

CONSULTING ENGINEERS & SURVEYORS 1084 Cromwell Avenue, Suite A-2 Rocky Hill, CT 06067 Tel: 860-436-4364 Fax: 860-436-4626 www.martinezcouch.com



March 26, 2020

Old Lyme Harbor Management Commission Town Hall 52 Lyme Street Old Lyme, CT 06371 860-434-1605

Reference: CT DEEP Pre-Submission Consultation Form Amtrak Connecticut River Bridge (MP 106.89) Replacement Project, Old Saybrook – Old Lyme, CT

Dear Steve Ross,

The National Railroad Passenger Corporation (Amtrak) proposes to replace the Connecticut River Bridge, which became operational in 1907 and is nearing the end of its useful life. The existing Connecticut River Bridge is located along Amtrak's Northeast Corridor (MP 106.89) between the Town of Old Saybrook in Middlesex County and the Town of Old Lyme in New London County.

Amtrak will replace the existing Connecticut River Bridge with a bascule bridge to be located 52' south of the existing structure, as measured centerline to centerline. The new structure will provide for a channel that will slightly increase the width of the existing 148-ft channel to 150-ft and will slightly shift the channel 14.5-ft west towards the center of the river. The new bridge will contain a two-track, electrified railroad movable bridge, approach spans and at-grade approaches that tie into the existing railroad. The new bridge will require a new substructure and foundations. Fill for the new embankment will be supported with berms and retaining walls to minimize impacts to the wetlands. Upon completion of the new bridge, the existing Connecticut River Bridge will be decommissioned.

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

Enclosed for your review and response is the DEEP Pre-Submission Consultation Form to ensure consistency of the project with the Town of Old Lyme Harbor Management Plan. Please return your response directly to me.

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

Regards,

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

R. Lauka Frene



CONSULTING ENGINEERS & SURVEYORS



Phone: (860) 929-7628 rlauk@martinezcouch.com

Attachments:

- AmtrakConnRiverPermitPresubmission_Documents03_26_2020 (LWRD License application Pre-Submission Consultation Form; Part I: Project Description; Figure 1 – Project Location Map; Figure 2 – Arial Site Maps)
- AmtrakConnRiver Bridge_60%Design_Plans Part 1 (sheets X-004, X-005, EX-1 thru EX-11, S-003, and S-004)
- AmtrakConnRiver Bridge_60%Design_Plans Pat 2 (CV-001, CV-100, CV-101 thru CV-106, CV-201 thru CV-218)
- AmtrakConnRiver Bridge_60%Design_Plans Pat 3 (CV-219 thru CV-224, CV-501, CV-502, CV-503, T-601 thru T- 610)
- cc. John Brun, Amtrak Craig Rolwood, Hardesty & Hanover Leslie Mesnick, Calladium Group



Connecticut Department of Energy & Environmental Protection Bureau of Water Protection & Land Reuse Land & Water Resources Division

LWRD License Application Pre-Submission Consultation Form

Harbor Management Commission

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 license application to the Connecticut Department of Energy and Environmental Protection (DEEP) Land & Water Resources Division (LWRD), please complete Part I, below, 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 license application to DEEP.

Part I: To be completed by APPLICANT

1.	Applicant/Registrant Information		
	Name: National Railroad Passenger Corporation (Amtrak)		
	Mailing Address: 30th Street Station		
	City/Town: Philadelphia	State: <u>PA.</u> Zip Code: <u>19104</u>	
	Business Phone: <u>215-349-3070</u>	Ext.:	
	Contact Person: <u>John Brun, P.E.,</u>	Title: Director, Structures Design	
	Business Phone: <u>215-349-3070</u>	Ext.:	
	E-mail: <u>BrunJ@amtrak.com</u>		
2.	Engineer/Surveyor/Agent Information (list as applicable)		
	Name: Martinez Couch & Associates, LLC	Title:	
	Mailing Address: 1084 Cromwell Avenue		
	City/Town: <u>Rocky Hill</u>	State: <u>CT.</u> Zip Code: <u>06067</u>	
	Business Phone: <u>860-436-4364</u>	Ext.:	
	Contact Person: <u>Rima Laukaitis, P.E.</u>	Title: Permitting Project Manager	
	Business Phone: <u>860-436-4364</u>	Ext.: <u>628</u>	
	E-mail: <u>rlauk@martinezcouch.com</u>		
	Service Provided: <u>Permitting services</u>		
3.	Site Location:		
	Name of Site : Amtrak Connecticut River Bridge Replacement		
	Street Address: The Connecticut River Bridge is located along Amtrak's Northeast Corridor (MP 106.89)		
	and spans the Connecticut River, 3.4 miles from the river'	s terminus in Long Island Sound	
	City/Town: Town of Old Saybrook & Town of Old Lyme S	ate: <u>C1.</u> Zip Code:	
	Tax Assessor's Reference: Map B	OCK Lot	
	Name of Waterbody: Connecticut River		
4.	🖂 Confirm location map and site plans are attached.		
	Date of plans: <u>02/26/2020 & 03/25/2020</u>		
5.	Provide or attach a brief, but thorough description of the project.		
	See the attached.		

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 license (Connecticut General Statutes (CGS) Section 22a-361) and/or Tidal Wetlands license (CGS Section 22a-32) to DEEP LWRD. The application has not yet been submitted to 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 DEEP's public notice comment period. Should you have any questions regarding this process, please call LWRD at 860-424-3019. Please return the completed form to the applicant within 60 days of receipt or consistency will be assumed.

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		

Part I.

5. Project Description: Amtrak Connecticut River Bridge Replacement Project, Old Saybrook – Old Lyme, CT

The National Railroad Passenger Corporation (Amtrak) proposes to replace the Connecticut River Bridge, which became operational in 1907 and is nearing the end of its useful life. The existing Connecticut River Bridge is located along Amtrak's Northeast Corridor (MP 106.89) between the Town of Old Saybrook in Middlesex County and the Town of Old Lyme in New London County. The existing bridge spans the Connecticut River, 3.4 miles from its mouth at the Long Island Sound.

The existing bridge is a steel truss bridge with a bascule span, allowing boat traffic to go through. The bridge is approximately 1,570 feet long and has 9 fixed piers and 1 bascule span. Bridge clearance below is 18 feet when closed and 68 feet when open. The existing navigation channel is about 148 feet wide. The existing channel is off-center in the river, and it is located closer to the eastern bank than to the western bank. Amtrak conducted a 2006 inspection, which determined the bridge was structurally deficient and determined that periodic rehabilitation work was no longer sufficient to keep the century-old bridge functional.

The Federal Railroad Administration (FRA) and Amtrak prepared an Environmental Assessment (EA) in accordance with the National Environmental Policy Act of 1969 (42 USC &4321 et seq.) (NEPA) for the Connecticut River Bridge Project. Based on the study, the FRA issued a Finding of No Significant Impact (FONSI) in 2016.

Amtrak is proposing to replace the existing Connecticut River Bridge with a new bascule bridge to be located 52' south of the existing structure, as measured centerline to centerline. The new structure will provide for a channel that will slightly increase the width of the existing 148-ft channel to 150-ft and will slightly shift the channel 14.5-ft west towards the center of the river. It will provide a vertical clearance of 24 feet in the closed position (an increase of 6 feet compared to the existing bridge). In the open position, the vertical clearance will be unlimited for a 90 foot-wide portion of the channel. The full channel width will have at least 74 feet of vertical clearance. The new bridge will comprise a two-track, electrified railroad movable bridge, approach spans and at-grade approaches that tie into the existing railroad. The existing bridge will remain operational during the new bridge construction.

The new bridge will require a new substructure and foundation. Fill for the new embankments will be supported with berms and retaining walls to minimize impacts to the wetlands.

Upon completion of the new bridge, the existing Connecticut River Bridge will be decommissioned. It is anticipated that approach spans would be lifted off their piers with a crane and placed on a barge for removal. The existing moveable span would likely be floated out on barges. Following the superstructure removal, the contractor would use an expansion demolition agent to break the piers into more manageable parts, which are then removed with a barge-mounted crane. This process does not require the use of explosives. Depending upon U.S. Coast Guard requirements, the existing timber piles would be removed from the pier foundations and fender system, either by removing them completely or by cutting them off two feet below the mudline. During demolition, turbidity curtains would be used to control any sediment that might be disturbed. The existing east and west abutments of the bridge will remain, except the portions of south wing walls and cofferdams on both sides that will be demolished to accommodate the new abutments. Piers 6 and 7 (See Drawing S-003) will remain. A portion of the existing CT DEEP Boardwalk will be temporarily removed during the bridge construction and rebuilt in kind after the new bridge is constructed.

Construction Access

The project site lacks any convenient, direct connections to local roadways for construction equipment and materials to access the site. To ensure safety at the worksite, existing railroad operations must be maintained with adequate separation between the operating tracks that form the northern boundary of the project site and construction activities. The south side of the project site extends into regulated tidal wetlands and open waterfront of the Connecticut River. Best Management Practices (BMP's) will be used to the maximum extent practicable to minimize impacts to the Connecticut River, tidal wetlands, and aquatic resources, and to minimize turbidity form water-based construction operations.

To accommodate the construction access route in Old Lyme, the north side of the existing embankment will be widened and a temporary trestle bridge across the Lieutenant River will be installed. Lieutenant River is a navigable river with an existing 33' horizontal and 11' vertical clearance, and therefore a temporary crossing may require approval through the project's USCG Bridge Permit or through its own USCG Bridge Permit. The project team is coordinating with USCG. At the proposed eastern abutment, a temporary trestle bridge, extending to a portion of the Connecticut River with a minimum depth of 12', is proposed as a potential means of turn around for vehicles with the dual-use as barge access.

On the other side of the Connecticut River, to facilitate construction work in Old Saybrook, vehicular access to the existing unpaved path, within the Amtrak ROW, may be possible through two different routes. The first is through a private quarry and the second through Roamtree Drive, a private road. Both possible access routes connect to Boston Post Road (Rt 1). It is anticipated that the access path will be widened from approximately 10 to 20 feet to facilitate construction access. At the proposed western abutment in Old Saybrook, a temporary trestle bridge, extending to a portion of the river with a minimum depth of 12', is also proposed.

Throughout the project, substantial construction operations, including abutments and abutment wingwalls, piers, superstructure erection, and demolition of the existing bridge, are likely to be performed using waterborne craft. Dredging will be required within open water areas, including within the navigable channel limits and tidal wetlands, to provide proper construction access for these barges.

Navigation

In general, navigation will be maintained throughout construction. During the float-in of the new movable span, navigation channel closure will likely be required for a period of up to ten days. Any temporary closures of the navigation channel will be coordinated with the USCG.











