

Attachment E – Norwalk Harbor Management Commission Consultation



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

ATTACHMENT E: HARBOR MANAGEMENT COMMISSION DEEP PERMIT CONSULTATION FORM

You need to complete and submit this form only if your town has a Harbor Management Commission.

To the applicant- Prior to the submission of your permit application to the Connecticut Department of Energy and Environmental Protection- Office of Long Island Sound Programs (DEEP- OLISP), please complete Part I and submit this form to your local harbor management commission (contact the town for the appropriate contact person) with a location map of your site and project plans. Once the commission returns the completed form to you, please submit it along with your permit application to the DEEP.

Part I: To be completed by APPLICANT

1. List applicant information.

Name: **Connecticut Department of Transportation**

Mailing Address: **2800 Berlin Turnpike**

City/Town: **Newington**

State: **CT** Zip Code: **06131**

Business Phone: **860-594-2931**

ext. Fax: **860-595-3028**

Contact Person: **Kimberly C. Lesay**

Title: **Trans. Asst. Planning Director**

E-mail: **Kimberly.Lesay@ct.gov**

2. List engineer/surveyor/agent information.

Name: **HNTB Corporation**

Mailing Address: **55 Capital Boulevard, 4th Floor**

City/Town: **Rocky Hill**

State: **CT** Zip Code: **06067**

Business Phone: **913-221-3327**

ext. Fax: **860-257-7394**

Contact Person: **Christian J. Brown**

Title: **Project Manager**

Service Provided: **Design and Permitting**

3. Site Location:

Street Address or Location Description: **Walk Bridge - RR Bridge Over the Norwalk River**

City/Town: **Norwalk**

State: **CT** Zip Code: **06855**

Tax Assessor's Reference: Map

Block

Lot

4. Are plans attached? Yes No If Yes, provide date of plans:

5. Provide or attach a brief, but thorough description of the project: In cooperation with the Federal Transit Administration (FTA), the Connecticut Department of Transportation (CTDOT) proposes to replace the New Haven Line Railroad Bridge (Walk Bridge, Bridge No. 04288R) crossing the Norwalk River in Norwalk, Connecticut. Walk Bridge, constructed in 1896, is a four-track movable railroad bridge consisting of a 200-foot swing span, supported by a center pivot pier, and two fixed

approach spans to the west of the swing span and one fixed approach span to the east of the swing span. Walk Bridge is a critical piece of public infrastructure on the New Haven Line/Northeast Corridor (NHL/NEC). Walk Bridge carries Amtrak intercity and high-speed passenger service on the NEC, is used for Metro-North Railroad (MNR) commuter rail service, and supports Providence and Worcester Railroad Company (P&W) through freight service. Replacement of the existing Walk Bridge will support Amtrak, MNR and freight service. Additionally, Walk Bridge is the northern boundary of the Norwalk Harbor, rated as a small commercial port by the USACE, with over 2,300 moorings and berthing spaces, and between 2,000 to 3,000 commercial vessel trips per year to port facilities. The replacement bridge will support marine use and operations on the Norwalk River. The purpose of the project is to replace the existing deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service, offer operational flexibility and ease of maintenance, and provide for increased capacity and efficiencies of rail transportation along the New Haven Line/Northeast Corridor, while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River.

CTDOT proposes to construct a movable vertical lift structure and fixed approach spans to replace the existing movable bridge. The project consists of the removal of the existing bridge, including the superstructure, substructure elements (abutments and piers), timber pier protection system, and deactivated electrical and railroad submarine cables; and construction of the replacement bridge. The four-span replacement bridge includes two side-by-side, 240-foot vertical lift spans across the Norwalk River, each with independently operated mechanical and electrical equipment. The pair of 240-foot vertical lift spans provides 170 feet horizontal navigational clearance between fenders, 60.73 feet vertical clearance above mean high water (MHW) when the span is fully raised, and 25.73 feet vertical clearance above MHW when the span is closed.

CTDOT has coordinated with the National Oceanic and Atmospheric Administration/ National Marine Fisheries Service (NOAA/NMFS), CTDEEP, and the U.S. Army Corps of Engineers (USACE) in developing environmental protection measures for the project. Through coordination with NOAA/NMFS, CTDEEP, and USACE, CTDOT has agreed to implement the following environmental protection measures, including time of year restrictions and resource protection measures:

Time of Year Restrictions:

- Dredging will occur only between December 1st and January 31st;
- Unconfined in-water silt producing activities will occur only between October 1st and January 31st (excluding installation and removal of piles and sheetpiles);
- Pile driving between April 1st and June 30th will occur only during predetermined daily time windows as follows: 12-hour work periods followed by 12-hour work-free periods;
- Pile driving between March 16th and October 31st will use soft starts at the beginning of each shift (piles installed between November 1st and March 15th do not need to use soft starts).

Resource Protection Measures:

- Pile driving/extraction and drilled shaft and micropile drilling activities will be coordinated to ensure activities are only taking place on one half (or occupy only 50% when working in the middle of the river) of the navigation channel at a time.
- Marine enclosures will be installed prior to the start of certain construction activities. Marine enclosures are steel sheet pile structures that are not to be considered as being water-tight. The sheeting allows low velocity flow between the enclosure and the outer tidal waters; the elevation of water inside the enclosure is isolated from tidal waters and therefore lags the tide. The marine enclosures will be installed so that the top of the enclosure is at, or above, Elevation 6.2 (1 foot above the high tide line). To further prevent siltation outside of the marine enclosure, a turbidity curtain will be deployed around its exterior perimeter. The turbidity curtain will be held stationary using anchors, barges, or existing piles.
- Turbidity curtains [Type 3 Department of Transportation (DOT) Heavy Duty Tidal Waters] will be installed prior to the start of the following activities:
 - o Marine enclosure installation,
 - o Pier construction (with marine enclosure),
 - o Pier removal (with marine enclosure),
 - o Duct bank and submarine cable installation (with marine enclosure),
 - o Existing submarine cable removal,

- o Slide rail installation and removal for swing span removal,
- o Fender pile installation and existing fender removal,
- o Dredging,
- o Construction platform pile driving,
- o Pile installation and removal at the vessel docks,
- o Bulkhead installation and removal (with marine enclosure) at Marine Staging Yard,
- o Sheet pile installation and outfall reconstruction at the IMAX,
- o IMAX Theater removal (with marine enclosure),
- o Wetland restoration.
- Water quality monitoring for turbidity and contaminants will be conducted during in-water construction activities.

CTDOT will forward a complete Structures, Dredge and Fill permit application to the Norwalk Harbor Management Commission concurrent with filing the application with CTDEEP.

Part II: To be completed by HARBOR MANAGEMENT COMMISSION

This consultation form is required to be submitted as part of an application for a Structures, Dredging & Fill permit (section 22a-361 of the Connecticut General Statutes (CGS)) and/or Tidal Wetlands permit (CGS section 22a-32) to the DEEP- OLISP. The application has not yet been submitted to the DEEP. Please review the enclosed materials and determine whether the project is consistent or inconsistent with your local Harbor Management Plan. You may also provide comments or recommendations regarding the proposal. The Harbor Management Commission may still provide written comments to the Commissioner during the Department's public notice comment period. Should you have any questions regarding this process, please call DEEP-OLISP at (860) 424-3034 to speak with the analyst assigned to the town in which the work is proposed. **Please return the completed form to the applicant.**

HARBOR MANAGEMENT COMMISSION DETERMINATION:

Check one of the following:

- The Commission has determined that the work as described in Part I of this form and attachments is **CONSISTENT** with the harbor management plan.
- The Commission has determined that the work as described in Part I of this form and attachments is **INCONSISTENT** with the following section of the harbor management plan:

COMMENTS/RECOMMENDATIONS (or check here if attached:):

Signature of Commission Representative

Date

Print Name of Commission Representative

Title

Chronology of Norwalk Harbor Management Commission Consultation

Below is a list of meetings which CTDOT attended to consult with the Norwalk Harbor Management Commission on the Walk Bridge Replacement Project (post FONSI/ROD). Prior to the meetings, CTDOT forwarded draft permitting plates and application components (including specifications) to the Commission for review and discussion. The purposes of the meetings were to review the construction activities and discuss and resolve concerns of the Commission.

Date	Activity
5/23/2018	Shellfish Harbor Management Commission Meeting
2/27/2019	Shellfish Harbor Management Commission Meeting
3/27/2019	Shellfish Harbor Management Commission Meeting
6/26/19	Submittal of Structures Dredge and Fill Permitting Consultation Form
7/25/19	Shellfish Harbor Management Commission Meeting