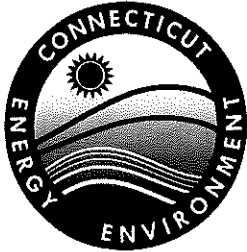


Attachment N – U.S. Army Corps of Engineers Consultation



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

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

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

Part I: Applicant Information

To be completed by applicant.

1. List applicant information:

Name: 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 or 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
E-mail: cbrown@hntb.com
Service provided: Design and Permitting

3. Site location:

Name of site : Walk Bridge
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: _____

Part I: Applicant Information (continued)

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.

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

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

COMMENTS/RECOMMENDATIONS:

USACE Application number: _____

Signature of Project Manager

Date

Printed Name of Project Manager

Chronology of U.S. Army Corps of Engineers Consultation

Below is a list of meetings CTDOT conducted with the U.S. Army Corps of Engineers (USACE) on the Walk Bridge Replacement Project (post July 2017 FONSI/ROD). The purposes of the meetings were to review the construction activities, discuss and resolve concerns of the USACE, and ascertain permitting requirements.

Date	Meeting
9/26/2017	USACE/USCG/CTDEEP Coordination Meeting
5/3/2018	Program Update – USCG/USACE/DEEP
1/17/2019	Interagency Coordination with CTDEEP and USACE (including follow-up coordination)
2/14/2019	USACE-USCG Meeting
7/23/2019	Structures, Dredging and Fill, and Tidal Wetlands Pre-Application Meeting
9/9/2019	USACE Regulatory and Navigation Divisions