

**NEW HAVEN HARBOR
CONNECTICUT
NAVIGATION IMPROVEMENT PROJECT**

**DRAFT INTEGRATED FEASIBILITY REPORT
AND ENVIRONMENTAL IMPACT STATEMENT**

**APPENDIX D
ENGINEERING**

**New Haven Harbor, CT,
Navigation Improvement Study
Appendix D
*Engineering and Design***

Table of Contents

I.	Existing Conditions	4
a.	Existing Bathymetry:	4
b.	Existing Utilities:	4
c.	Existing Bedrock:	5
II.	Channel Design	6
a.	Design Vessel:	6
b.	Alignment:	6
i.	Entrance Channel	6
ii.	Interior Channel	7
iii.	Bend	8
iv.	Turning Basin	8
c.	Channel Width:	10
i.	Interior Channel:	13
ii.	Entrance Channel:	14
iii.	Channel Bend at Breakwaters:	15
iv.	Turning Basin:	17
d.	Channel Depth:	18
e.	Cable Cover Requirements:	19
III.	Quantities	19
a.	Total Dredge Quantities:	19
b.	Sand Quantities:	22
c.	Unsuitable Material Quantities:	23
IV.	Disposal Areas	24
a.	Central Long Island Sound Disposal Site Historic Mound Restoration	25
b.	Morris Cove Borrow Pit	25
c.	East Breakwater Oyster Bed	26
d.	West Breakwaters Rock Disposal	27
e.	Sandy Point Marsh Creation	28
f.	CAD Cell	31

V.	Ship Simulation Refinements	32
a.	Channel Bend at Breakwaters	33
b.	Turning Basin	33
c.	Quantity Adjustments	34
d.	Unsuitable Material	35
VI.	EPA Involvement	37
Attachment 1: <i>Geology</i>		38

List of Figures

Figure 1 - Location of Cross Sound Cable.....	5
Figure 2 - New Haven Federal Navigation Entrance Channel	7
Figure 3 - New Haven Federal Navigation Channel Bends.....	8
Figure 4 - Proposed New Haven Federal Navigation Channel Bend Widening	8
Figure 5 - Proposed New Haven Federal Navigation Turning Basin Changes.....	9
Figure 6 - Figure 8.1 Channel Cross Section (em 1110-2-1613).....	10
Figure 7 - Table 8.2 One-Way Ship Traffic Channel Width Design Criteria (EM 1110-2-1613).....	11
Figure 8 - Figure 8-3 Channel Width Increase in Turns (EM 1110-2-1613).....	12
Figure 9 - Figure 9-1 Turning Basin Alternative Designs (EM 1110-2-1613)	13
Figure 10 - Proposed New Haven Federal Navigation Channel Bend Design	16
Figure 11 - Proposed New Haven Federal Navigation Channel Bend Improvement.....	16
Figure 12 - New Haven Federal Navigation Channel Bend - Pilot Recommendation	17
Figure 13 - Proposed New Haven Federal Navigation Turning Basin Design.....	18
Figure 14- New Haven Federal Navigation Channel - Unsuitable Material	24
Figure 15 - Morris Cove Borrow Pit Disposal Area.....	26
Figure 16 - East Breakwater Oyster Bed Disposal Area	27
Figure 17 - West Breakwaters Rock Disposal Area	28
Figure 18 - Sandy Point Marsh Creation Location.....	29
Figure 19 -Proposed Sandy Point Marsh Creation Footprint.....	30
Figure 20 - New Haven Harbor Proposed CAD Cell Location	32
Figure 21 - Ship Simulation Effort – Proposed Adjustments to Turning Basin	34
Figure 22 - Ship Simulation Effort – Unsuitable Material Footprint	36
Figure 23 - Potential Unsuitable Area – Further Testing Needed	37

List of Tables

Table 1 - New Haven Federal Navigation Channel - Improvement Quantities.....	19
Table 2 - New Haven Federal Navigation Channel - Improvement Sand Quantities	23
Table 3 - New Haven Federal Navigation Channel - Unsuitable Quantities	24
Table 4 - Proposed New Haven Harbor CAD Cell Quantities for Unsuitable Material.....	31
Table 5 - Ship Simulation Effort – Channel Adjustment Quantities	34
Table 6 - Ship Simulation Effort – Channel Adjustment CAD Cell Quantities for Unsuitable Material.....	35

I. Existing Conditions

a. Existing Bathymetry:

For the purposes of this study, the existing conditions of New Haven Harbor is represented from the May 2014 USACE post-dredge hydrographic survey (NHH924_v.xyz). The May 2014 USACE survey does not cover the entire extent of the proposed turning basin. For the small portion of the turning basin, the 2013 Spec Survey was referenced (NHH921_v.xyz). The southern limits of the Entrance Channel are represented by the NCEI mix of multibeam, singlebeam, and sidescan data collected in the year 2000 (H11011.xyz). The NCEI file was converted from Lat/Long decimal degrees to NAD 83 CT State Plane feet. The elevation results were converted from meters to feet (H11101_CTStatePlane_FT.txt).

b. Existing Utilities:

The Cross-Sound Cable Company, LLC (Company) installed a 24 mile long, high voltage, direct current and fiber optic cable system within the seabed of Long Island Sound and New Haven Harbor. Within the harbor the cable generally runs along the centerline of the Federal Navigation Channel. The horizontal and vertical location of the cable was provided by Mr. J. Leighfield from the Company after conducting the 2005 cable migration survey OSI Report #13ES036 dated 26 June 2013 (CSCListing_depths-rev3_toACOE2005-06-27.xls). The Company has conducted a cable migration survey every two years since the cable was installed in 2002. Based on the results of the cable migration study, the Company is confident that the cable has not migrated since installation.

The cable was installed at or below -48 feet MLLW along its length except for the reach known as "Area 6/7". This area is located between buoy R "10" and R "8" north of the harbor breakwaters.

In this location the cable (about 700 feet in length) was installed at or below -41.5 feet MLLW. Reach "6/7" corresponds to existing stationing 79+00 to 86+00.

The Cross Sound Cable (CSC) alignment exits the existing navigation channel at station 37+00 where the cable is a sweeping arch to the east. The CSC crosses the potential entrance channel alignment approximately, 8,400 feet to the south of the existing channel limits at the -46 foot MLLW contour. Along this reach, the cable is installed only four feet below existing grade. The southern extension of proposed navigation channel is limited to the south by the cable, unless the cable company re-installs the cable at a deeper elevation.

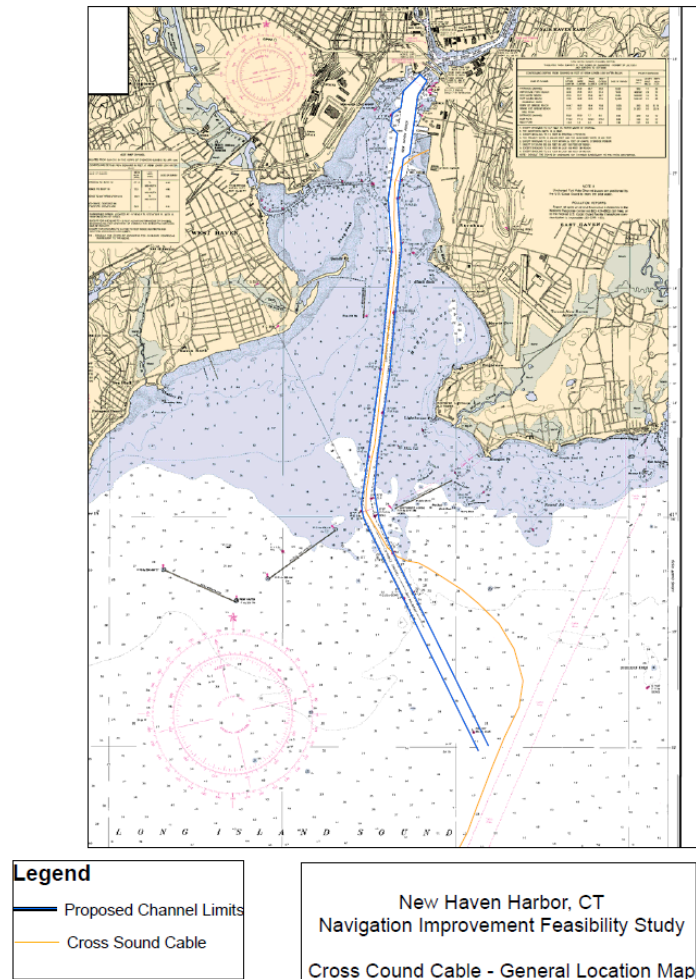


Figure 1 - Location of Cross Sound Cable

c. Existing Bedrock:

The boring locations shown on the site plans in section 3.7 and 3.8 of the geology attachment are approximate. The borings locations shown on the plans are from two sampling events. The 1988 boring locations were scaled off the figure shown in the 1988 PED Report. The 1988 borings are located sporadically throughout the entire navigation channel, however the majority of borings are located within the vicinity of the bend between the two breakwaters. The 2002 boring locations are from the Cross Sound Cable Project Area 6/7 Geotechnical Investigation Report prepared by Cross Sound Cable Company in October 2002. Area 6/7 is located just north of the bend. The boring locations included in the report were converted from NAD 83 LI Lambert State Plane feet to NAD 83 CT State Plane feet.

An approximate bedrock surface was created from the contours shown in section 3.7 of the geology attachment from the 1988 PED report (Bedrock_1988Contours.dtm). For the basis of preliminary quantities, the bedrock surface was used to estimate quantity of rock removal expected within the bend area.

Refer to Geology Attachment at the end of this document for more information.

II. Channel Design

The design engineer adapted the guidelines outlined in EM 2220-2-1613 dated 31 May 2006 for improving the New Haven Harbor deep-draft navigation project. The design goal is to provide safe, efficient, environmentally sound and cost-effective waterway for ships and other vessels. The guidance presented in EM 2220-2-1613 is based on average navigation condition and situations. During the design process, the design engineer has adapted these guidelines to the local, site-specific conditions of the project.

The key components of a designed channel are its depth, width and alignment which are dictated by the vessels expected to utilize the channel as well as physical conditions of the area. The New Haven Harbor Deep Draft channel design is categorized by four navigation reaches:

1. Entrance Channel
2. Channel Bend
3. Inner Channel
4. Turning Basin

a. Design Vessel:

The design width of the channel will be determined to accommodate the design ship representative of the project. Refer to Economics Appendix for design vessel information. For the purpose of the proposed channel design the vessel dimensions have a beam of 106 feet, length of 700 feet, and a maximum draft of 45 feet. (Note: The selected channel draft will be determined based on the economic evaluation of incremental depths deeper than the currently authorized channel depth of 35 ft MLLW depth.)

b. Alignment:

To minimize the improvement dredging quantity, the alignment of the improved channel generally follows the course of the existing authorized channel. However, the proposed channel alignment aims to improve navigability concerns identified by Mr. Charles Jonas, pilot for New Haven Harbor.

i. Entrance Channel

For the purpose of this study, the alignment of the entrance channel is and will remain controlled by the fixed green range lights located in West Haven (Light List Numbers 24020 (front) and 24025 (rear) at heights 34 and 68 feet above Mean High Water, respectively). The Entrance Channel is naturally deeper to the east, therefore widening the channel to the east may reduce dredge quantity when compared to widening the channel equally to the east and west. Widening the channel to the east would result in the need to move the existing West Haven land based range to the east as well. Preliminary coordination with the U.S. Coast Guard to discuss the process and ability of moving the range will take place during detailed development of the TSP to determine if this is something that should be considered further in PED.

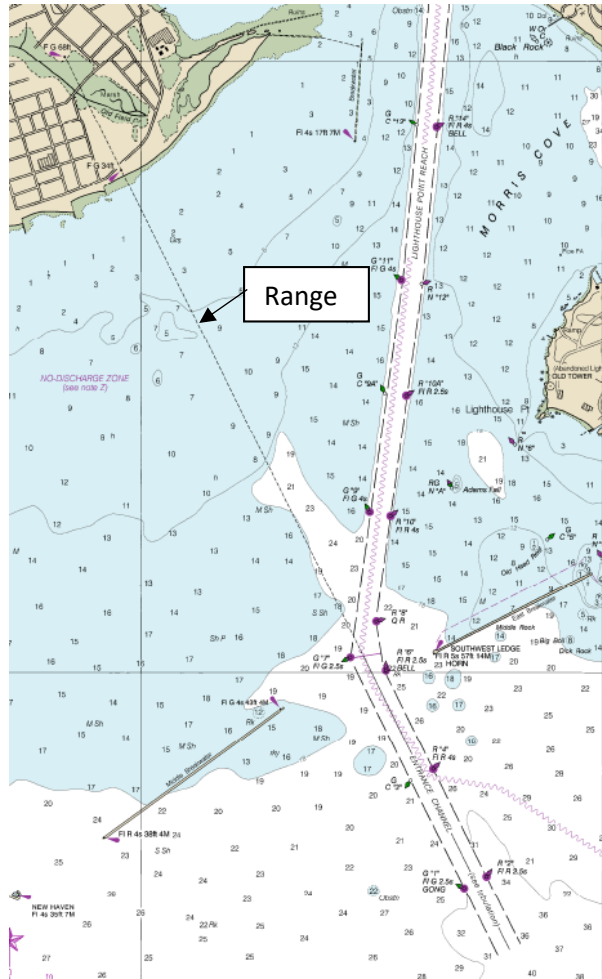


Figure 2 - New Haven Federal Navigation Entrance Channel

ii. Interior Channel

The existing alignment of the interior channel has small bends at existing stations 140+00, 201+00, and 231+00. According to New Haven Harbor pilot, Mr. Jonas, these small bends do not impede navigation. Typically, channel alignments are designed to be straight and limit any unnecessary bends. However, if the existing New Haven Harbor alignment was straightened, the new alignment would cross areas shoaled as much as -3.0 feet MLLW. For the purposes of this study, the proposed inner channel alignment mirrors the existing inner channel alignment to minimize required volume of dredge material to be removed for improvement.

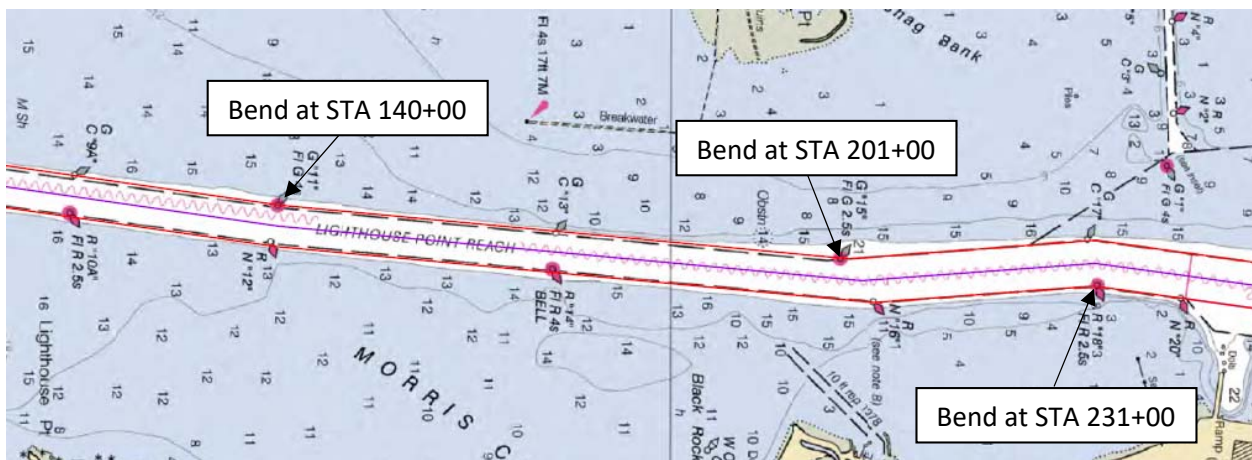


Figure 3 - New Haven Federal Navigation Channel Bends

iii. Bend

According to the New Haven Harbor pilots (Mr. Charles Jonas, personal communication), navigating the bend between the two jetties is challenging. The alignment of the bend is constricted by the two existing jetties, and the 35 degree angle is bound by the entrance and inner channel alignments. The proposed bend alignment will replicate the existing bend. However, improvements will be made in width, length and depth.



Figure 4 - Proposed New Haven Federal Navigation Channel Bend Widening

iv. Turning Basin

The existing authorized project at New Haven Harbor includes a maneuvering area east of the channel along the developed industrial waterfront, and a turning basin located within and west of the channel below its head. The existing turning basin shown on the existing plans was never formally authorized, having been adopted as an O&M modification, and has since been maintained by the U.S. Army Corps of Engineers. It is recommended that an improved turning basin be formally authorized as part of this

project. The majority of the existing maneuvering area located east of the channel is also recommended for improvement to accommodate the needs of the terminals. However, the southern portion of the maneuvering area will not be deepened and will remain at the currently authorized 35 feet, as the only active terminal in this area—PSE&G to the south—currently only accepts barges. The proposed maneuvering area will be improved to facilitate safe movement of larger vessels in the busy upper channel reaches. Improving the maneuvering area is important, so that all terminals have access to the main channel, and terminal owners will maintain the same responsibility in maintaining their berths to at least the newly improved channel depths.

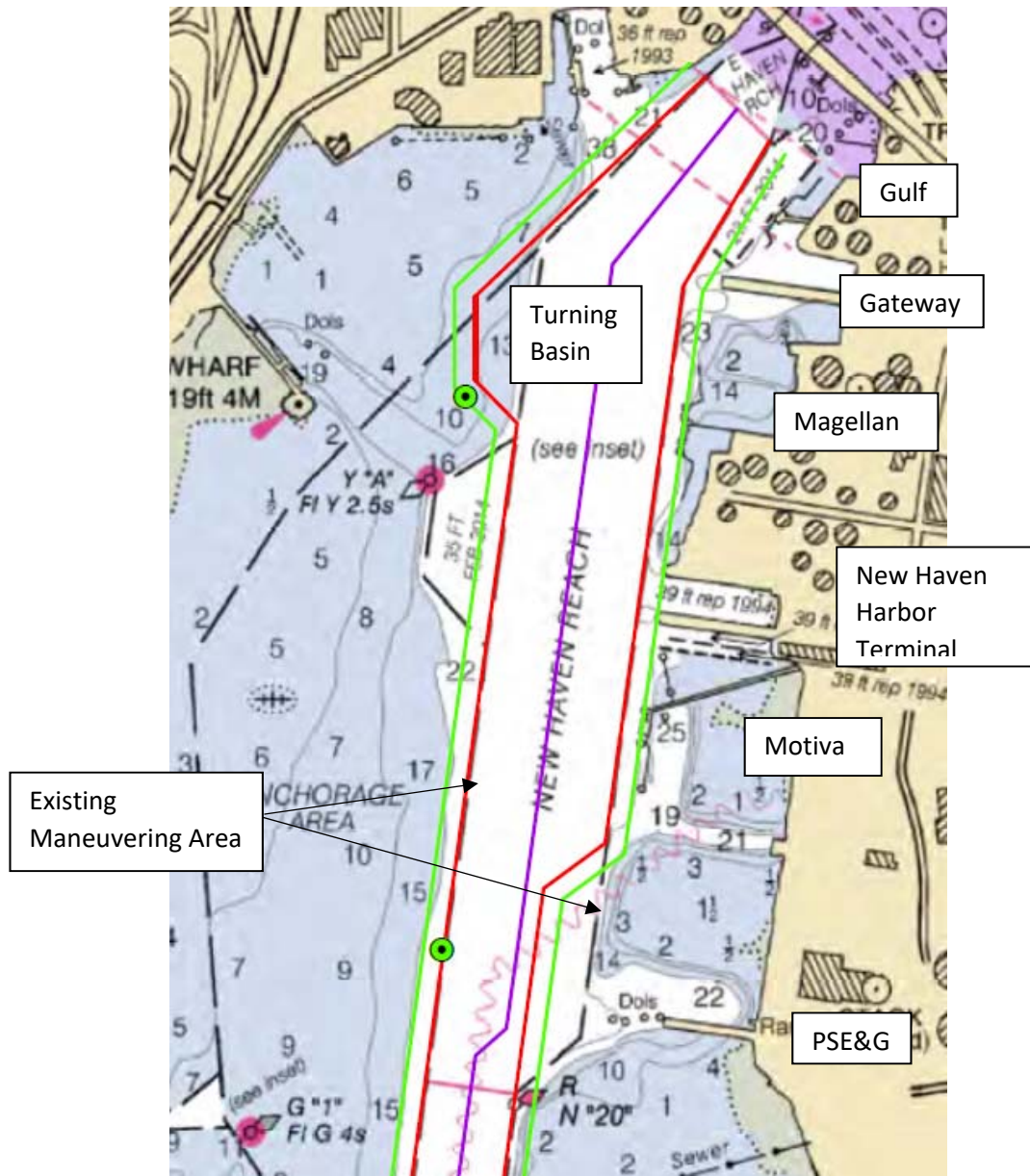


Figure 5 - Proposed New Haven Federal Navigation Turning Basin Changes

c. Channel Width:

This proposed channel width will vary with each navigation component as necessary to ensure the design vessel can make a safe transit under the environmental and operational conditions of each reach. The channel width required depends on the following factors (EM 1110-2-1613 – 31 May 2006):

1. Design ship beam, length and draft
2. Local piloted ship control
3. Channel cross section and alignment
4. River and tidal currents
5. Navigation traffic pattern (one or two-way)
6. Vessel traffic intensity and congestion
7. Wind and wave effects
8. Visibility
9. Quality and spacing of navigation aids
10. Composition of channel bed and banks
11. Variability of channel and currents
12. Speed of design ship

Figure 8.1 and Table 8.2 from EM 1110-2-1613 are key figures when designing channel width. The figures will be referenced as they apply to each reach of the New Haven Harbor improvement project below.

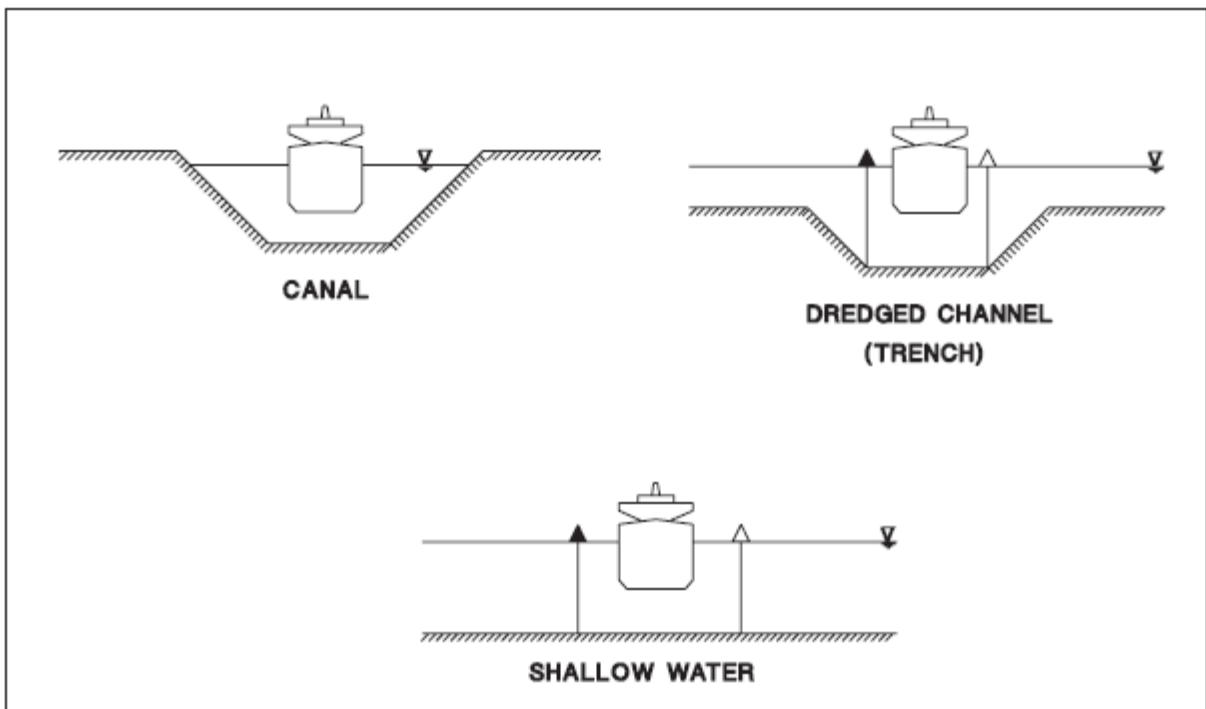


Figure 6 - Figure 8.1 Channel Cross Section (em 1110-2-1613)

One-Way Ship Traffic Channel Width Design Criteria			
Channel Cross Section	Design Ship Beam Multipliers for Maximum Current, Knots		
	0.0 to 0.5	0.5 to 1.5	1.5 to 3.0
Constant Cross Section, Best Aids to Navigation			
Shallow	3.0	4.0	5.0
Canal	2.5	3.0	3.5
Trench	2.75	3.25	4.0
Variable Cross Section, Average Aids to Navigation			
Shallow	3.5	4.5	5.5
Canal	3.0	3.5	4.0
Trench	3.5	4.0	5.0

Figure 7 - Table 8.2 One-Way Ship Traffic Channel Width Design Criteria (EM 1110-2-1613)

Table 8-4 and Figure 8-3 from EM 1110-2-1613 are key figures regarding design channel turn configurations. The figures will be referenced as they apply to the design of the channel bend improvements, described below.

Table 8-4
Recommended Channel Turn Configurations

Deflection Angle, Deg	Ratio of Turn Radius/ Ship Length	Turn Width Increase Factor (* Ship Beam)	Turn Type
0 - 10	0	0	Angle
10 - 25	3 - 5	2.0 - 1.0	Cutoff
25 - 35	5 - 7	1.0 - 0.7	Apex
35 - 50	7 - 10	0.7 - 0.5	Curved
>50	>10	0.5	Circle

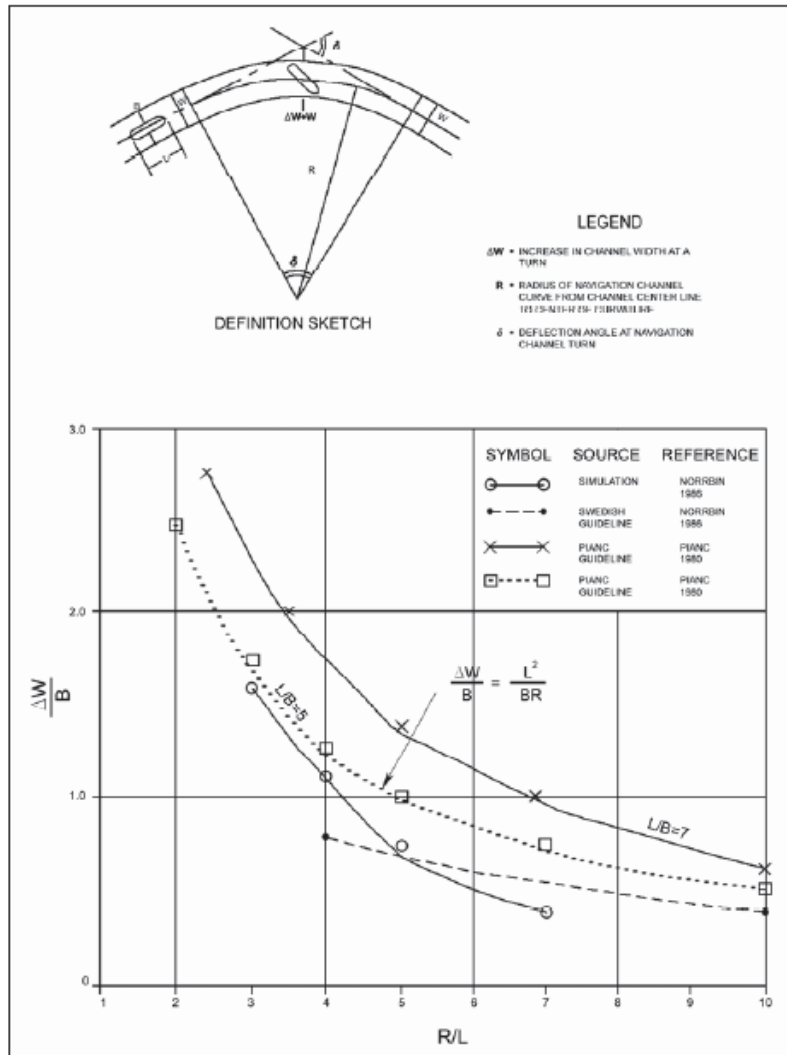


Figure 8-3. Channel width increase in turns

Figure 8 - Figure 8-3 Channel Width Increase in Turns (EM 1110-2-1613)

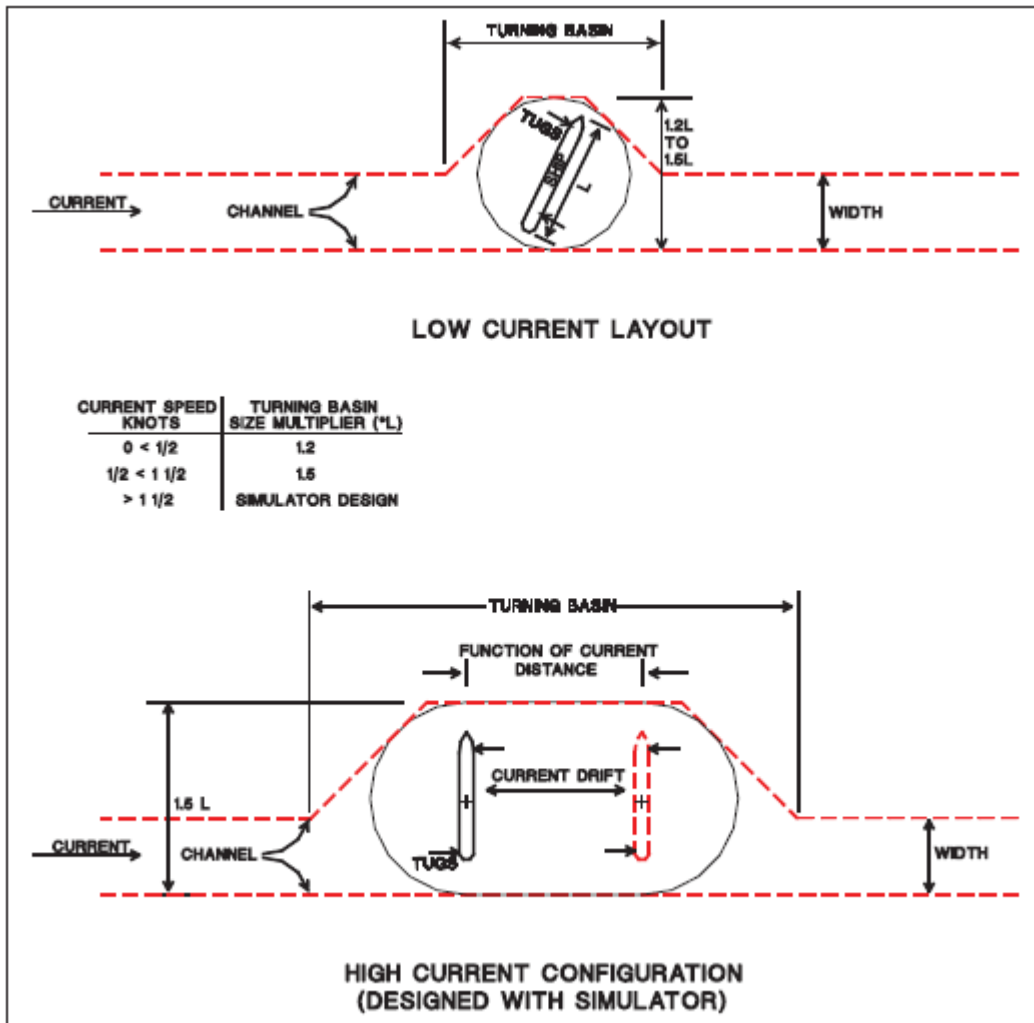


Figure 9 - Figure 9-1 Turning Basin Alternative Designs (EM 1110-2-1613)

i. Interior Channel:

The interior channel provides harbor access from the entrance channel to the port area. The traffic pattern in the interior channel is currently one-way, and one-way traffic is anticipated in the future.

The channel cross section of the inner channel is defined in Figure 8.1 as “Trench.” Trench is defined as a dredged channel, with submerged banks on each side, usually provided with range markers and channel edge buoys or beacons.

The aids to navigation are considered excellent in the interior channel. Lights are located on every other buoy. For design, the maximum current within the interior channel is conservatively estimated at 2.0 knots. Refer to the Coastal Engineering section for more current and tide information. Tug assistance is also required in order to navigate the inner harbor channel. For the purposes of the TSP, the design assumed one tug assist within the interior channel. However, during the 7 November 2017 coordination meeting, the New Haven Harbor Gateway Terminal, including their tug operator, indicated that two tugs are typically utilized within the interior channel. Updates to the design and quantities will be incorporated to reflect the pilot’s input during the Optimization Phase of the project.

Given the width design criteria outlined above in Table 8.2, the inner harbor channel width is calculated with the following assumptions:

One-Way Ship Traffic
Channel Cross Section: Trench
Maximum Current, Knots: 1.5 to 3.0
Constant Cross Section Best Aids to Navigation
BEAM MULTIPLIER: 4.0
Beam: 106 feet x 4.0 = 424 feet
Add One Tug: 424 feet + 48 feet = 472 feet
INNER CHANNEL WIDTH: 500 FEET

ii. Entrance Channel:

The maneuverability of ships in a given navigation situation is influenced by environmental forces and resulting movements caused by the speed and direction of river and tidal currents, wind, waves and channel banks. Given these influences, the maneuverability of the entrance channel will vary greatly from the inner channel. Width allowances in excess of the interior channel width to account for wave effects on horizontal ship motion is difficult to estimate. The design engineer will reference the Ship Simulation during Feasibility Level Design, conducted at ERDC February 2018. These studies will help develop a safe and adequate entrance channel width.

For the purposes of developing the TSP, Table 8.2 was referenced to calculate the entrance channel width. Navigation in the entrance channel is adversely affected by strong and variable tidal currents, rough seas and swell, breaking waves and wind. New Haven entrance channel is known to have frequent fog which will cause visibility problems. To take poor visibility into account Aids to Navigation were determined as average. The maximum current is estimate as 2.0 knots (Refer to Coastal Engineering Appendix for more information).

The channel cross section of the entrance channel is defined in Figure 8.1 as "Trench." Trench is defined as a dredged channel, with submerged banks on each side, usually provided with range markers and channel edge buoys or beacons. For the purposes of the TSP, the design assumed one tug assist at the exterior channel. However during the 7 November 2017 coordination meeting, the New Haven Harbor Gateway Terminal, including their tug operator, indicated that tugs are not utilized within the exterior channel. Instead, the tugs meet incoming vessels after the channel bend at the breakwaters in the vicinity of buoys G "9" and R "10." Updates to the design and quantities will be incorporated to reflect the pilot's input during the Optimization Phase of the project.

Since the improvement proposed involves deepening the channel, the entrance channel length was extended approximately 2,200 feet to reach the new proposed channel depth.

Given the width design criteria outlined above in Table 8.2, the entrance channel width is calculated with the following assumptions:

One-Way Ship Traffic
Channel Cross Section: Trench
Maximum Current, Knots: 1.5 to 3.0
Constant Cross Section Average Aids to Navigation

BEAM MULTIPLIER: 5.0

Beam: 106 feet x 5.0 = 530 feet

Add One Tug: 530 feet + 48 feet = 578 feet

ENTRANCE CHANNEL WIDTH: 600 FEET

iii. Channel Bend at Breakwaters:

Channels with bends are more difficult to navigate compared with straight reaches because of reduction in site distance, reduced effectiveness of aids to navigation, changing channel cross-sectional area, and greater effects from varying current and bank suction forces. The width of the ship path is dependent on the following (EM 1110-2-1613 – 31 May 2006):

1. Ship yaw angle while turning
2. Length and beam of the ship
3. Ship rudder angle
4. Possible use or nonuse of kick turning by the pilot
5. Location and spacing of aids to navigation in the turn.
6. Local current and other environmental conditions.

The existing channel bend at New Haven is 35 degrees and passed between the middle and eastern breakwaters. The channel cross section of the bend is asymmetric. This means that the channel cross section has different bank conditions on each side of the channel centerline. The banks are very steep and strong bank forces effects are experienced. Passing ships tend to drift away from channel centerline toward the steep bank. The bank conditions are even stronger when the larger draft ships are forced to enter New Haven Harbor on a rising tide, as they are when using tidal assistance to ensure adequate depth under keel. In this case, the ships are forced to navigate through the bend under high current conditions.

The swept path of a turning ship is dependent mainly on the channel turn radius and the ship length. Figure 8-3 from EM 1110-2-1613 presents a definition sketch of the relevant variables and a plot of channel width increase curves. The deflection angle of the channel turn may also be a factor resulting from the piloting and ship control difficulty while maneuvering a ship around a channel turn. The effects of bank suction at the channel bend have been noted by the pilots and are also very important to the design of the turn. However, the recommended turn design does not include bank effects, but the design of the turn will be optimized based on ship simulation in February 2018. Table 8-4 summarizes the recommendations on the channel turn configurations including channel width increases in the turn. The table includes recommended turn-to-ship length ratios as a function of turn deflection angles.

Given the width design criteria outlined above in Table 8.4, the bend width is calculated with the following assumptions:

Deflection Angle = 35 degrees → For a deflection angle 25-35 degrees

Ratio of Turn Radius/Ship Length = 4900 ft/700ft = 7 → For a Turn Width Increase Factor of 0.7

Turn Width Increase Factor* Beam = 0.7 * 106 feet = 74.2;

Width + 74.2 = 600 + 74.2 = 674.2 → Round up to 700'

BEND WIDTH: 700 FEET

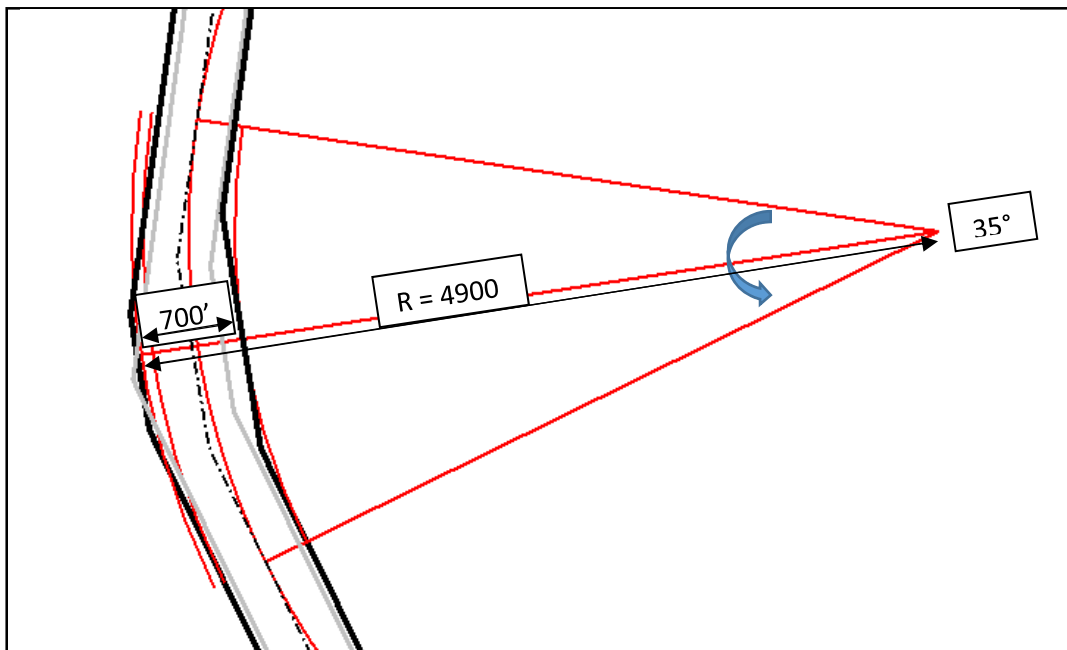


Figure 10 - Proposed New Haven Federal Navigation Channel Bend Design

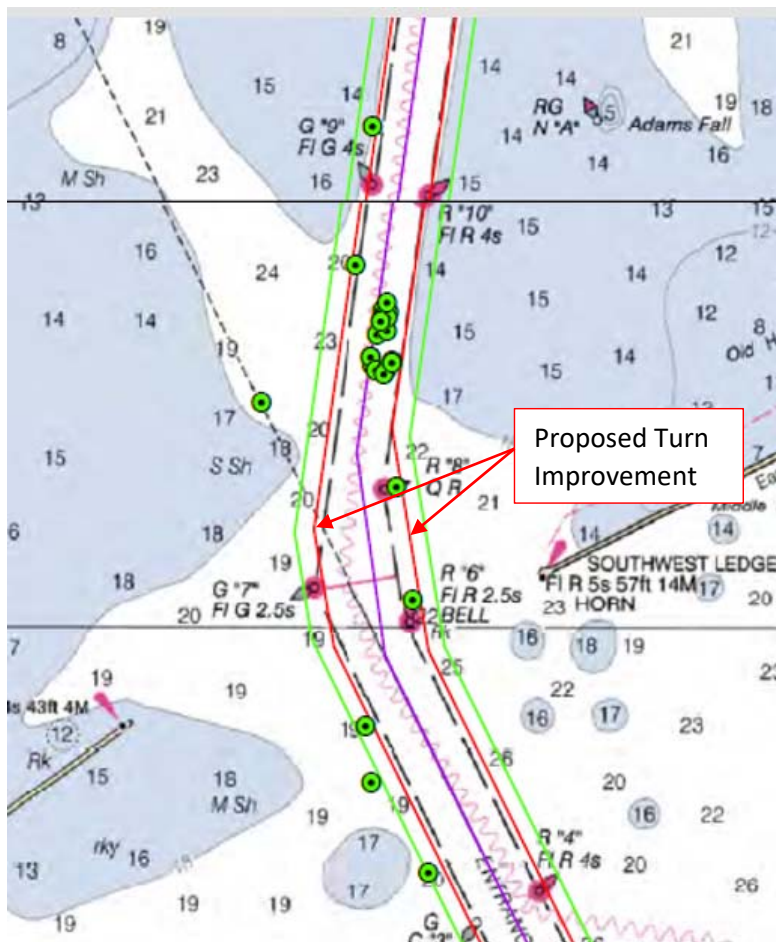


Figure 11 - Proposed New Haven Federal Navigation Channel Bend Improvement

A ship simulation reconnaissance trip was conducted at New Haven Harbor by ERDC and New England District on 7 November 2017. This meeting was attended by representative of the Connecticut Pilots, Gateway Terminal representatives including their tug operator, and the New Haven and State of Connecticut Port Authorities. During the meeting, the New England District described the alignment and width of the proposed improved turn (figure above). The Pilots recommended additional improvements to the turn be considered. The pilots used previous navigational records to show the strong bank forces in effect at the turn. In order to provide additional maneuverability within the turn, the pilots recommend lengthening the proposed turn on the east side from the R “6” buoy to the R “10” buoy as shown below. The ERDC ship simulation will test and verify the pilot’s channel bend improvement recommendation. The design and quantities will be updated based upon the results of the ship simulation during the Optimization Phase of the project.

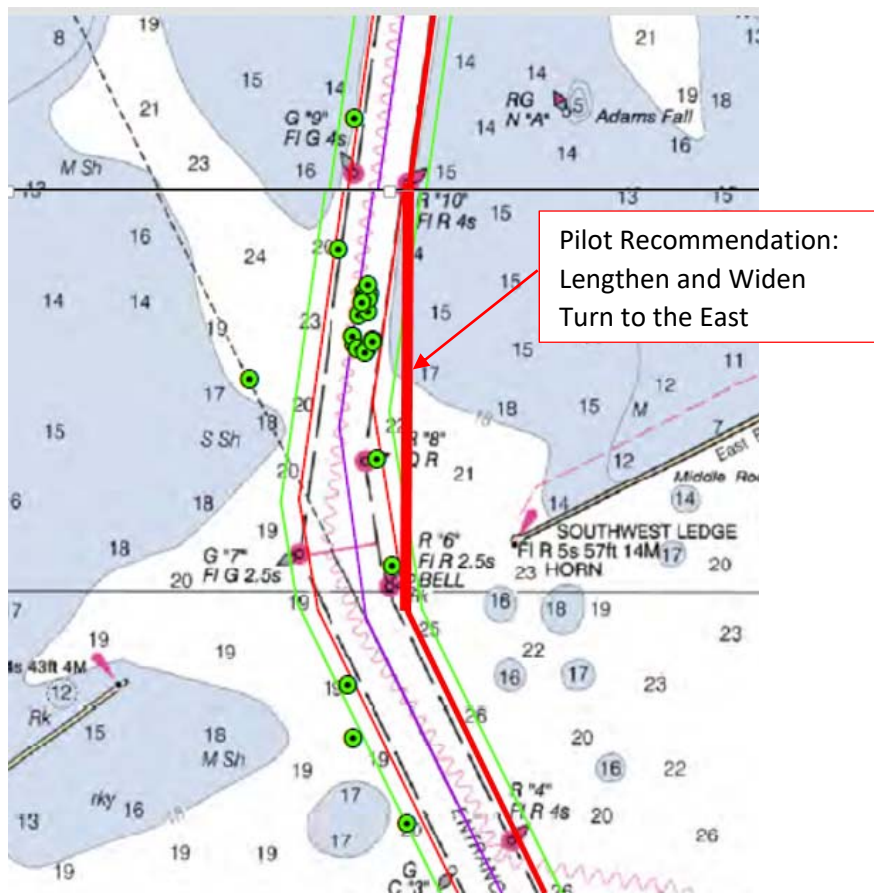


Figure 12 - New Haven Federal Navigation Channel Bend - Pilot Recommendation

iv. Turning Basin:

According to EM 1110-2-1613, the size of the turning basin should provide a minimum turning diameter of at least 1.2 times the length of the design ship where prevailing currents are 0.5 knot or less. If currents are 1.5 knots or more, the turning diameter should be at least 1.5 times the length of the design ship. Where traffic conditions permit, the turning basin should use the navigation channel as part of the basin area. The shape of the basin is usually trapezoidal or elongated trapezoidal with the

long side coincident with the prevailing current direction and the channel edge. The short side will be at least equal to the design multiple times the ship length. The ends will make angles of 45 degrees or less with the adjacent edge of the channel. Modification of the shape are acceptable to permit better sediment flushing characteristics to accommodate local operation considerations.

Given the width design criteria outlined above in Table 9.1, the Turning Basin diameter is calculated with the following assumptions:

- Low Current Layout: 1.5 Knots
- Turning Basin Size Multiplier: 1.5
- Length of Ship 700 feet x 1.5 = 1050 feet → round up to 1100 feet
- TURNING BASIN DIAMETER: 1100 FEET**

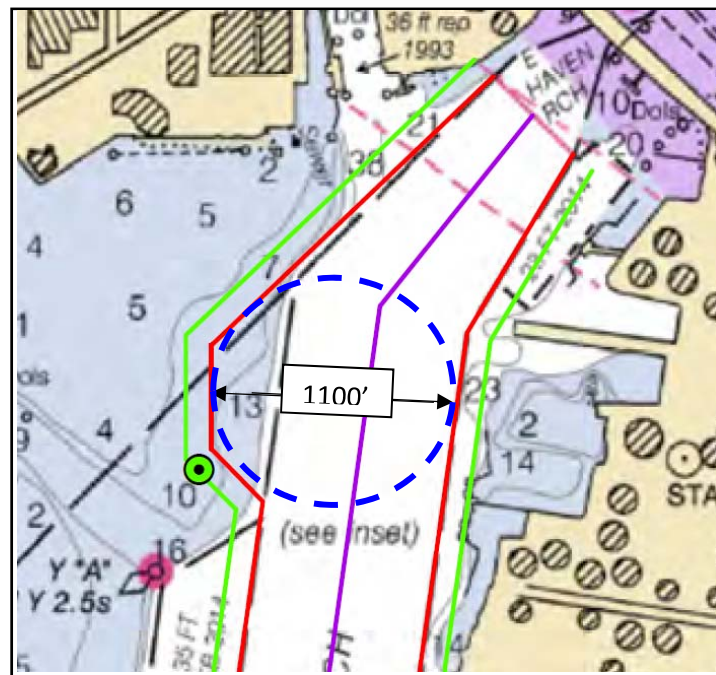


Figure 13 - Proposed New Haven Federal Navigation Turning Basin Design

d. Channel Depth:

Channel depth “should be adequate to safely accommodate ships with the deepest drafts expected to use the waterway” according to EM 1110-2-1613. This statement not only addressed the physical characteristics of the design vessels but the economic projects of usage. See the economics appendix for discussion of the current and future vessels. The physical concerns are the draft of the vessel and how it operates when underway. Vessels will ride deeper in the water when underway than when at berth. The term for this is “squat” and conditions affecting the amount of squat can be water depths or channel cross-section. Ships also are impacted by the wave conditions and tend to roll, pitch, or heave. For instance, a long vessel can pitch forward or back and increase the depth required at the bow or stern by a foot or more in addition to the swell or squat additives. The EM provides technical guidance related to the design depth and this is considered by including under-keel clearance* in the economics calculations. The alternatives analysis uses an economic approach of examining the costs of various

channel depths compared to the economic benefits. The existing authorized channel depth is 35 feet. Channel alternatives examined began at 37 feet MLLW design depth and went to a 42 feet MLLW design depth. In calculating the quantities for the alternatives 2 feet of allowable overdepth (OD) was included in the dredging quantities for each alternative. Provision of 2 feet of overdepth is standard practice in estimating dredging quantities for mechanical dredging operations.

*The New Haven Harbor pilots require at least 2 feet of under-keel clearance for harbor transit, and an additional 2 feet to account for squat and other vessel motion under normal conditions. Ship owners and underwriters may require additional clearance for certain vessels and cargos.

e. Cable Cover Requirements:

Refer to the Cable Cover Requirements white paper.

III. Quantities

a. Total Dredge Quantities:

Using the hydrographic surveys made in 2000 and 2014 and a proposed channel alignment with the widths identified above, quantities of material to be removed were developed using Microstation’s InRoads. An existing bottom surface was compared to the proposed channel cut template and the difference, material to be removed, is shown in the following tables. Also shown in the table are the quantities for estimated rock to be removed within the vicinity of the bend at the breakwaters. The approximate bedrock surface was created from the contours shown in the 1988 PED report.

Table 1 - New Haven Federal Navigation Channel - Improvement Quantities

37-FT PROJECT	Dredging Quantities (CY)			Dredging Areas (SF)
	Cut	2-FT OD	Total	
Maintenance Dredging (EL 35):				35' Contour
Entrance Channel	0	4,000	4,000	0
Bend (Maintenance STA 45+00 to 85+00)***	200	4,300	4,500	Side Slopes (avg 2ft cut)
Interior Channel	1,500	48,600	50,100	Side Slopes (avg 2ft cut)
Maneuvering Area (within Improved footprint)	1,300	49,800	51,100	Side Slopes (avg 2ft cut)
Turning Basin (Located in Different location than Improved Turning Area)				
Total Maintenance Dredging	3,000	106,700	109,700	
Improvement Dredging (EL 37):				37' Contour*
Entrance Channel**	82,300	97,700	180,000	844,000
Bend (Ordinary Material)	10,900	236,700	247,600	619,400
Bend (Rock) (Required Cut to El 39)	4,400	2,200	6,600	39,600
Interior Channel	619,600	548,800	1,168,400	4,613,700

Maneuvering Area	4,100	272,800	276,900	3,415,300
Turning Basin (Located in 15' Anchorage)	209,500	23,400	232,900	228,100
Total Improvement Dredging	930,800	1,181,600	2,112,400	9,760,100
Total All Dredging	933,800	1,288,300	2,222,100	Improvement Areas include Maintenance Areas
*Rock "Dredge Area" measured from 39' Contour				
**Used H11101 Survey for Entrance Channel Extension Quantities				
*** Approx. 100 CY of Rock within Maintenance Bend Limits at EL -37. This quantity was subtracted from Maintenance Quantity				

38-FT PROJECT	Dredging Quantities (CY)			Dredging Areas (SF)
	Cut	2-FT OD	Total	
Maintenance Dredging (EL 35):				35' Contour
Entrance Channel	0	4,000	4,000	0
Bend (Maintenance STA 45+00 to 85+00)***	200	4,300	4,500	Side Slopes (avg 2ft cut)
Interior Channel	1,500	48,600	50,100	Side Slopes (avg 2ft cut)
Maneuvering Area (within Improved footprint)	1,300	49,800	51,100	Side Slopes (avg 2ft cut)
Turning Basin (Located in Different location than Improved Turning Area)				
Total Maintenance Dredging	3,000	106,700	109,700	
Improvement Dredging (EL 38):				38' Contour*
Entrance Channel**	123,000	137,500	260,500	1,509,500
Bend (Ordinary Material)	198,000	101,500	299,500	667,500
Bend (Rock) (Required Cut to El 40)	6,600	9,500	16,100	52,400
Interior Channel	856,500	668,600	1,525,100	4,798,600
Maneuvering Area	129,500	301,600	431,100	3,451,500
Turning Basin (Located in 15' Anchorage)	221,100	23,600	244,700	228,100
Total Improvement Dredging	1,534,700	1,242,300	2,777,000	10,707,600
Total All Dredging	1,537,700	1,349,000	2,886,700	Improvement Areas include Maintenance Areas
*Rock "Dredge Area" measured from 40' Contour				

**Used H11101 Survey for Entrance Channel Extension Quantities

*** Approx. 100 CY of Rock within Maintenance Bend Limits at EL -37. This quantity was subtracted from Maintenance Quantity

39-FT PROJECT	Dredging Quantities (CY)			Dredging Areas (SF)
	Cut	2-FT OD	Total	
Maintenance Dredging (EL 35):				35' Contour
Entrance Channel	0	4,000	4,000	0
Bend (Maintenance STA 45+00 to 85+00)***	200	4,300	4,500	Side Slopes (avg 2ft cut)
Interior Channel	1,500	48,600	50,100	Side Slopes (avg 2ft cut)
Maneuvering Area (within Improved footprint)	1,300	49,800	51,100	Side Slopes (avg 2ft cut)
Turning Basin (Located in Different location than Improved Turning Area)				
Total Maintenance Dredging	3,000	106,700	109,700	
Improvement Dredging (EL 39):				39' Contour*
Entrance Channel**	186,100	171,700	357,800	1,777,600
Bend (Ordinary Material)	247,700	132,000	379,700	1,183,700
Bend (Rock) (Required Cut to El 41)	10,600	12,900	23,500	110,800
Interior Channel	1,168,400	738,600	1,907,000	6,640,500
Maneuvering Area	276,900	312,800	589,700	3,451,500
Turning Basin (Located in 15' Anchorage)	232,900	23,700	256,600	228,100
Total Improvement Dredging	2,122,600	1,391,700	3,514,300	13,392,200
Total All Dredging	2,125,600	1,498,400	3,624,000	Improvement Areas include Maintenance Areas
*Rock "Dredge Area" measured from 41' Contour				
**Used H11101 Survey for Entrance Channel Extension Quantities				
*** Approx. 100 CY of Rock within Maintenance Bend Limits at EL -37. This quantity was subtracted from Maintenance Quantity				

40-FT PROJECT	Dredging Quantities (CY)			Dredging Areas (SF)
	Cut	2-FT OD	Total	
Maintenance Dredging (EL 35):				35' Contour
Entrance Channel	0	4,000	4,000	0
Bend (Maintenance STA 45+00 to 85+00)***	200	4,300	4,500	Side Slopes (avg 2ft cut)

Interior Channel	1,500	48,600	50,100	Side Slopes (avg 2ft cut)
Maneuvering Area (within Improved footprint)	1,300	49,800	51,100	Side Slopes (avg 2ft cut)
Turning Basin (Located in Different location than Improved Turning Area)				
Total Maintenance Dredging	3,000	106,700	109,700	
Improvement Dredging (EL 40):				40' Contour*
Entrance Channel**	278,800	182,700	461,500	2,682,700
Bend (Ordinary Material)	309,100	146,800	455,900	1,485,500
Bend (Rock) (Required Cut to El 42)	16,100	16,600	32,700	147,300
Interior Channel	1,525,100	774,200	2,299,300	7,691,600
Maneuvering Area	431,100	319,500	750,600	3,451,500
Turning Basin (Located in 15' Anchorage)	244,700	23,900	268,600	228,100
Total Improvement Dredging	2,804,900	1,463,700	4,268,600	15,686,700
Total All Dredging	2,807,900	1,570,400	4,378,300	Improvement Areas include Maintenance Areas
*Rock "Dredge Area" measured from 42' Contour				
**Used H11101 Survey for Entrance Channel Extension Quantities				
*** Approx. 100 CY of Rock within Maintenance Bend Limits at EL -37. This quantity was subtracted from Maintenance Quantity				

b. Sand Quantities:

Results from the most recent 2017 survey, and previous subsurface investigations conducted in 1977, 1988, and 2002 were analyzed to estimate the quantity of sand within the proposed dredge prism. Refer to the Geology Attachment at the end of this document for more information on the results of the subsurface investigations.

The borings were interpreted and classified with the ASTM D2487 soil classification system. Soil classified as SW, SP, SM and SC were compiled and treated as 'sand' for the purposes of the quantity estimate. The top and bottom elevation of the sand horizon was tabulated at each boring location. The sand horizon elevation between boring locations was qualitatively estimated. Utilizing the existing boring information and utilizing best estimates between borings, the general sand horizon was estimate for each dredge reach.

As a general estimate, the team assumed that all quantity dredged from the entrance channel is sand. Within the bend area, a portion of the dredge area is considered sand. The interior channel, maneuvering area and turning basin does not have sand. Utilizing these generalizations, assume that 12% of the total dredge quantity will be sand.

Total Sand Quantity for Proposed Depths:

Table 2 - New Haven Federal Navigation Channel - Improvement Sand Quantities

Proposed Project	Total Quantity (CY)	Sand Quantity (CY)
37-FT Project	2,222,100	266,700
38-Ft Project	2,889,700	346,800
39-Ft Project	3,624,000	434,900
40-Ft Project	4,378,300	525,400

c. Unsuitable Material Quantities:

Chemical and biological testing conducted from the 2017 subsurface investigation determined that portions of the improved turning basin and maneuvering area are categorized as unsuitable dredge material. Refer to the Environmental Resources appendix for additional information on the subsurface investigation and unsuitable dredge material determination methodology.

The New England District team determined transect PQRS to be considered unsuitable. However, transects TUVW and MNO are considered suitable. In order to estimate the lateral extents of unsuitable material, the northern extents are limited mid-way between the TUVW and PQRS transects and the southern extents are limited mid-way between the PQRS and MNO transects. The total area of unsuitable material is 1,121,500 SF (25.7 acres) and is visually represented by the figure below.

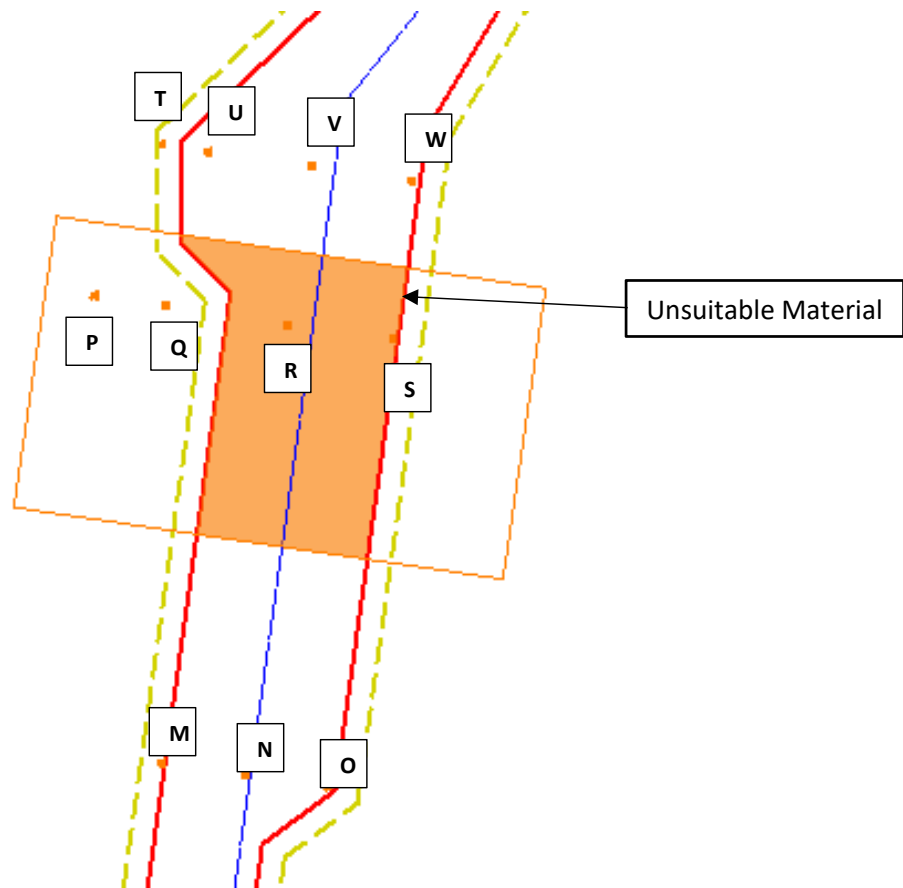


Figure 14- New Haven Federal Navigation Channel - Unsuitable Material

The vertical limits of unsuitable material is based on the results of the subsurface investigation. Boring locations Q, R, and S are characterized as unsuitable silt from top of boring to proposed project depth. Boring location P is considered suitable sand from the top of boring (-15.8 ft MLLW) to -28 ft MLLW, and is considered as unsuitable silt from elevation -28 ft MLLW to proposed project depth. Since boring location P is located well outside the proposed channel and turning basin limits, the unsuitable quantity was estimated as all material removed within the unsuitable area identified above to the proposed project depth.

Table 3 - New Haven Federal Navigation Channel - Unsuitable Quantities

Proposed Project	Total Unsuitable Quantity (CY)
37-Ft Project	137,920
38-Ft Project	181,020
39-Ft Project	225,600
40-Ft Project	269,830

*Includes 13,490 CY of Maintenance Material

*Unsuitable Quantity includes 2-ft Allowable Overdepth

IV. Disposal Areas

a. Central Long Island Sound Disposal Site Historic Mound Restoration

The main disposal site recommended for the New Haven Deep Draft Improvement Project is the Central Long Island Sound (CLIS) Disposal Site. New Haven maintenance dredge material has been placed at CLIS Disposal Site from 1964 to the most recent maintenance dredging in 2014, and is located approximately 10.5 miles from the New Haven Turning Basin.

There are additional benefits of utilizing the improvement dredging material at CLIS Disposal Site. The improvement dredge material can be used to restore historic mounds within the disposal site. Refer to the environmental appendix for more information.

b. Morris Cove Borrow Pit

An October 2003 DAMOS (Disposal Area Monitoring System) report examined a potential disposal area for material dredged in New Haven Harbor. A small, man-made bottom depression, or borrow pit, located in Morris Cove in New Haven was created several decades ago when sand and gravel were mined for use as fill for the construction of Interstate Highway 95 through New Haven. The sediments were excavated along a north-northwest to south-southeast axis, resulting in a submerged pit approximately 650 feet wide and 2450 feet in length. Currently, water depths in the vicinity range from approximately 10 feet on the harbor substrate to 30 feet within the borrow pit. A large area of the pit has depths that are approximately 11 to 20 feet deeper than the surrounding harbor bottom, suggesting that the pit could contain a substantial amount of additional dredged material.

During January and May 2000, an estimated total of 18,500 cy of sediment dredged from the U.S. Coast Guard Base in East Haven, Connecticut, was placed in the borrow pit. The rationale for the placement of dredged sediments within the Morris Cove borrow pit was to begin the process of re-establishing flat, uniform bottom topography and promoting improved water quality within Morris Cove. The USCG surveyed Morris Cove prior to and following the disposal. Pre-placement survey was collected in 1998 and the post-placement survey was collected in 2000. The combination of these surveys were used as the existing bathymetric conditions at Morris Cove (EXIST-SURF-1988-2000-MORRIS-COVE-MERGED.dtm).

The Morris Cove borrow pit has reportedly become a sink for organic detritus in New Haven Harbor. While the predominance of sandy substrate in the vicinity of the borrow pit is indicative of the influence of wave and tidal current energy acting on the bottom sediments, the borrow pit constitutes a distinct depression that may enhance deposition of fine-grained material. The pit's distinct margins tend to limit the flow within the pit and the volume of water exchanged.

The capacity of the Morris Cove borrow pit for the potential deposition of dredged material in the future remains quite large. Approximately 623,000 CY of silty dredged material is recommended to be strategically placed within the pit to fill it to a depth of -11.5 feet MLLW (MORRIS-COVE-SURFACE-AT-EL-11_5), roughly even with the surrounding ambient bottom.

New England District discussed potential dredge material disposal locations with David Carey of the Connecticut Department of Agriculture on December 20, 2017. Mr. Carey agrees that filling Morris Cove with suitable silty material is a beneficial re-use of dredge material, however he further suggests that the final finished surface should be a sandy material. In order to encourage shellfish production, Mr.

Carey recommends capping Morris Cove with sandy material after the silty dredge material has been placed. The practicality of capping Morris Cove with sandy material will be further evaluated during the Optimization Phase of the project.

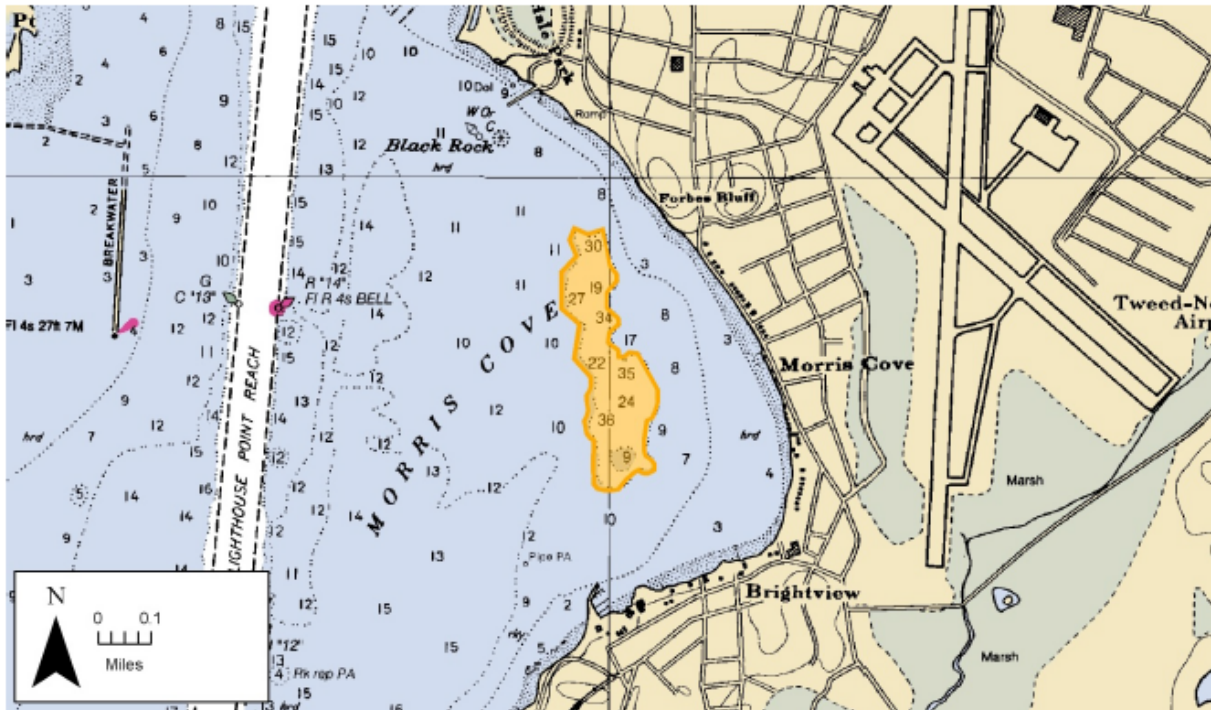


Figure 15 - Morris Cove Borrow Pit Disposal Area

c. East Breakwater Oyster Bed

New England District Staff and Mr. David Carey of the Connecticut Department of Agriculture, Bureau of Aquaculture identified the area behind the east breakwater as a potential new oyster bed area. The area behind the breakwater ranges from elevation -13 feet MLLW to -25 feet MLLW. The existing conditions behind the east jetty are represented by the results of the 2017 USACE sidescan survey effort. The final surface used to represent the existing conditions behind the east jetty is E_BW_ShellFishArea.dtm.

Mr. Carey recommended the placement area identified in the figure below. According to Mr. Carey, the final elevation of the oyster bed is not as important as the substrate of the oyster bed. The existing substrate within this area is silty, and in order for oyster bed establishment, the substrate must be a sandy material. The disposal recommendation for the New Haven Deep Draft improvement project is to place a minimum of 2-ft of sandy dredge material within the proposed placement area to encourage oyster bed development. Mr. Carey identified two areas; the South Area which is 4,076,000 SF, and the North area which is 1,794,000 SF. Utilizing a recommended 2-ft depth of sandy material placed on top of the native silty material, the East Breakwater Oyster bed has a capacity of beneficially re-using 434,800 CY of sandy dredge material. Depending upon the recommended project depth and total dredge quantity, the East Breakwater Oyster Bed will account for the placement of most, if not all, of the sandy dredge material for the New Haven deep draft improvement project.

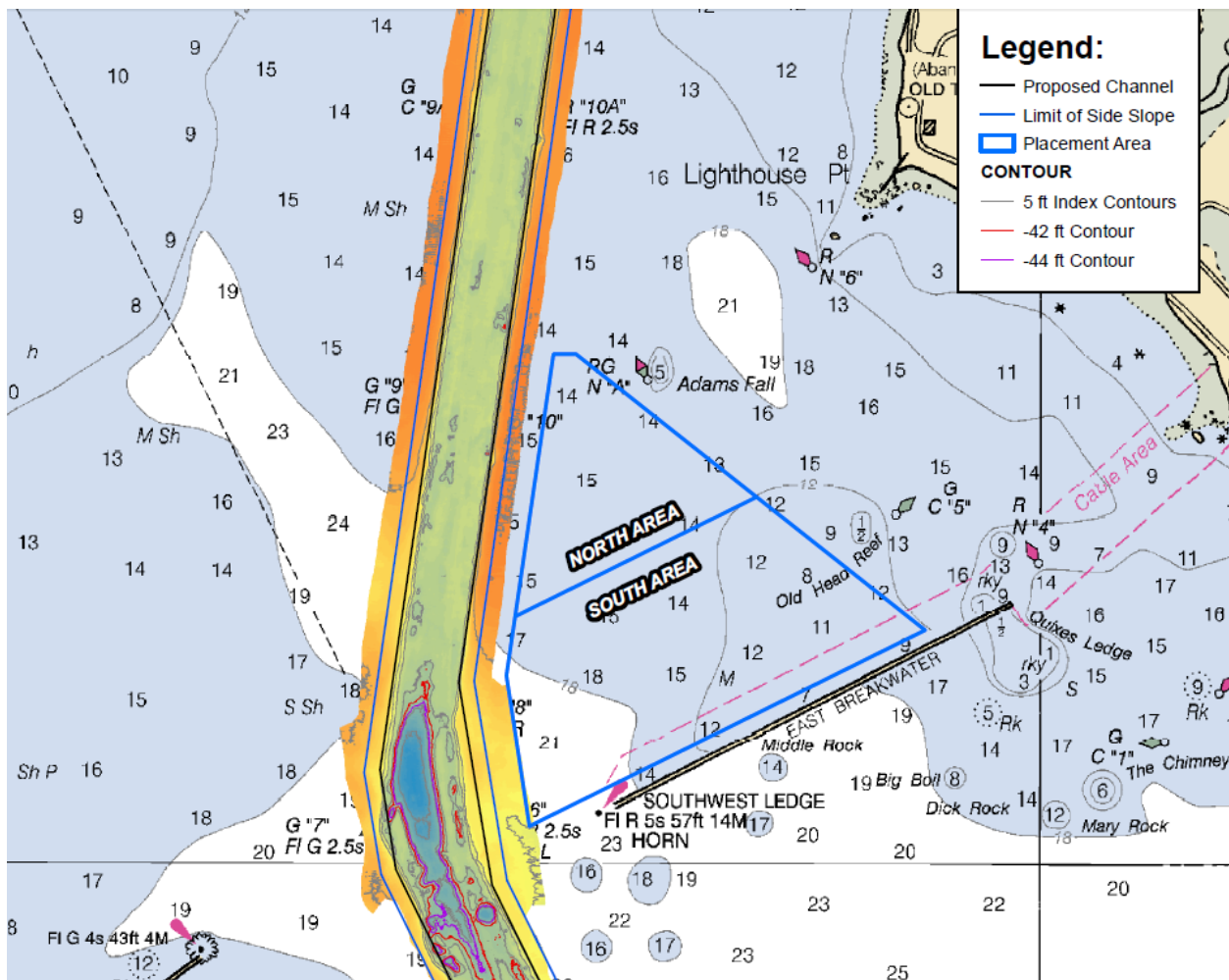


Figure 16 - East Breakwater Oyster Bed Disposal Area

d. West Breakwaters Rock Disposal

The proposed plan recommends that the rock removed from the improvement dredging project be placed at the seaside side toe of the existing west breakwater. The rock will be beneficially re-used to bolster the existing breakwater structure. In an effort to avoid existing shellfish leases, all of the removed rock will be placed on the western portion of the west breakwater as shown in the figure below. There are no existing shellfish leases in that area.

The existing conditions behind the west and middle jetties are approximated using the NCEI mix of multibeam, singlebeam, and sidescan data collected in the year 2000 (H11011_OuterChannel) merged with 2015 USACE LiDAR of the West and Middle Jetties (EX_WestMidJetties_MLLW). The final surface used to represent the existing conditions behind the west jetty is EX_H11011_2015Lidar_MergedMLLW.dtm.

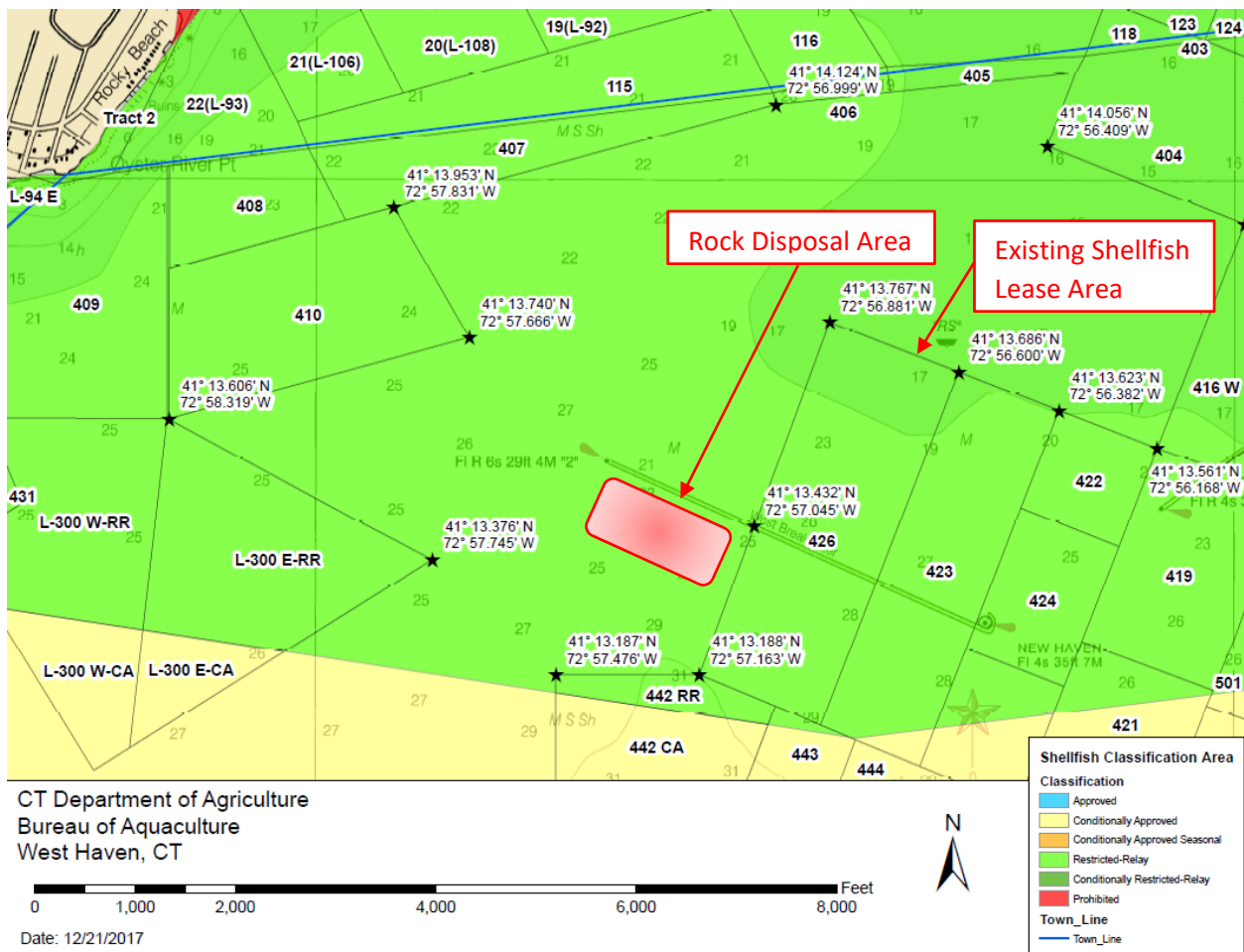


Figure 17 - West Breakwaters Rock Disposal Area

e. Sandy Point Marsh Creation

CTDEEP proposed Sandy Point Marsh as a potential disposal alternative. The concept of this disposal alternative is to beneficially reuse dredged sediment for the purpose of creating new tidal wetland (salt marsh) area and shoreline erosion mitigation at Sandy Point. The Sandy Point project site is located along the western shore of the inner New Haven Harbor, just north and in the lee of a spit of land known as Sandy Point, in the vicinity of the West Haven Water Pollution Control Facility at 1 First Avenue, West Haven. The spit that extends along the southern boundary is currently undeveloped and is identified as a bird sanctuary.

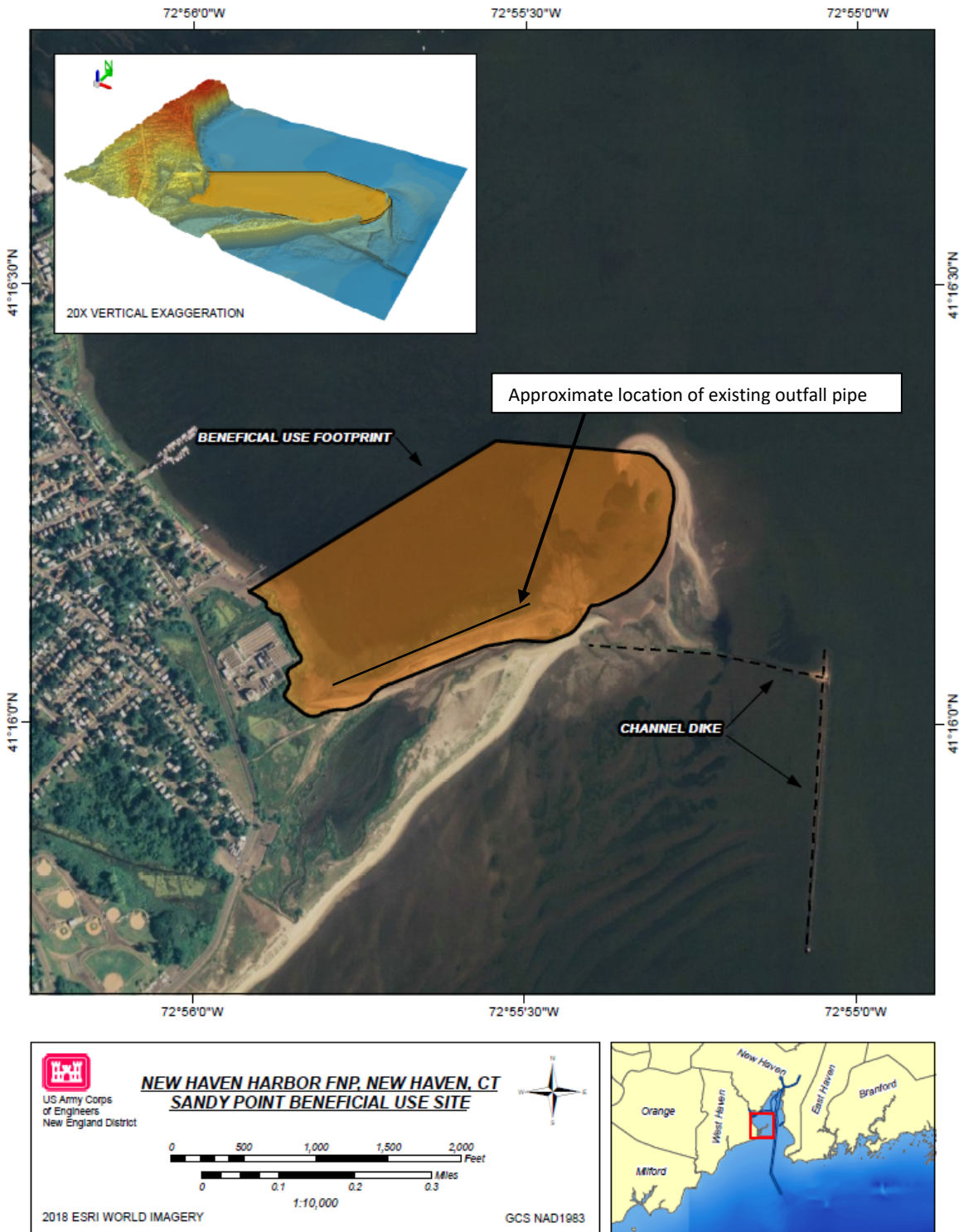
A stone dike constructed by the USACE in the 1880s extends east from the end of the spit with an outer leg parallel to the entrance channel. The dike was constructed as a control feature to assist in keeping the channel from shoaling. An outfall pipe from the wastewater treatment plant extends through this area and discharges in deeper water offshore. Maintaining both the bird sanctuary and the outfall pipe will be important considerations during the design phase of this project.

The concept for Sandy Point Restoration area is to establish a structural perimeter boundary, fill the area with suitable silty dredged material through either mechanical or hydraulic means, and plant

wetland vegetation. The goal of the proposed disposal area would be to place the sediment to an elevation where intertidal wetland plant species would thrive.



Figure 18 - Sandy Point Marsh Creation Location



S

Figure 19 -Proposed Sandy Point Marsh Creation Footprint

At the Sandy Point site, the constructed perimeter of the entire wetland creation cell would be approximately 7,834 linear feet with the overall area measuring approximately 73.2 acres. Assuming a target elevation for the surface of the wetland of approximately 3.6 feet NAVD88, the elevation would need to be raised by a range of 2.5 feet to 6.5 feet within the wetland creation area. This would enable the cell to receive a total of approximately 843,512 cubic yards of dredged sediment. This project would restore a portion of the historical area of salt marsh to that section of shoreline.

f. CAD Cell

The construction of a CAD Cell is required to dispose of the unsuitable material discussed in Section II.c. A 30% factor has to be added to the unsuitable quantity table in Section II.c. in order to account for bulking and anticipated additional unpaid dredge quantity during the contractor’s dredging activities within the vicinity of transect PQRS.

Table 4 - Proposed New Haven Harbor CAD Cell Quantities for Unsuitable Material

Proposed Project	Total Unsuitable Quantity* (CY)	CAD Cell Excavation Quantity** (CY)
37-Ft Project	137,920	179,300
38-Ft Project	181,020	235,330
39-Ft Project	225,600	293,280
40-Ft Project	269,830	350,780

*Unsuitable Quantity includes 2-ft Allowable Overdepth

** 30% Factor added to Total Unsuitable Quantity

The proposed CAD Cell location (see figure below) is located west of the Navigation Channel adjacent to Sandy Point Dike. The proposed location was refined based on anticipated bedrock depth and existing shellfish lease areas. The deepest part of the CAD cell is not located in a shellfish lease area, however portions of the side slope limits cross adjacent shell fish lease areas.

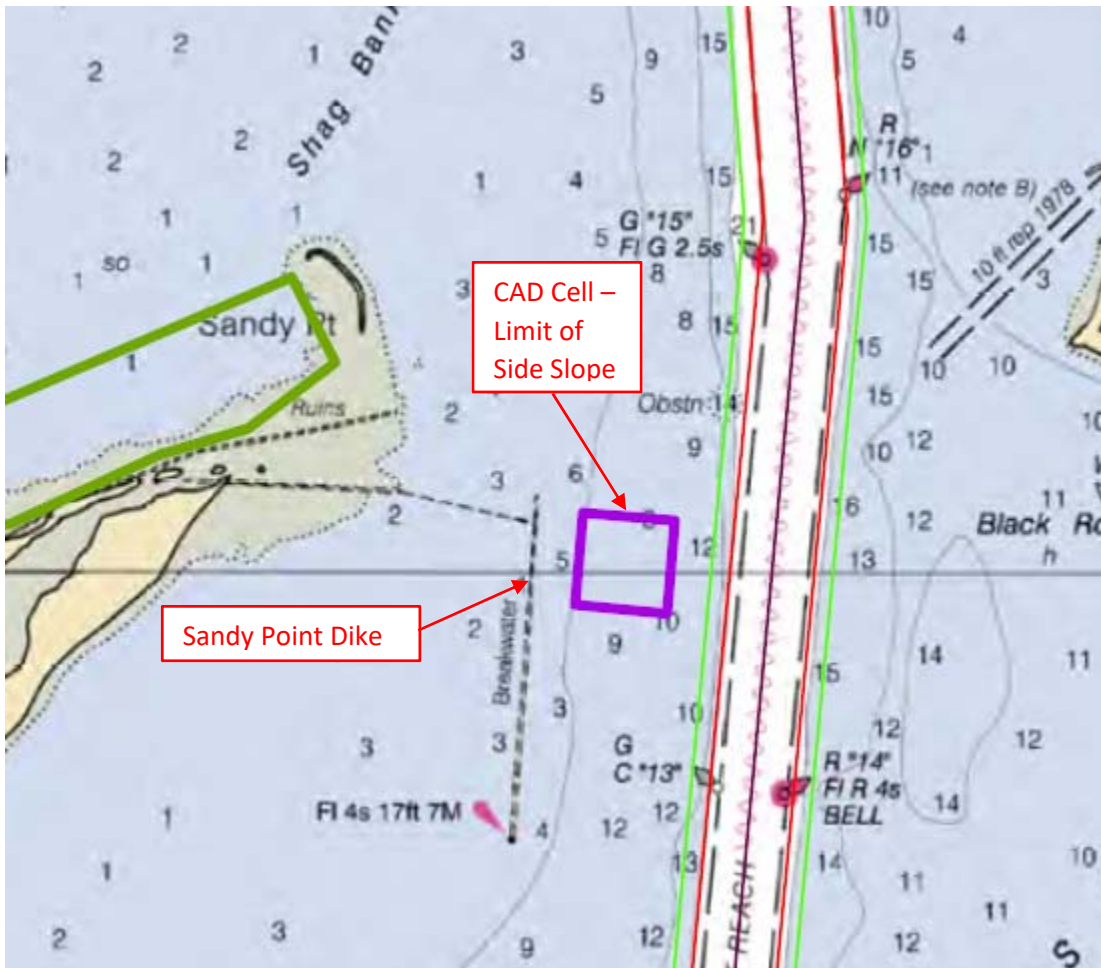


Figure 20 - New Haven Harbor Proposed CAD Cell Location

For the 40-Ft project, the bottom footprint of the CAD Cell is 40x40 feet and is proposed to be excavated to a depth of -100 ft MLLW. Based upon the anticipated equipment to be used during construction, a depth of -150 ft MLLW would optimize the excavation production. However, a depth of -150 ft would result in a CAD Cell footprint of less than 5x5' which is smaller than one mechanical bucket grab. Utilizing a more reasonable footprint of 40x40 ft, the CAD Cell depth was decreased to -100 ft MLLW.

The proposed CAD Cell side slopes were modeled with a conservative 1V:3H side slope. The footprint for top of side slope is 550x550 ft to match the existing surrounding elevation which is approximately 15 ft MLLW. The proposed CAD Cell is represented by the "CAD_Cell_40ftProj.dtm" surface. The excavation quantity was calculated with triangulating volumes between the proposed CAD Cell surface and the existing surface (NHH921_2013Spec.dtm).

Based upon previous subsurface investigations, it is assumed that all CAD Cell excavation material is suitable silt and will be disposed of at CLIS.

V. Ship Simulation Refinements

A feasibility level ship simulator study was performed for the proposed channel improvements outlined in Section I for New Haven Harbor at the USACE Engineer Research and Development Center (ERDC),

Coastal Hydraulics Laboratory (CHL) 13-16 February 2018. Representatives from ERDC, the Connecticut Pilots (Capt. David Charlie Jonas and Capt. DJ Toby), and the New England District participated for the duration of the simulation which tested the navigability of the proposed improvements using a limited set of design ships and tidal and wave forcing across the range of proposed project depths from 37 to 42 feet. Feedback from the pilots on the proposed design resulted in confirmation of the design widths of the entrance and inner channels as well as the configuration of the maneuvering area. Iterative testing of the channel bend and turning basin designs resulted in the modifications described below.

a. Channel Bend at Breakwaters

The proposed bend widening was performed for the 37, 38, 40, and 42 foot project depths. While the widened condition allowed the pilots to make the turn at the breakwater entrance, the turn still required the pilots to use all their rudder, leaving no additional rudder control to respond to unexpected changes in environmental conditions (wind, waves, current, etc.) and little room for error. For this reason, the proposed bend design was widened by shifting the locations of the R “6” and R “8” buoys east 100 feet. This resulted in an increase in bend width from the proposed 700 ft width to 800 ft, and allowed the pilots to make the turn without bank effects. This proposed bend widening resulted in a significant increase of rock material and will be further optimized during the Feasibility Level Design phase.

b. Turning Basin

The proposed turning basin was tested using the longest of the simulator study’s three design ships, a 750 ft LOA tanker, with the assistance of two tugs coming off the Magellan T-Dock. The pilots indicated that the longest ships typically berth at the Magellan T-Dock at the center of the harbor. While the pilots were able to maneuver within the proposed turning basin at the head of the harbor, it was determined that the existing turning basin, with a small enlargement, would be better suited given its more central location. The proposed enlargement would lengthen the turning basin 200 feet by shifting its existing northeastern and northwestern corners approximately 200 feet toward the head of the harbor to points 1 and 2 as depicted in the figure below.

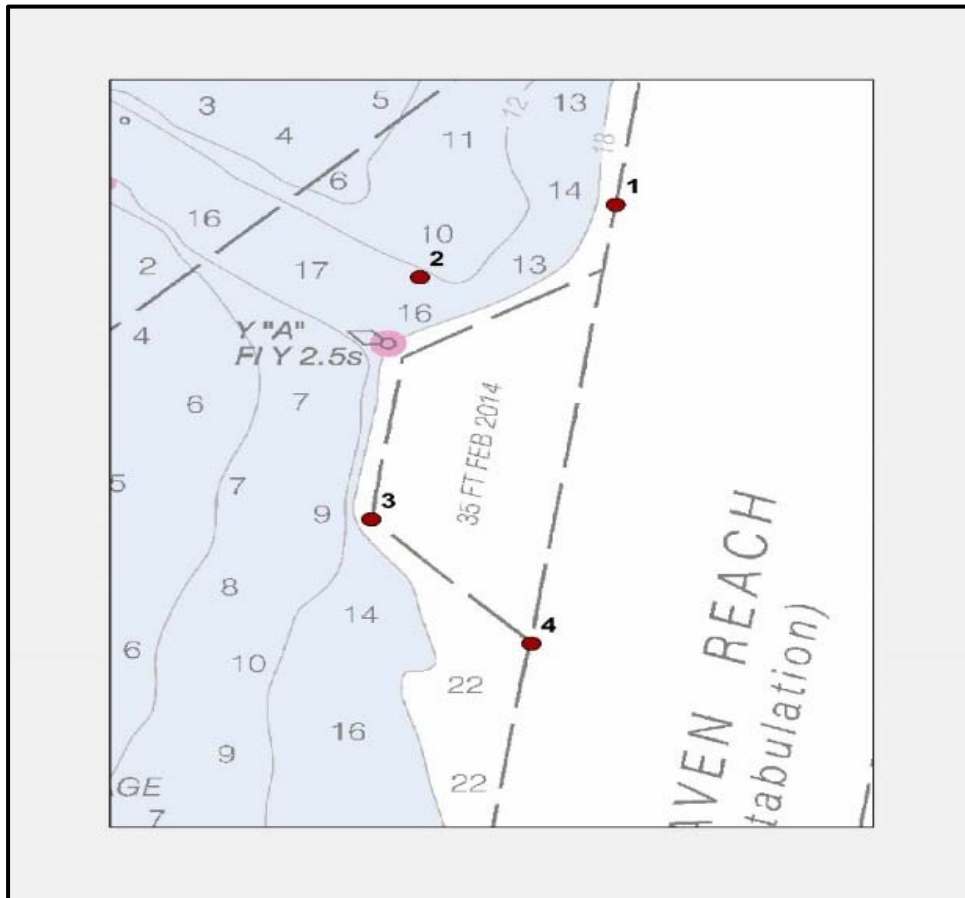


Figure 21 - Ship Simulation Effort – Proposed Adjustments to Turning Basin

c. Quantity Adjustments

Table 5 - Ship Simulation Effort – Channel Adjustment Quantities

40-FT PROJECT	Dredging Quantities (CY)			Dredging Areas (SF)
	Cut	2-FT OD	Total	
Maintenance Dredging (EL 35):				35' Contour
Entrance Channel	0	4,000	4,000	0
Entrance Channel Extension	0	0	0	
Bend (Maintenance STA 45+00 to 85+00)***	200	4,300	4,500	Side Slopes (avg 2ft cut)
Interior Channel	1,500	53,900	55,400	Side Slopes (avg 2ft cut)
Maneuvering Area (within Improved footprint)	2,400	41,700	44,100	Side Slopes (avg 2ft cut)
Turning Basin	1,300	9,100	10,400	
Total Maintenance Dredging	5,400	113,000	118,400	
Improvement Dredging (EL 40):				40' Contour*
Entrance Channel**	263,600	200,900	464,500	2,181,200

Entrance Channel Extension	14,700	39,100	53,800	752,756
Bend (Ordinary Material)	475,300	161,300	636,600	1,841,612
Bend (Rock) (Required Cut to El 42)	24,900	18,600	43,500	257,000
Interior Channel	1,537,400	776,000	2,313,400	8,138,400
Maneuvering Area	377,700	274,600	652,300	3,402,200
Turning Basin	117,900	40,200	158,100	412,300
Total Improvement Dredging	2,811,500	1,510,700	4,322,200	16,985,468
Total All Dredging	2,816,900	1,623,700	4,440,600	Improvement Areas include Maintenance Areas
<p>*Rock "Dredge Area" measured from 42' Contour **Used H11101 Survey for Entrance Channel Extension Quantities *** Approx. 100 CY of Rock within Maintenance Bend Limits at EL -37. This quantity was subtracted from Maintenance Quantity</p>				

d. Unsuitable Material

Table 6 - Ship Simulation Effort – Unsuitable Channel Adjustment Quantities

Unsuitable Material	Dredge Quantities		
	Cut	2-FT OD	Total
Maintenance	1,200	22,600	23,800
Improvement	231,500	122,300	353,800
Totals	232,700	144,900	377,600

*Unsuitable Quantity includes 2-ft Allowable Overdepth



Figure 22 - Ship Simulation Effort – Unsuitable Material Footprint

Due to the suggested relocation of the turning basin, the unsuitable material increased. The construction of the CAD cell also increased due to increase in unsuitable material. Factoring in the 30% contingency for bulking and additional unpaid material the Contractor may dispose of in the CAD cell, the new required capacity is 490,880 cubic yards. The new size of the CAD cell is approximately 550 feet by 760 feet, with a bottom footprint 40' by 250' and an elevation of -100 feet and the top of the cap at -15 feet.

VI. EPA Involvement

Initially, the team assumed that only transect PQRS was unsuitable. However, recently it was determined based on modeling that transects PQRS and TUVW are unsuitable. Further information regarding the determination and the background information refer to the main report and Appendix J. This increase in unsuitable material increased the total amount to approximately 554,000 cubic yards. If this material remains classified as unsuitable, the CAD cell needed to hold this amount of material would be 575'x960' at a depth of -100 feet with the top of the cap at -15 feet. Additional sampling will be conducted to refine the extent of unsuitable material.

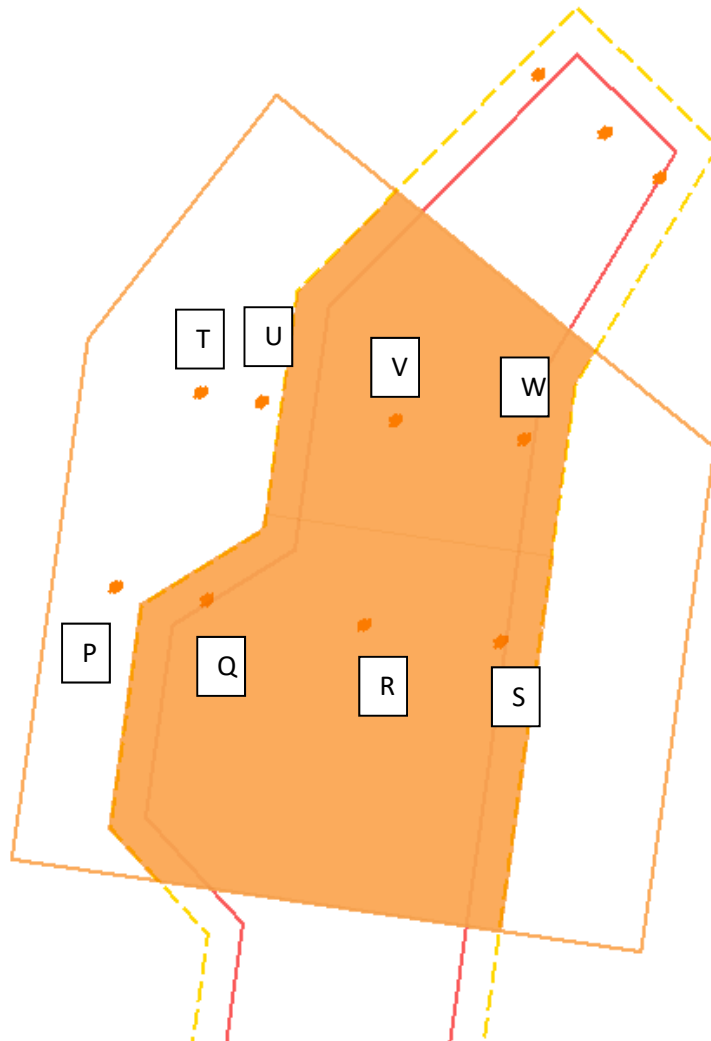


Figure 23 - Potential Unsuitable Area – Further Testing Needed

GEOLOGY ATTACHMENT

1.0 Regional Bedrock Geology and Structure	D-40
2.0 Regional Surficial Geology	D-45
2.1 Surficial Geology of New Haven Uplands	D-45
2.2 Surficial Geology of New Haven Inner Harbor	D-46
2.3 Surficial Geology of New Haven Outer Harbor	D-49
2.4 Surficial Geology of Long Island Sound	D-49
2.5 Grain Size Analyses	D-51
2.6 Site Specific Surficial Stratigraphy	D-53
3.0 Previous Investigations	D-53
3.1 1974 Haley & Aldrich (H&A) Borings for Bolt, Beranek, and Newman, Inc. (BBN)	D-53
3.2 1974 BBN Seismic Investigation	D-53
3.3 1977 UASCE-NED Study	D-53
3.4 1974 and 1977 Borings Summarized in 1981 FS Report	D-54
3.5 1987 Atlantic Testing Laboratories (ATL) Borings	D-55
3.6 1987 Weston Geophysical Corporation Seismic Reflection and Refraction for ATL	D-56
3.7 1988 PED Report	D-56
3.8 2002 ESS, Inc. (October 22, 2002)	D-60
4.0 References	D-62

Figures

Figure 1: Bedrock Geological Map of Connecticut, Connecticut Geological and Natural History Survey and U.S. Geological Survey, 1:125,000, J. Rodgers, 1985.

Figure 2: Buried, Anomalously Deep V-Shaped Valley in Bedrock Surface, New Haven Harbor, Connecticut, Department of Geology, Hofstra University, J.E. Sanders, 1965.

Figure 3: Contour Map of the Bedrock Surface, New Haven-Woodmont Quadrangles, Connecticut, U.S. Geological Survey, Miscellaneous Field Studies Map MF-557A, 1:24,000, F.P. Haeni and J.E. Sanders, 1974 (MLW)

Figure 4: Quaternary Geologic Map of Connecticut and Long Island Sound Basin, U.S. Geological Survey, Scientific Investigation Map 2784, 1:125,000, J.R. Stone et al., 2005.

Figure 5: Surficial Materials Map of Connecticut, U.S. Geological Survey, 1:225,000, J.R. Stone et al, 1992.

Figure 6: Sidescan Sonar Images, Surficial Geologic Interpretations, and Bathymetry of the Long Island Sound Sea Floor in New Haven Harbor and New Haven Dumping Ground, Connecticut, U.S. Geological Survey, Geologic Investigations Series Map I-2736, L.J. Poppeet[®]

Figure 7: Boring Locations, Soil and Bedrock Profiles, USACE NAE, PED Report, 1988.

Figure 8: Area 6/7 Boring Locations and Top of Rock Contours, New Haven Harbor, Connecticut, Cross Sound Cable Project, ESS, 2002.

1.0 Regional Bedrock Geology and Structure

The New Haven Harbor Federal Channel is located both north, and south, of the Eastern Border Fault. The Eastern Border Fault crosses New Haven Harbor at the approximate latitude of Morris Cove (Figure 1).

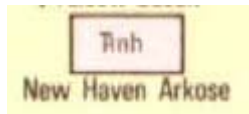
The bedrock surface underlying the New Haven area reflects mature drainage and dissection, with deep pre-glacial valleys developed in the rock, subsequently modified by glacial processes, with sediments deposited below or adjacent to the glacial ice sheet, further modifying the original topography.

Bedrock underlying the New Haven area is composed of two very different rock types, put in proximity to each other due to a fault, the Eastern Border Fault, which strikes East-Northeast to West-Southwest, and dips to the north. The younger rock is on the downthrown side to the north. The older rock is to the south.

The Eastern Border Fault forms the eastern and southern boundary of the Mesozoic Hartford Basin. Mesozoic sedimentary rock is located to the north and west of the Eastern Border Fault and older Precambrian metamorphic rock is located to the south and east of the Eastern Border Fault. The sense of displacement on the fault is down on the north/west side of the normal fault. The fault dips to the north and is shown by the dashed red line in Figure 1.

In general, New Haven Harbor is underlain by bedrock consisting of undivided schists and gneisses consisting of metasedimentary and meta-igneous rocks of Proterozoic to Devonian age.

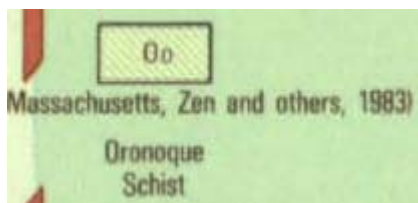
Most of New Haven Harbor is surrounded to the north, northwest, and northeast by New Haven Arkose (Tnh) consisting of red, poorly sorted sandstone and conglomerate. (Figure 1).



The Buttress Dolerite (Jb) is located east of New Haven Harbor. It consists of gabbro, traprock, and basalt. (Figure 1).



The Oronoque Schist (Oo) is located southwest of New Haven Harbor. It consists of granofels and gray/silver schist. (Figure 1)



The Light House Gneiss (Z1) is located south and southeast of New Haven Harbor. It consists of pink granitic gneiss. (Figure 1).

INTRUSIVE ROCKS

Zl	Zb	Zsc
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East Haven granitic body
(may be equivalent to Sterling Plutonic Group)
Zl: Light House gneiss
Zb: Branford Gneiss
Zsc: Stony Creek Granite Gneiss

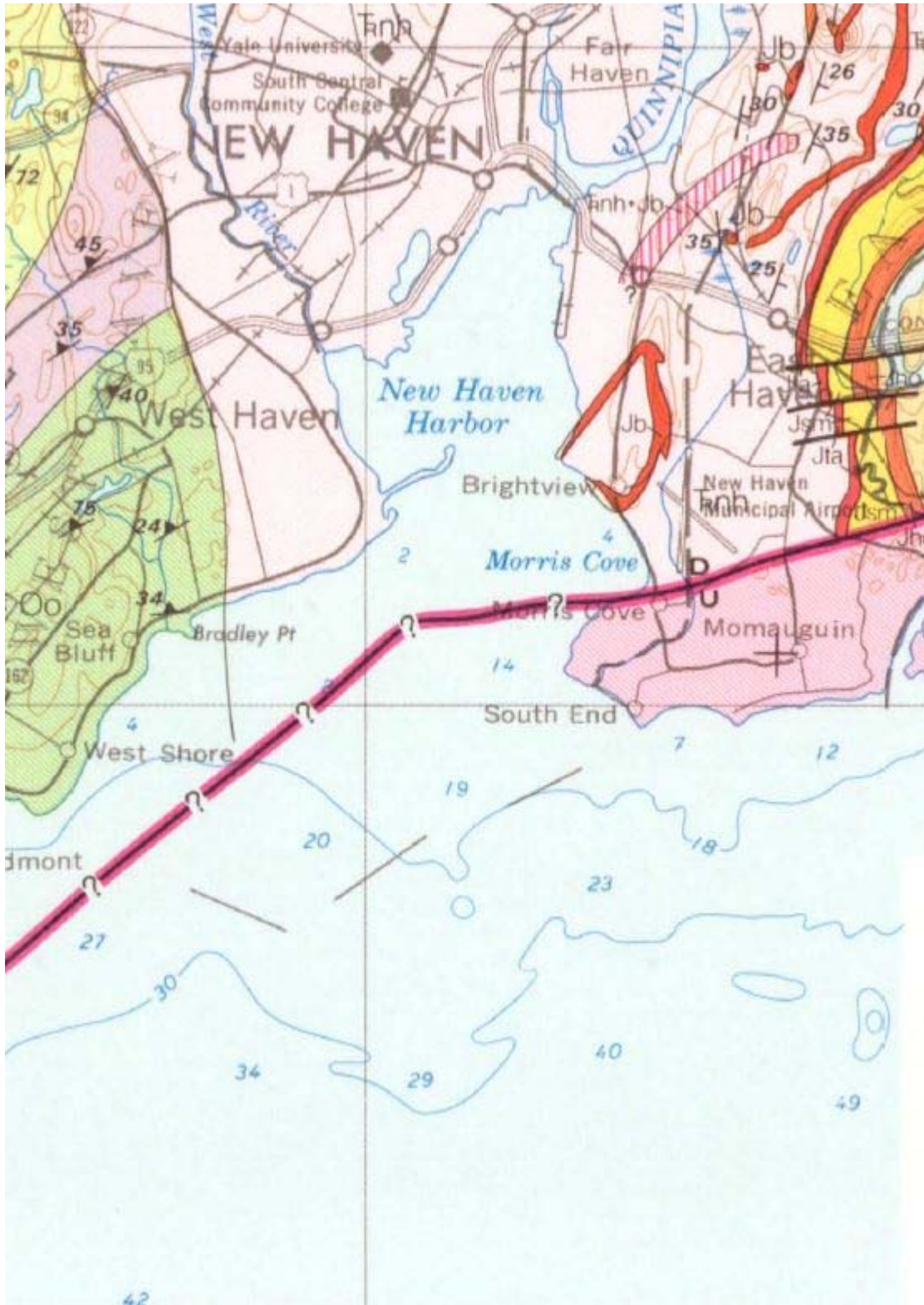


Figure 1: Bedrock Geological Map of Connecticut, Connecticut Geological and Natural History Survey and U.S. Geological Survey, 1:125,000, J. Rodgers, 1985.

The bedrock topography beneath New Haven Harbor consists of the large West Haven Bedrock Valley formed by the coalescence of three smaller V-shaped bedrock valleys associated with the West River, Quinnipiac River, and Farm River. The head of the large bedrock valley is at the approximate latitude of Morris Cove. The large valley strikes southwesterly parallel to the western edge of New Haven Harbor and parallel to the inferred orientation of the Eastern Border Fault (Figure 2 and Figure 3).

The fault zone, marking a sharp contrast between the sedimentary rock types to the north and the harder metamorphic rocks to the south, may have exerted structural control over river drainage development, resulting in the preferential erosion and deepening of the pre-glacial bedrock valley along the fault line. The presence of the harder, more resistant rock south of the fault also may help explain the point that juts out at South End, as well as the indentation at Morris Cove to the north, where glacial deposits fill the deep bedrock valley.

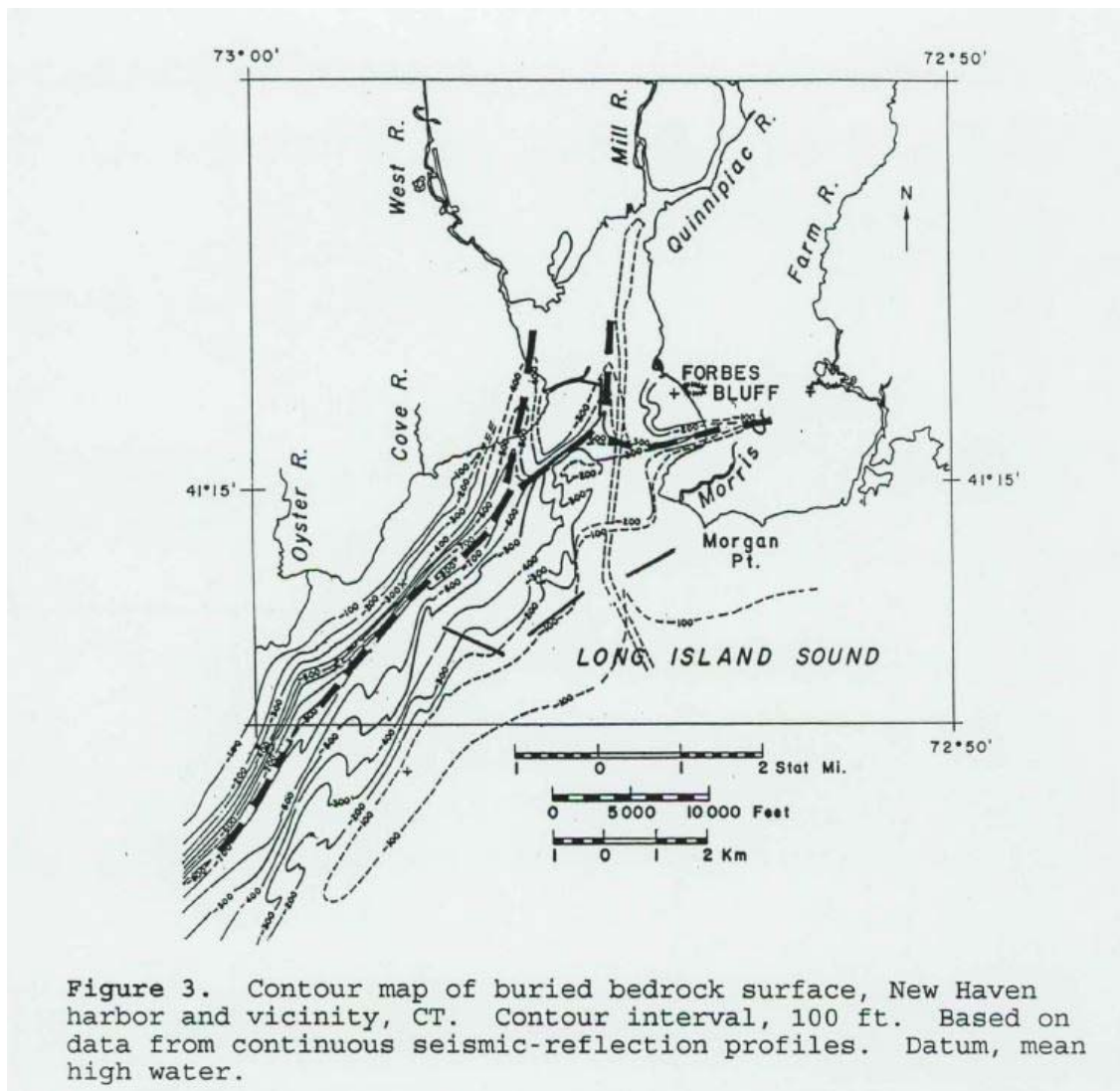


Figure 2: Buried, Anomalously Deep V-Shaped Valley in Bedrock Surface, New Haven Harbor, Connecticut, Department of Geology, Hofstra University, J.E. Sanders, 1965.

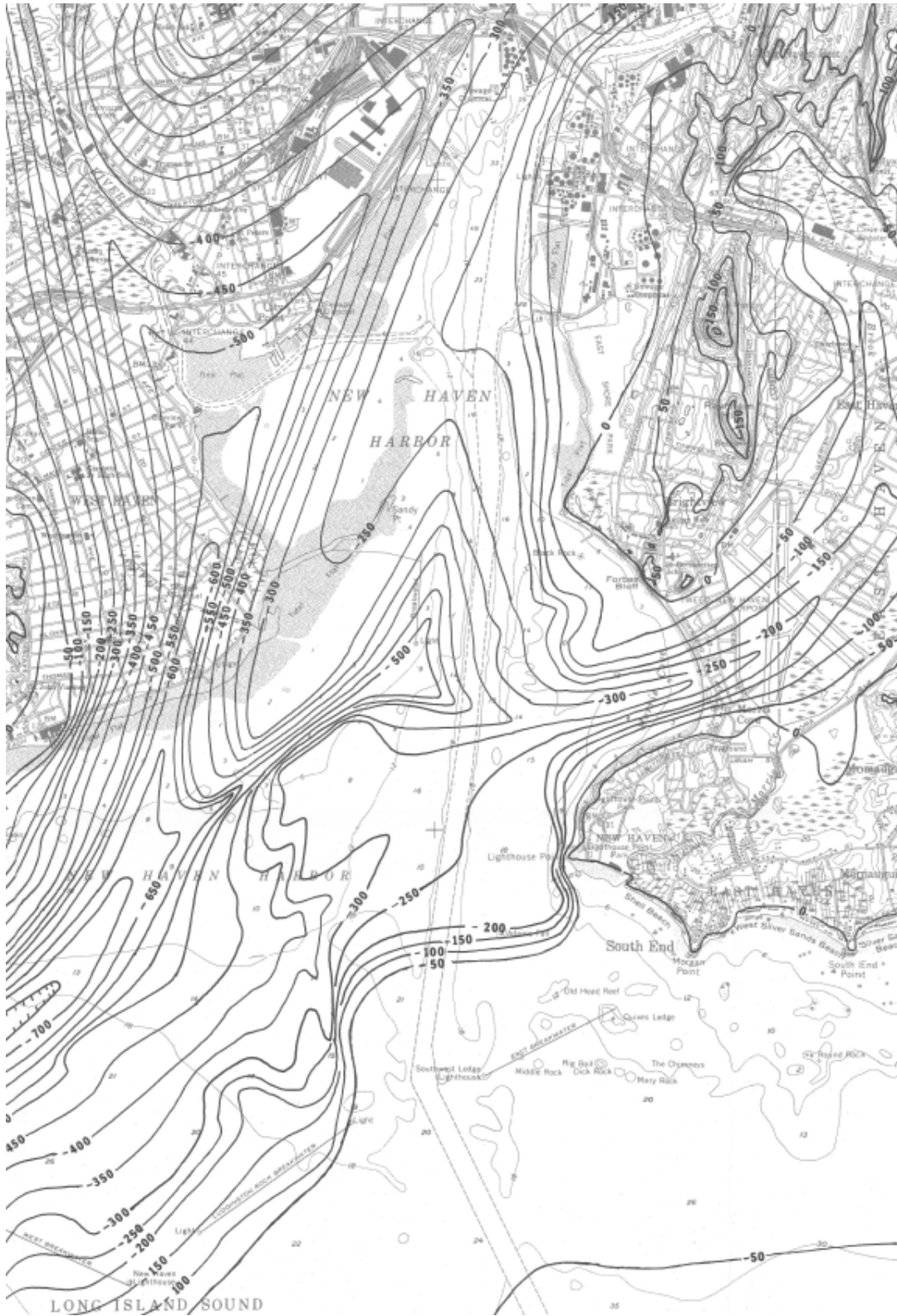


Figure 3: Contour Map of the Bedrock Surface, New Haven-Woodmont Quadrangles, Connecticut, U.S. Geological Survey, Miscellaneous Field Studies Map MF-557A, 1:24,000, F.P. Haeni and J.E. Sanders, 1974 (MLW)

2.0 Regional Surficial Geology

2.1 Surficial Geology of New Haven Uplands

Glaciation resulted in a variety of material types deposited in varying depositional environments, such as: till deposited at the base of the ice; ablation till deposited by material melting out of glacial ice (supraglacial); and material deposited by meltwater, including glaciofluvial outwash deposited by flowing water, lacustrine silts and clays deposited in lakes formed by glacial ice and/or sediment dammed drainages; and deltas where drainages enter larger quiet water bodies and drop their sediment load.

The regional surficial geology of the New Haven Uplands has been mapped by J.R. Stone et al (2005) and J.R. Stone et al (1992).

Thin till (t) is located to the east/southeast and west/southwest of New Haven Harbor (Figure 4). Thin till (t) consists of areas where till is generally less than 10-15 ft. thick and includes areas of bedrock outcrop where till is absent. Thin till is predominantly an upper till that is loose to moderately compact, generally sandy, and commonly stony. Two till facies are present in some places; a looser, coarser-grained ablation facies, melted out from supraglacial position; and a more compact finer-grained lodgment facies deposited subglacially. In general, both facies of upper till were derived from the red Mesozoic sedimentary rocks of the central lowland of Connecticut and are finer-grained, more compact, less stony, and have fewer surface boulders than upper till derived from crystalline rocks of the eastern and western highlands (Figure 5).

t Thin till deposits

t Thin till

Coastal Beach/Dune Deposits (b) are located to the east and west of New Haven Harbor (Figure 4). Beach Deposits (b) consisting of sand and gravel deposited along the shoreline by waves and currents and by wind action are located to the east and west of New Haven Harbor. The texture of beach deposits varies over short distances and is generally controlled by the texture of nearby glacial materials exposed to wave action. Beach deposits are generally well sorted and rarely more than a few feet thick. Many sand beaches along the Connecticut coast have been “restored”; these have not been distinguished from natural beaches on this map. However, extensive beaches that consist totally of “made-land” are mapped as artificial fill (Figure 5).

af Artificial fill

b Coastal beach and dune deposits

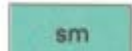
b Beach deposits

af Artificial fill

Holocene Tidal Marsh Deposits (sm) are located to the east and west of New Haven Harbor (Figure 4). Salt-Marsh and Tidal-Marsh Deposits (sm) are located east and west of New Haven Harbor. These deposits consist of peat and muck interbedded with sand and silt, deposited in environments of low wave energy along the coast and in river estuaries. Marsh deposits are dominantly peat and muck,

generally a few feet to 35 ft. thick. They are shown on the map only where greater than about 25 acres in area. In the major estuaries marsh deposits may overlie estuarine deposits which are sand and silt with minor organic material as much as 40-90 ft. thick. These deposits are generally underlain by the glacial material shown adjacent on the map; either till or sand and gravel. Where they are known or inferred to be underlain by sand or fines, they are shown on the map by various line patterns (Figure 5).

 Tidal-marsh deposits

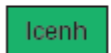
 Salt-marsh and tidal-marsh deposits

2.2 Surficial Geology of New Haven Inner Harbor


The regional surficial geology of the New Haven Inner Harbor has been mapped by J.R. Stone et al (2005) and J.R. Stone et al (1992).

New Haven Deposits and East Haven Deposits (Lcnh and Icenh) consisting of glaciofluvial deposits associated with a sediment dammed lake are located upland to the north, northwest, and east of New Haven Harbor. (Figure 4).


 New Haven deposits

 East Haven deposits


Sand Overlying Fines (S/f) surrounds much of New Haven Harbor in the uplands. Sand is of variable thickness, commonly in inclined foreset beds and overlying thinly bedded fines of variable thickness. Distal deltaic deposits overlie lake-bottom sediment. S/f is a subset of Stacked Coarse Deposits Overlying Fine Deposits (Figure 5).

 Sand overlying fines

Uncorrelated Meltwater Terrace Deposits of Distal Meltwater Streams (fd) are located in the uplands north of New Haven Harbor in the area of the Quinnipiac River (Figure 4).

 Uncorrelated meltwater terrace deposits

Sand and Gravel, Overlying Sand, Overlying Fines (Sg/s/f) is located in the uplands north of New Haven Harbor in the area of the Quinnipiac River. Sand and gravel is generally less than 20 ft. thick, horizontally bedded, and overlies thicker inclined beds of sand which in turn overlie thinly bedded fines of variable thickness. These are deltaic deposits overlying lake-bottom sediment. Sg/s/f is a subset of Stacked Coarse Deposits Overlying Fine Deposits (Figure 5).

 Sand and gravel overlying sand overlying fines

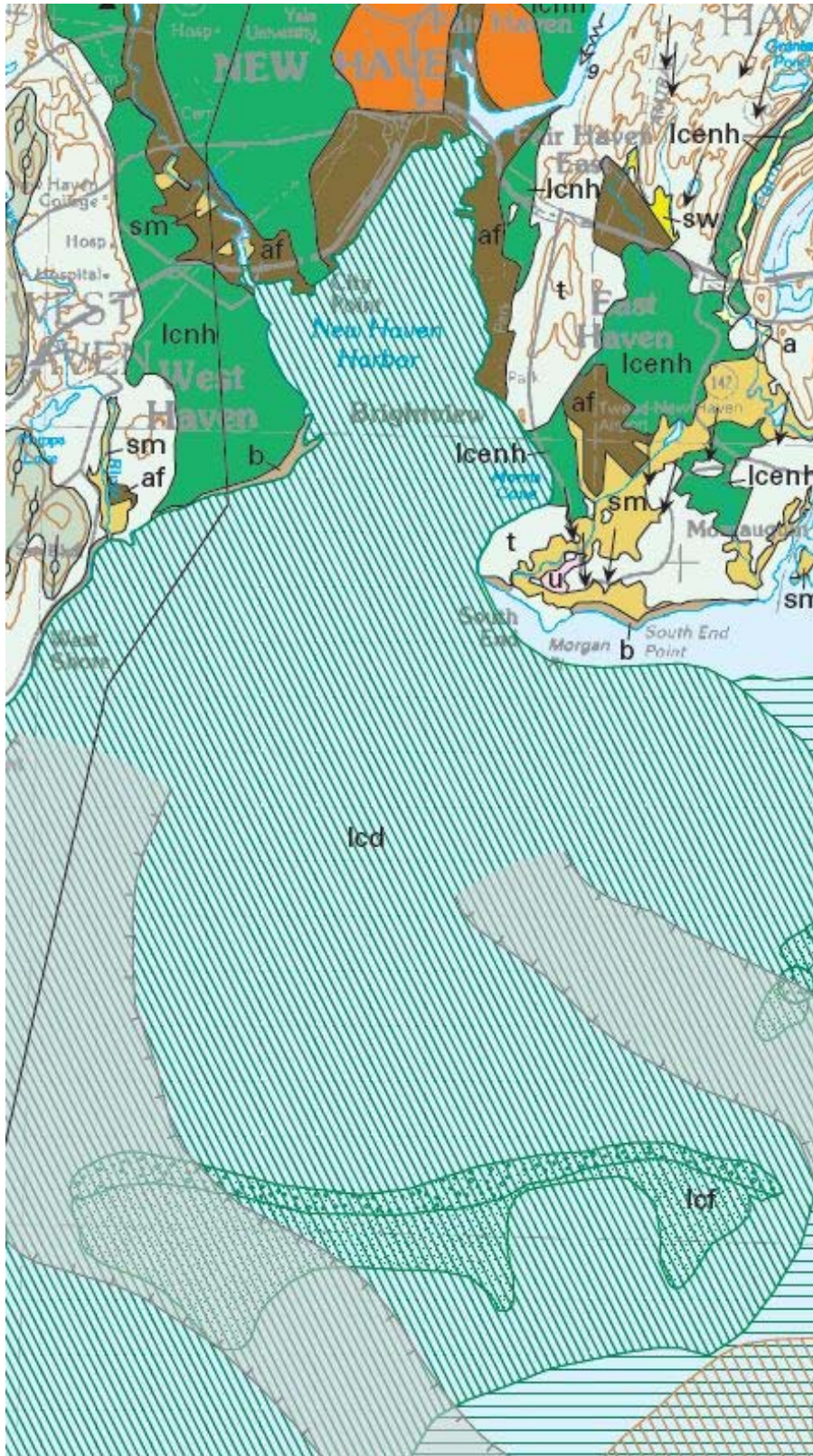


Figure 4: Quaternary Geologic Map of Connecticut and Long Island Sound Basin, U.S. Geological Survey, Scientific Investigation Map 2784, 1:125,000, J.R. Stone et al., 2005.

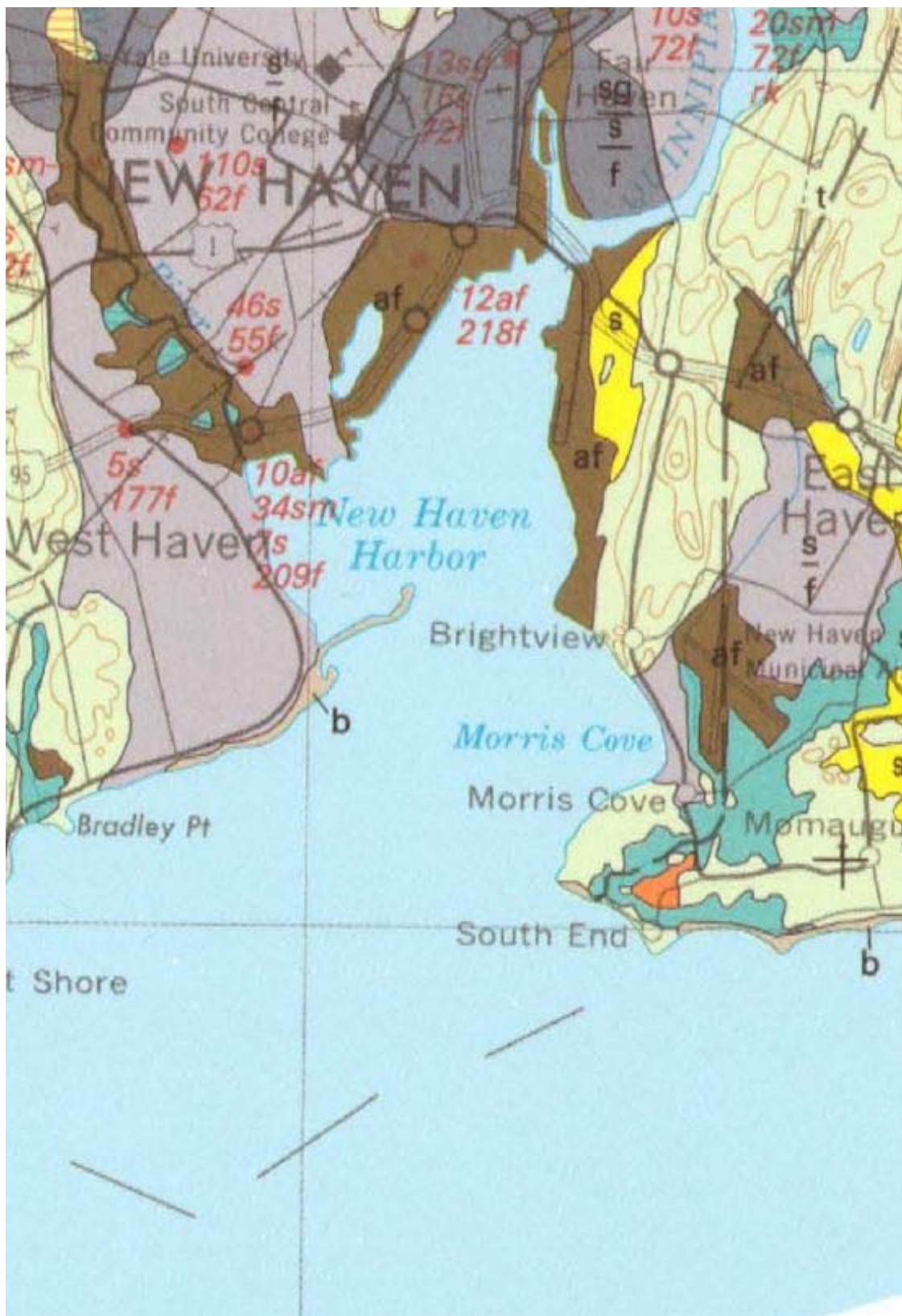


Figure 5: Surficial Materials Map of Connecticut, U.S. Geological Survey, 1:225,000, J.R. Stone et al, 1992.

2.3 Surficial Geology of New Haven Outer Harbor

Glacial Lake Connecticut extended across what is now Long Island Sound, as the outlet was dammed. Deltas formed where rivers entered the lake (proximal), dropping their coarser sediment load, while silts and clays accumulated in the distal, quiet-water lacustrine environment.

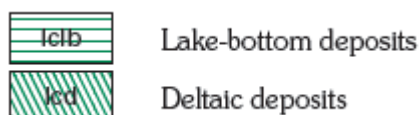
The regional surficial geology of the New Haven Outer Harbor has been mapped by J.R. Stone et al (2005) and J.R. Stone et al (1992). The surficial geology consists of Offshore Submerged Deposits of Glacial Lake Connecticut, including Deltaic Deposits consisting of foreset and bottomset beds overlying lake-bottom sediments (Lcd). The Deltaic Deposits are due to deposition from the Quinnipiac River, the Mill River, and the West River into Glacial Lake Connecticut (Figure 4).



2.4 Surficial Geology of Long Island Sound

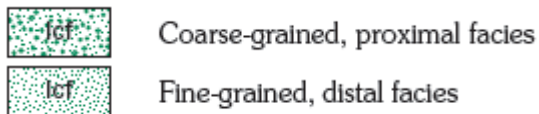
Depositional features are described below, in order from oldest to most recent.

Offshore Submerged Deposits of Glacial Lake Connecticut (Late Wisconsinan) include Deltaic Deposits (Lcd) depicted by diagonal green lines (Figure 4). These deposits are inferred from seismic-reflection data to be delta-foreset and bottomset facies of emergent deltaic deposits of coastal Connecticut. Deposits are up to 30 m (131 ft.) thick and are a dominant component of lake sediment in much of the northern nearshore area. Deposits locally overlie bedrock, undifferentiated drift, end moraine deposits, or lacustrine-fan deposits. Generally, however, they overlie and intertongue distally with varved clay lake-bottom facies (lclb). Internally, delta facies exhibits seaward-dipping, oblique-tangential reflectors. These progradational clinoform configurations occur most commonly on north-south-trending profiles. On east-west profiles, reflectors within delta facies are typically parallel to subparallel, horizontally stratified infill configurations with lows in basal bounding surfaces.



Offshore Submerged Deposits of Glacial Lake Connecticut (Lcf) (Late Wisconsinan) include Coarse-grained, proximal facies depicted by large green dots and Fine-grained, distal facies depicted by small green dots. (Figure 4). Ice-marginal lacustrine fan deposits are present in the lower part of the glaciolacustrine section. These deposits overlie bedrock, Cretaceous strata, and, or, undifferentiated drift and are commonly in the same stratigraphic position as moraine deposits. Fans occur locally throughout the basin, but are numerous and more extensive in wide central Long Island Sound. Each lacustrine-fan sequence consists of two facies that have different seismic characteristics. Ice-proximal facies always occur in the northern part of the deposit, and distal facies always occur in the southern part. On the map, each facies is distinguished by its own pattern, but both with the Lcf label. Proximal facies are commonly an asymmetric, positive relief form with steeper southern slopes and gentler northern slopes. These deposits are inferred from seismic-reflection data to consist of coarse-grained sand and gravel in south-dipping beds and probably contain boulders (at least on the surface) and ablation till in most proximal parts. Deposits are typically either seismically amorphous or display chaotic internal reflectors. However, multiple seismic-reflection profiles run in different directions across single fans reveal that internal reflectors, which have chaotic configuration on some crossings, appear as steeply dipping clinoforms on other crossings. The seismic data provide evidence that proximal facies contain coarse-grained stratified sediment as well as nonstratified ablation material.

The surface of distal facies slopes gently southward from higher-standing proximal facies. These deposits are inferred from seismic-reflection data to consist of finer grained lacustrine beds similar to overlying lake clays but were deposited by turbidity underflow processes. The finer grained lacustrine beds are characterized by finely laminated, subparallel to parallel internal reflectors that fill underlying topographic lows. Lacustrine fans were built beneath waters of Glacial Lake Connecticut by meltwater streams that issued from the grounding line of the ice sheet. On several seismic-reflection profiles, evidence of systematic northward retreat of ice is provided by shingled sequences of up to 10 ice-marginal fan deposits. In these sequences, proximal facies of one fan are overlain by distal facies of the next younger fan to the north



Offshore Submerged Deposits of Glacial Lake Connecticut (Late Wisconsinan) include Lake-Bottom deposits (Lclb) depicted by horizontal green stripes. (Figure 4). These deposits are inferred from seismic-reflection data to be varved silt and clay commonly 80m (262 ft.) thick and locally greater than 150 m (492 ft.) thick in deep valleys. These deposits dominate the glacial section in the southern half of the basin and variously overlie bedrock and, or, Cretaceous beds, undifferentiated drift, end-moraine deposits, and lacustrine-fan deposits. The unit is characterized by finely laminated, parallel internal reflectors that distinctively drape underlying topography. Several vibracores penetrated varved clay lake-bottom facies. One core (LISAT 6) contained 6.5 m (21 ft.) of typical glaciolacustrine varved sediment in silt-clay couplets, which range from 0.7 to 7.1 cm (0.5 to 3 in) thick with a mean thickness of 2.2 cm (1 in) and (if interpreted as annual) represent 280 years of lacustrine deposition in the interval sampled. Seismic-reflection data collected at the core location reveal that another 30 m (98 ft.) of lake-bottom clay facies is present in the section beneath the cored interval, and that local tidal scour has removed about 20m (66 ft.) of lake-bottom clay that formerly existed above the cored interval. In many places, reflectors within lake-bottom clay facies can be traced northward into deltaic facies.

Early Postglacial Deposits (Early Holocene, Late Wisconsinan) include Submerged marine deltaic deposits – Deltaic facies (md) and Delta-distal facies (mdd) depicted by orange diagonal stripes. Deltaic facies contain internal reflectors that consist of long, southwest-dipping, oblique-tangential clinofolds interpreted as sandy delta-foreset facies and packages of chaotic reflectors interpreted as coarser grained beds (locally delta-topset facies). Delta-foreset facies generally occur in prograded-fill configuration overlying a wave-cut unconformity, and are present -60 m (-197 ft.) and -42 m (-138 ft.) below sea level. Delta-topset facies occur as high as -30 m (-198 ft.) in altitude. The interpreted delta topset-foreset contact lies at about -42 m (-138 ft.). Deltaic beds occupy the eastern half of the deposit. The eastern area has undergone intensive modern tidal scour and only remnants of delta deposits remain. Delta-distal facies contain thin, parallel-laminated internal reflectors interpreted as delta-distal, fine grained facies. The deposits overlie a wave-cut unconformity in an onlap-fill configuration to as high as about -40m (-131 ft.). Relict shoreline features (beaches, bars, or spits) that lie at -42m (-138 ft.) in the southwest and -36 m (-118 ft.) in the northwest are associated with outer edges of delta-distal facies. Continuous reflectors can be traced across delta-distal facies, indicating that these levels were isochronous. The difference in altitude of the paleoshoreline between north and south is attributed to glacio-isostatic tilting. The top of delta-distal facies is cut by a minor unconformity with up to 4 m (13 ft.) of relief. Vibracores penetrating the unconformity indicate delta-distal facies to be finely laminated, very fine sand.



Submerged marine deltaic deposits—Deltaic facies



Submerged marine deltaic deposits—Delta-distal facies

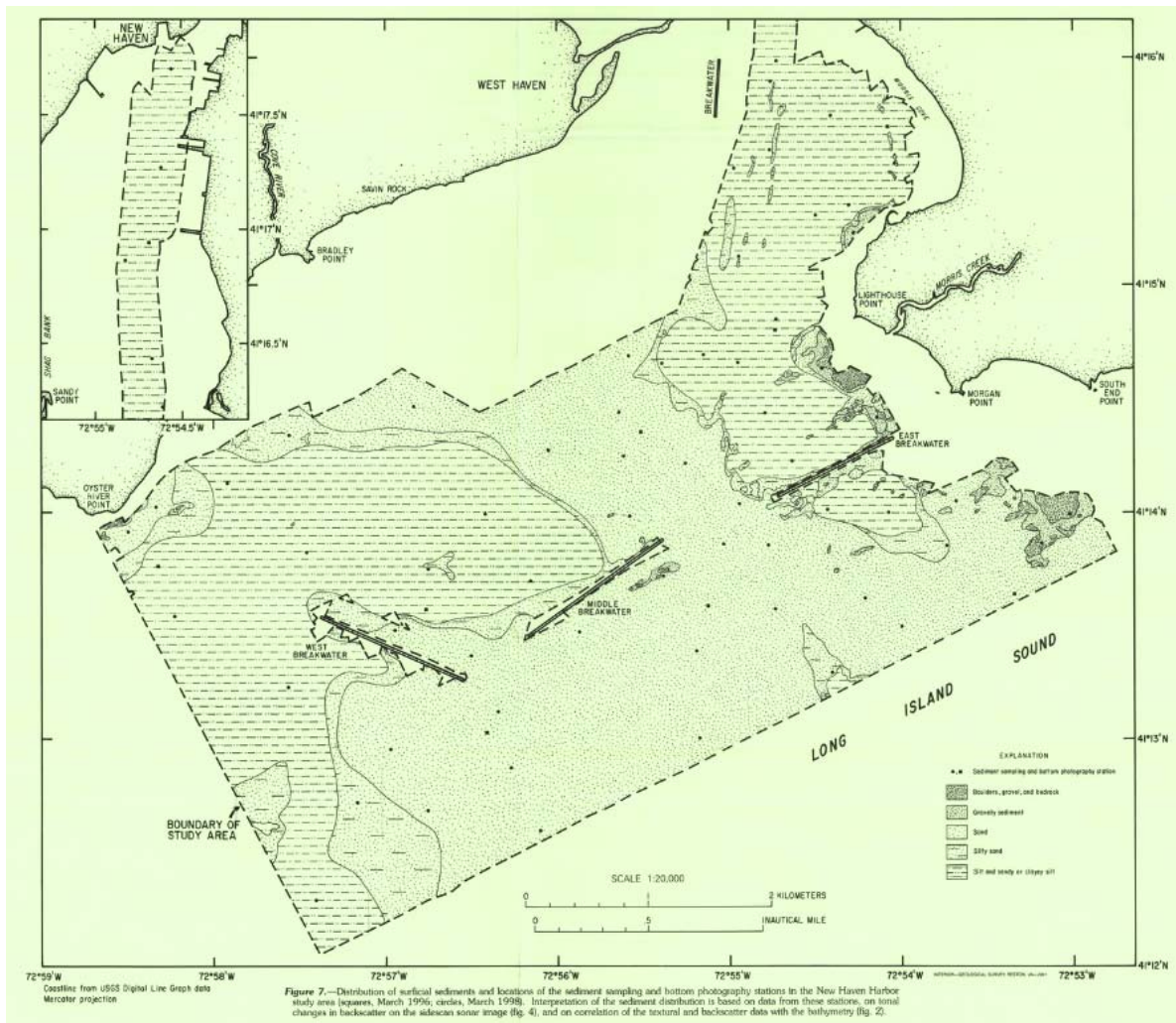
Early Postglacial Deposits (Early Holocene) include Submerged fluvial-estuarine, and channel-fill deposits depicted in gray (Ch). (Figure 4). Fluvial sediments are overlain by estuarine sediments (inferred from seismic-reflection data) up to 20 m (66 ft.) thick in channel-fill configuration overlying steep-sided, channel-shaped unconformities that truncate glacial-lake deposits. The lower part of the channel-fill sequence is complex and includes hummocky, lenticular, and short oblique clinoform reflectors suggesting a cut-and-fill origin. These deposits are interpreted from diatoms in vibracores (Szak, 1987) to be terrestrially derived fluvial sediment deposited when streams drained across a subaerially exposed lakebed. Map patterns of these channels show a paleodrainage system related to terrestrial valleys. Tributary channels draining southward from Connecticut and northward from Long Island join an east-draining trunk valley that has thalweg altitudes in the -40-m (-131-ft) range in the west and slopes to about -60m (-197 ft.) in the east where it exited the Long Island Sound basin at The Race. Fluvial facies are commonly overlain in the upper section of channel-fill by a parallel-laminated to seismically opaque unit interpreted to be fine-grained, estuarine sediment deposited as the rising postglacial sea entered the basin through the -60m (-197-ft) notch at The Race and spread to the west via a paleochannel system. Estuarine sediment extends outside the channel system in many places but is not mapped.



Submerged fluvial-estuarine, channel-fill deposits

2.5 Regional Grain Size Analyses

The USGS has estimated regional grain size in the outer portions of New Haven Harbor and Long Island Sound based upon the results of sidescan sonar studies. The distribution of sediments has been mapped as depicted in Figure 6.



EXPLANATION

- , ■ Sediment sampling and bottom photography station
- ▨ Boulders, gravel, and bedrock
- ▩ Gravelly sediment
- ▧ Sand
- ▦ Silty sand
- ▤ Silt and sandy or clayey silt

Figure 6: Sidescan Sonar Images, Surficial Geologic Interpretations, and Bathymetry of the Long Island Sound Sea Floor in New Haven Harbor and New Haven Dumping Ground, Connecticut, U.S. Geological Survey, Geologic Investigations Series Map I-2736, L.J. Poppe et al., 2001.

2.6 Previous Site Specific Surficial Stratigraphy

The site specific stratigraphy of New Haven Harbor has been previously investigated by the USACE with boring programs in the 1970s and 1980s. These results were presented in the 1986 FS report and the 1988 PED report. Soils collected from the inner portions of New Haven Harbor consisted of Holocene, black to gray, organic silt and clay (OH-OL) overlying reddish-brown silty medium-fine sand (SP-SM).

Hard copies of 1970s laboratory testing and boring logs were located for this report. 1980s laboratory gradation testing was reported to be "On-file at NED office", but could not be located for this report. Soils collected from the outer portions of New Haven Harbor consisted of black to gray organic silt and gray organic silt (OL-OH), underlain by gray, medium-fine sand, silty-fine sand, and reddish brown silty fine sand (SW-SM), underlain by Till, underlain by bedrock.

3.0 Previous Investigations

3.1 1974 Haley & Aldrich (H&A) Borings for Bolt, Beranck, and Newman, Inc. (BBN)

Three borings were conducted in bedrock. Boring Y-3A was located in the channel at approximate station 250+. Boring Y-4 was located outside of the channel at approximate station 270. Boring G-1 was located outside of the channel at approximate station 235.

Borings were conducted near the breakwater in area of Station 235+00 to 275+00. Six Borings were conducted.

In general, borings had very poor recovery (<50%). The main drilling problems were a result of the use of a floating spud barge held in place with anchors. Wave and tide interference, particularly near the outer breakwaters, resulted in poor recovery and poor characterization of bedrock. Bedrock was described as very hard, unweathered, highly to moderately fractured, gray, coarse to medium grained, ortho-gneiss.

3.2 1974 BBN Seismic Investigation

Bedrock was identified in the Federal Channel from the 50-ft contour north to the channel bend near the breakwater, thence roughly 4,000 feet further north into the harbor.

3.3 1977 UASCE-NED Study

The 1977 USACE-NED study concluded that approximately 1.2 million cubic yards of dredged material would be suitable for landfill applications and that no materials were suitable for beach nourishment. These conclusions were based upon 10 drive samples collected at 2,500 ft. intervals along the length of the channel. No rock coring was conducted. Copies of boring logs for FD-1 through FD-10 were reported to be on file at NED. Copies of test data and laboratory grain size analyses were also reported to be on file at NED. Hard copies of boring logs and laboratory gradations have been located for this report.

3.4 1974 and 1977 Borings Summarized in 1981 FS Report

In the 1981 FS Report the anticipated types of materials to be encountered during dredging were summarized in the following excerpts:

a. Stations 15+00 to 55+00. On the basis of one boring in the reach, it is expected that all of the material to be dredged will consist of soft, black, and organic silt, OH. Material of this type is not suitable for beach replenishment or for use in landfills since it is slow draining and will remain soft for years after placement. Land disposal of this type of material requires a perimeter structure to retain the material and often causes an odor nuisance.

b. Stations 55+00 to 80+00. On the basis of one boring in this reach, it is estimated that about 50 percent of the material to be dredged will consist of silty fine sand and silty medium to fine sand. This material is considered suitable for use in landfill and the medium to fine sand portion is considered marginally suitable for beach replenishment. These sands are overlain by soft, black and gray organic silt (OH and OH) which are not considered suitable for use in landfills. It is estimated that about 200,000 cubic yards of sand will be dredged from this reach.

c. Stations 80+00 to 230+00. On the basis of six borings in this reach, it is expected that all of the material to be dredged will consist of soft, black and organic silt (OH and OL). As previously discussed, this material is not considered suitable for use in landfills.

d. Stations 230+00 to 275+00. This reach was explored by geophysical methods supplemented by six borings in 1974 by Bolt, Barenek and Newman, Incorporated. The results of this investigation indicate that dredged material will consist of approximately 500,000 cubic yards of rock, fine sand, medium to fine sand and organic silt. It is expected that of the total, approximately 395,000 cubic yards of fine and medium to fine sand is reclaimable for use in landfills.

e. Stations 275+00 to 380+00. On the basis of two borings in this reach, it is expected that most of the material to be dredged will consist of loose, black to dark gray silty medium to fine sand. It is expected that this material (approximately 700,000 cubic yards) will be suitable for use in landfills but will be too silty for beach replenishment.

It should be recognized that the subsurface information presented here is based on a limited number of borings. Therefore, estimates of quantities of materials and their location is considered preliminary in nature. A detailed subsurface exploration program to determine the character of materials, location and quantities will be undertaken at the advance engineering and design stages of the project. The locations of borings and environmental samplings are shown on Soil Profile, Figure 5.

In early 1974, After Dredge Hydrographic Survey of the entire ship channel and turning basin was conducted by the Corps. The drawings (4) show numerous soundings that formed lines or cross-sections taken every 100 feet on center, for about 6 miles. These four drawings shown as Figure 6 also present the proposed channel alignment and turning basin superimposed over the existing 35-foot project alignment. These same drawings (4) form the basis for estimating volumes of dredged materials. Furthermore, based on the design width of 500 feet needed to safely accommodate the range of vessel sizes expected to utilize the port, templates were developed in consideration for depths of 40, 41, 42 and 45 feet, mlw, with 1 on 3 side slopes. All dredging quantities provide for an overdepth of 2 feet in unconsolidated materials and 4 feet in rock excavation. The estimated volumes for each retained structural plan are presented in Table 5 below.

3.5 1987 Atlantic Testing Laboratories (ATL) Borings

Only two of the 11 proposed borings were completed. One boring was located within the channel. No bedrock sampling or laboratory analyses were conducted. The main drilling problems were a result of the use of a floating spud barge held in place with anchors. Wave and tide interference, particularly near the outer breakwaters, prevented coring of bedrock.

Boring FD-87-2 was located in the channel at approximate station 240+. FD-87-2 encountered the following sediments with increasing depth: 1) Soft organics 2) Gray, medium to fine sand, with a trace of silt, organics, and shells (SW) 3) Gray, coarse, medium, and fine sand with a trace of gravel, a trace of silt, a trace of organics, and a trace of shells (SW) and 4) Brown, coarse, medium, and fine sand, with little gravel, and a trace of silt (SW).

Boring FD-87-1 encountered the following sediments with increasing depth: 1) Soft organics and 2) Gray, medium to fine sand, with a trace of silt, a trace of organics, a trace of shells, and a trace of fine gravel (SW). No laboratory gradations were provide in the 1987 ATL report.

3.6 1987 Weston Geophysical Corporation Seismic Reflection and Refraction for ATL

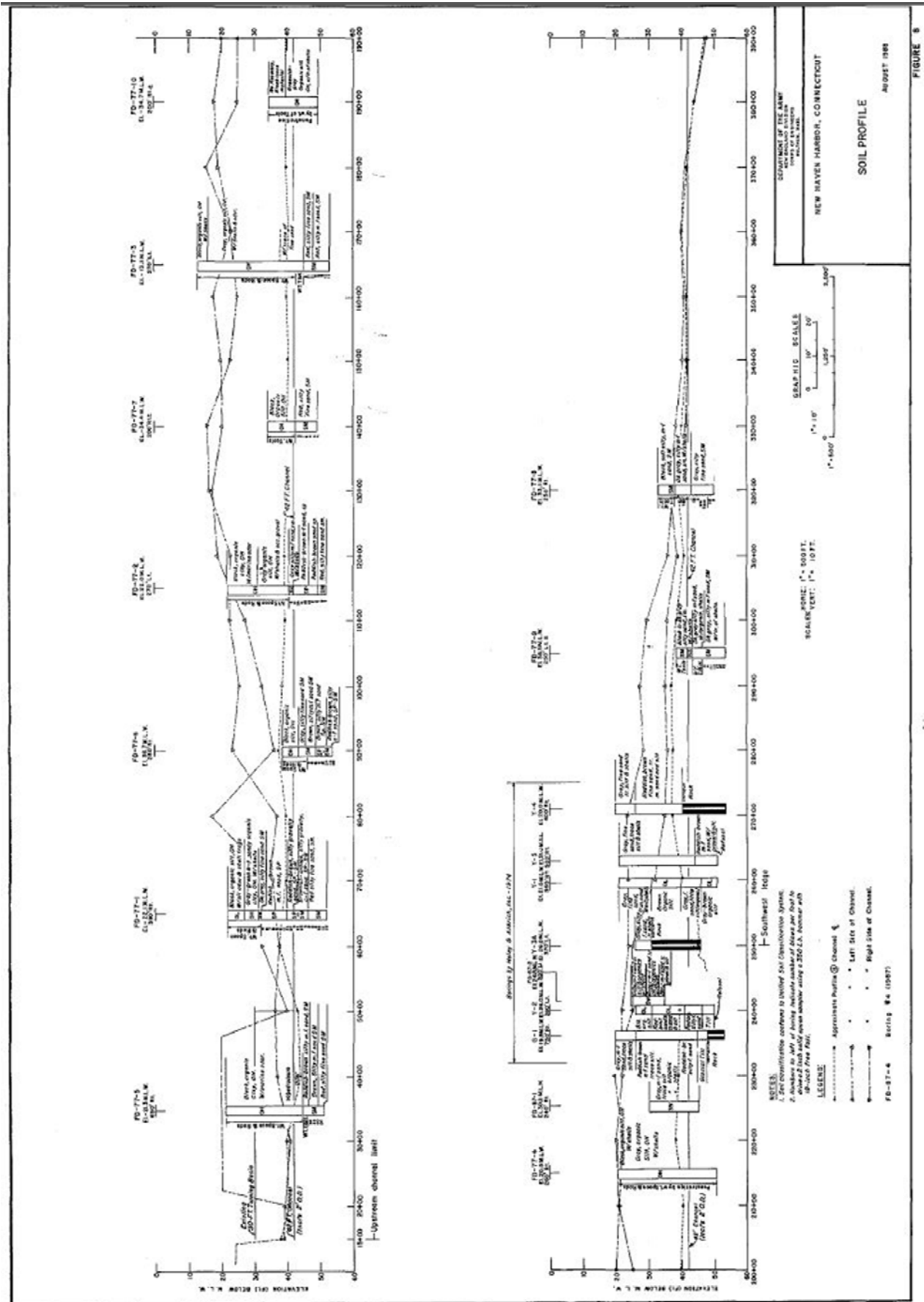
Gaseous organic sediments are located in the inner harbor, extending from stations 15+00 to 220+00. Therefore, there was limited, to no, energy penetration for reflection or refraction seismic studies.

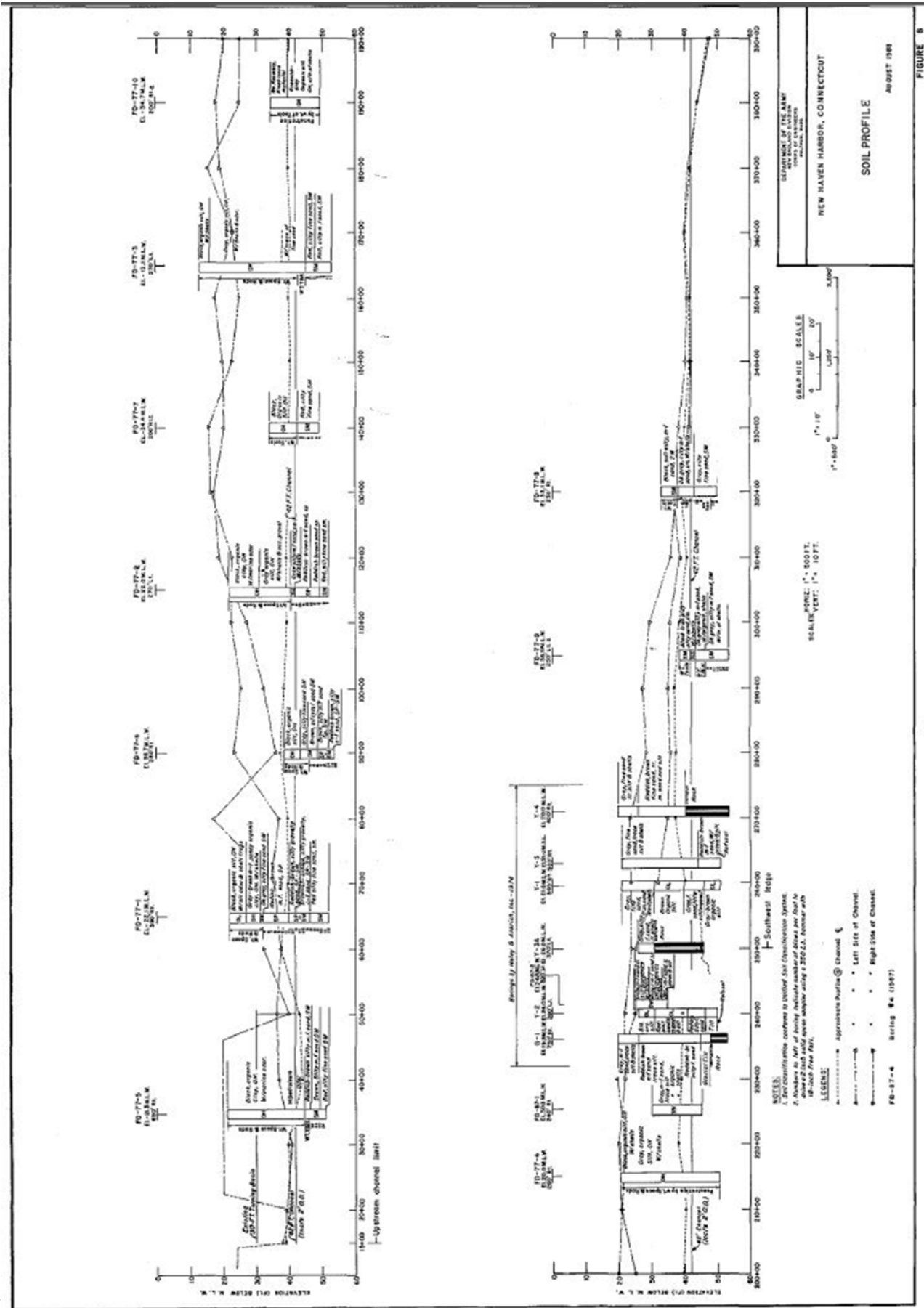
The seismic investigation used both a boomer seismic source and a sparker energy source for the seismic reflection survey. The channel located north of approximate Station 230 was not imaged due to gas charged sediments which are located north of Station 224+00.

For the refraction survey, air gun seismic sources were used along three lines. The lines were located on the east side, on the west side, and in the center of the channel. The eastern line extended to Station 310+00. The center line extended to Station 250+00 and the western line extended to Station 380+00 and in turning basin.

3.7 1988 PED Report

In the 1988 PED report, shallow bedrock was identified in three areas. The areas are: Station 230 -240 (FD-87-2 (240+)); Station 245-255 (Y-3A (250+)); and Station 273-274 (No borings). Rock was recovered, however, no rock mechanics testing was conducted. Therefore the engineering characteristics of the bedrock are unknown.





Navigation Improvement Project

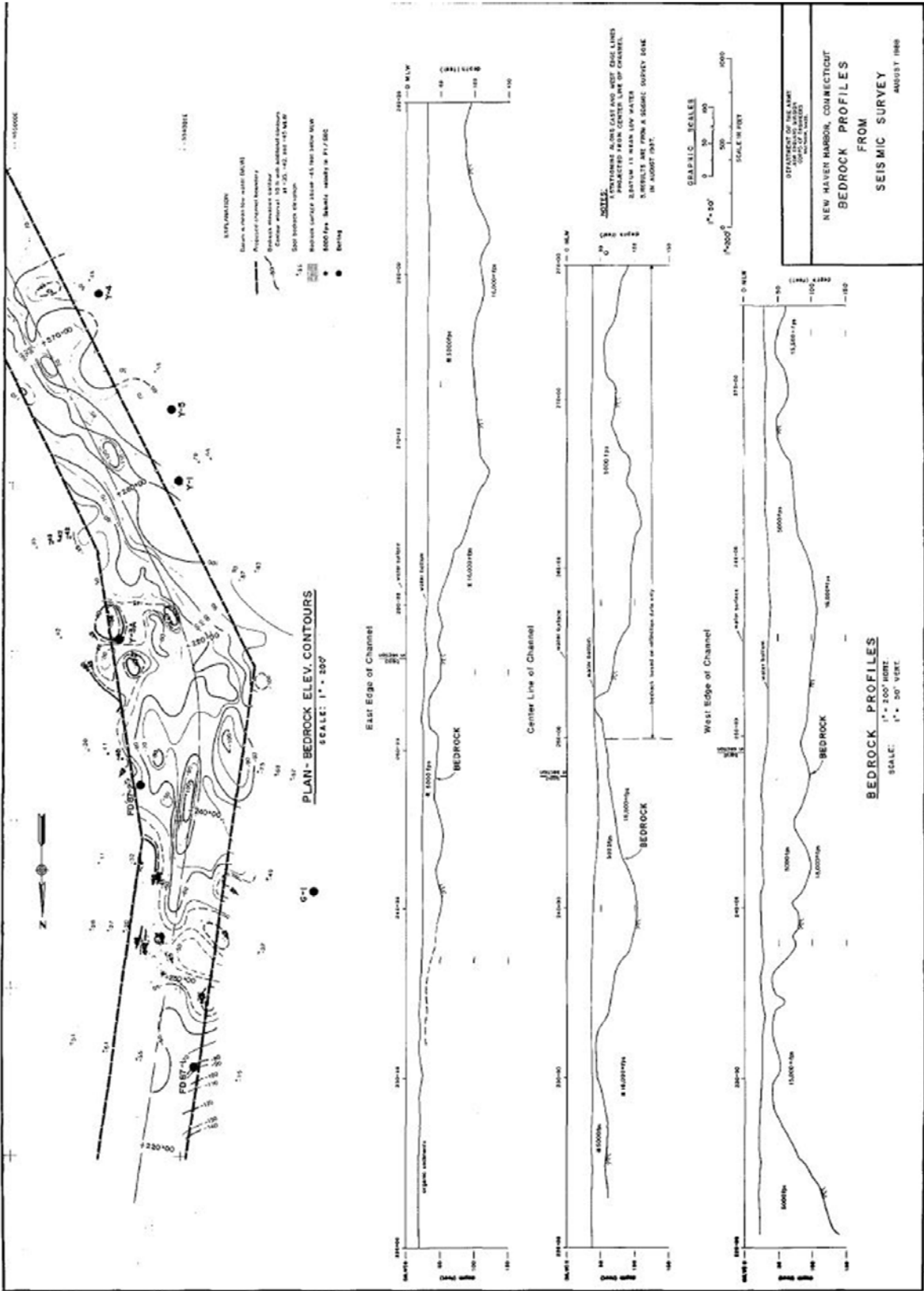


Figure 7: Boring Locations, Soil and Bedrock Profiles, USACE NAE, PED Report, 1988.

3.8 2002 ESS, Inc. (October 22, 2002)

Cross Sound Cable Project: Area 6/7 Geotechnical Investigation, New Haven Harbor, New Haven, Connecticut: Environmental Science Services, Inc. and Ocean Surveys, Inc. for Cross-Sound Cable Company, LLC

ESS conducted 128 jet probes to map the extent and elevation of bedrock in Area 6/7. Sediment ranged from three to 15 feet thick. Sediments consisted of an upper layer of soft aqueous organic silt and clay sediment; a middle layer of dense fine to medium reddish-brown sand and gravel; and a lower layer of coarse sand and gravel till with some cobbles directly above bedrock.

ESS conducted 16 rock core borings in Area 6/7. Seven select rock core samples were laboratory tested for unconfined compressive strength (UCS), tensile strength, and unit weight. The bedrock consisted of light gray, medium to coarse grained, granodioritic gneiss with variable gneissic foliation.

The bedrock has been previously mapped as the Light House Gneiss. The Light House Gneiss is described as a pink or gray to red, medium grained, generally well foliated granitic gneiss of Proterozoic age (Figure 1).

The bedrock is generally hard and fresh to very slightly weathered. The Rock Quality Designation (RQD) generally ranged from 50% to 90% (fair to good quality). The total range of RQDs was 0% to 100%. The lowest RQDs were due to the presence of near vertical fractures. Fracture spacing was close to very close.

From the report's description of low RQD due to the presence of vertical fractures, it is unclear if the RQD method was correctly applied. For vertical fractures one should measure the length of the core centerline and not discount the entire length. It is also unclear if mechanical breaks were differentiated from natural breaks. If all breaks are assumed to be natural, this would result in a lower RQD which would result in underestimating the effort needed to remove the rock during dredging. Low RQDs might also be attributable to mechanical breaks from the use of a spud barge drilling platform rather than a jack-up barge or liftboat.

Laboratory results for UCS ranged from 12,087 psi to 20,447 psi. This range of UCS falls within Class B – High Strength intact rock. This range of UCS is most likely beyond the limits of cutter head dredgability and may also be beyond the productivity limits of backhoe dredgability.

Laboratory results for average splitting tensile strength ranged from 2,607psi to 4,062 psi with a bulk density of approximately 164 lbs. per cubic foot.

Based upon the laboratory results discussed above and RQDs greater than 50%, it is likely that rock will be removed via confined underwater blasting rather than by mechanical means.

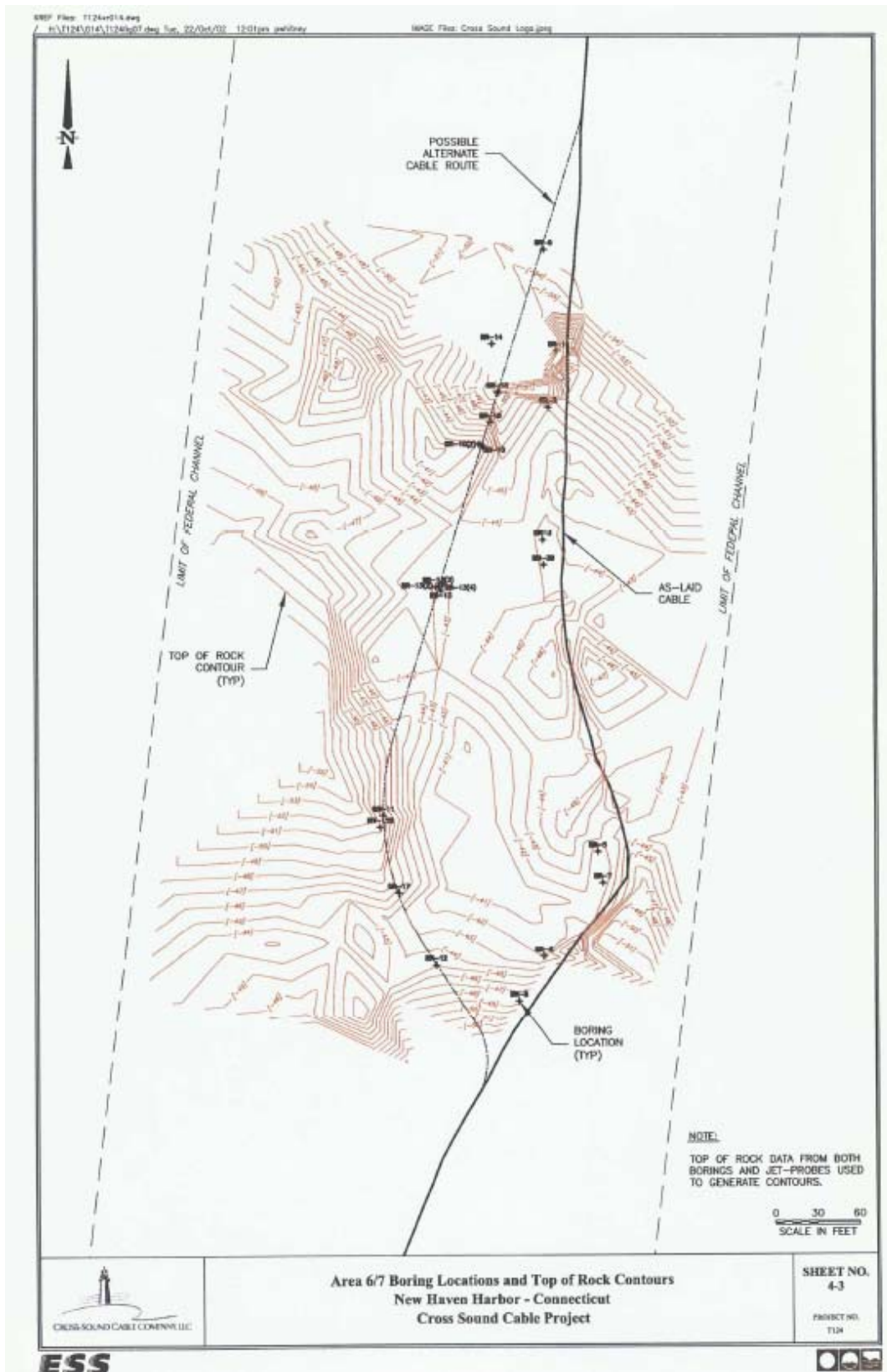


Figure 8: Area 6/7 Boring Locations and Top of Rock Contours, New Haven Harbor, Connecticut, Cross Sound Cable Project, ESS, 2002.

4.0 References:

Atlantic Testing Laboratories, Limited, 30 December 1987; ATL Report No.: CD024-1-1-88, Section 1, New Haven Harbor Improvements Project, New Haven, CT. Engineering Report for Subsurface Investigation performed at New Haven, CT.

ESS, Inc. October 22, 2002, Cross Sound Cable Project: Area 6/7 Geotechnical Investigation, New Haven Harbor, New Haven, Connecticut: Environmental Science Services, Inc. and Ocean Surveys, Inc. for Cross-Sound Cable Company, LLC.

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