



PUBLIC NOTICE

Comment Period Begins: March 21, 2024

Comment Period Ends: April 22, 2024

File Number: NAE-2020-01064

In Reply Refer to: Roberta Budnik, Regulatory Division

Phone: (978) 318-8766

Email: roberta.k.budnik@usace.army.mil

The District Engineer, U.S. Army Corps of Engineers, New England District (USACE), has received a permit application, file number **NAE-2020-01064**, to conduct work in waters of the United States from the **National Passenger Railroad Corporation (Amtrak)**. This work is proposed in the **Connecticut and Lieutenant Rivers and their associated tidal wetlands** at Amtrak's Northeast Corridor, Milepost (MP) 106.89, in New London County, Connecticut. The site coordinates are at approximately Latitude 41.10908° N. and Longitude 72.349328° W.

APPLICANT

National Railroad Passenger Corporation (Amtrak), 360 West 33rd Street, New York, NY 10001

PROJECT DESCRIPTION

The work would involve: (1) construction of a new bascule railroad bridge over the Connecticut River between Old Saybrook and Old Lyme, 52 feet south of the existing bridge location, with a two-track, electrified railroad movable bridge, approach spans, and at-grade approaches on either side of the river that tie into the existing railroad; (2) removal of the existing Amtrak Connecticut River bridge between Old Saybrook and Old Lyme, including the superstructure, substructure elements, submarine cables, overhead contact systems, and all decommissioned track and rail systems; (3) removal and rebuilding of the State of Connecticut Department of Energy and Environmental Protection (CTDEEP) Ferry Landing State Park boardwalk within the Connecticut River; and (4) performance of compensatory mitigation involving wetland restoration and invasive species control.

The proposed project would result in the follow impacts for each proposed project component:

Bridge Replacement Area (including temporary access roads):

- Permanent fill in wetlands: 1.59 acres (69,090 square feet)
- Temporary fill in wetlands: 1.06 acres (46,120 square feet)
- Permanent fill below high tide line (HTL; excluding wetland areas): 2.47 acres (107,550 square feet)
- Temporary fill below HTL (excluding wetland areas): 2.41 acres (104,770 square feet)

Ferry Landing Boardwalk Removal and Reconstruction:

- Permanent fill below HTL: 0.04-acre (1,680 square feet)
- Temporary fill below HTL: 0.59-acre (25,830 square feet)

17 Shore Road and 3.25-Acre Site Mitigation:

- Permanent fill in wetlands incidental to compensatory mitigation execution: 400 sf (0.009-acre)
- Temporary fill in wetlands incidental to compensatory mitigation execution: 203,355 square feet (4.67 acres)
- Temporary fill below HTL (excluding wetland areas) incidental to compensatory mitigation execution: 10,250 square feet (0.24 acres)

The new bridge would include at grade approaches that tie into the existing railroad and the existing bridge would remain operational during the new bridge construction. The new bridge would require new embankments and walls on the east and west approaches. Embankments would be constructed using various fill material in accordance with the contract specifications, including foreign borrow, free draining material, granular fill and lightweight aggregates, with poured-in-place concrete retaining walls with sloped riprap for scour protection to minimize impacts adjacent to the Connecticut River and to minimize permanent and temporary impacts onto adjacent tidal wetlands located to the south of the Amtrak right-of-way (ROW).

The new bridge would be of a similar length as the existing bridge and would consist of a ballasted concrete deck superstructure on concrete piers and drilled shaft foundations. Following the construction of the new bridge, the existing bridge would be decommissioned and removed. The new bridge would slightly increase the width of the existing navigation channel from a width of 139 feet to 150 feet and slightly shift the east edge of the channel 16.5 feet west towards the center of the Connecticut River. The new bridge would also provide a vertical clearance of 24 feet to Mean High Water (MHW) in the closed position, representing an increase of approximately 6 feet compared with the existing bridge. The full channel width would have at least 74 feet of vertical clearance.

Upon completion of the new bridge, the existing bridge would be decommissioned. The existing east and west abutments would remain, except the portions of south wing walls and cofferdams on both sides that would be demolished to accommodate the new abutments; and Piers 6 and 7 would remain. The existing pedestrian boardwalk at Ferry Landing State Park would be removed during the bridge construction and rebuilt at a new location after construction.

To facilitate the bridge construction, installation of temporary access roads and staging/trestle work platforms would be required along the existing Amtrak ROW and

within the shoreline to support in-water construction of embankments and retaining walls along the bridge approaches, new superstructure and substructure, and channel fender system. Temporary access roads would be constructed of structural fill supported by temporary retaining walls, where appropriate, and wooden mat and trestle platforms within the intertidal wetland and subtidal areas located south of the existing railroad embankment. Temporary access roads of approximately 12 feet to 20 feet in width would be used for the duration of construction (anticipated to be approximately 48 months) to allow access to sections of the new bridge located over tidal wetlands and/or open water (such as the embankment extensions).

To accommodate construction access in Old Lyme, access would originate at an existing access road at 17 Shore Road that extends approximately 0.2-mile southerly to the Amtrak ROW. This existing road would require upgrades, including widening and surface improvements, to accommodate construction vehicles. From the southern end of the 17 Shore Road access road, the north side of the existing ROW embankment would be widened westerly to the existing bridge location and a temporary trestle bridge across the Lieutenant River would be installed. A temporary trestle bridge, with the same horizontal and vertical clearances as existing structures, at the proposed eastern abutment would extend into a portion of the Connecticut River to provide a vehicle turnaround location and a construction barge access location. The temporary structure crossing the Lieutenant River would meet or exceed the existing horizontal and vertical clearances of the existing railroad bridge directly downstream. The temporary structure would not restrict boating access along the river except for short-term closures for installation and removal activities.

Construction access in Old Saybrook would be through a private quarry, subject to an in-place agreement with the quarry operator and landowners. Amtrak would enter this access from a private drive off Boston Post Road (Route 1) approximately 0.5-mile west from the proposed project site. Once in the Amtrak ROW in Old Saybrook, the existing unpaved access road is approximately 9 feet wide. Amtrak is proposing a 10- to 14-foot-wide access road with periodic pull offs that widen out to 20 feet to allow for passing. A temporary retaining system that extends northward over the existing embankment would need to be constructed to accommodate this road width and pull offs to provide sufficient separation from the access road and the fouling limits of the active railroad tracks. This temporary access road would need to be constructed in sequential portions starting at the west and working eastward utilizing the path as construction staging for the next portion of the path.

At the western abutment, Amtrak proposes a temporary trestle work platform extending to a portion of the Connecticut River with a minimum river depth of 12 feet as a potential means of turnaround for vehicles with the dual use as a barge access. The elevation of the work platform would be set such that there would be 14 feet of vertical clearance under both the existing and proposed bridge superstructures.

Temporary staging/trestle platforms constructed of steel piles, steel framing, and timber matting decks varying in width from 20 to 40 feet would be constructed in/over intertidal and subtidal areas on each side of the proposed project area for both east and west approaches. While construction of the permanent substructure is not anticipated to employ driven piles, limited pile driving may be required to construct temporary construction staging platforms. The staging platforms would remain in place for the duration of the proposed bridge construction and existing bridge demolition. After the temporary staging platforms are no longer necessary, the platforms would be removed and the temporary piles supporting the portion of the platforms under the new bridge would be fully removed. After the temporary access paths, construction mats, and temporary bridge at the Lieutenant River are no longer necessary, they would be removed in full and pre-existing grades would be restored.

Avoidance, Minimization, and Compensatory Mitigation: Impacts to aquatic resources would be minimized through the use of best management practices (BMPs) including erosion and sedimentation controls to protect water quality; the use of vibratory hammers (whenever feasible) to minimize noise impacts; time of year (TOY) restrictions to protect sensitive fish and wildlife species; use of temporary construction structures and fills; restoration of temporary impact areas following construction; on-site environmental monitoring, and implementation of robust compensatory mitigation measures. Additionally, design measures were taken to minimize impacts to waters of the U.S., including wetlands, such as construction of pullouts along the widened access road rather than widening the entire length of the road, and fill for the new bridge embankments would be supported with berms and retaining walls.

In order to compensate for unavoidable permanent impacts to waters of the U.S., including wetlands, Amtrak has proposed to restore intertidal marsh habitats through the reintroduction of tidal hydrology along with rehabilitation of intertidal marsh areas through the control of common reed. They propose this restoration at a ratio of 3:1 for tidal wetlands and a 1:1 ratio for permanent impacts below HTL. Additionally, Amtrak has proposed that if any additional compensatory mitigation is required by the USACE for temporary or secondary impacts, it would be satisfied through their invasive species control efforts at Ragged Rock Creek Marsh Wildlife Management Area, and the balance of the mitigation credits available (4.58 acres) from the tidal restoration efforts at 17 Shore Road and the 3.25-Acre Site. Due to size of the compensatory mitigation plan, it will be provided upon request.

The proposed work is shown on the enclosed abbreviated plans titled "Replacement of MB 106.89 Over Connecticut River," on 13 sheets, and dated May 2, 2023. The enclosed abbreviated plans are not the complete proposed project plan set, which consists of 150 pages. The complete plan set will be provided upon request.

PROJECT PURPOSE

A 2006 inspection by Amtrak determined that the bridge was structurally deficient, and that periodic rehabilitation work was no longer sufficient to keep the aging bridge

functional. The purpose of the Project is to replace the aging bridge, enhance its reliability and long-term serviceability, and ensure continued passenger and freight rail operations along the Northeast Corridor as well as vessel navigation in the Connecticut River.

AUTHORITY

Permits are required pursuant to:

- Section 10 of the Rivers and Harbors Act of 1899
- Section 404 of the Clean Water Act
- Section 103 of the Marine Protection, Research and Sanctuaries Act.

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are: conservation, economics, aesthetics, general environmental concerns, wetlands, cultural value, fish and wildlife values, flood hazards, flood plain value, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

The USACE is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. The USACE will consider all comments received to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an environmental assessment and/or an environmental impact statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Where the activity involves the discharge of dredged or fill material into waters of the United States or the transportation of dredged material for the purpose of disposing it in ocean waters, the evaluation of the impact of the activity in the public interest will also include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act, and/or Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, as amended.

ESSENTIAL FISH HABITAT

The Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevenson Act), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). Essential Fish Habitat describes waters and substrate necessary for fish for spawning, breeding, feeding or growth to maturity.

The Federal Railroad Administration (FRA) is the lead federal agency for the proposed project and has completed EFH consultation under the Magnuson-Stevens Act. The USACE has reviewed the consultation and determined it is sufficient for the USACE's purposes. Additional information regarding compliance with the Magnuson-Stevens Act can be provided upon request.

NATIONAL HISTORIC PRESERVATION ACT

The FRA is the lead federal agency for the proposed project and is responsible for compliance with the requirements of Section 106 of the National Historic Preservation Act (NHPA). The FRA determined the proposed project would have an adverse effect on the Connecticut River Bridge, which is listed as eligible for the National Register of Historic Places (NRHP). As such, a Memorandum of Agreement (MOA) to ensure compliance with Section 106 of the NHPA was executed in 2016 between the FRA and the Connecticut State Historic Preservation Officer (CTSHPO). Additional information regarding compliance with Section 106 of the NHPA can be provided upon request.

ENDANGERED SPECIES ACT

The FRA is the lead federal agency for the proposed project and is responsible for compliance with Section 7 of the Endangered Species Act (ESA). The FRA determined there would be no effect to the northern long-eared bat (*Myotis septentrionalis*). The FRA also received concurrence from the National Marine Fisheries Service (NMFS) that the proposed project is not likely to adversely affect any NMFS ESA listed species or designated critical habitat. Additional information regarding compliance with Section 7 of the ESA can be provided upon request.

OTHER GOVERNMENT AUTHORIZATIONS

The U.S. Coast Guard has authority over bridges in navigable waters of the U.S. under Section 9 of the Rivers and Harbors Act of 1899. As such, the proposed bridge itself and removal of the existing bridge are not regulated by the USACE under Section 10 of the Rivers and Harbors Act of 1899 (Section 10). This includes temporary construction activities such as work (spud) barges, trestles, and platforms required for demolition or construction at the bridge site. However, the project also includes several related activities in the surrounding areas that are regulated by USACE under Section 10 as

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File No. NAE-2020-01064

described above. Bridge construction activities resulting in a discharge of dredged or fill material into the Connecticut River (i.e., installation of new piers) are regulated by the USACE under Section 404 Clean Water Act.

The State of Connecticut has an approved Coastal Zone Management Program. The CTDEEP has made a determination that the proposed activity will comply with and will be conducted in a manner that is consistent with the approved Coastal Zone Management Program.

The following authorizations have been applied for, or have been, or will be obtained:

- (X) Permit, license or assent from State.
- (X) Permit from local wetland agency or conservation commission.
- (X) Water Quality Certification in accordance with Section 401 of the Clean Water Act.

COMMENTS

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. People submitting comments are advised that all comments received will be available for public review in their entirety and will be considered a matter of public record.

Comments should be submitted in writing by the above date. If you have any questions, please contact **Roberta Budnik**, Regulatory Division, at roberta.k.budnik@usace.army.mil, (978) 318-8766, (800) 343-4789 or (800) 362-4367.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The USACE holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

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File No. NAE-2020-01064

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.

Kevin R Kotelly

Kevin R. Kotelly, P.E.
Chief, CT/RI Section
Regulatory Division

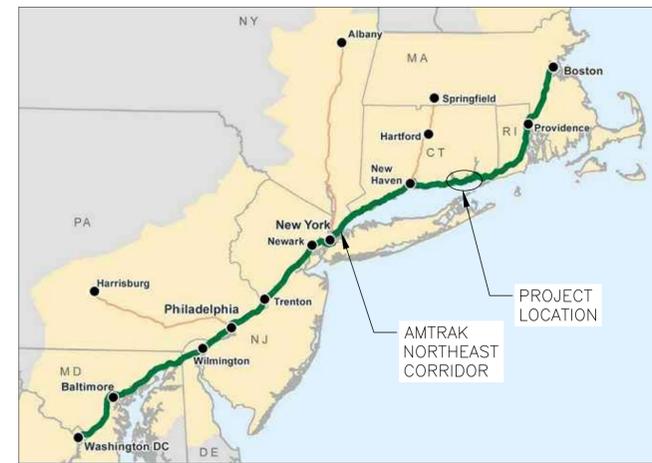
Please contact Ms. Tina Chaisson at bettina.m.chaisson@usace.army.mil or (978) 318-8058 if you would like to be removed from our public notice mailing list.



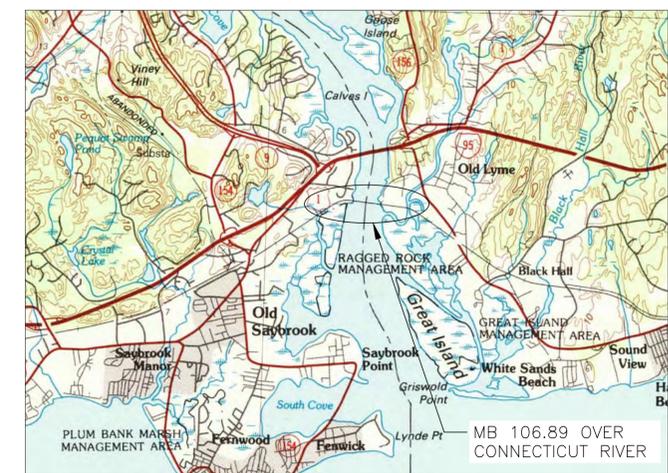
REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER
OLD SAYBROOK, CONNECTICUT

- GENERAL NOTES**
1. THESE PLANS ARE NOT FOR CONSTRUCTION AND ARE INTENDED ONLY FOR ENVIRONMENTAL PERMITTING PURPOSES. THESE PLANS HOLD AUTHORITY FOR ALL ACTIVITIES CONCERNING THE REGULATED AREA. FOR DETAILED PLANIMETRIC INFORMATION AND PAYMENT, REFER TO THE APPLICABLE CONTRACT DOCUMENTS.
 2. AMTRAK WILL ONLY SUBMIT REVISIONS TO CTDEEP AND USACE FOR CHANGES TO THE DESIGN THAT WILL AFFECT REGULATED AREAS.
 3. FOR A DESCRIPTION OF THE WATERCOURSES, WETLANDS, AND WETLAND SOILS SEE RELEVANT SECTIONS OF THE PERMIT APPLICATION.
 4. THE HORIZONTAL CONTROLS REFERENCE THE NORTH AMERICAN DATUM OF 1983 (NAD83) AND THE CONNECTICUT STATE PLANE COORDINATE SYSTEM. THE VERTICAL DATUM REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
 5. ALL CONSTRUCTION ACTIVITIES WILL BE CONDUCTED IN ACCORDANCE WITH THE CTDOT STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES AND INCIDENTAL CONSTRUCTION, FORM 818, SECTION 1.10 AND WILL ALSO FOLLOW REQUIRED BEST MANAGEMENT PRACTICES (BMPs) AND SEDIMENT AND EROSION CONTROL MEASURES IN ACCORDANCE WITH THE 2002 EROSION & SEDIMENTATION CONTROL GUIDELINES AND THE 2004 STORMWATER QUALITY MANUAL.

ENVIRONMENTAL AND PERMIT PLANS



LOCATION PLAN



VICINITY MAP
SCALE: 1"=24000'

ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

No.	Revisions	Date	By



Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



HARDESTY & HANOVER, LLC
ENGINEERING
1501 Broadway New York, NY 10036

OLD SAYBROOK CONNECTICUT
**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER**
TITLE SHEET
Designed - Drawn - Checked - Date 5/2/2023

Project Code:	XXX XXX
WBS:	000000
Sheet No.:	1 OF 140
Dwg. No.:	TTL-01

SEE IDX-01 FOR LIST OF DRAWINGS

FILE NAME: 2406_TTL-01_TITLE_SHEET.DWG
PLOT SCALE: AS NOTED
STANDARD PEN TABLE: YES

TO NEW HAVEN

TO BOSTON

LEGEND:

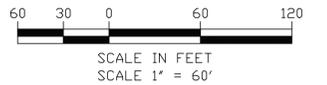
- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE — ELEVATION VARIES
- LCSTV — LCSTV — LAND CAPABLE OF SUPPORTING TIDAL VEGETATION (LCSTV) — ELEVATION 4.1'
- CJL — CJL — COASTAL JURISDICTION LINE (CJL) — ELEVATION 2.9'
- HTL — HTL — HIGH TIDE LINE (HTL) — ELEVATION 3.04'
- MHW — MHW — MEAN HIGH WATER (MHW) — ELEVATION 1.60'
- MLW — MLW — MEAN LOW WATER (MLW) — ELEVATION -1.71'
- FIELD LOCATED WETLAND BOUNDARY
- LDD — LDD — LIMITS OF PROJECT DISTURBANCE
- AMTRAK RIGHT OF WAY (ROW)
- PERMANENT IMPACT BELOW HIGH TIDE LINE
- TEMPORARY IMPACT BELOW HIGH TIDE LINE

NOTES:

1. TEMPORARY AND PERMANENT ENCROACHMENT INTO REGULATED WETLANDS SHALL BE IN CONFORMANCE WITH WETLANDS PERMITS ISSUED FOR THE PROJECT. LIMITS OF TEMPORARY ENCROACHMENT SHALL BE DELINEATED WITH STAKES AND FLAGGING.

ANY STAGING AREAS AND PATHS TO BE RETURNED TO EXISTING CONDITION AT COMPLETION OF USE

MATCHLINE DWG HTL-02



FILE NAME: 217004-IMPACT_ACTIVITY_2_HTL.DWG
PRINT DATE: 7/16/2023 8:37 AM
PLOT SCALE: AS NOTED
STANDARD PEN TABLE: YES

No.	Revisions	Date	By

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Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

HARDESTY & HANOVER, LLC
ENGINEERING
1501 Broadway New York, NY 10036
1700 Market St. Suite 1050
Philadelphia, PA 19103

OLD SAYBROOK		CONNECTICUT	
REPLACEMENT OF MB 106.89 OVER CONNECTICUT RIVER			
HIGH TIDE LINE IMPACT PLAN			
Designed	CB	Drawn	CB/MD
Checked	KM	Date	5/2/2023

Project Code:	XXX XXX
WBS:	
Sheet No.	54 OF 140
Dwg. No.	HTL-01

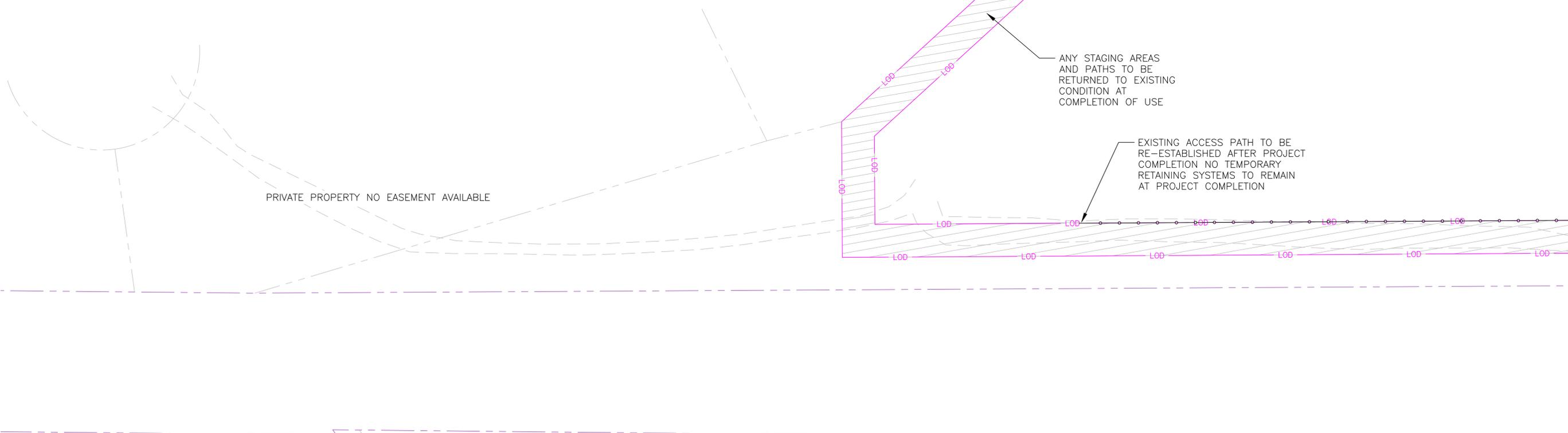
TO NEW HAVEN

TO BOSTON

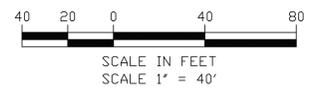
MATCHLINE DWG HTL-01

LEGEND:

- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE — ELEVATION VARIES
- LCSTV — LCSTV — LAND CAPABLE OF SUPPORTING TIDAL VEGETATION (LCSTV) — ELEVATION 4.1'
- C.J.L. — C.J.L. — COASTAL JURISDICTION LINE (CJL) — ELEVATION 2.9'
- HTL — HTL — HIGH TIDE LINE (HTL) — ELEVATION 3.04'
- MHW — MHW — MEAN HIGH WATER (MHW) — ELEVATION 1.60'
- MLW — MLW — MEAN LOW WATER (MLW) — ELEVATION -1.71'
- FIELD LOCATED WETLAND BOUNDARY
- LOD — LOD — LIMITS OF PROJECT DISTURBANCE
- AMTRAK RIGHT OF WAY (ROW)
- PERMANENT IMPACT BELOW HIGH TIDE LINE
- TEMPORARY IMPACT BELOW HIGH TIDE LINE



MATCHLINE DWG HTL-03



FILE NAME: 217004-IMPACT_ACTIVITY_2_HTL.DWG
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STANDARD PEN TABLE: YES

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ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

HARDESTY & HANOVER, LLC
ENGINEERING
1501 Broadway New York, NY 10036
1700 Market St. Suite 1050
Philadelphia, PA 19103

OLD SAYBROOK CONNECTICUT

**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER**

HIGH TIDE LINE IMPACT PLAN

Designed CB Drawn CB/MD Checked KM Date 5/2/2023

Project Code:	XXX XXX
WBS:	
Sheet No.	55 OF 140
Dwg. No.	HTL-02

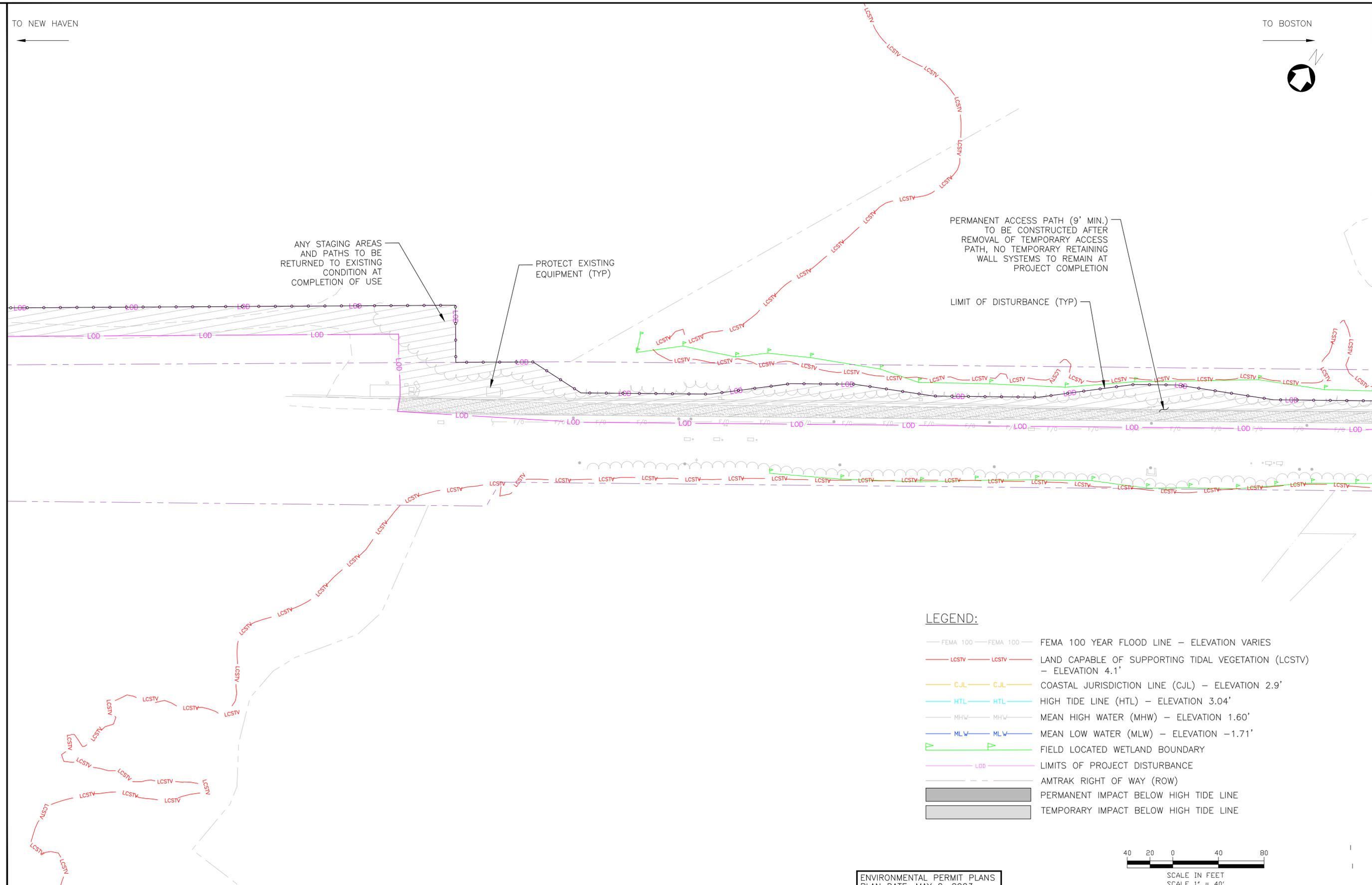
TO NEW HAVEN

TO BOSTON

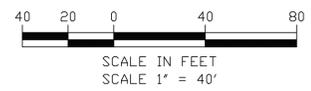


MATCHLINE HTL-02

MATCHLINE DWG HTL-04



- LEGEND:**
- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE — ELEVATION VARIES
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ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

FILE NAME: 217004_HRNET_ACTIVITY_2_HTL.DWG
PRINT DATE: 7/18/2023 8:38 AM
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Office of Chief Engineer
STRUCTURES

National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



HARDESTY & HANOVER, LLC
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1501 Broadway New York, NY 10036

wsp 1700 Market St. Suite 1050
Philadelphia, PA 19103

OLD SAYBROOK CONNECTICUT

**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER**

HIGH TIDE LINE IMPACT PLAN

Designed CB Drawn CB/MD Checked KM Date 5/2/2023

Project Code: XXX XXX

WBS:

Sheet No. 56 OF 140

Dwg. No. **HTL-03**

TO NEW HAVEN

TO BOSTON



MATCHLINE DWG HTL-03

MATCHLINE DWG HTL-05

PERMANENT ACCESS PATH (9' MIN.) TO BE CONSTRUCTED AFTER REMOVAL OF TEMPORARY ACCESS PATH, NO TEMPORARY RETAINING WALL SYSTEMS TO REMAIN AT PROJECT COMPLETION

EXISTING SURFACE GRADES AND SURFACE TYPES (INCLUDING RIPRAP AND GRAVEL) TO BE RESTORED AT PROJECT COMPLETION (TYP.)

EXIST TRACK 2
EXIST TRACK 1

PROP TRACK 1
PROP TRACK 2

WESTERN LIMIT OF GRADING WORK

EMBANKMENT SCOUR PROTECTION

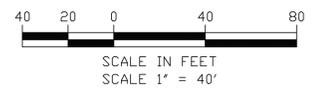
LIMIT OF DISTURBANCE (TYP)

EXISTING SURFACE GRADES AND SURFACE TYPES (INCLUDING PLANTINGS) TO BE RESTORED AT PROJECT COMPLETION (TYP.)

ENVIRONMENTALLY SENSITIVE AREA. GROUND DISTURBANCES IN THIS AREA SHALL BE AVOIDED UNLESS SUBMITTED TO THE ENGINEER AND APPROVED. WHERE PERMITTED, PROPOSED GROUND DISTURBANCES SHALL NOT EXCEED 2 FEET IN DEPTH.

LEGEND:

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- FLD — FLD — FIELD LOCATED WETLAND BOUNDARY
- LOD — LOD — LIMITS OF PROJECT DISTURBANCE
- ROW — ROW — AMTRAK RIGHT OF WAY (ROW)
- PIMP — PIMP — PERMANENT IMPACT BELOW HIGH TIDE LINE
- TIMP — TIMP — TEMPORARY IMPACT BELOW HIGH TIDE LINE



ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

FILE NAME: 212006_IMPACT_ACTIVITY_2_HTL.DWG
PRINT DATE/TIME: 6/29/2023 8:38 AM
PLOT SCALE: AS NOTED
STANDARD PEN TABLE: YES

No.	Revisions	Date	By



Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



HARDESTY & HANOVER, LLC
ENGINEERING
1501 Broadway New York, NY 10036
wsp 1700 Market St. Suite 1050
Philadelphia, PA 19103

REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER
HIGH TIDE LINE IMPACT PLAN
Designed CB Drawn CB/MD Checked KM Date 5/2/2023

Project Code: XXX XXX
WBS:
Sheet No. 57 OF 140
Dwg. No. **HTL-04**

TO NEW HAVEN

TO BOSTON



PERMANENT ACCESS PATH (9' MIN.) TO BE CONSTRUCTED AFTER THE REMOVAL OF TEMPORARY ACCESS PATH, NO TEMPORARY RETAINING WALL SYSTEMS TO REMAIN AT PROJECT COMPLETION

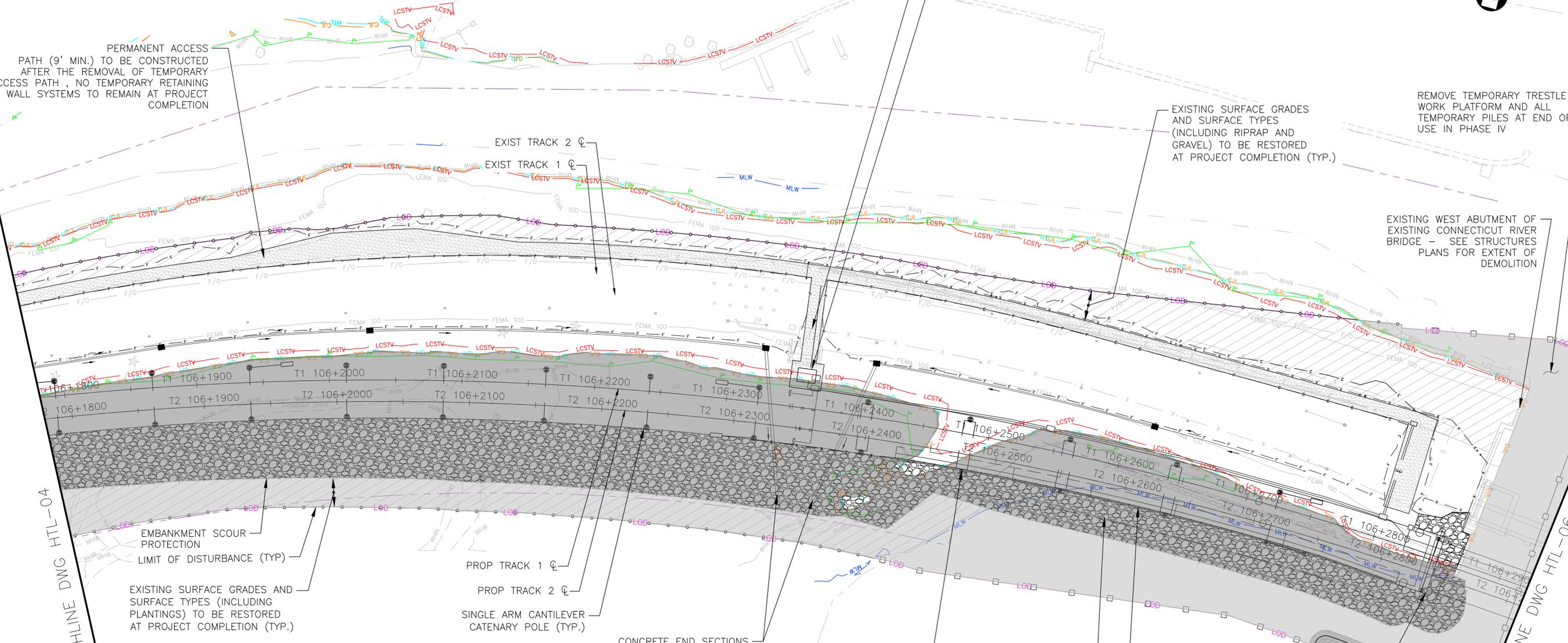
PERMANENT 12' WIDE ACCESS PATH
SIGNAL HOUSE LOCATION A

EXISTING SURFACE GRADES AND SURFACE TYPES (INCLUDING RIPRAP AND GRAVEL) TO BE RESTORED AT PROJECT COMPLETION (TYP.)

REMOVE TEMPORARY TRESTLE WORK PLATFORM AND ALL TEMPORARY PILES AT END OF USE IN PHASE IV

EXISTING WEST ABUTMENT OF EXISTING CONNECTICUT RIVER BRIDGE - SEE STRUCTURES PLANS FOR EXTENT OF DEMOLITION

FLOOD
↑
EBB



EMBANKMENT SCOUR PROTECTION
LIMIT OF DISTURBANCE (TYP.)

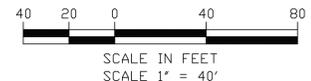
EXISTING SURFACE GRADES AND SURFACE TYPES (INCLUDING PLANTINGS) TO BE RESTORED AT PROJECT COMPLETION (TYP.)

LEGEND:

- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE - ELEVATION VARIES
- LCSTV — LCSTV — LAND CAPABLE OF SUPPORTING TIDAL VEGETATION (LCSTV) - ELEVATION 4.1'
- CJL — CJL — COASTAL JURISDICTION LINE (CJL) - ELEVATION 2.9'
- HTL — HTL — HIGH TIDE LINE (HTL) - ELEVATION 3.04'
- MHW — MHW — MEAN HIGH WATER (MHW) - ELEVATION 1.60'
- MLW — MLW — MEAN LOW WATER (MLW) - ELEVATION -1.71'
- FLD — FLD — FIELD LOCATED WETLAND BOUNDARY
- LDD — LDD — LIMITS OF PROJECT DISTURBANCE
- ROW — ROW — AMTRAK RIGHT OF WAY (ROW)
- PERM — PERM — PERMANENT IMPACT BELOW HIGH TIDE LINE
- TEMP — TEMP — TEMPORARY IMPACT BELOW HIGH TIDE LINE

MATCHLINE DWG HTL-04

MATCHLINE DWG HTL-06



ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

No.	Revisions	Date	By

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Office of Chief Engineer
STRUCTURES

National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



HARDESTY & HANOVER, LLC
ENGINEERING
1501 Broadway New York, NY 10036

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Philadelphia, PA 19103

OLD SAYBROOK CONNECTICUT

**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER**

HIGH TIDE LINE IMPACT PLAN

Designed CB Drawn CB/MD Checked KM Date 5/2/2023

Project Code:	XXX XXX
WBS:	
Sheet No.	58 OF 140
Dwg. No.	HTL-05

FILE NAME: 212006-IMPACT_ACTIVITY_0_HTL.DWG
PRINT DATE/TIME: 6/2/2023 8:38 AM
PLOT SCALE: AS NOTED
STANDARD PEN TABLE: YES

TO NEW HAVEN

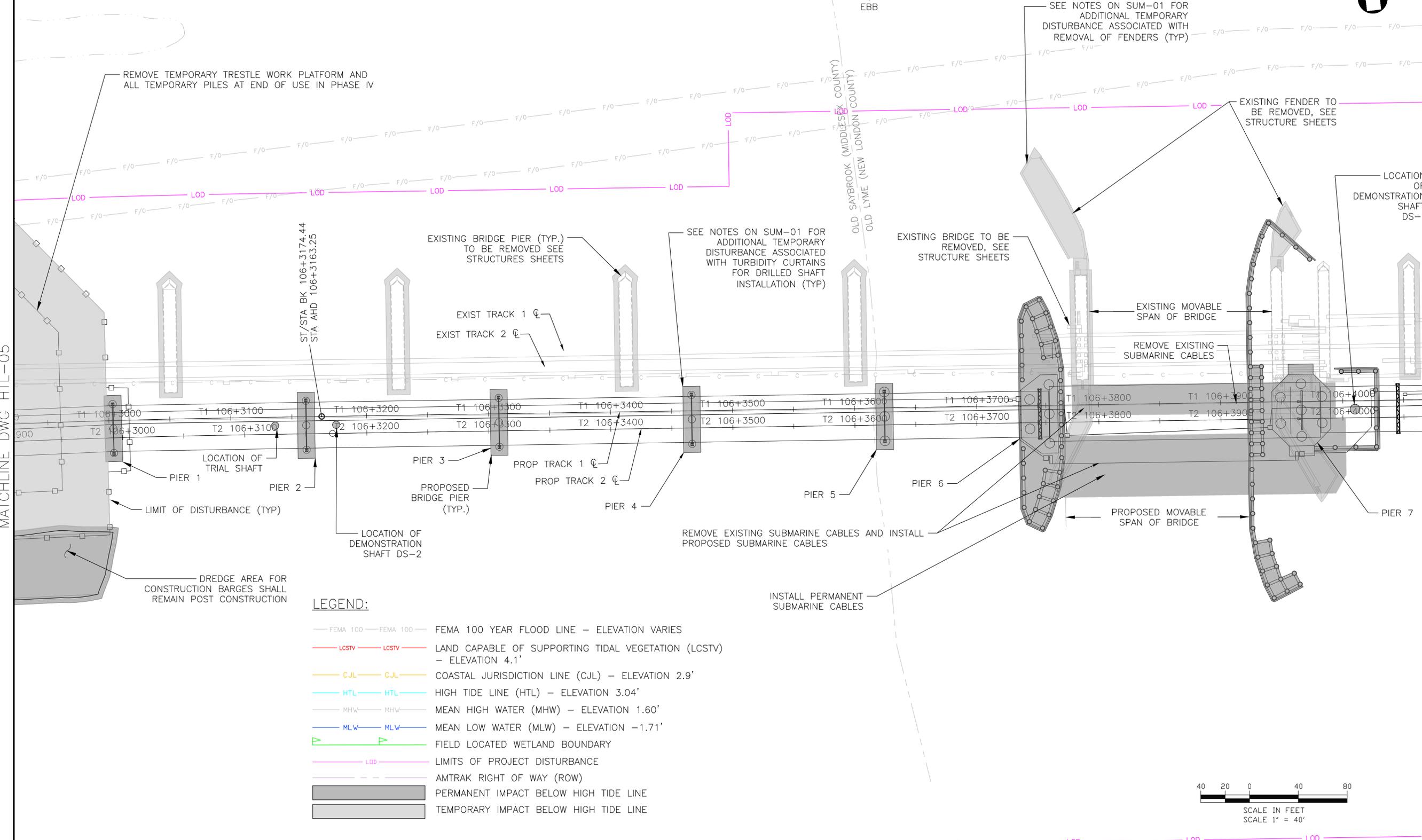
TO BOSTON

FLOOD
↑
EBB
↓

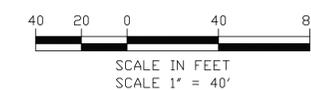


MATCHLINE DWG HTL-05

MATCHLINE DWG HTL-07



- LEGEND:**
- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE — ELEVATION VARIES
 - LCSTV — LCSTV — LAND CAPABLE OF SUPPORTING TIDAL VEGETATION (LCSTV) — ELEVATION 4.1'
 - CJL — CJL — COASTAL JURISDICTION LINE (CJL) — ELEVATION 2.9'
 - HTL — HTL — HIGH TIDE LINE (HTL) — ELEVATION 3.04'
 - MHW — MHW — MEAN HIGH WATER (MHW) — ELEVATION 1.60'
 - MLW — MLW — MEAN LOW WATER (MLW) — ELEVATION -1.71'
 - FIELD LOCATED WETLAND BOUNDARY
 - LOD — LIMITS OF PROJECT DISTURBANCE
 - AMTRAK RIGHT OF WAY (ROW)
 - PERMANENT IMPACT BELOW HIGH TIDE LINE
 - TEMPORARY IMPACT BELOW HIGH TIDE LINE



ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

FILE NAME: 217004-IMPACT_ACTIVITY_0_HTL.DWG
PRINT DATE: 7/16/2023 8:38 AM
PLOT SCALE: AS NOTED
STANDARD PEN TABLE: YES

No.	Revisions	Date	By

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Office of Chief Engineer
STRUCTURES

National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



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1501 Broadway New York, NY 10036

wsp
1700 Market St. Suite 1050
Philadelphia, PA 19103

OLD SAYBROOK CONNECTICUT

**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER**

HIGH TIDE LINE IMPACT PLAN

Designed CB Drawn CB/MD Checked KM Date 5/2/2023

Project Code: XXX XXX

WBS: 59 OF 140

Dwg. No. **HTL-06**

TO NEW HAVEN

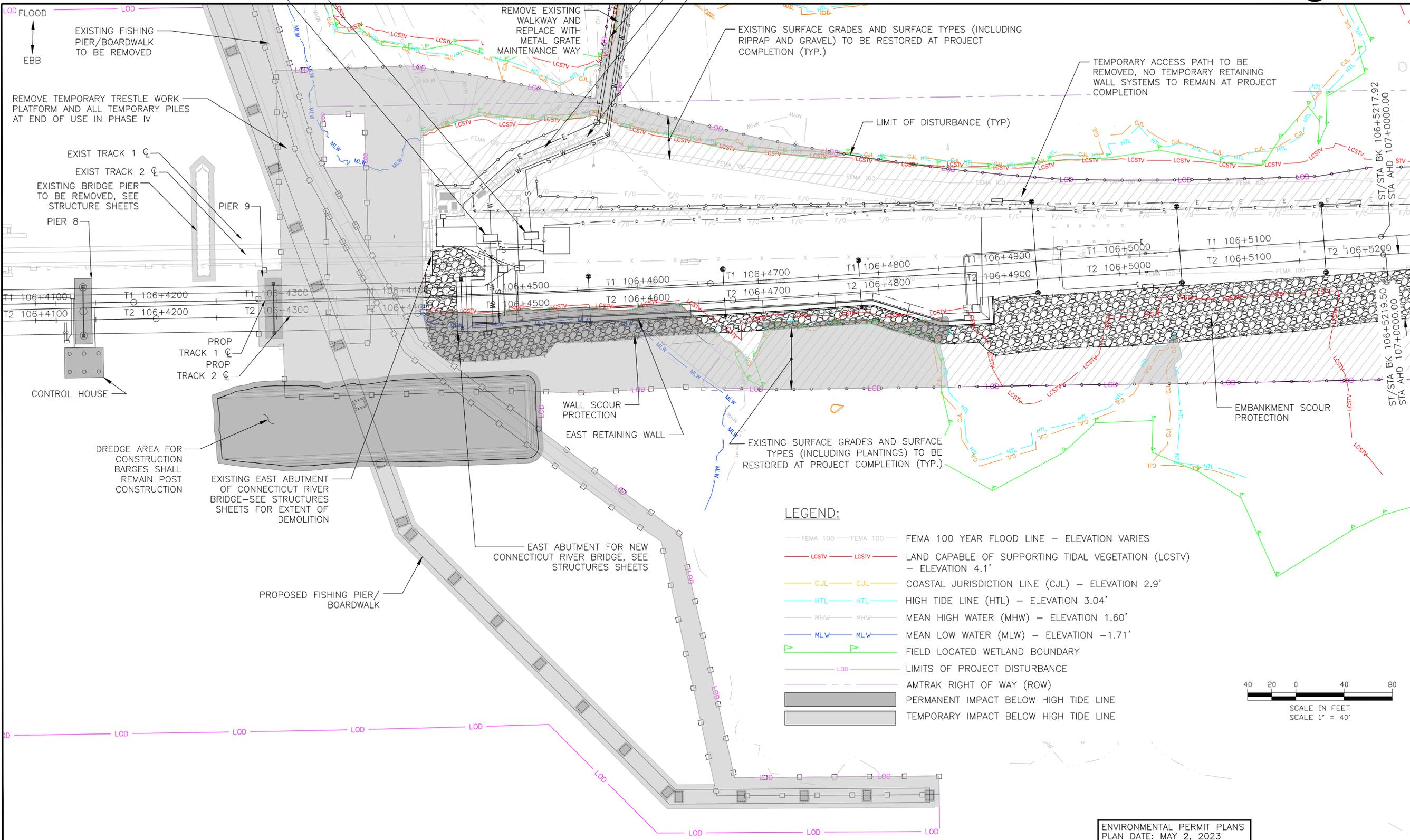
TO BOSTON



2000-GALLON MAINLAND SANITARY TANK WITH DRY SANITARY LINE TO SANITARY WASTE COLLECTION PORT IN CTDEEP PARKING LOT
2000-GALLON MAINLAND WATER TANK WITH DRY WATER LINE TO WATER FILL PORT IN CTDEEP PARKING LOT

ELECTRIC CONDUITS TO CTDEEP PARKING LOT
REMOVE EXISTING DRY FIRE PIPE
EXISTING STAIRWAY ACCESS FROM FERRY LANDING STATE PARK PARKING LOT TO AMTRAK FACILITIES AND TRACK TO REMAIN OR BE REBUILT IF DISTURBED

MATCHLINE DWG HTL-12



MATCHLINE DWG HTL-06

MATCHLINE DWG HTL-08

LOD FLOOD
EBB

REMOVE TEMPORARY TRESTLE WORK PLATFORM AND ALL TEMPORARY PILES AT END OF USE IN PHASE IV

EXIST TRACK 1
EXIST TRACK 2
EXISTING BRIDGE PIER TO BE REMOVED, SEE STRUCTURE SHEETS
PIER 8
PIER 9

CONTROL HOUSE

DREDGE AREA FOR CONSTRUCTION BARGES SHALL REMAIN POST CONSTRUCTION

EXISTING EAST ABUTMENT OF CONNECTICUT RIVER BRIDGE—SEE STRUCTURES SHEETS FOR EXTENT OF DEMOLITION

PROPOSED FISHING PIER/BOARDWALK

WALL SCOUR PROTECTION
EAST RETAINING WALL

EAST ABUTMENT FOR NEW CONNECTICUT RIVER BRIDGE, SEE STRUCTURES SHEETS

REMOVE EXISTING WALKWAY AND REPLACE WITH METAL GRATE MAINTENANCE WAY
EXISTING SURFACE GRADES AND SURFACE TYPES (INCLUDING RIPRAP AND GRAVEL) TO BE RESTORED AT PROJECT COMPLETION (TYP.)

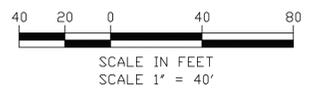
LIMIT OF DISTURBANCE (TYP)

TEMPORARY ACCESS PATH TO BE REMOVED, NO TEMPORARY RETAINING WALL SYSTEMS TO REMAIN AT PROJECT COMPLETION

EXISTING SURFACE GRADES AND SURFACE TYPES (INCLUDING PLANTINGS) TO BE RESTORED AT PROJECT COMPLETION (TYP.)

LEGEND:

- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE — ELEVATION VARIES
- LCSTV — LCSTV — LAND CAPABLE OF SUPPORTING TIDAL VEGETATION (LCSTV) — ELEVATION 4.1'
- CJL — CJL — COASTAL JURISDICTION LINE (CJL) — ELEVATION 2.9'
- HTL — HTL — HIGH TIDE LINE (HTL) — ELEVATION 3.04'
- MHW — MHW — MEAN HIGH WATER (MHW) — ELEVATION 1.60'
- MLW — MLW — MEAN LOW WATER (MLW) — ELEVATION -1.71'
- — — FIELD LOCATED WETLAND BOUNDARY
- — — LIMITS OF PROJECT DISTURBANCE
- — — AMTRAK RIGHT OF WAY (ROW)
- PERMANENT IMPACT BELOW HIGH TIDE LINE
- TEMPORARY IMPACT BELOW HIGH TIDE LINE



ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

No.	Revisions	Date	By

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Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



HARDESTY & HANOVER, LLC
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1501 Broadway New York, NY 10036
1700 Market St. Suite 1050
Philadelphia, PA 19103

OLD SAYBROOK CONNECTICUT
**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER
HIGH TIDE LINE IMPACT PLAN**
Designed CB Drawn CB/MD Checked KM Date 5/2/2023

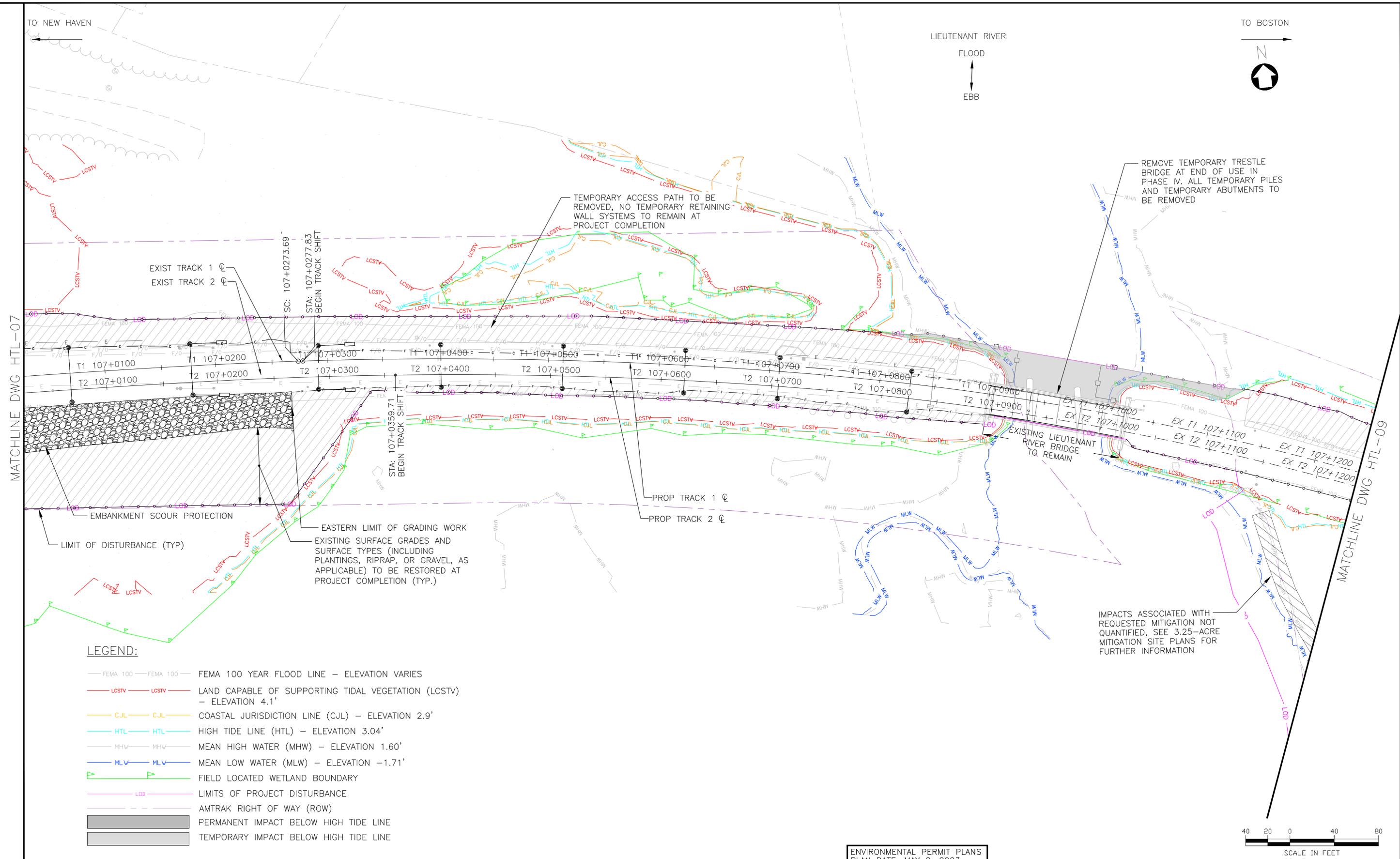
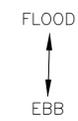
Project Code: XXX XXX
WBS:
Sheet No. 60 OF 140
Dwg. No. **HTL-07**

FILE NAME: 217006-IMPACT_ACTIVITY_1_HTL.DWG
PRINT DATE/TIME: 5/2/2023 8:38 AM
PLOT SCALE: AS NOTED
STANDARD PEN TABLE: YES

TO NEW HAVEN

TO BOSTON

LIEUTENANT RIVER



EXIST TRACK 1
EXIST TRACK 2

TEMPORARY ACCESS PATH TO BE REMOVED, NO TEMPORARY RETAINING WALL SYSTEMS TO REMAIN AT PROJECT COMPLETION

REMOVE TEMPORARY TRESTLE BRIDGE AT END OF USE IN PHASE IV. ALL TEMPORARY PILES AND TEMPORARY ABUTMENTS TO BE REMOVED

EXISTING LIEUTENANT RIVER BRIDGE TO REMAIN

LEGEND:

- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE — ELEVATION VARIES
- LCSTV — LCSTV — LAND CAPABLE OF SUPPORTING TIDAL VEGETATION (LCSTV) — ELEVATION 4.1'
- CJL — CJL — COASTAL JURISDICTION LINE (CJL) — ELEVATION 2.9'
- HTL — HTL — HIGH TIDE LINE (HTL) — ELEVATION 3.04'
- MHW — MHW — MEAN HIGH WATER (MHW) — ELEVATION 1.60'
- MLW — MLW — MEAN LOW WATER (MLW) — ELEVATION -1.71'
- FIELD LOCATED WETLAND BOUNDARY
- LDD — LDD — LIMITS OF PROJECT DISTURBANCE
- AMTRAK RIGHT OF WAY (ROW)
- PERMANENT IMPACT BELOW HIGH TIDE LINE
- TEMPORARY IMPACT BELOW HIGH TIDE LINE

IMPACTS ASSOCIATED WITH REQUESTED MITIGATION NOT QUANTIFIED, SEE 3.25-ACRE MITIGATION SITE PLANS FOR FURTHER INFORMATION



ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

FILE NAME: 212004-IMPACT_ACTIVITY_2_HTL.DWG
PRINT DATE: 7/18/2023 8:29 AM
PLOT SCALE: AS NOTED
STANDARD PEN TABLE: YES

No.	Revisions	Date	By



Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



HARDESTY & HANOVER, LLC
ENGINEERING
1501 Broadway New York, NY 10036
1700 Market St. Suite 1050
Philadelphia, PA 19103

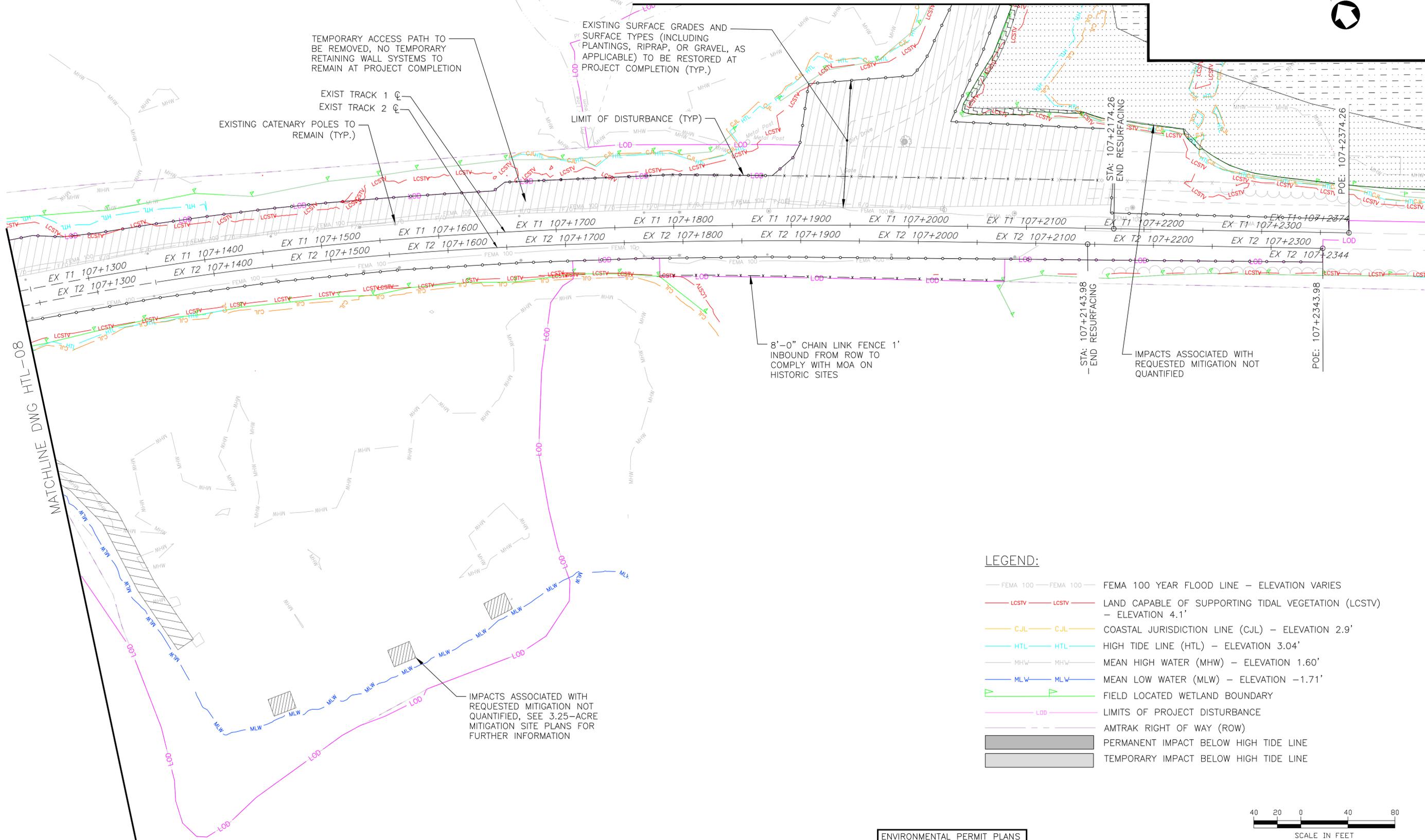
OLD SAYBROOK CONNECTICUT
**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER**
HIGH TIDE LINE IMPACT PLAN
Designed CB Drawn CB/MD Checked KM Date 5/2/2023

Project Code: XXX XXX
WBS:
Sheet No. 61 OF 140
Dwg. No. **HTL-08**

TO NEW HAVEN

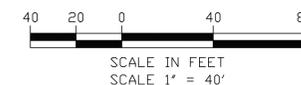
TO BOSTON

MATCHLINE DWG HTL-11



LEGEND:

- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE — ELEVATION VARIES
- LCSTV — LCSTV — LAND CAPABLE OF SUPPORTING TIDAL VEGETATION (LCSTV) — ELEVATION 4.1'
- CJL — CJL — COASTAL JURISDICTION LINE (CJL) — ELEVATION 2.9'
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- MLW — MLW — MEAN LOW WATER (MLW) — ELEVATION -1.71'
- FIELD LOCATED WETLAND BOUNDARY
- LOD — LIMITS OF PROJECT DISTURBANCE
- AMTRAK RIGHT OF WAY (ROW)
- PERMANENT IMPACT BELOW HIGH TIDE LINE
- TEMPORARY IMPACT BELOW HIGH TIDE LINE



ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

No.	Revisions	Date	By



Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



HARDESTY & HANOVER, LLC
ENGINEERING
1501 Broadway New York, NY 10036
1700 Market St. Suite 1050
Philadelphia, PA 19103

OLD SAYBROOK CONNECTICUT
**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER
HIGH TIDE LINE IMPACT PLAN**

Project Code:	XXX XXX
WBS:	
Sheet No.:	62 OF 140
Dwg. No.:	HTL-09

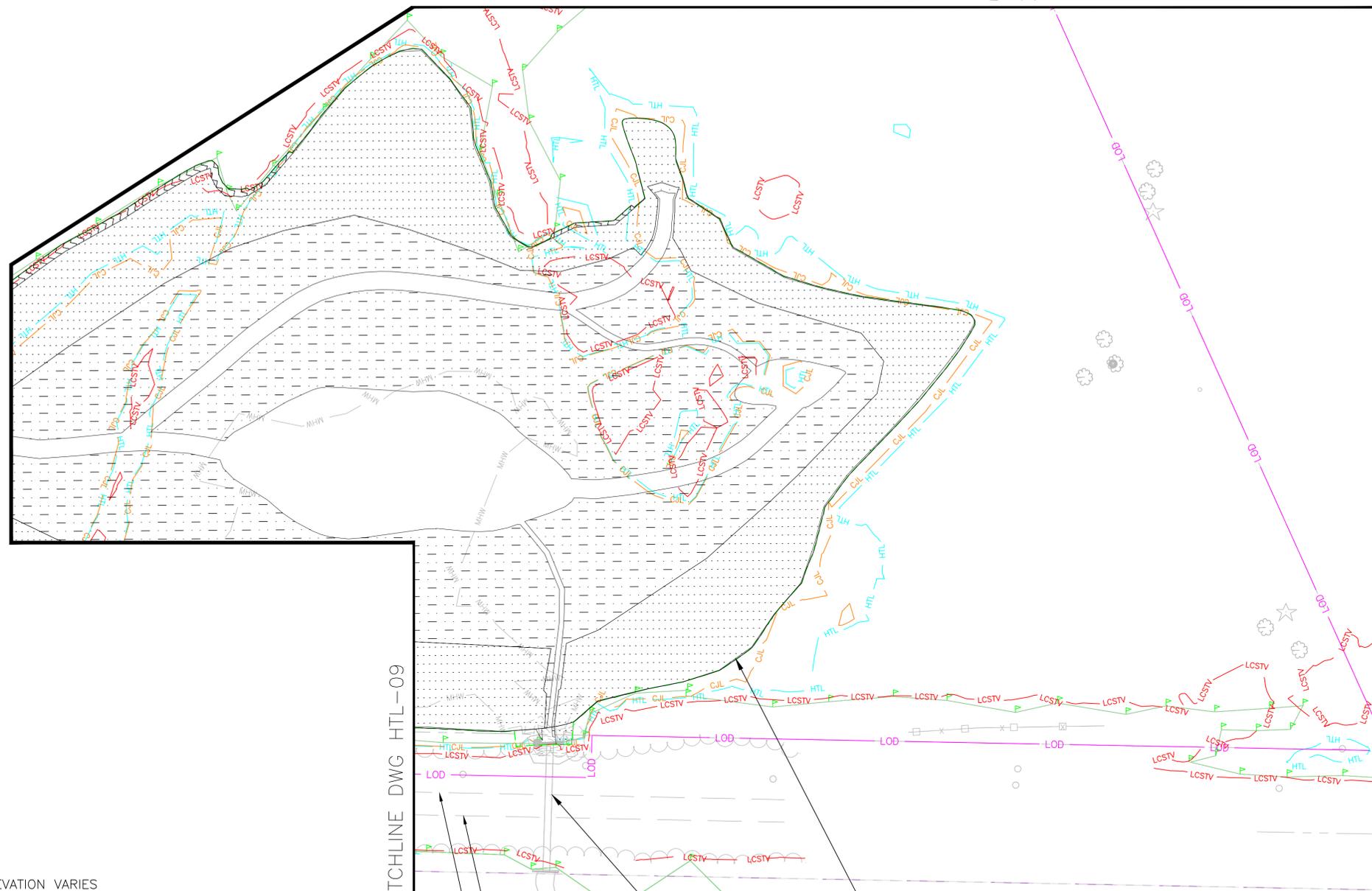
Designed CB Drawn CB/MD Checked KM Date 5/2/2023

FILE NAME: 212006_IMPACT_ACTIVITY_2_HTL.DWG
 PRINT DATE/TIME: 5/2/2023 8:29 AM
 PLOT SCALE: AS NOTED
 STANDARD PEN TABLE: YES

TO NEW HAVEN

TO BOSTON

MATCHLINE DWG HTL-11



LEGEND:

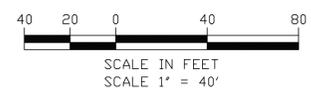
- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE - ELEVATION VARIES
- LCSTV — LCSTV — LAND CAPABLE OF SUPPORTING TIDAL VEGETATION (LCSTV) - ELEVATION 4.1'
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- FIELD LOCATED WETLAND BOUNDARY
- LOD — LOD — LIMITS OF PROJECT DISTURBANCE
- AMTRAK RIGHT OF WAY (ROW)
- PERMANENT IMPACT BELOW HIGH TIDE LINE
- TEMPORARY IMPACT BELOW HIGH TIDE LINE

MATCHLINE DWG HTL-09

EXIST TRACK 2 ☉
EXIST TRACK 1 ☉

IMPACTS ASSOCIATED WITH REQUESTED MITIGATION NOT QUANTIFIED, SEE 17 SHORE ROAD MITIGATION SITE PLANS FOR FURTHER INFORMATION

EXISTING CULVERT (TO BE ABANDONED AFTER COMMISSIONING OF THIS MITIGATION SITE)



FILE NAME: 217006_IMPACT_ACTIVITY_2_HTL.DWG
PRINT DATE: 7/16/2023 8:39 AM
PLOT SCALE: AS NOTED
STANDARD PEN TABLE: YES

ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

No.	Revisions	Date	By



Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



HARDESTY & HANOVER, LLC
ENGINEERING
1501 Broadway New York, NY 10036
wsp 1700 Market St. Suite 1050
Philadelphia, PA 19103

OLD SAYBROOK CONNECTICUT
**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER**
HIGH TIDE LINE IMPACT PLAN
Designed CB Drawn CB/MD Checked KM Date 5/2/2023

Project Code: XXX XXX
WBS:
Sheet No. 63 OF 140
Dwg. No. **HTL-10**

TO NEW HAVEN

TO BOSTON



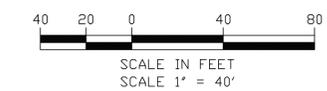
IMPACTS ASSOCIATED WITH REQUESTED MITIGATION NOT QUANTIFIED, SEE 17 SHORE ROAD MITIGATION SITE PLANS FOR FURTHER INFORMATION

MATCHLINE DWG HTL-10

MATCHLINE DWG HTL-09

LEGEND:

- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE — ELEVATION VARIES
- LCSTV — LCSTV — LAND CAPABLE OF SUPPORTING TIDAL VEGETATION (LCSTV) — ELEVATION 4.1'
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- FIELD LOCATED WETLAND BOUNDARY
- LOD — LIMITS OF PROJECT DISTURBANCE
- AMTRAK RIGHT OF WAY (ROW)
- PERMANENT IMPACT BELOW HIGH TIDE LINE
- TEMPORARY IMPACT BELOW HIGH TIDE LINE



ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

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National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



HARDESTY & HANOVER, LLC
ENGINEERING
1501 Broadway New York, NY 10036
wsp 1700 Market St. Suite 1050
Philadelphia, PA 19103

OLD SAYBROOK CONNECTICUT
**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER
HIGH TIDE LINE IMPACT PLAN**
Designed CB Drawn CB/MD Checked KM Date 5/2/2023

Project Code: XXX XXX
WBS:
Sheet No. 64 OF 140
Dwg. No. **HTL-11**

FILE NAME: 212006 IMPACT ACTIVITY 2 HTL.DWG
PRINT DATE: 7/16/2023 8:29 AM
PLOT SCALE: AS NOTED
STANDARD PEN TABLE: YES

TO NEW HAVEN

TO BOSTON

LEGEND:

- FEMA 100 — FEMA 100 — FEMA 100 YEAR FLOOD LINE — ELEVATION VARIES
- LCSTV — LCSTV — LAND CAPABLE OF SUPPORTING TIDAL VEGETATION (LCSTV) — ELEVATION 4.1'
- CJL — CJL — COASTAL JURISDICTION LINE (CJL) — ELEVATION 2.9'
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- LOD — LOD — LIMITS OF PROJECT DISTURBANCE
- AMTRAK RIGHT OF WAY (ROW)
- PERMANENT IMPACT BELOW HIGH TIDE LINE
- TEMPORARY IMPACT BELOW HIGH TIDE LINE



FERRY LANDING STATE PARK
CTDEEP MARINE HEADQUARTERS

TEMPORARY PARKING AREA TO BE RESTORED WITH TOPSOIL AND SEED

BITUMINOUS CONCRETE FOR PERMANENT ADA COMPLIANT PARKING SPACES

TEMPORARY PARKING AREA TO BE RESTORED WITH TOPSOIL AND SEED

AREA NOT AVAILABLE FOR CONTRACTOR USE, LIMIT OF DISTURBANCE FOR INSTALLATION OF MITIGATION MEASURES DURING PHASE IV

CONCRETE SIDEWALK (TYP)

TREX WALKWAY

REMOVE EXISTING BOARDWALK

PROPOSED BOARDWALK

CL&P POLE NO. 4236 TO REMAIN

CL&P TRANSFORMER FOR BRIDGE
DISCONNECT SWITCH AND METERING EQUIPMENT

#3-4" CONDUIT IN TRENCH

EXISTING CL&P TRANSFORMER FOR BRIDGE TO REMAIN UNTIL EXISTING BRIDGE IS DEMOLISHED

JUNCTION VAULT (TYP)

DRY WATER LINE FROM TANK TO WATER FILL PORT IN CTDEEP PARKING LOT

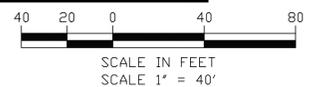
DRY SANITARY LINE FROM TANK TO SANITARY WASTE COLLECTION PORT IN CTDEEP PARKING LOT

BUILDING 1 WAREHOUSE

BUILDING 1 WAREHOUSE

BUILDING 2 GARAGE

MATCHLINE DWG HTL-07



FILE NAME: 217004-IMPACT_ACTIVITY_0_HTL.DWG
PRINT DATE: 7/16/2023 8:39 AM
PLOT SCALE: AS NOTED
STANDARD PEN TABLE: YES

ENVIRONMENTAL PERMIT PLANS
PLAN DATE: MAY 2, 2023

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Office of Chief Engineer
STRUCTURES

National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date



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ENGINEERING
1501 Broadway New York, NY 10036

wsp 1700 Market St. Suite 1050
Philadelphia, PA 19103

OLD SAYBROOK CONNECTICUT

**REPLACEMENT OF MB 106.89
OVER CONNECTICUT RIVER**

HIGH TIDE LINE IMPACT PLAN

Designed CB Drawn CB/MD Checked KM Date 5/2/2023

Project Code: XXX XXX

WBS:

Sheet No. 65 OF 140

Dwg. No. **HTL-12**