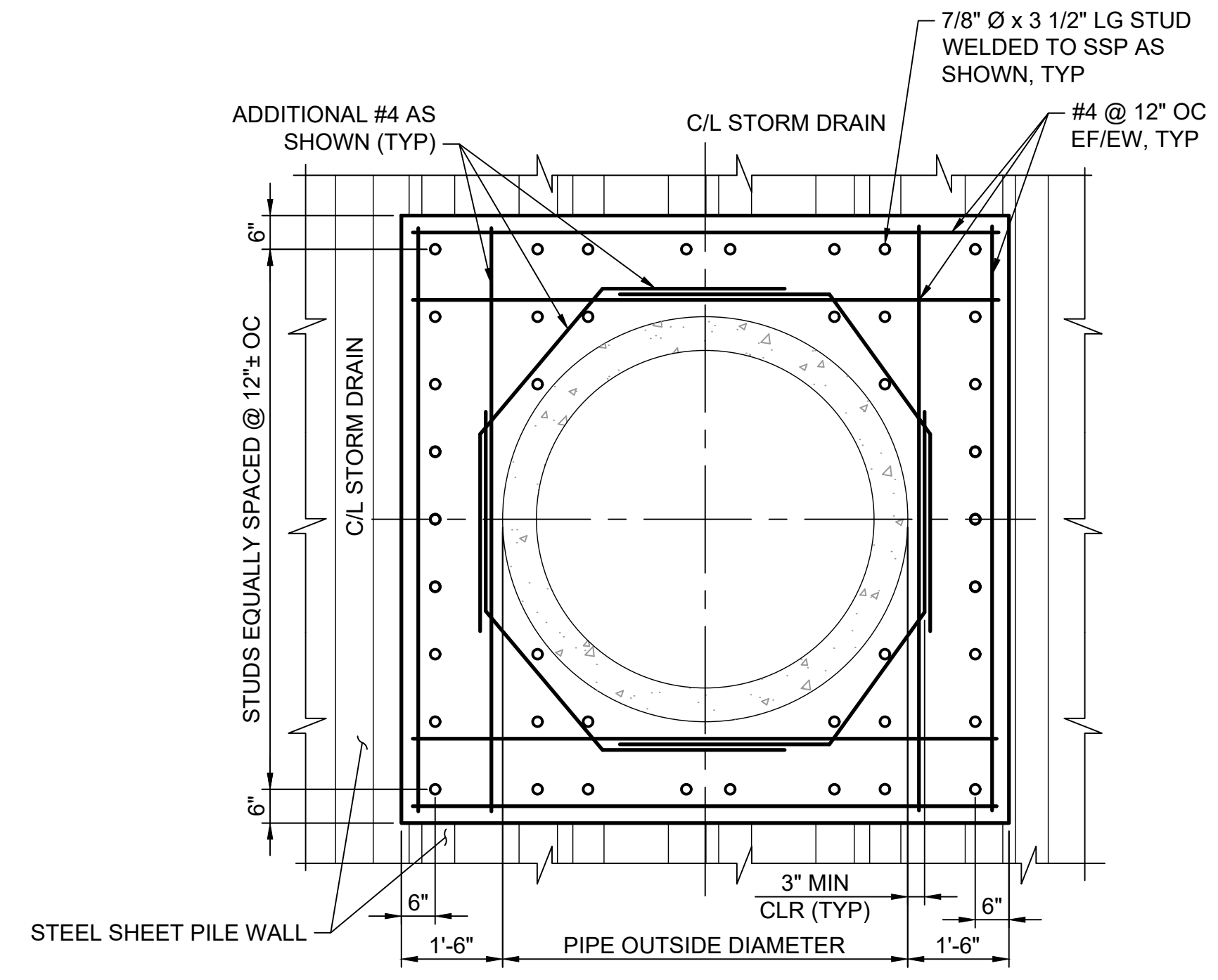


1 SECTION
SCALE: 3/16" = 1'-0"

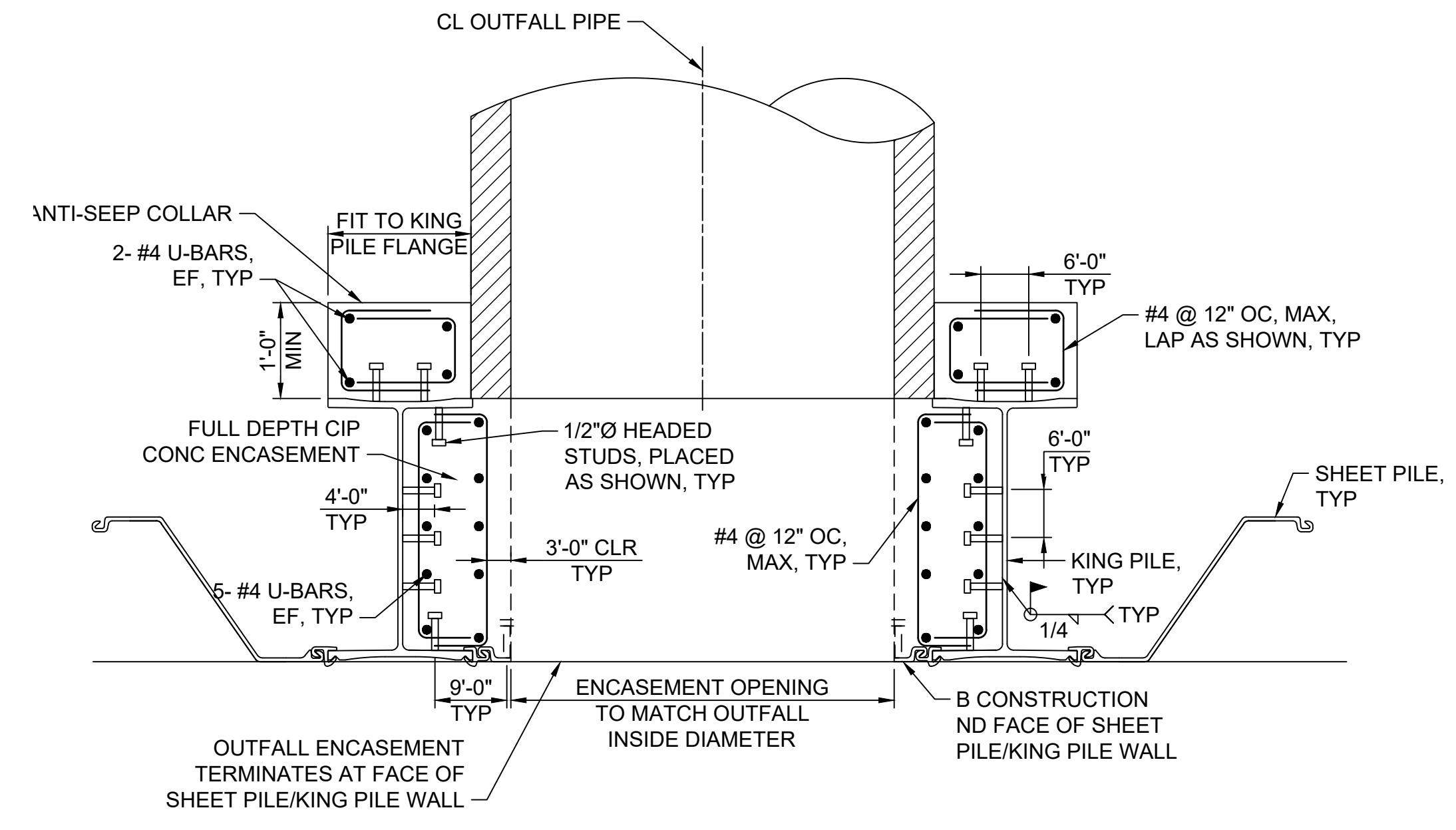
NOTES

1. STORM DRAIN PIPE CHECK VALVE TO BE RED VALVE TIDEFLEX SERIES TF-1 OR APPROVED EQUAL.
2. SALVAGE EXISTING RIPRAP FOR REUSE.
3. INSTALL ADDITIONAL RIPRAP (CT DEEP RIPRAP RR DETAIL) AS REQUIRED TO FORM DENSE ARMOR LAYER.
4. ALL RIPRAP SHALL BE CAREFULLY PLACED, NOT DUMPED.
5. WRAP LOWER GEOGRID ACROSS FACE OF BASE ROCK.
6. OVERLAP GEOTEXTILE AROUND PIPE AND SLOPE GEOTEXTILE.
7. USE FULL PIPE SEGMENT FOR CHECK VALVE MOUNTING.
8. ALLOW BASE ROCK TO FILL AROUND VOIDS OF EXISTING RIPRAP.
9. COASTAL JURISDICTION LINE IS AT EL. +2.1'
10. MHHW IS AT EL. +1.21'
11. MLLW IS AT EL. -1.84'

OUTFALL			
OF	INV. OUT	SIZE	TYPE
OF1	-4.20	60" Ø	1
OF2	-2.50	54" Ø	2
OF3	-3.10	60" Ø	1
OF4	-4.30	60" Ø	2



OUTFALL THROUGH STEEL SHEET PILE
SCALE: 1/2" = 1'-0"



OUTFALL THROUGH STEEL SHEET PILE
SCALE: 1/16" = 1'-0"

B OUTFALL THROUGH STEEL SHEET PILE (TYPE 2)
SCALE: AS NOTED

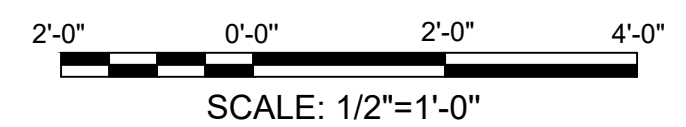


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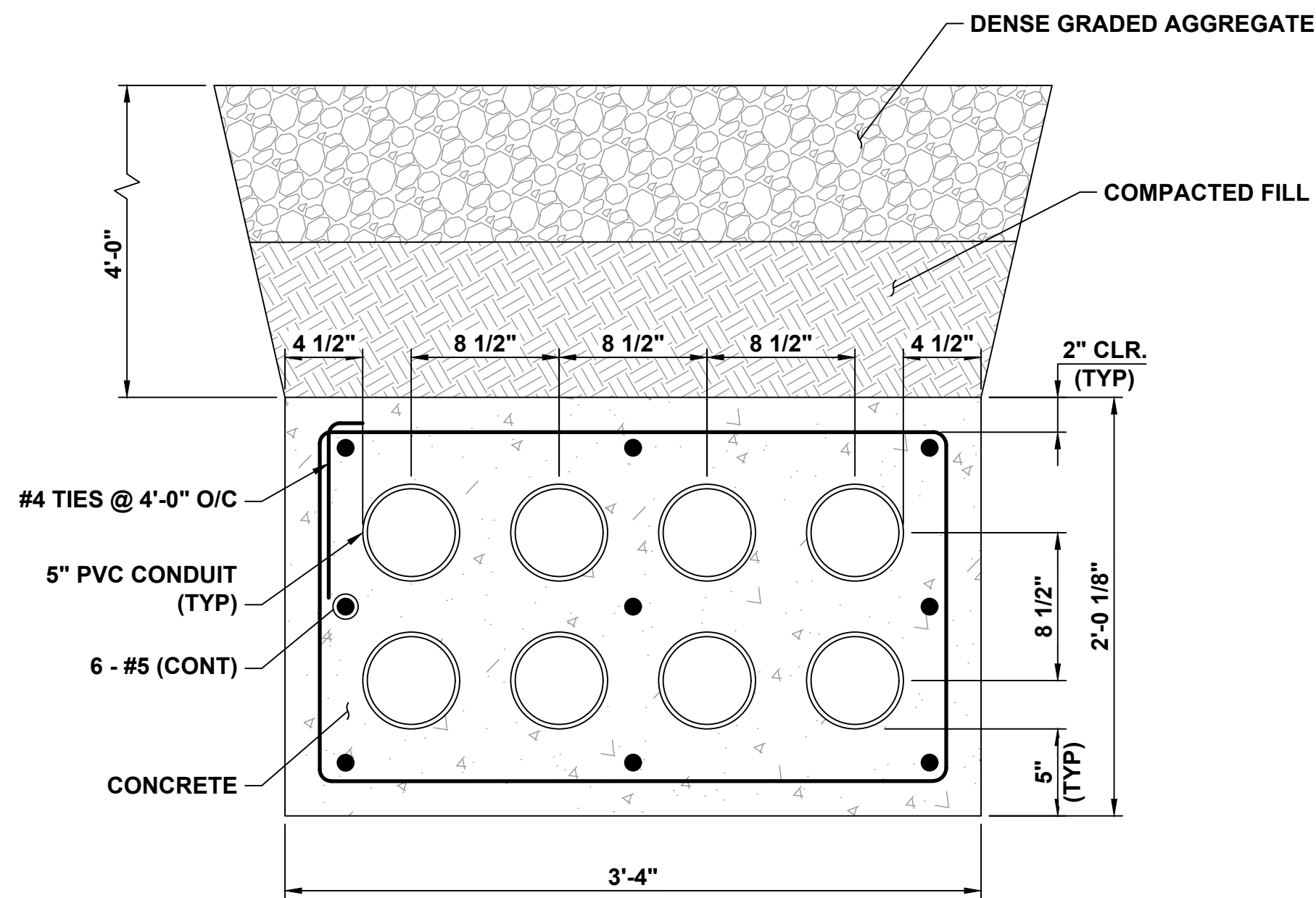
OUTFALL DETAILS
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL

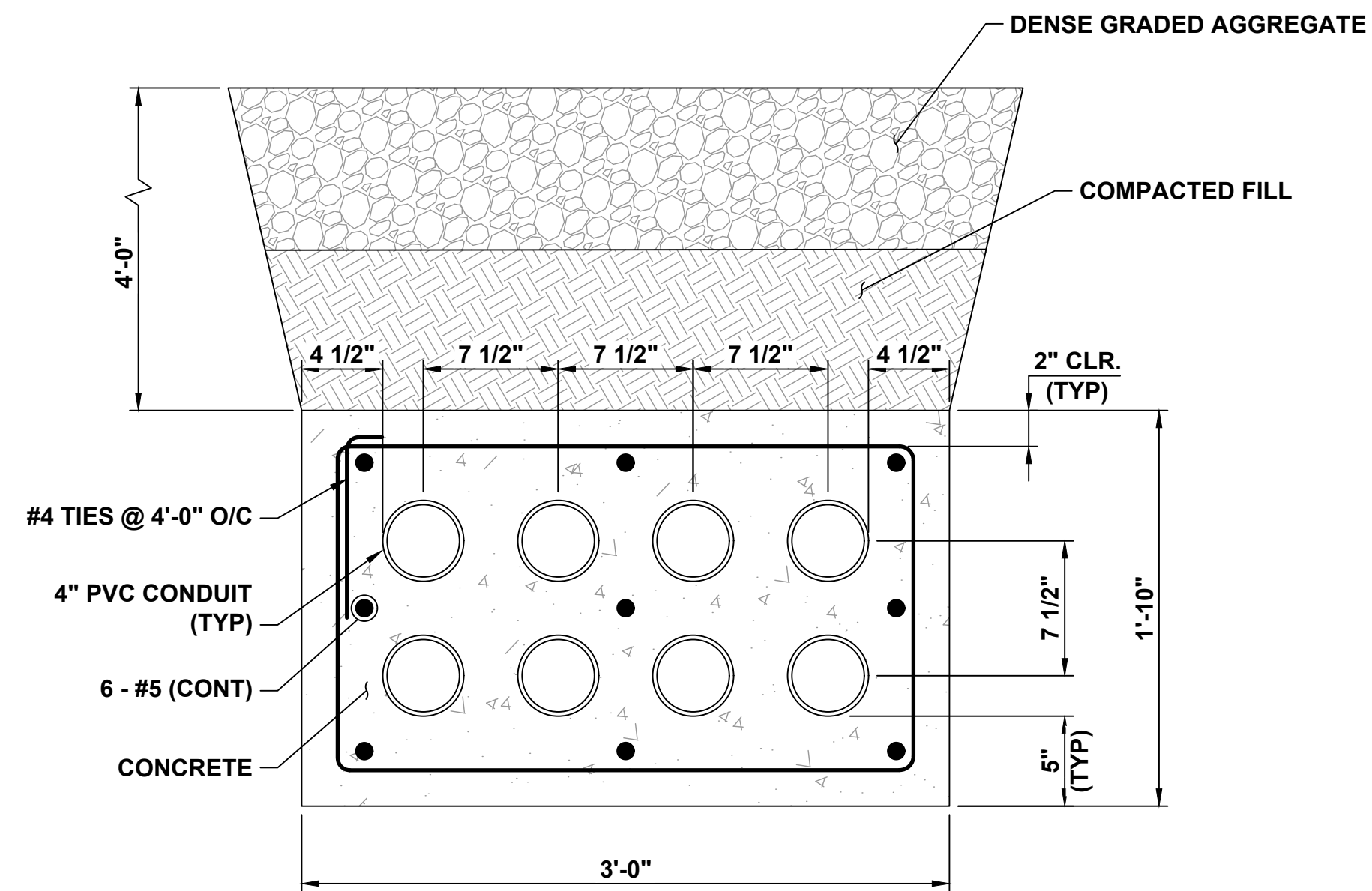


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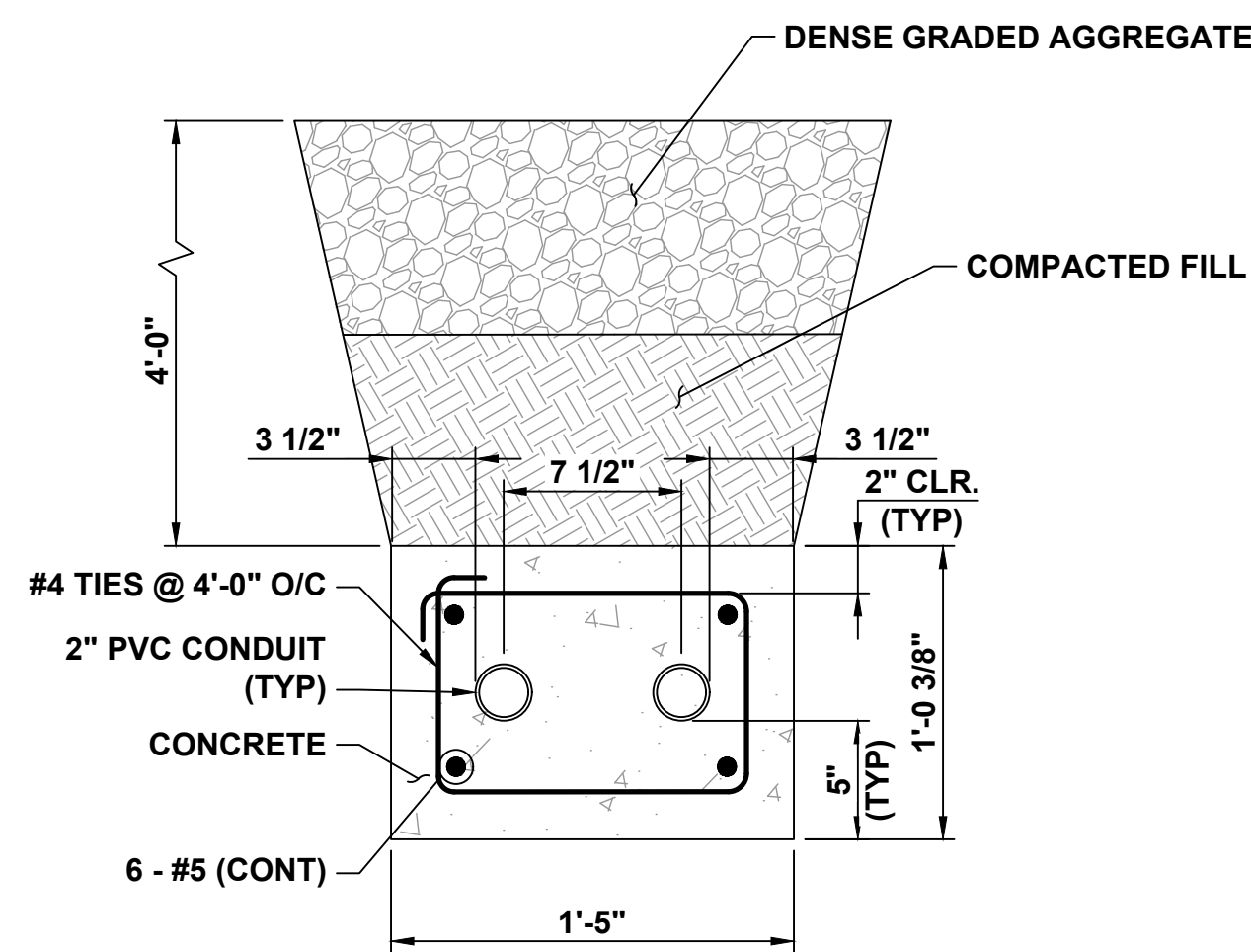
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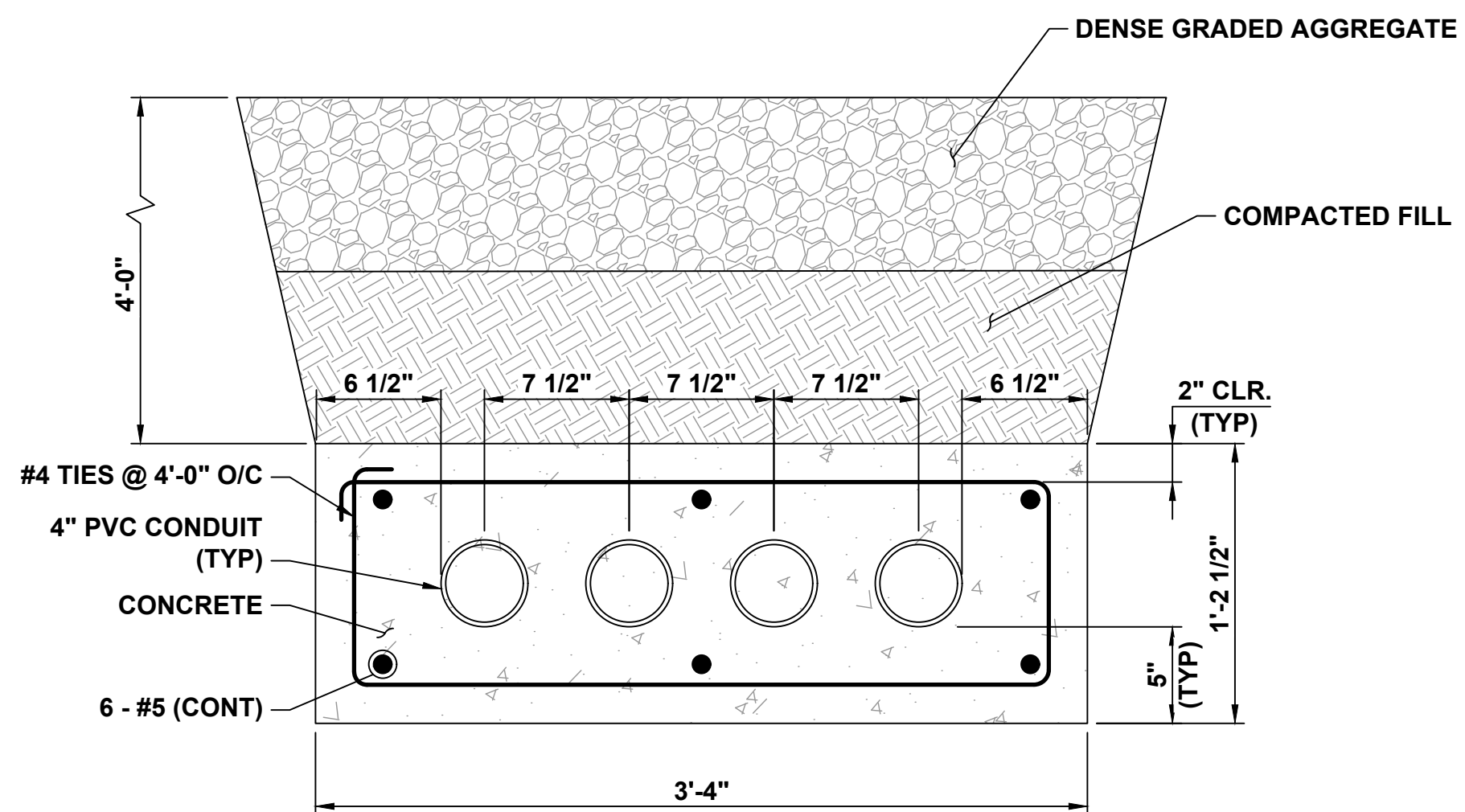
TYPICAL 5" 8-WAY CONCRETE ENCASED DUCTBANK
SCALE: 1 1/2"=1'-0"



TYPICAL 4" 8-WAY CONCRETE ENCASED DUCTBANK
SCALE: 1 1/2"=1'-0"



TYPICAL 2" 2-WAY CONCRETE ENCASED DUCTBANK
SCALE: 1 1/2"=1'-0"

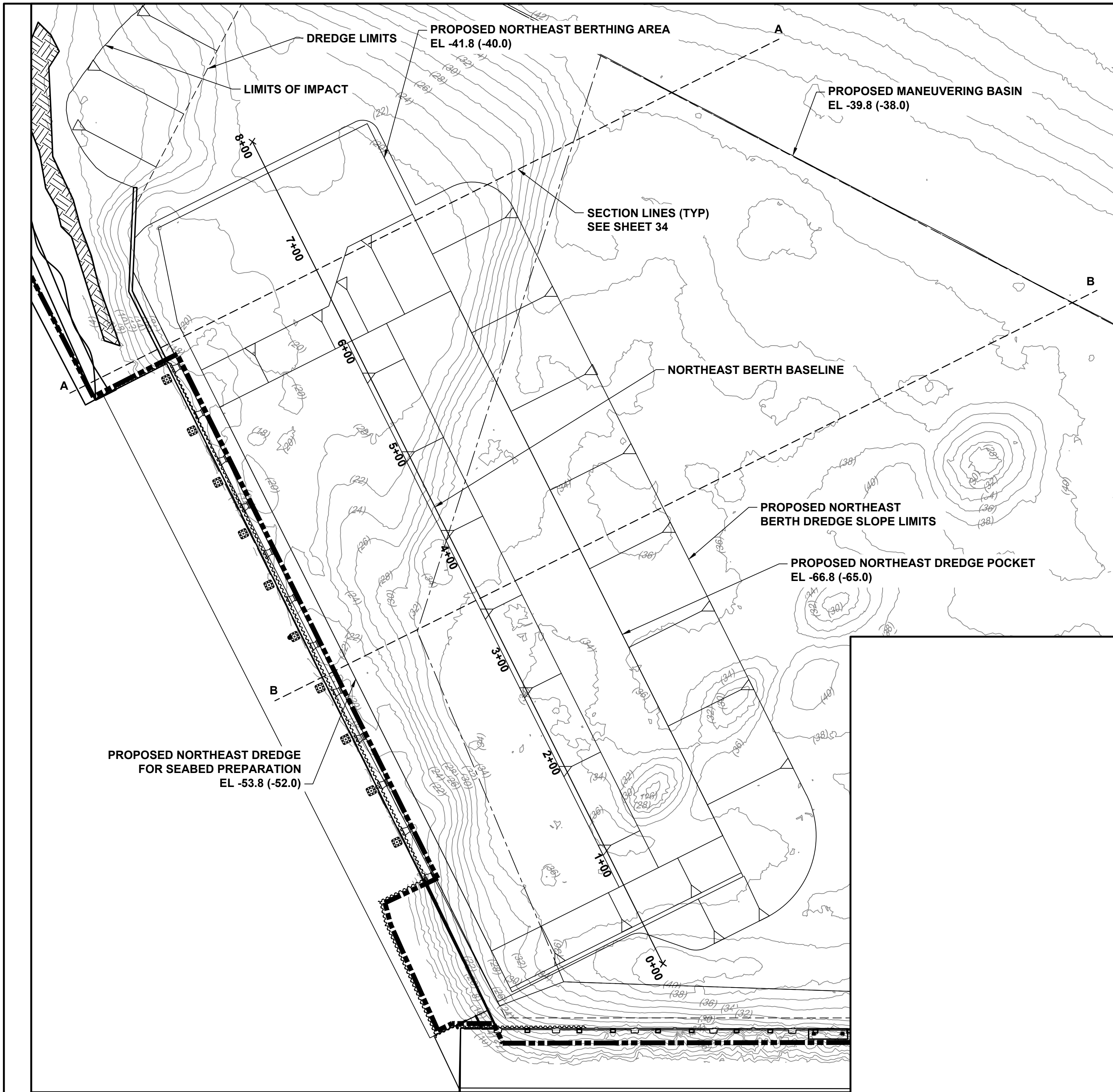


TYPICAL 2" & 4" 4-WAY CONCRETE ENCASED DUCTBANK
SCALE: 1 1/2"=1'-0"

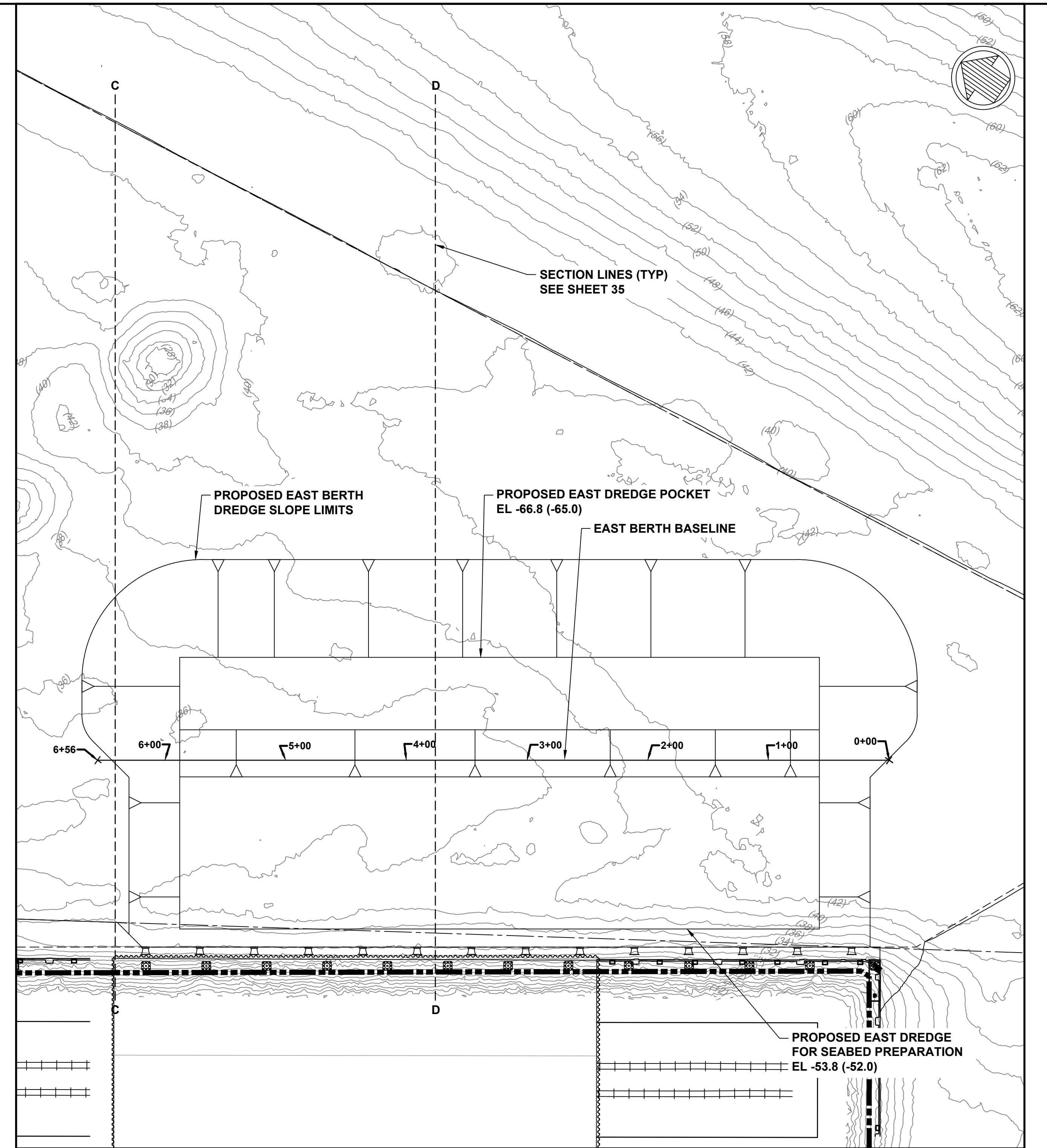
DUCTBANK NOTES:

1. ALL 5" SCHEDULE 40 PVC CONDUIT SHALL HAVE AN OUTER DIAMETER OF NO MORE THAN 5.5" AND THE ENDBELL OUTER DIAMETER OF NO MORE THAN 6.1".
2. ALL 4" SCHEDULE 40 PVC CONDUIT SHALL HAVE AN OUTER DIAMETER OF NO MORE THAN 4.5" AND THE ENDBELL OUTER DIAMETER OF NO MORE THAN 5".
3. ALL END BELLES SHALL BE STAGGERED AT NO LESS THAN 12" ACROSS THE ENTIRE DUCTBANK SECTION.
4. ALL DUCTBANK SPACINGS SHALL BE REDUCED TO ENTER THE OPENINGS IN THE EQUIPMENT.
5. THE TOP OF THE DUCTBANK SHALL NOT BE SHALLOWER THAN 48" BELOW FINISHED GRADE.
6. DEVIATIONS IN DUCTBANK SHALL BE REQUIRED FOR ROUTING AROUND UTILITIES AND OTHER DUCTBANKS.
7. THE SLOPE OF ALL DUCTBANKS SHALL BE TOWARDS MANHOLES. IN DUCTBANK LENGTHS THAT DO NOT HAVE MANHOLES, THE SLOPE SHALL BE TO THE EQUIPMENT NEAREST TO THE EDGE OF THE PIER.
8. CONCRETE COMPRESSIVE STRENGTH $f'_c = 3,000$ PSI.
9. REINFORCING STEEL - UNCOATED ASTM A615, GRADE 60.
10. CONTINUOUS REINFORCING STEEL SHALL BE LAPPED 36 X BAR DIAMETER AT SPLICES AND CORNERS, UNLESS OTHERWISE NOTED.
11. INTENTIONALLY LEFT BLANK
12. THE SPACING IN BETWEEN 4", 5" AND 2" MIXED CONDUITS IN A SINGLE DUCTBANK SHALL MAINTAIN THE OVERALL CENTERLINE OF THE LARGEST CONDUIT IN THE DUCTBANK SECTION. THIS REQUIRES 7-1/2" IN BETWEEN 2" AND 4" CONDUITS, AND 8-1/2" IN BETWEEN A 4" AND 5" CONDUIT. THE REBAR AND CONCRETE COVER OF THE DUCTBANK CONDUITS SHALL REMAIN AS INDICATED FOR THE LARGEST CONDUIT IN THE DUCTBANK RUN.

DWG INFO: C:\BOS\Projects\10630-33\Drawings\10630-33.dwg, October 15, 2020 - 4:47 PM, MMIRANDA, (C) MOFFATT AND NICHOL



NORTHEAST BERTH
SCALE: 1" = 60'



EAST BERTH
SCALE: 1" = 60'

NOTES:

- 1. ELEVATIONS SHOWN ARE IN NAVD88 DATUM WITH MLLW IN PARENTHESES

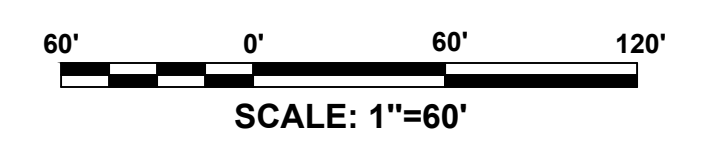


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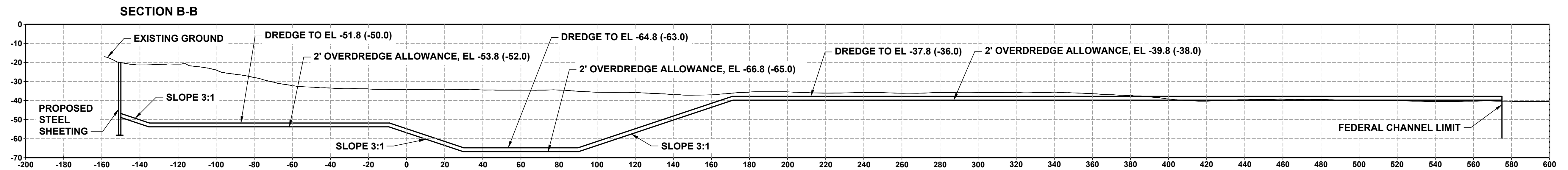
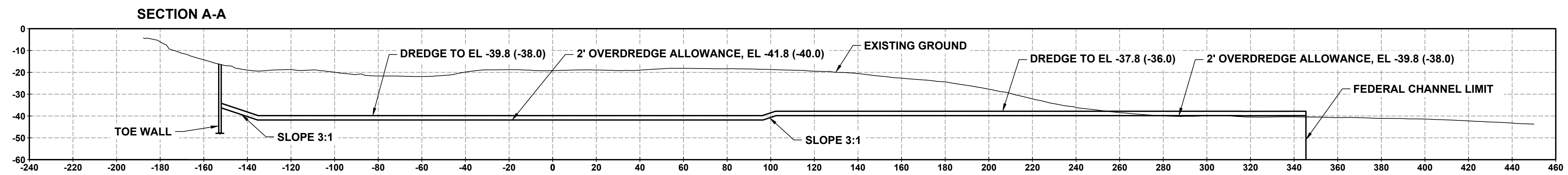


PROPOSED DREDGE ALIGNMENT PLAN
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL



DWG INFO: C:\BOS\Projects\10630 Detail Design State Pier\10630-34.dwg; October 13, 2020 - 12:41 PM; MIMIRANDA; C:\MOFFATT AND NICHOL



NOTE:
 1. ELEVATIONS SHOWN ARE IN NAVD88 DATUM WITH MLLW IN PARENTHESES



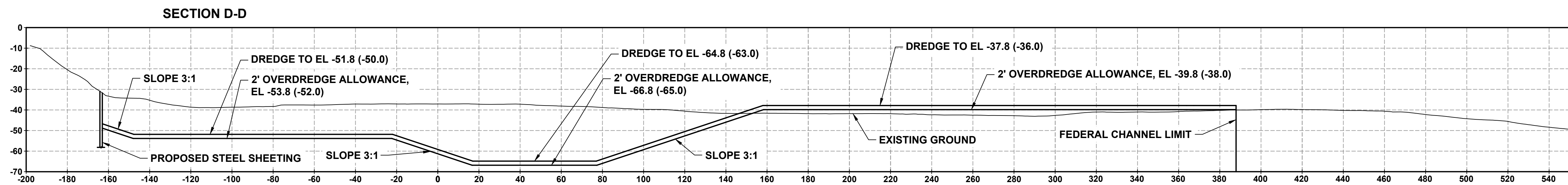
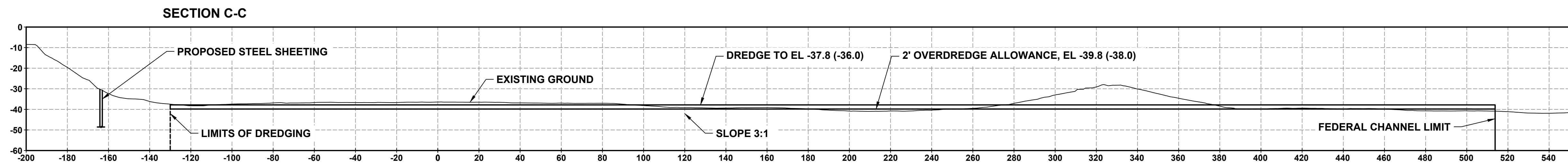
PERMITTING SET
 ISSUED: 10/23/2020
 NOT TO BE USED FOR CONSTRUCTION



NORTHEAST BERTH DREDGE SECTIONS
 STATE PIER INFRASTRUCTURE IMPROVEMENTS
 STATE PIER FACILITY - NEW LONDON, CT

SEAL

DWG INFO: C:\BOS\Projects\10630 Detail Design State Pier\10630-35.dwg; October 13, 2020 - 12:50 PM; MIMIRANDA; C:\MOFFATT AND NICHOL



NOTE:

- 1. ELEVATIONS SHOWN ARE IN NAVD88 DATUM WITH MLLW IN PARENTHESES



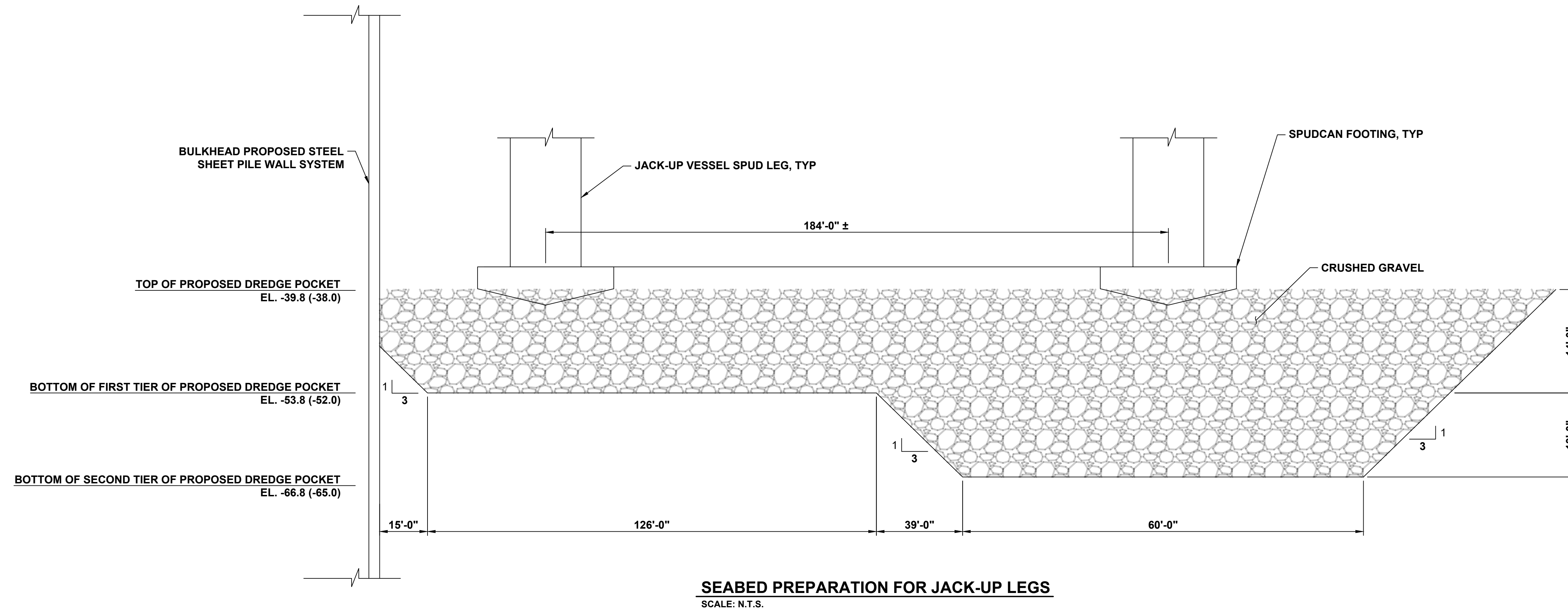
PERMITTING SET
ISSUED: 10/23/2020
NOT TO BE USED FOR CONSTRUCTION



EAST BERTH DREDGE SECTIONS
STATE PIER INFRASTRUCTURE IMPROVEMENTS
STATE PIER FACILITY - NEW LONDON, CT

SEAL

DWG INFO: C:\BOS\Projects\10630 Detail Design State pier\10630-36.dwg; October 13, 2020 - 12:49 PM; MMIRANDA; C:\MOFFATT AND NICHOL



NOTES:

1. ELEVATIONS SHOWN ARE IN NAVD88 DATUM WITH MLLW IN PARENTHESES
2. SPUD LEG AND FOOTING ARE REPRESENTATIVE. ACTUAL SIZES OF THESE ELEMENTS ARE DEPENDENT ON THE SELECTED INSTALLATION VESSEL.
3. NORTHEAST BERTH CRUSHED GRAVEL = 99,400 CY
4. EAST BERTH CRUSHED GRAVEL = 99,400 CY

APPENDIX K

**The following Statement,
General Conditions and
Special Conditions to be
included in the DOA
Permit**

Statement

"...It has been determined that the activities authorized do not impair the usefulness of the USACE Navigation project and is not injurious to the Public Interest..."

Standard Terms and Conditions

This appendix includes the standard conditions that must be included in all Section 408 approval notifications, except where marked as optional. Use of optional conditions should be based on scope and scale of the approved activity:

LIMITS OF THE AUTHORIZATION

1. This permission only authorizes you, the requester, to undertake the activity described herein under the authority provided in Section 14 of the Rivers and Harbors Act of 1899, as amended (33 USC 408). This permission does not obviate the need to obtain other federal, state, or local authorizations required by law. This permission does not grant any property rights or exclusive privileges, and you must have appropriate real estate instruments in place prior to construction and/or installation.
2. The time limit for completing the S408 work authorized ends with the expiration of the USACE Standard Permit. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
3. Without prior written approval of the USACE, you must neither transfer nor assign this permission nor sublet the premises or any part thereof, nor grant any interest, privilege or license whatsoever in connection with this permission. Failure to comply with this condition will constitute noncompliance for which the permission may be revoked immediately by USACE.
4. The requester understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration of the work herein authorized, or if, in the opinion of the Secretary of the Army or an authorized representative, said work will cause unreasonable conditions and/or obstruction of USACE project authorized design, the requester will be required upon due notice from the USACE, to remove, relocate, or alter the

structural work or obstructions caused thereby, without expense to the United States. No claim can be made against the United States on account of any such removal or alteration.

INDEMNIFICATION AND HOLD HARMLESS

5. The United States will in no case be liable for: any damage or injury to the structures or work authorized by this permission that may be caused or result from future operations undertaken by the United States, and no claim or right to compensation will accrue from any damage; or damage claims associated with any future modification, suspension, or revocation of this permission.
6. The United States will not be responsible for damages or injuries which may arise from or be incident to the construction, maintenance, and use of the project requested by you, nor for damages to the property or injuries to your officers, agents, servants, or employees, or others who may be on your premises or project work areas or the federal project(s) rights-of-way. By accepting this permission, you hereby agree to fully defend, indemnify, and hold harmless the United States and USACE from any and all such claims, subject to any limitations in law.
7. Any damage to the water resources development project or other portions of any federal project(s) resulting from your activities must be repaired at your expense.

REEVALUATION OF PERMISSION

8. The determination that the activity authorized by this permission would not impair the usefulness of the federal project and would not be injurious to the public interest was made in reliance on the information you provided.
9. This office, at its sole discretion, may reevaluate its decision to issue this permission at any time circumstances warrant, which may result in a determination that it is appropriate or necessary to modify or revoke this permission. Circumstances that could require a reevaluation include, but are not limited to, the following:
 - a. you fail to comply with the terms and conditions of this permission;
 - b. the information provided in support of your application for permission proves to have been inaccurate or incomplete; or
 - c. significant new information surfaces which this office did not consider in reaching the original decision that the activity would not impair the usefulness of the water resources development project and would not be injurious to the public interest

CONDUCT OF WORK UNDER THIS PERMISSION

10. You are responsible for implementing any requirements for mitigation, reasonable and prudent alternatives, or other conditions or requirements imposed as a result of environmental compliance.
11. Work/usage allowed under this permission must proceed in a manner that avoids interference with the inspection, operation, and maintenance of the federal project. In the event of any deficiency in the design or construction of the requested activity, you are solely responsible for taking remedial action to correct the deficiency. The right is reserved to the USACE to enter upon the premises at any time and for any purpose necessary or convenient in connection with government purposes, to make inspections, to operate and/or to make any other use of the lands as may be necessary in connection with government purposes, and you will have no claim for damages on account thereof against the United States or any officer, agent or employee thereof.
12. You must provide copies of pertinent design, construction, and/or usage submittals/documents. USACE may request that survey and photographic documentation of the alteration work and the impacted project area be provided before, during, and after construction and/or installation.
13. You may be required to perform an inspection of the federal project with the USACE, prior to your use of the structure, to document existing conditions.
14. USACE shall not be responsible for the technical sufficiency of the alteration design nor for the construction and/or installation work.

SPECIAL CONDITIONS

Navigation – Structures Near FNPs

1. To ensure the integrity of the Federal Navigation Project (FNP), the permittee shall perform and submit a pre-dredge hydrographic survey at least 15 days prior to the start of dredging, and a post-dredge hydrographic survey no more than 30 days after the completion of dredging. The pre-dredge hydrographic survey is required to establish a baseline prior to the start of work and shall include both dredge and disposal areas. The survey area shall include: a) the entire dredging area within the horizontal limits of the channel extending 500 feet upstream and downstream of the dredging area; and b) a minimum of 120 feet immediately outside of the eastern horizontal limit of the channel and extending 500 feet upstream and downstream of the dredging area.
2. The surveys shall achieve complete seafloor coverage using either multibeam sonar or multi-transducer sweep method. For hydrographic surveying techniques and information, refer to the Corps of Engineers Hydrographic Surveying Manual (EM 1110-2-1003). The

hydrographic survey deliverables are a minimum xyz file and pdf drawing both in U.S. Survey feet referenced to horizontal datum NAD 83 State Plane and vertical datum Mean Lower Low Water (MLLW). The pdf drawing should be at 100 scale and include the following: FNP limits, any pertinent structures in the area, and minimum soundings sorted to 20 feet. Address any questions regarding survey methodology to the Corps Survey Branch at (978) 318-8783.

3. The permittee shall mark the pre and post-dredge surveys with the words "Permit No. NAE-2018-02161" and mail them to: Navigation Branch, Corps of Engineers, New England District, 696 Virginia Road, Concord, MA 01742-2751, ATTN: Jennifer Thalhauser. Documents which are not marked and addressed in this manner may not reach their intended destination and do not comply with the requirements of this permit. Emails will not be accepted.
4. A standard, Corps of Engineers, Work-Start Notification Form (WSNF) shall be submitted to the Corps a minimum of two weeks prior to the commencement of the construction operations. The permittee shall mark the work-start with the words "Permit No. NAE-2018-02161" and mail them to: Navigation Branch, Corps of Engineers, New England District, 696 Virginia Road, Concord, MA 01742-2751, ATTN: Jennifer Thalhauser. Documents which are not marked and addressed in this manner may not reach their intended destination and do not comply with the requirements of this permit.
5. The permittee shall locate all structures (including vessels) far enough outside the FNP channel limit so neither the structures, nor any vessels tied to these structures, encroach into the FNP at any time.
6. The permittee shall not interfere with Corps of Engineers personnel or its contractors engaged in hydrographic surveys, maintenance or improvement of the existing FNP. If, in the opinion of the Corps, the permittee's structures or vessels attached to them must be moved to allow for the maintenance or improvement of the existing FNP, the permittee shall move the structures or vessels as directed by the Corps.
7. The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

8. The permittee shall not hold the Government or its contractor responsible for damage(s) to these structures or any vessels tied to them during surveying or dredging operations.

**MEMORANDUM OF AGREEMENT
BETWEEN
THE UNITED STATES ARMY CORPS OF ENGINEERS,
NEW ENGLAND DISTRICT
AND
THE CONNECTICUT PORT AUTHORITY AND
THE CONNECTICUT STATE HISTORIC PRESERVATION OFFICE
REGARDING
THE STATE PIER INFRASTRUCTURE IMPROVEMENTS
CITY OF NEW LONDON,
NEW LONDON COUNTY, CONNECTICUT**

WHEREAS, the Connecticut Port Authority (CPA) proposes to alter the Central Vermont Railroad (CVRR) Pier in the City of New London, New London County, Connecticut, as part of the State Pier Infrastructure Improvements (SPII/Project); and

WHEREAS, the proposed Project requires a U.S. Army Corps of Engineers (USACE) authorization pursuant to Sections 10 and 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403 and 408, respectively) and Section 404 of the Clean Water Act (33 U.S.C. 1344), and USACE is the responsible Federal Agency for issuing the permit; and

WHEREAS, the proposed Project is considered an undertaking as defined in Section 106 of the National Historic Preservation Act (NHPA) and is therefore subject to that law; and

WHEREAS, the USACE must demonstrate compliance with Section 106 of the NHPA prior to issuing any Department of the Army Permits pursuant to Section 404 of the Clean Water Act and Section 10 of the River and Harbors Act, and is considering the effects of the Project for the purposes of compliance with Section 106 of the NHPA as part of the overall permitting process; and

WHEREAS, pursuant to 33 CFR § 325, Appendix C, 1 and 36 CFR § 800.4(a), the USACE has established in consultation with the Connecticut State Historic Preservation Office (SHPO) that the Permit Area for the Project (see Attachment A) includes the limits of disturbance caused by the Project; and

WHEREAS, in accordance with 33 CFR § 325, Appendix C, 7 and 36 CFR § 800.5(a), the USACE has determined in consultation with the SHPO and CPA that the Project will have an adverse effect upon the CVRR Pier, a property listed on the National Register of Historic Places; and

WHEREAS, USACE has consulted with the SHPO in accordance with Section 106 of the NHPA, and it's implementing regulations, 36 CFR § 800, and the USACE implementing regulations (33 CFR § 325 Appendix C, 8-10) to resolve the adverse effects on the CVRR Pier; and

WHEREAS, USACE has invited New London Landmarks, New London Maritime Society, and Ledge Light Foundation to participate in the Section 106 process as consulting parties in accordance with 36 CFR Section 800.3(f)(3) and they have chosen to participate in consultation; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), USACE has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

WHEREAS, CPA is the USACE permit applicant and has participated in the consultation, has responsibilities for implementing stipulations under this MOA, and pursuant to 36 CFR § 800.6(c)(2), has been invited to be a signatory to this MOA; and

NOW THEREFORE, USACE, CPA, and SHPO agree that the Project shall be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

Stipulations

1. CPA will record and document the CVRR Pier to Connecticut state-level standards, consisting of narrative text, photographs (including negatives or electronic media), a photographic index, and a photographic site plan. Photographs of the pier will be taken prior to construction to document preexisting conditions, and will be taken during noteworthy periods of construction, such as when the pier substructure is exposed. The submitted documentation will be archivally stable. The documentation will be submitted to SHPO for review and approval. Two hard copies of the documentation will be provided to SHPO: one copy for permanent archiving and one for the SHPO staff reference library.
2. CPA shall tender the amount of \$100,000 to the Ledge Light Foundation (Foundation), a non-profit 501c3 registered in the State of Connecticut, in order compensate for the adverse effect to the CVRR Pier by contributing to the preservation of another maritime historic landmark in New London. Bruce F. Buckley, President of the Foundation, will act as its agent. This sum shall be used for property repairs related to the Boarding Platform (or Apron), masonry repointing, repair/replacement of glass in the lantern room, and painting. These projects must be submitted to SHPO for review prior to procurement. None of this money should be used for administrative purposes.
3. CPA will prepare a popular booklet that discusses the history of the CVRR Pier and its role in the development of New London. The design and wording of the pamphlet will be submitted to the SHPO for review and approval. CPA is responsible for producing the content and design of the booklet and generating a print-ready version; SHPO will fund the printing. Hard copies of the pamphlet will be distributed to local historic societies and libraries.
4. CPA will prepare an interactive parallax website that will digitally illustrate the history and timeline of the CVRR Pier. The parallax website is a motion graphic interface that

allow users to scroll through a timeline. Various contexts and themes associated with the history of the CVRR Pier will be illustrated with the historic photos and images. The parallax website will be a subdomain on the Project website.

5. If necessitated by the Project, CPA will develop a historic materials treatment plan for the removal, dismantling, storing, repair, and reconstruction of the granite block bulkhead walls and associated historic materials. The need for the treatment plan will be precipitated on whether or not drainage outfalls or other Project work will be needed along the west wall of the pier. The treatment plan will be submitted to SHPO for review and approval.

Administrative Conditions

A. Personnel Qualifications

CPA shall ensure that all historic preservation work is carried out by or under the direct supervision of a person or persons meeting, at a minimum, *The Secretary of the Interior's Professional Qualifications Standards for Architectural Historian Professionals (48 FR 44738-9)*.

B. Post-Review Discoveries

If any unanticipated discoveries of historic properties or archaeological sites are encountered during the implementation of this undertaking, all work will cease in the vicinity of the discovery and CPA shall implement the procedures and protocols outlined in the Project's Unanticipated Discovery Plan (January 2021).

C. Amendments

Any party to this MOA may propose to USACE that the MOA be amended, whereupon USACE shall consult with the other parties to this MOA to consider such an amendment in accordance with 36 CFR § 800.6(c)(7). The amendment will be effective on the date the last party signs the MOA.

D. Resolving Objections

1. Should any signatory or invited signatory to this MOA object in writing to USACE regarding any action carried out or proposed with respect to this project or implementation of this MOA, USACE shall consult with the objecting party to resolve the objection. If after initiating such consultation USACE determines that the objection cannot be resolved through consultation, USACE shall forward all documentation relevant to the objection to the ACHP including USACE's proposed response to the objection. Within 30 days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:

- a) Advise USACE that the ACHP concurs in USACE's proposed response to the objection, whereupon USACE shall respond to the objection accordingly;
 - b) Provide USACE with recommendations, which USACE shall take into account in reaching a final decision regarding its response to the objection; or
 - c) Notify USACE that the objection will be referred for comment pursuant to 36 CFR § 800.7, and proceed to refer the objection and comment. The resulting comment shall be taken into account by USACE in accordance with 36 CFR § 800.7(c)(4) and § 110(1) of NHPA.
2. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, USACE may assume the ACHP's concurrence in its proposed response to the objection.
 3. USACE shall take into account any ACHP recommendation or comment provided in accordance with this stipulation, with reference only to the subject of the objection; USACE's responsibility to carry out all actions under this MOA that are not the subjects of the objection shall remain unchanged.

E. Review of Implementation

If the stipulations have not been implemented within five (5) years after execution of this MOA, the parties to this agreement shall review the MOA to determine whether revisions are needed. If revisions are needed, the parties to this MOA shall consult in accordance with 36 CFR § 800 to make such revisions; if amendments are needed, see Administrative Condition C, above.

F. Sunsetting/Duration

If the terms of this MOA have not been implemented by ten (10) years from date of the signed MOA, this MOA shall be considered null and void. In such event, USACE shall so notify the parties to this MOA, and if it chooses to continue with this project, shall reinstate review of the project in accordance with 36 CFR § 800.

H. Termination

1. If any signatory or invited signatory to this MOA determines that its terms will not or cannot be carried out that party shall immediately consult with the other signatories and invited signatory to attempt to develop an amendment per Administrative Condition C, above. If within thirty (30) days (or another time period agreed to by all signatories and invited signatory) an amendment cannot be reached, any signatory or invited signatory may terminate the MOA upon written notification to the other signatories and invited signatory.
2. Should this MOA be terminated, USACE shall either:

- a) Consult in accordance with 36 CFR § 800.6(a)(1) to develop a new MOA; or
 - b) Request the comments of the ACHP pursuant to 36 CFR § 800.7(a)(1). The ACHP shall have 45 days to respond with comments.
3. The USACE and the ACHP may conclude the NHPA Section 106 process with an MOA between them if the SHPO terminates consultation in accordance with 36 CFR § 800.7(a)(2).

Execution of this MOA, and implementation of its terms, evidences that the USACE has taken into account the effects of the State Pier Infrastructure Improvement Project on historic properties.

SIGNATORIES:

U.S. ARMY CORPS OF ENGINEERS, NEW ENGLAND DISTRICT

By: Tammy R. Turley Date: 13 Oct 2021

Name and Title: Chief, Regulatory Division, USACE New England District

CONNECTICUT STATE HISTORIC PRESERVATION OFFICE

By: Jonathan Kinney Date: 10/7/21

Name and Title: Jonathan Kinney - Deputy State Historic Preservation Officer

INVITED SIGNATORY:

CONNECTICUT PORT AUTHORITY

By: [Signature] Date: October 5, 2021

Name and Title: John H. Henshaw, III, Executive Director

CONCURRING PARTY:

LEDGE LIGHT FOUNDATION

By: Bruce F. Buckley Date: 10/8/21

Name and Title: Bruce F. Buckley President LIF

CONNECTICUT IN-LIEU FEE (ILF) PROJECT IMPACT WORKSHEET

1. Corps file number: NAE-2018-02161
2. Date permit issued: _____
3. Corps project manager: Diane Ray
4. Permittee(s): Connecticut Port Authority
5. Project location/address: State Pier – New London, Connecticut
6. Lat/long of impact: 41.35822, -72.090834
7. 8-digit hydrologic unit code(s): 01100003
8. Service area: Thames River – south of I-95
9. Service area rate/square foot: 10.80
10. Number of credits to be purchased (impacts (SF)/43,560): 3.7
11. Resource(s) impacted:

Resource Type (list all that apply)	Type of Impact (by resource type)	SF of Aquatic Resources or Linear FT of Streams Impacted and Subject to Compensation	% of the Standard Amount	Credit Cost Per SF or LF	Cost
R	Discharge of fill	7.4 acres	50	10.80	1,740,658.
Total:					1,740,658.

Resource Type: Wetlands by NWI type (PFO, PSS, PEM, M1, M2, E2, etc.), vernal pool (VP), VP critical terrestrial habitat (CTH), and/or river, stream, or brook (R).

Type of impact: May include one or more of the following: fill, conversion (e.g., forested to shrub/scrub), excavation with associated discharge, etc.

Note: Ensure you copy Adriana Ieraci adriana.ieraci@audubon.org and Leslie Kane lkane@audubon.org on the authorization with the CT ILF Requirement



**US Army Corps
of Engineers**®
New England District

WORK-START NOTIFICATION FORM

EMAIL TO: taylor.m.bell@usace.army.mil, and Jenifer.e.thalhauser@usace.army.mil

or MAIL TO:

Taylor Bell
Project and Technical Support Branch, Regulatory
U.S. Army Corps of Engineers, New England District
696 Virginia Road
Concord, Massachusetts 01742-2751

Jenifer Thalhauser
Navigation Branch
U.S. Army Corps of Engineers, New England District
696 Virginia Road
Concord, Massachusetts 01742-2751

Corps of Engineers Permit No. NAE 2018-02161 was issued to Connecticut Port Authority.
This work is located in Thames river and authorized work associated with modernization of the
State Pier Facility.

The people (e.g., contractor) listed below will do the work, and they understand the permit's conditions and limitations.

PLEASE PRINT OR TYPE

Name of Person/Firm: _____

Business Address: _____

Phone & email: () _____ () _____

Proposed Work Dates: Start: _____ Finish: _____

Permittee/Agent Signature: _____ Date: _____

Printed Name: _____ Title: _____

Date Permit Issued: _____ Date Permit Expires: _____

FOR USE BY THE CORPS OF ENGINEERS

PM: _____ Submittals Required: _____

Inspection Recommendation: _____



**US Army Corps
of Engineers**®
New England District

COMPLIANCE CERTIFICATION FORM
(Minimum Notice: Permittee must sign and return notification
within one month of the completion of work.)

Permit Number: NAE-2018-02161

Project Manager: Taylor Bell

Name of Permittee: Connecticut Port Authority

Permit Issuance Date: 12/16/2021

Please sign this certification and return it to our office upon completion of the activity and any mitigation required by the permit. You must submit this after the mitigation is complete, but not the mitigation monitoring, which requires separate submittals.

* E-MAIL TO: cenae-r@usace.army.mil; or *
* * * * *
* MAIL TO: Permits and Enforcement Branch B *
* U.S. Army Corps of Engineers, New England District *
* Regulatory Division *
* 696 Virginia Road *
* Concord, Massachusetts 01742-2751 *

Please note that your permitted activity is subject to a compliance inspection by an U.S. Army Corps of Engineers representative. If you fail to comply with this permit you are subject to permit suspension, modification, or revocation.

I hereby certify that the work authorized by the above referenced permit was completed in accordance with the terms and conditions of the above referenced permit, and any required mitigation was completed in accordance with the permit conditions.

Signature of Permittee

Date

Printed Name

Date of Work Completion

() _____
Telephone Number

() _____
Telephone Number