

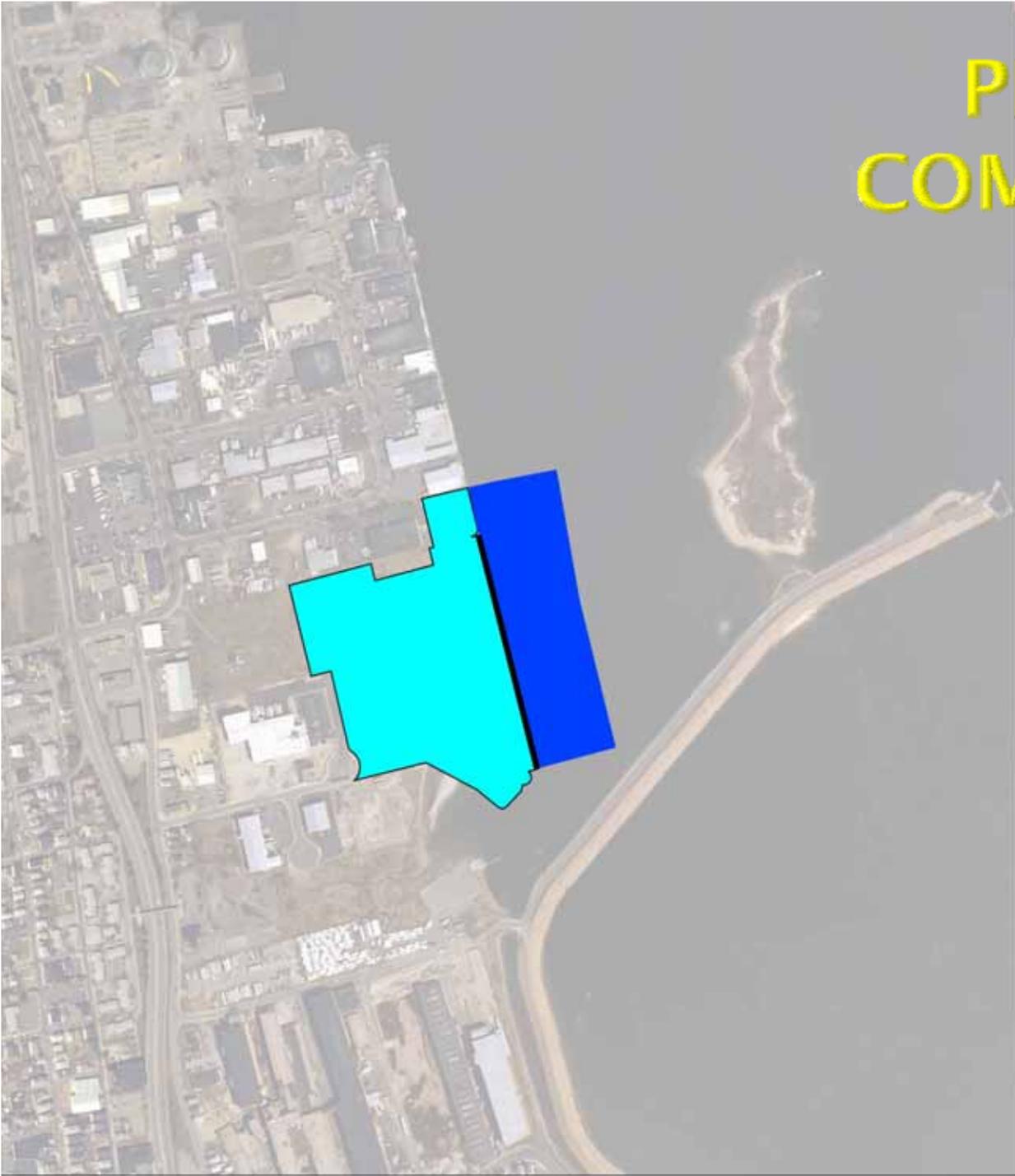
# NEW BEDFORD MARINE COMMERCE TERMINAL



New Bedford Marine Commerce Terminal

**Commonwealth of Massachusetts**



An aerial photograph of an industrial port area. The image shows a large complex of buildings and structures on the left side, with a body of water on the right. A specific area of the port is highlighted in cyan and blue, indicating the project site. The cyan area is larger and more irregularly shaped, while the blue area is a smaller, more rectangular section adjacent to it. The background of the right side of the slide is a blue sky with light clouds.

# PROJECT COMPONENTS

- ❑ Extension of South Terminal bulkhead so that large vessels can dock.
- ❑ Construction 28+ acres of open work area with 17 acre heavy lift capacity area.
- ❑ Dredging of channels for deep draft access.
- ❑ Removal of contaminated sediments.

# PROJECT HISTORY

- Designated Port Area (DPA) from 2010 Harbor Plan Update

Figure 1.1 Concept Plan

## New Bedford / Fairhaven Harbor Plan Update 2008 Concept Plan

- 2008 Planning Area
  - Secondary Planning Area
  - Charter / Excursion
  - Potential Water Taxi / Shuttle
  - Bikeway / Harborwalk
  - Potential WDSFs
  - Marine Industrial Waterfront
  - Marine Terminal
  - New Harbor Terminal
  - Hicks Logan
  - NSTAR / Sprague
  - Standard Times Field
  - Berkshire Hathaway Mill Complex
  - Public Open Space
  - Downtown
  - Park / Athletic
- Watersheet Management Areas Type**
- Commercial Vessel Operations
  - Recreational & Commercial
  - Recreational Mooring & Access
  - Transient Moorings
  - Environmentally Sensitive



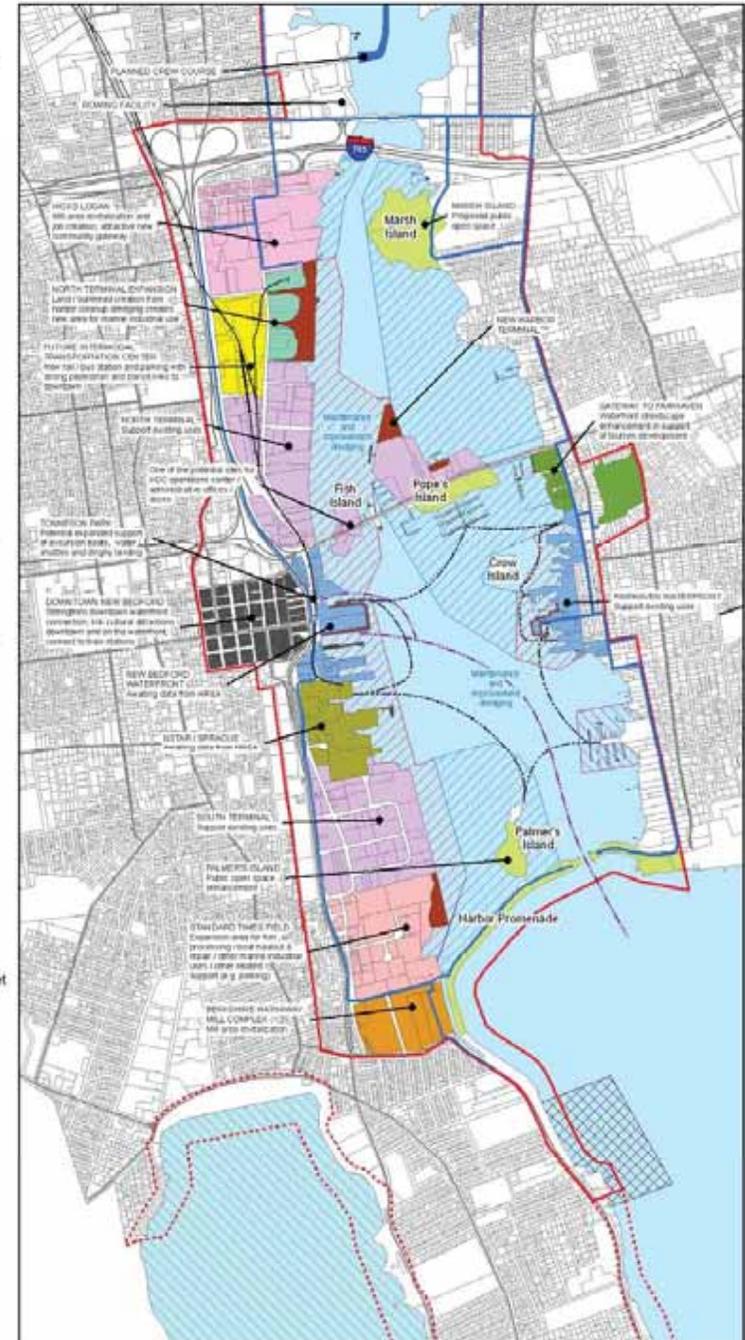
Prepared by the  
Urban Harbors Institute  
of the University of Massachusetts Boston

For the  
New Bedford / Fairhaven  
Harbor Plan Renewal Committee

On behalf of  
Fort Point Associates  
Urban Harbors Institute  
Apex Companies  
and  
FXM Associates

Data from  
MassGIS  
City of New Bedford  
Town of Fairhaven  
Urban Harbors Institute  
Fort Point Associates  
Apex Companies

December 2009



# BENEFITS: ENVIRONMENTAL



- ❑ Removal of contaminated sediments 170,000 – 247,100 cy.
- ❑ Beneficial reuse of dredged sediment in facility.
- ❑ Creation of resource areas for ecological improvements.
- ❑ Removal/ proper capping of contaminated soils.

# BENEFITS TO THE PORT

- Enhances the shipping capabilities of the Port.
- Heavy-lift marine facility capable of handling multiple cargo types.
- Increases the Port capacity and throughput to levels that significantly exceed nearby competing ports.
- Puts the Port at the national forefront by creating a first-in-the-nation purpose-built facility to support wind industry shipping and fabrication.
- Significant increase economic activity = \$\$ for the area.
- Jobs.



# BENEFITS: ECONOMIC

- Jobs = Direct, Secondary, Induced.
- \$10s millions invested in area for construction.
- Long-term economic boost from increased shipping.
- Billions invested in area by wind industry.
- “Century Project “ = a project for this 100-years.



# PROJECT COMPONENTS



- Facility – Landside
- Dredging - Waterside
- Mitigation



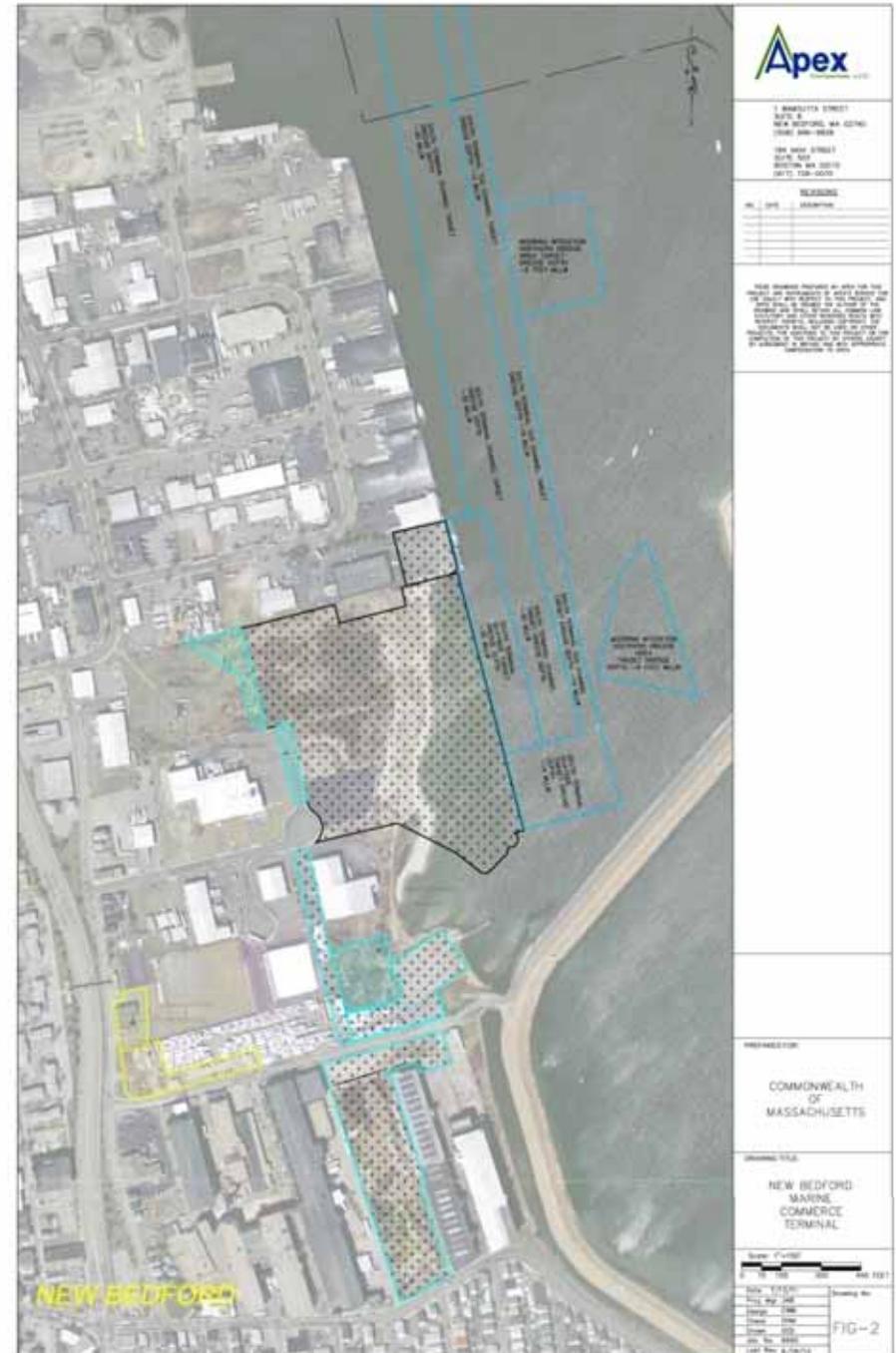
# NEW BEDFORD MARINE COMMERCE TERMINAL

- Similar Experiences:
  - ❑ Bremerhaven, Germany
    - Founded in 1827.
    - Large fishing port.
    - Serious economic decline in 1980s and 1990s.
    - Transformed itself as an offshore wind staging location.
    - Huge economic upturn based on offshore wind construction, servicing, and staging.
  - ❑ Cuxhaven, Germany - Similar experiences.



# LANDSIDE COMPONENTS

- Facility approx. 28 acres.
- 1000 foot extension of existing South Terminal Bulkhead.
- Filling behind bulkhead.
- Access Roads (primary):
  - Blackmer Street
- Secondary Access:
  - Gifford Street
  - Cove Street



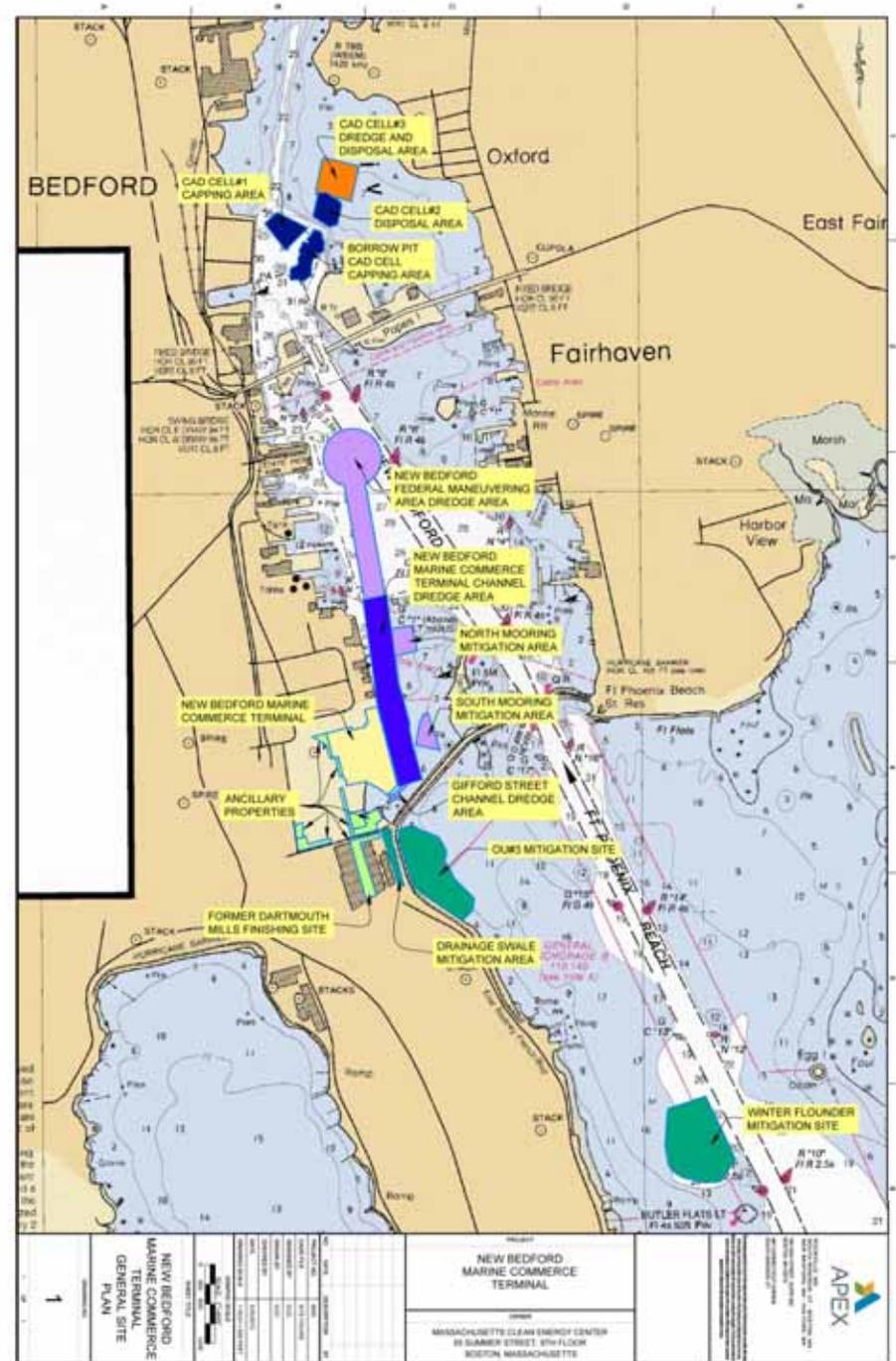
# WATERSIDE COMPONENTS

- Channel is 175 feet wide (-30 MLLW).
- Tug channel to east is 100 feet wide (-14 MLLW).
- Boat basin in front of terminal is 350-375 feet wide.



# NAVIGATION TO FACILITY

- Vessels enter through Federal Channel, turn in front of State Pier, and transit directly to facility along new navigational channel.



# FISHING VESSEL LANE

- Channel is designed to preserve commercial fishing space adjacent to South Terminal.
- Large vessels cannot enter Fisherman's Lane; however, Commercial Fishermen can use the new channel.



# MITIGATION FOR RECREATIONAL BOATING

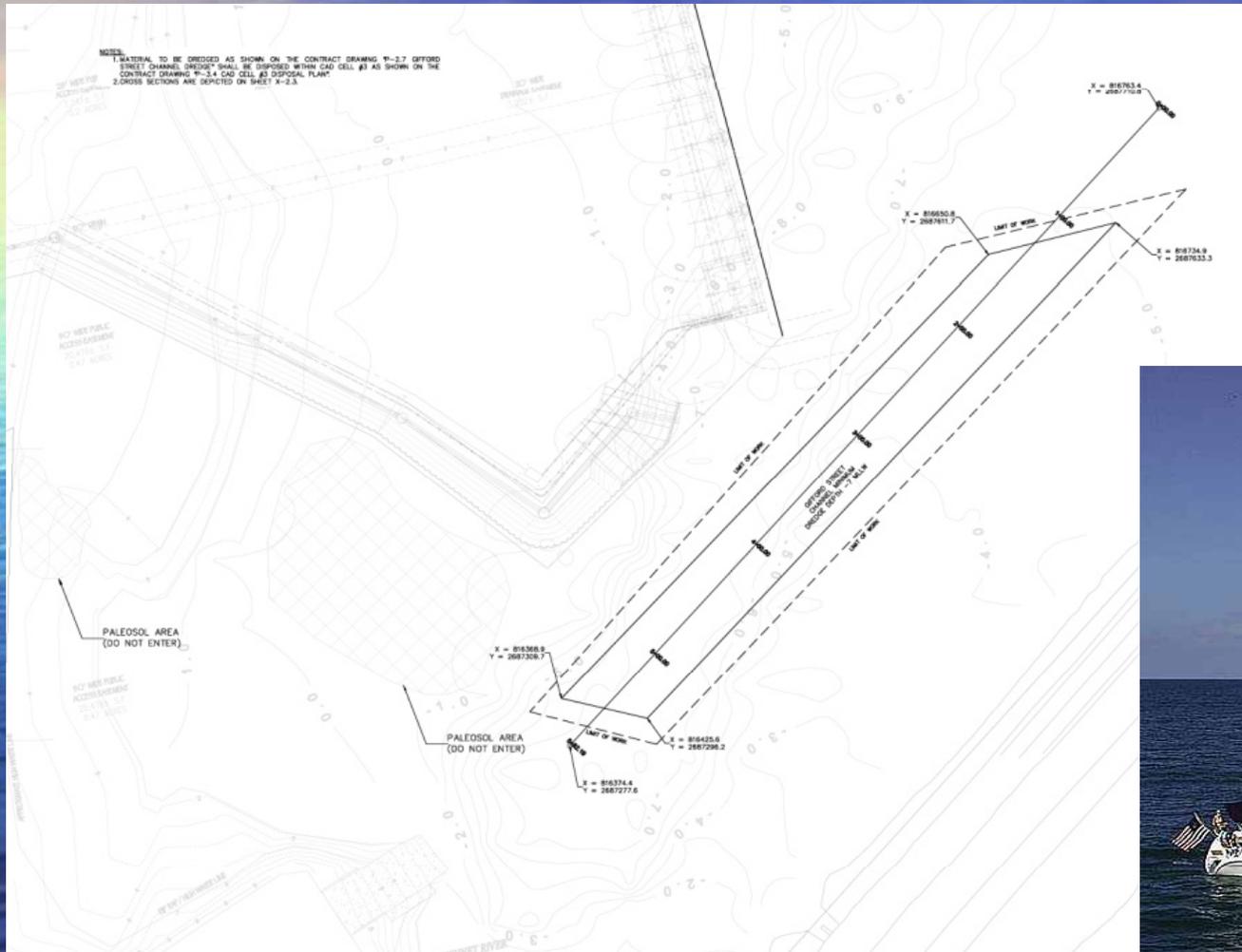


- Displaced moorings to be moved to currently inaccessible areas, which will be deepened to accommodate the vessels.



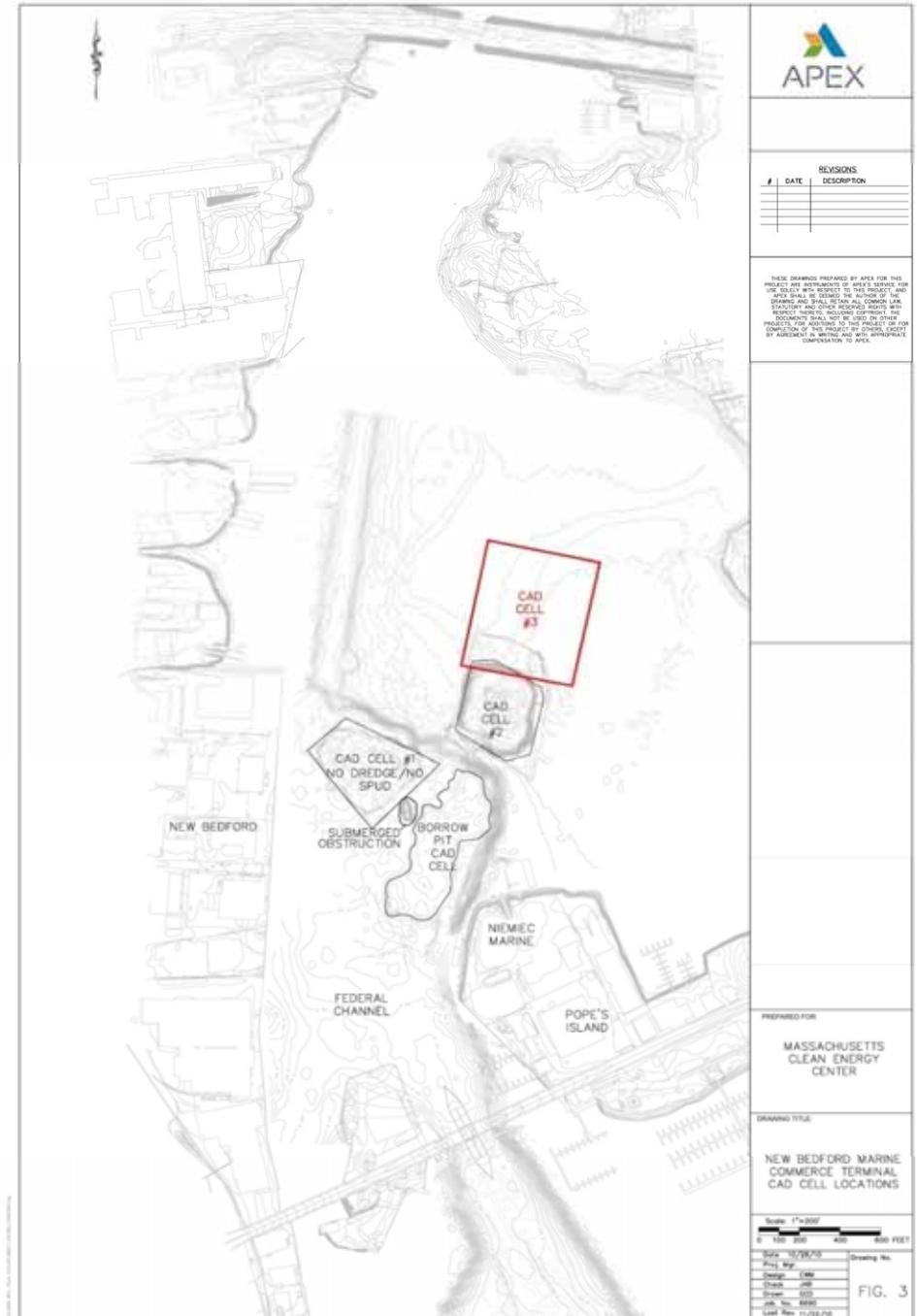
# MITIGATION FOR RECREATIONAL BOATING

- Gifford Street Channel to be re-aligned to route recreational boats around the new facility.



# IMPACTED SEDIMENT

- Impacted sediment will be disposed of into a CAD Cell (CAD Cell #3).
- CAD Cell #3 will be located immediately north of CAD Cell #2.
- Material from CAD Cell #3 construction would be used to cap the Winter Flounder Mitigation Area.



# EXISTING CULTURAL RESOURCES

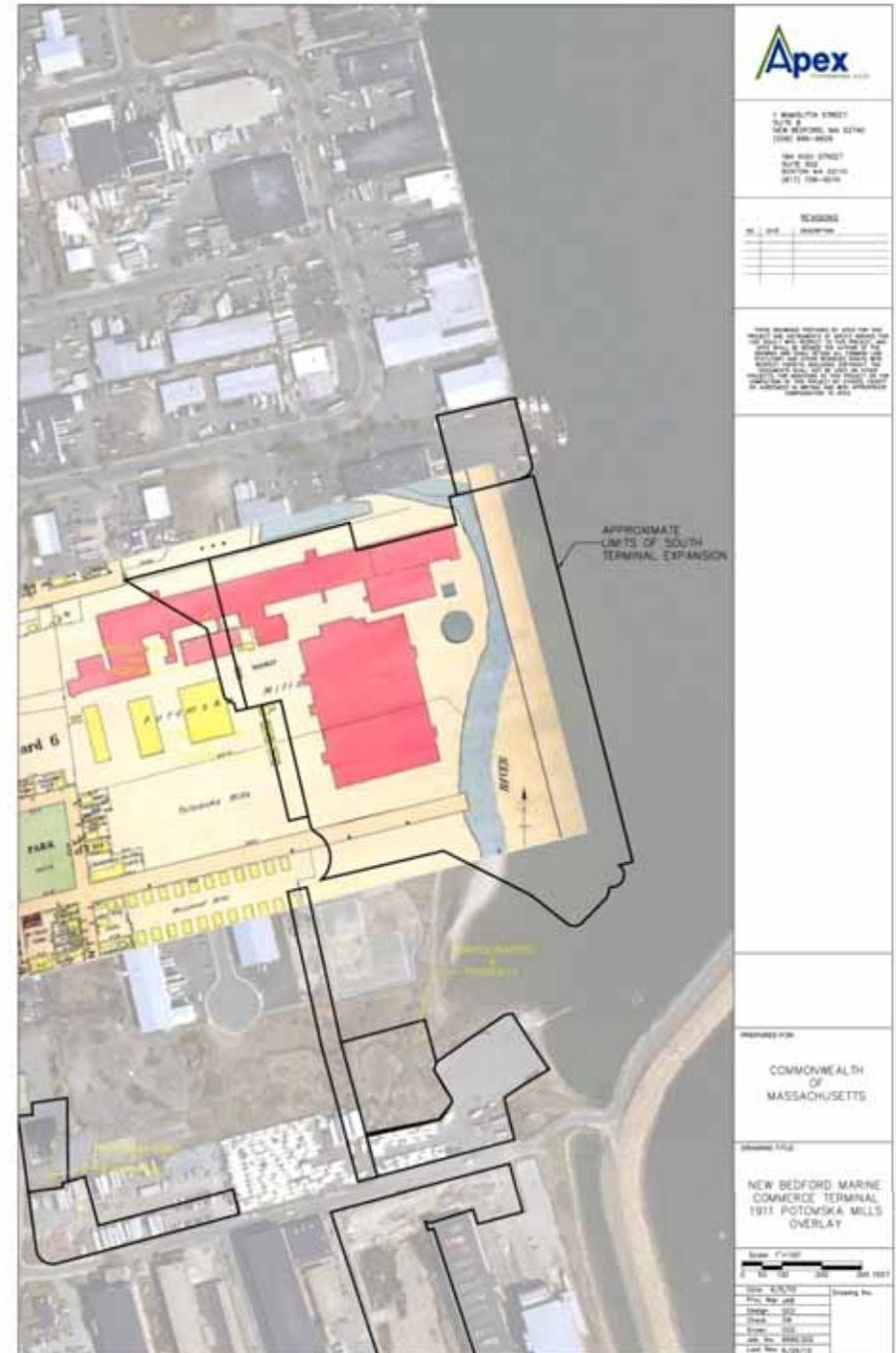
- Inter-tidal and sub-tidal Paleosols (historic soil profiles) were detected during archeological investigations

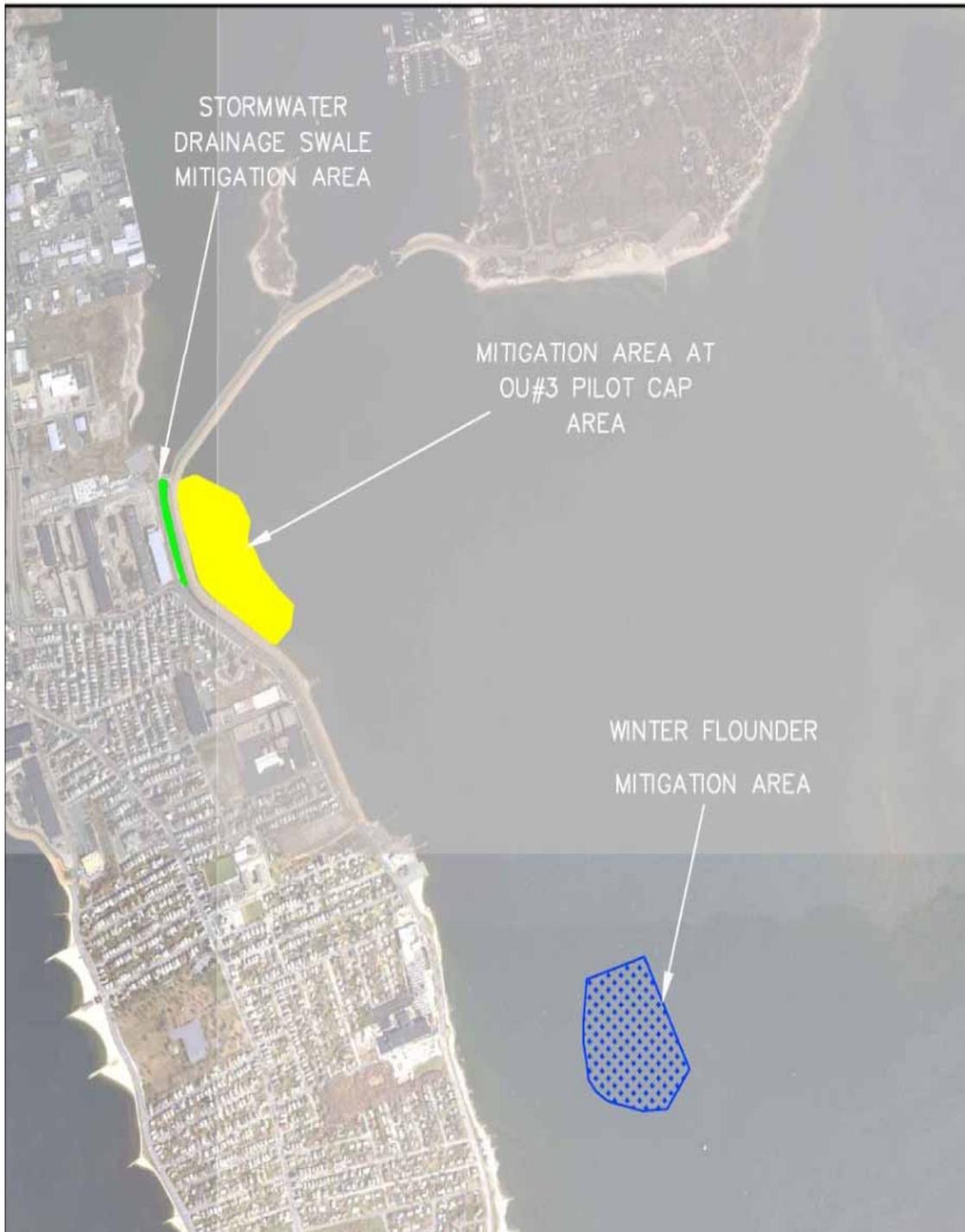




# UPLAND SITE HISTORY

- Former Potomska Mills Location.
- Building demolished in the 1930s.
- Site has been vacant since that time.
- Existing building debris, impacts to soil onsite.
- Former Dartmouth Finishing Site on southern end.



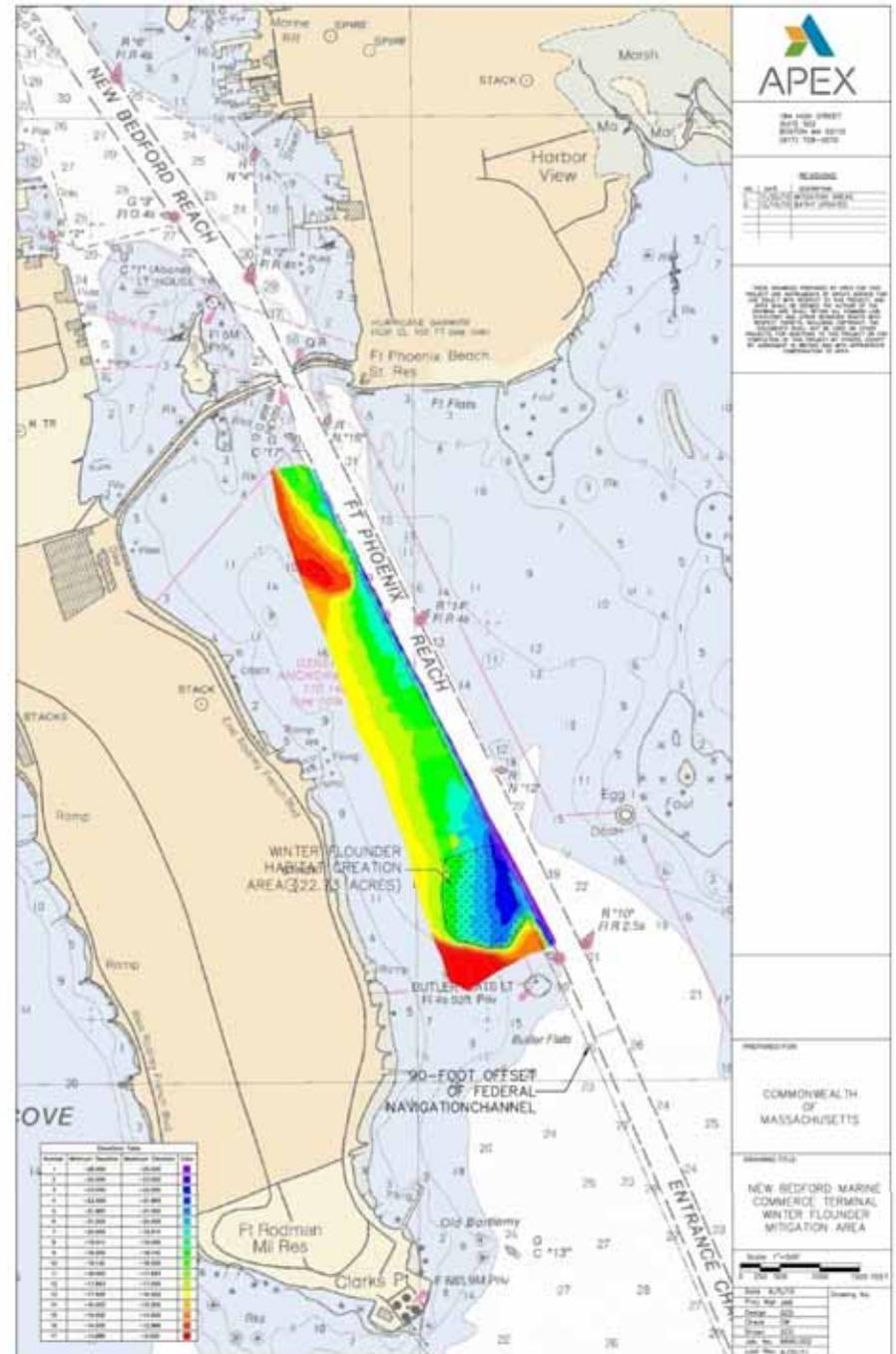


# MITIGATION AREAS

- USEPA has mandated mitigation for the environmental impacts associated with filling and dredging.
- Mitigation consists of three projects:
  - ❑ Stormwater Drainage Swale Mitigation
  - ❑ OU-3 Cap Mitigation
  - ❑ Winter Flounder Mitigation Area

# WINTER FLOUNDER MITIGATION AREA

- Objective: To create Winter Flounder spawning habitat to replace that impacted by the project.
- Winter Flounder spawn at elevations less than -15 MLLW.
- Project will shallow an area deeper than -16 MLLW to create approximately 23 acres of new habitat.

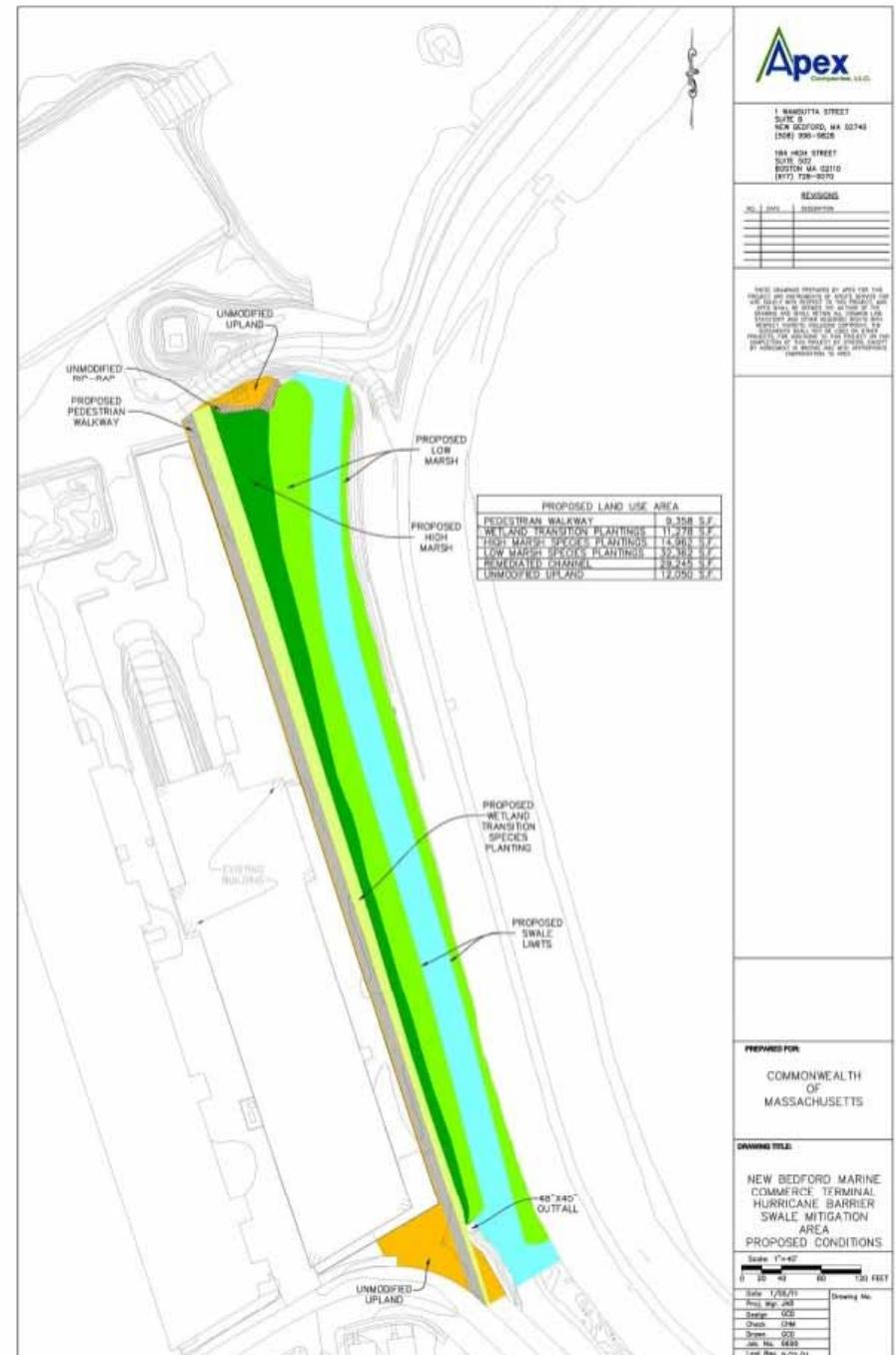




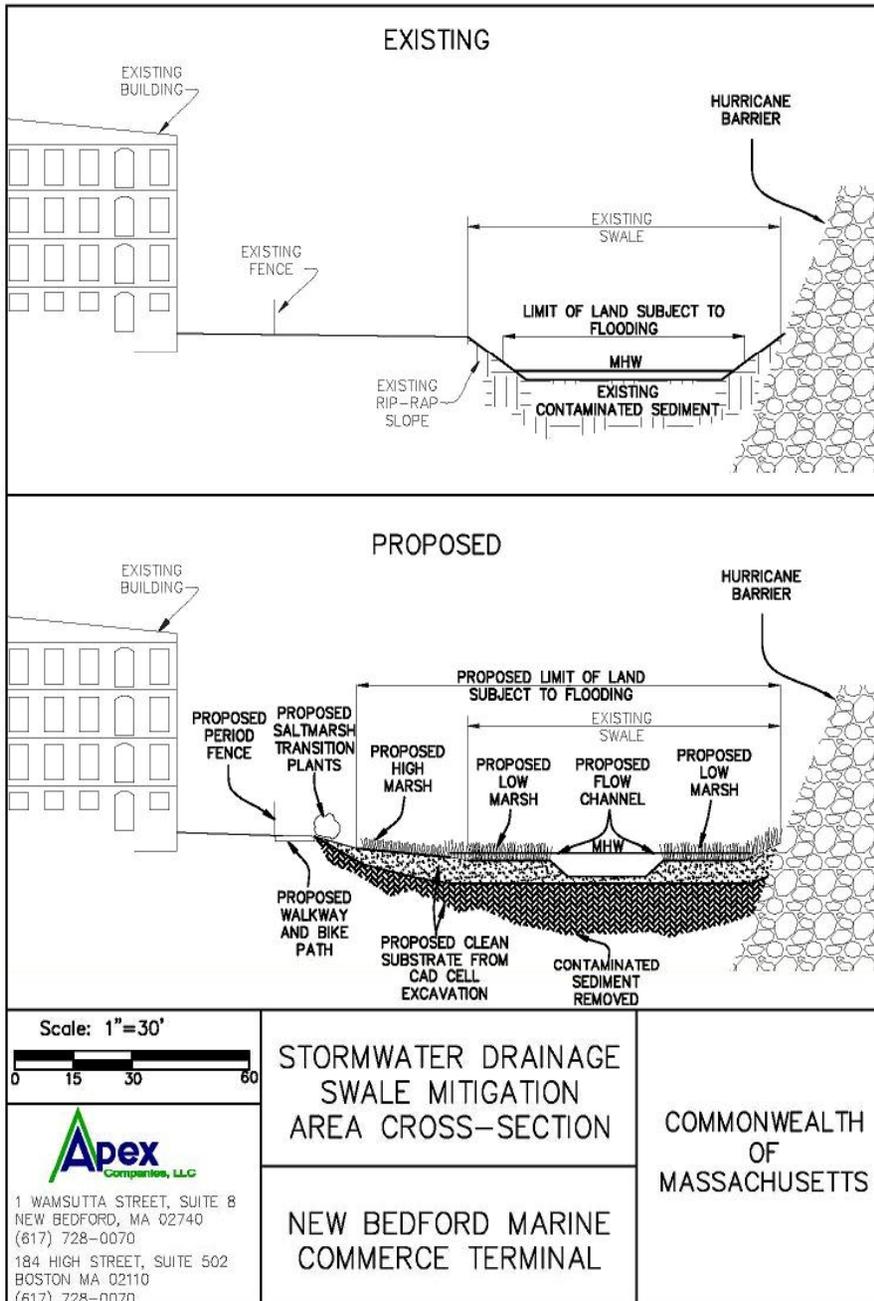


# STORMWATER DRAINAGE SWALE MITIGATION AREA (PROPOSED CONDITIONS)

- Objective: To create and enhance high marsh and low salt marsh area and extend existing bike path north to Gifford Street.
- Re-grading, capping, and planting of wetland plant species.
- Extension of bike path, lighting, and split-rail fence.



# STORMWATER DRAINAGE SWALE MITIGATION AREA



- Will not impact flow regime within drainage swale.
- Will create or enhance salt marsh, which will compensate for salt marsh and other wetlands that will be destroyed during construction of NBMCT.

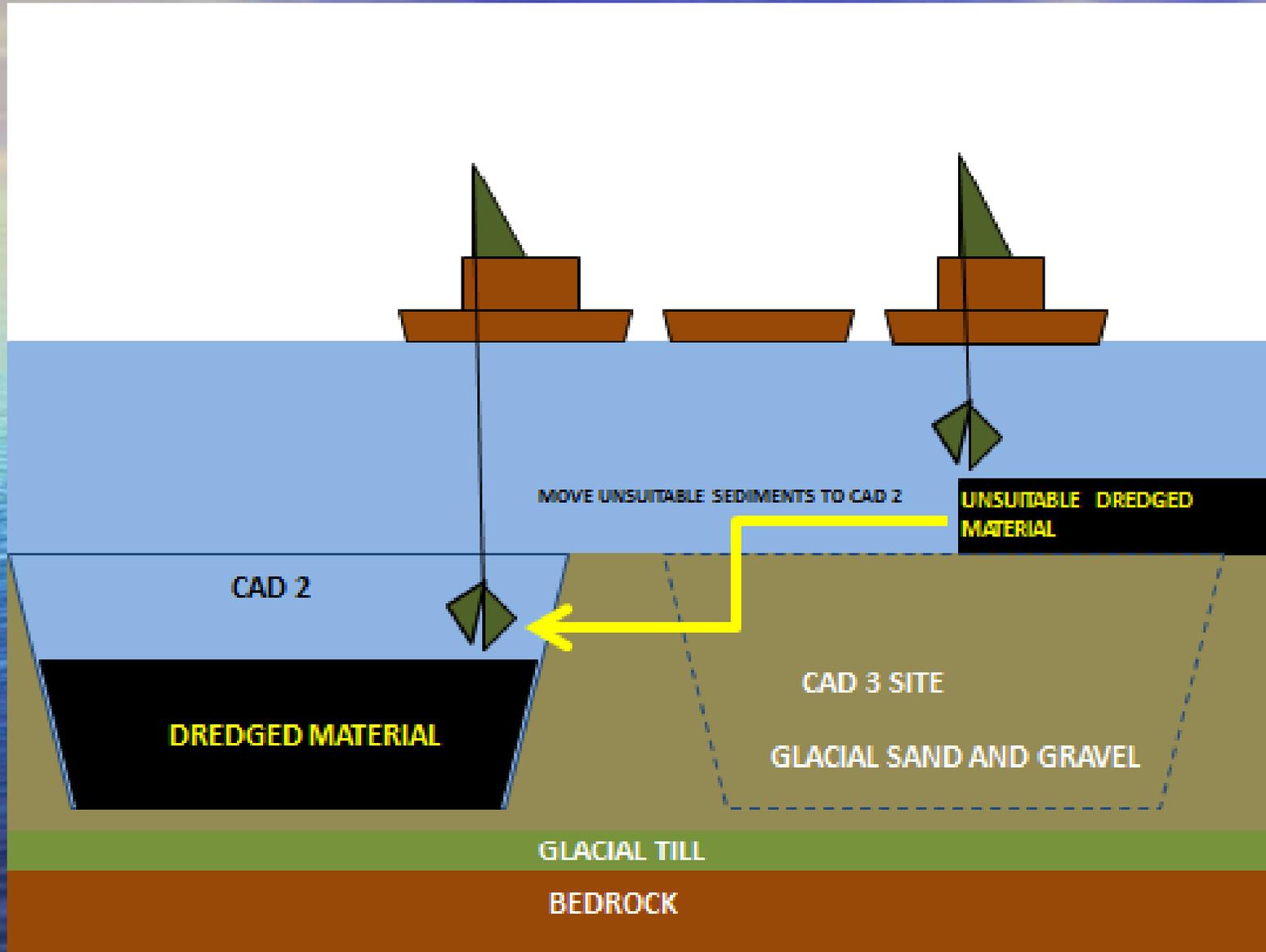


# PROJECT SEQUENCING

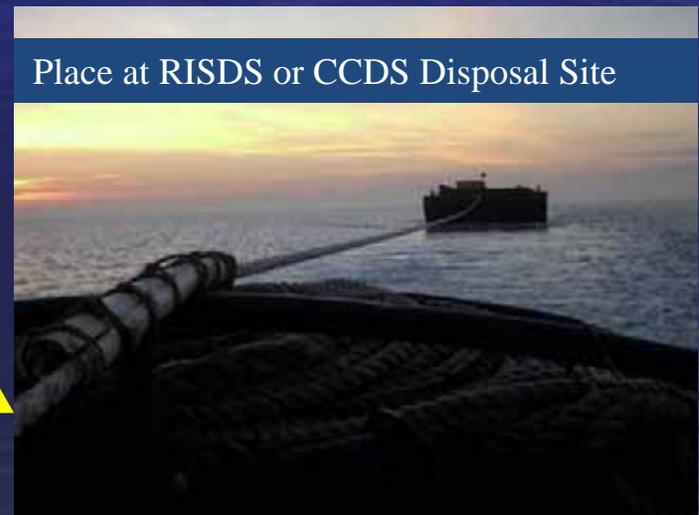
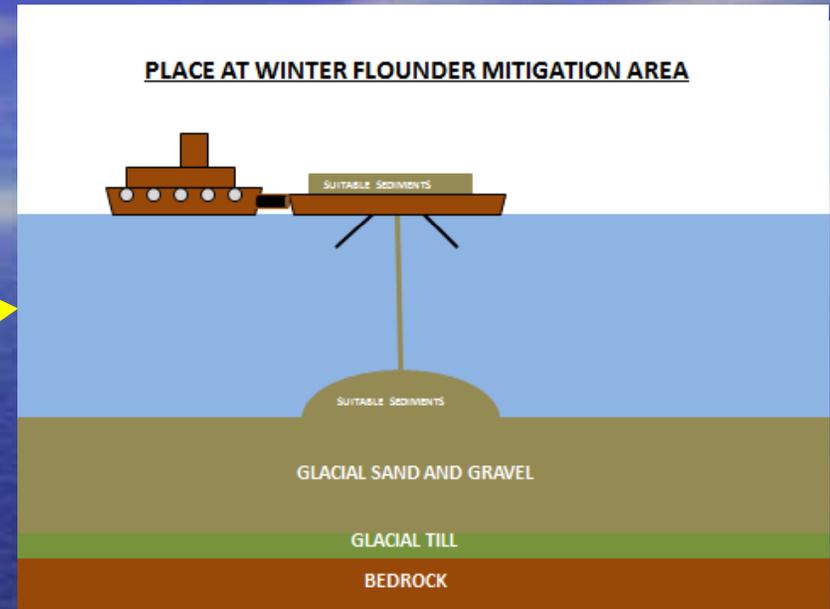
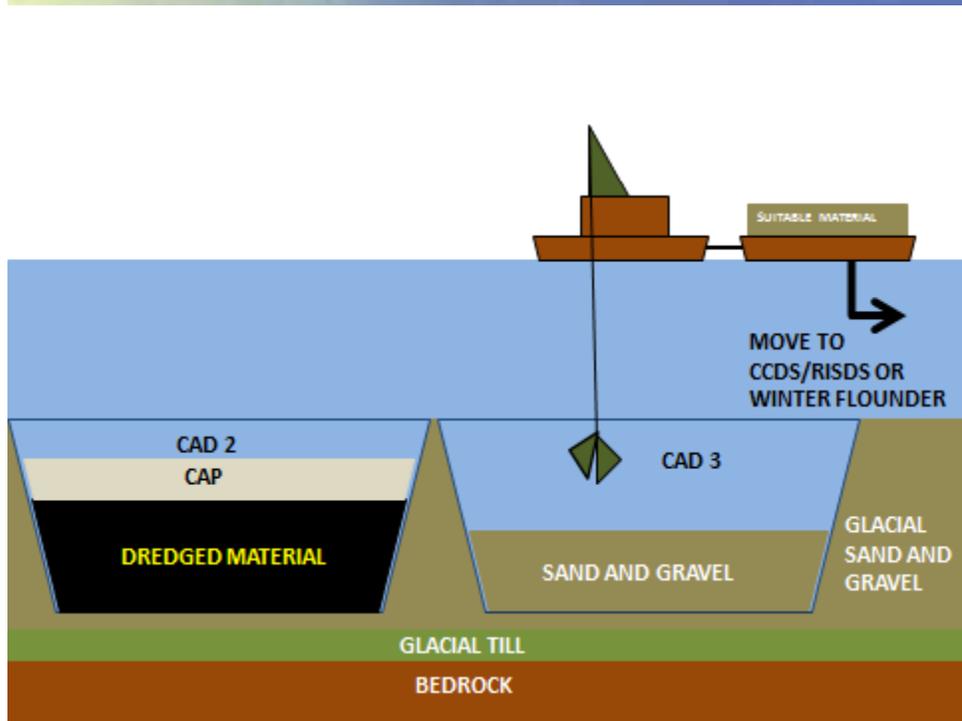
## 1. MOBILIZATION



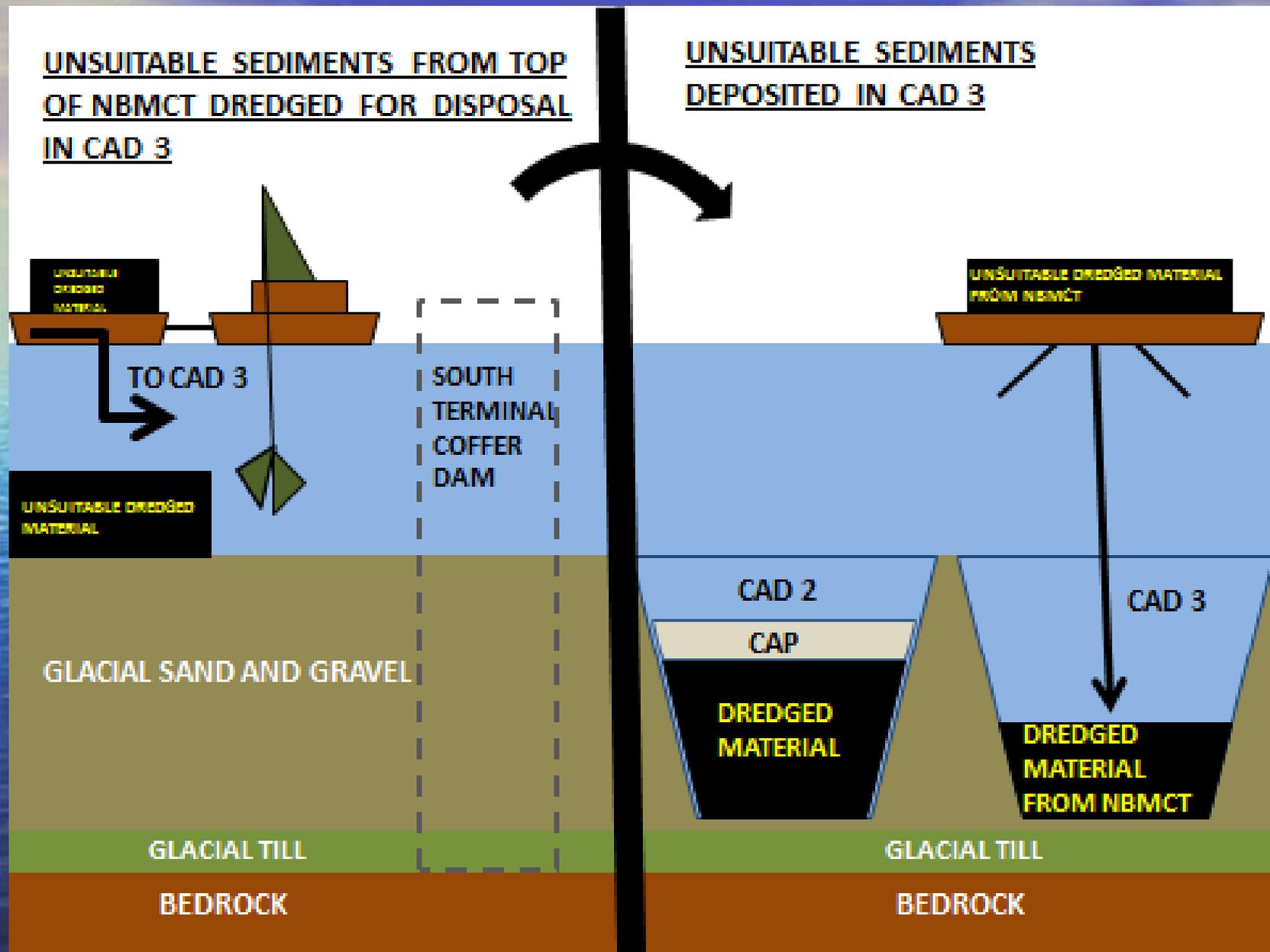
# STEP 2: DREDGE TOP OF CAD #3 - PLACE INTO CAD #2



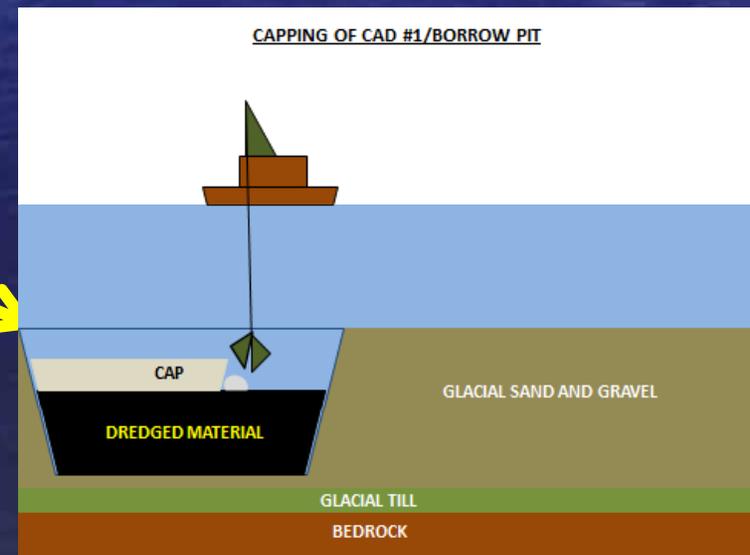
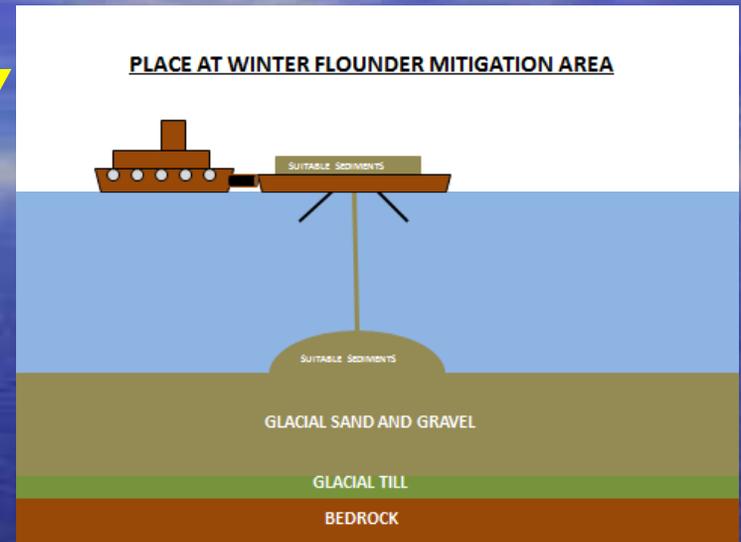
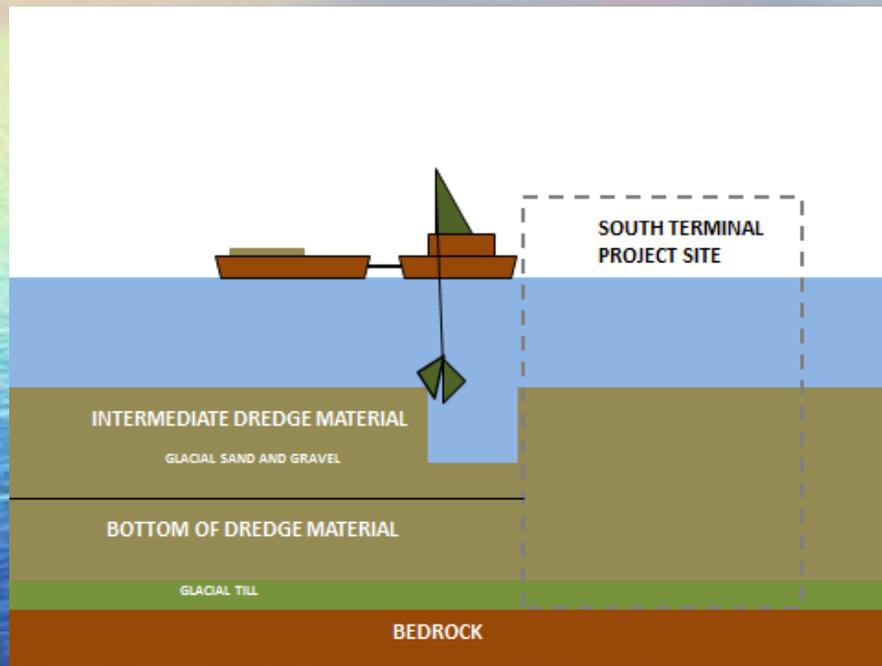
# STEP 3: REMOVE PARENT MATERIAL FROM CAD #3



# STEP 4: DREDGE “TOP-OF-DREDGE”



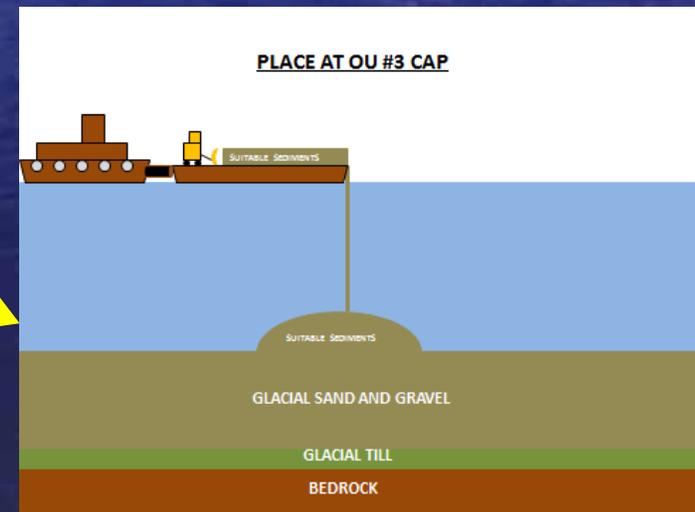
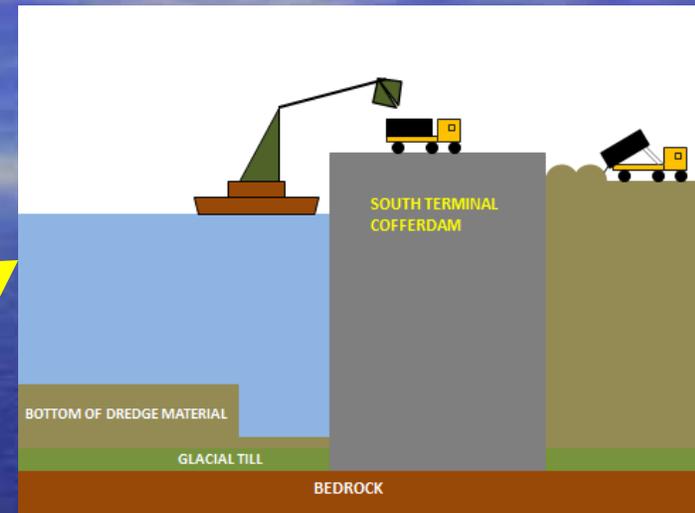
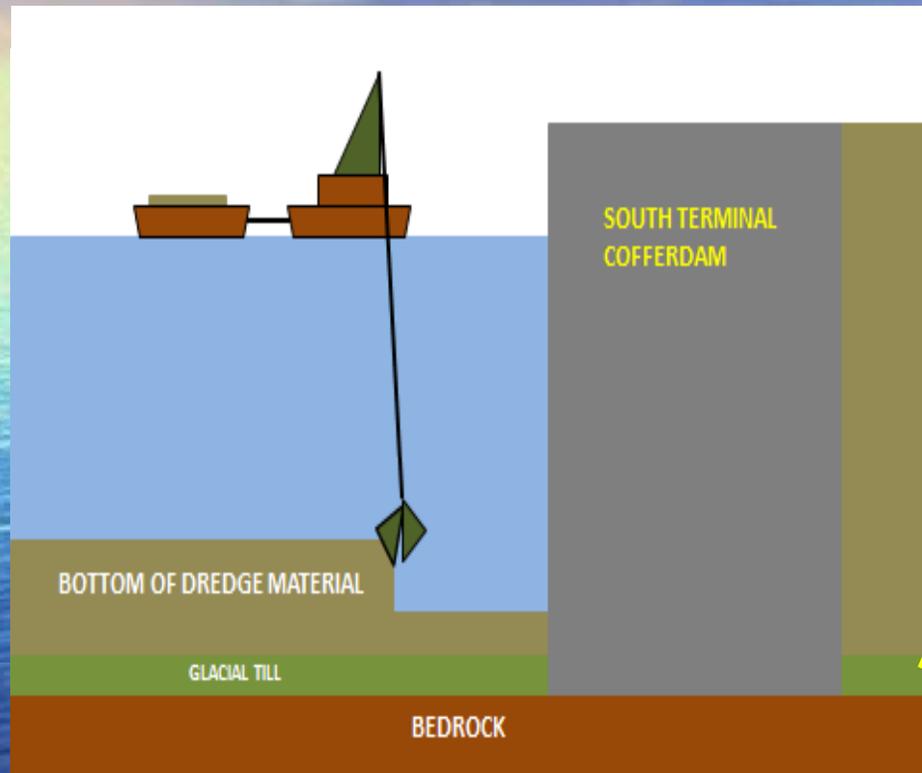
# STEP 5: DREDGE “INTERMEDIATE DREDGE”



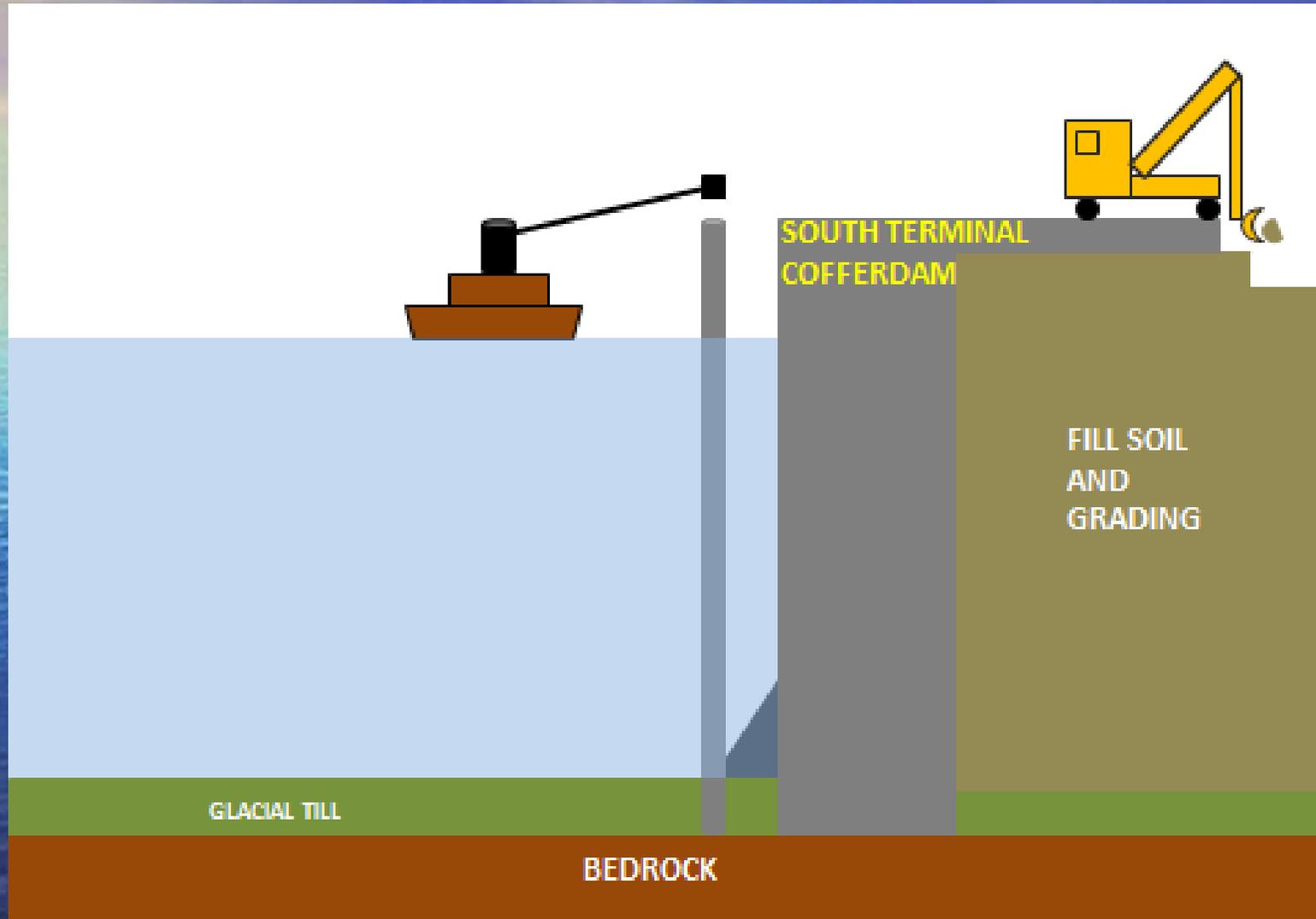
# STEP 6: INSTALL COFFERDAM



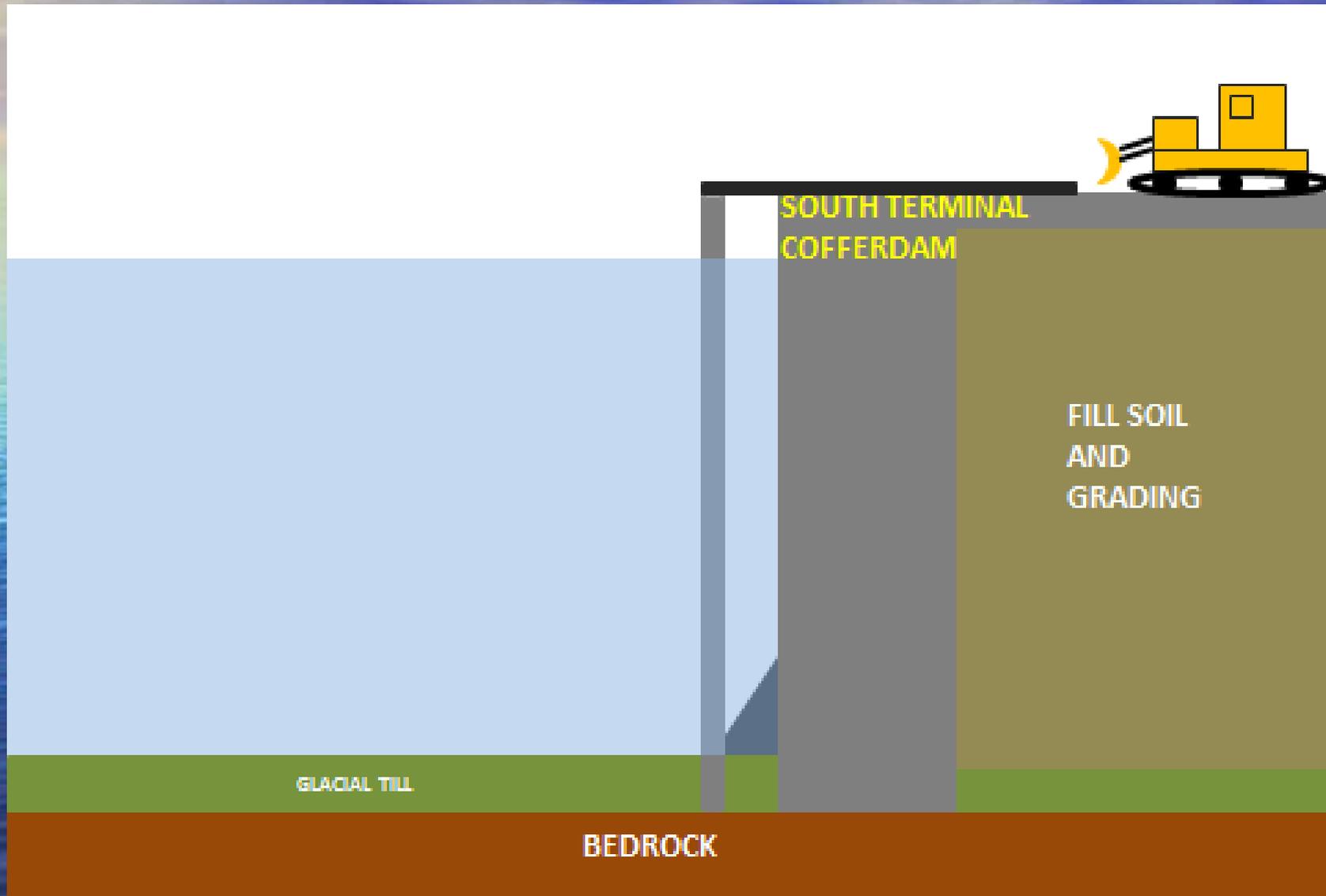
# STEP 7: DREDGE “BOTTOM-OF-DREDGE”



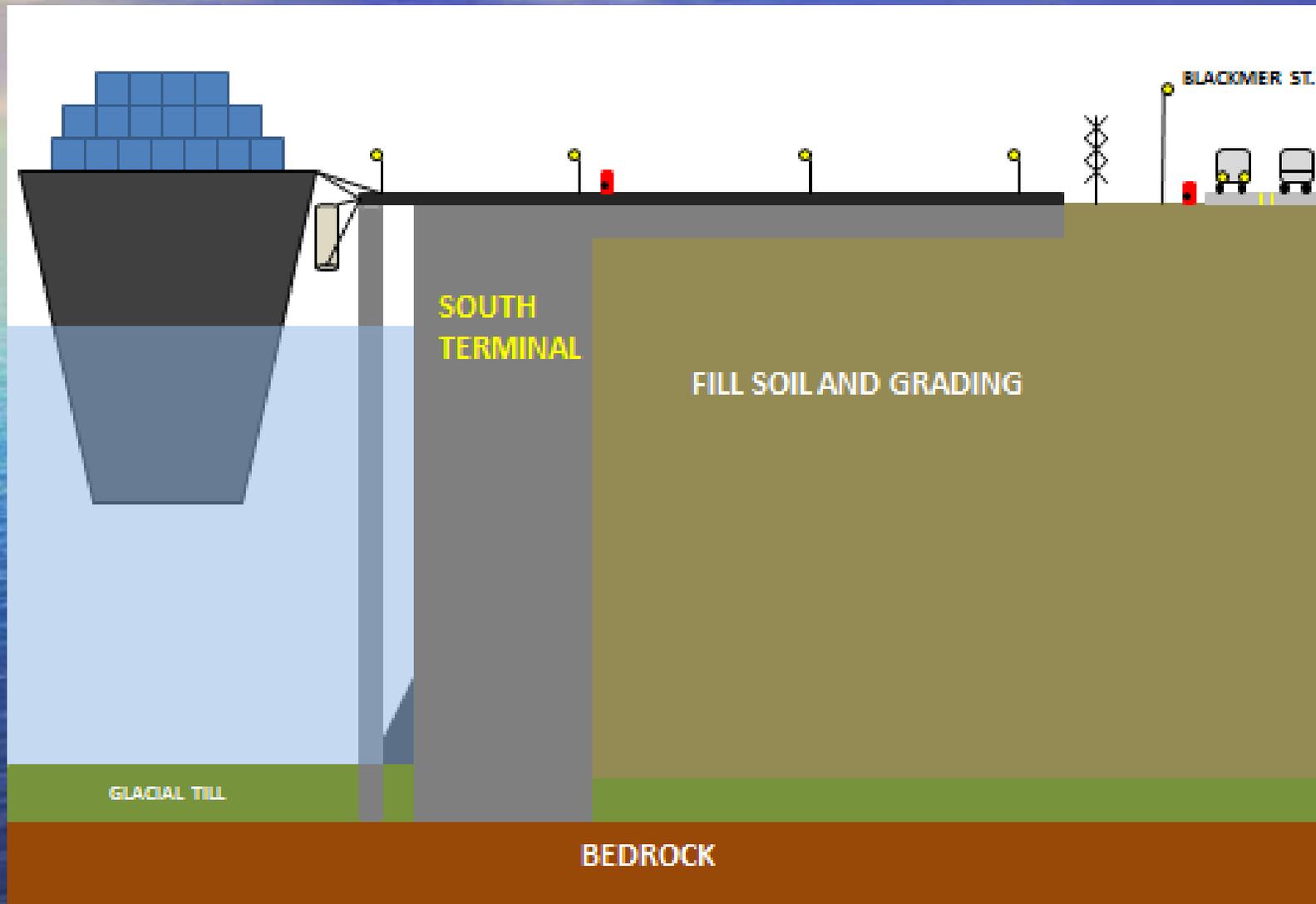
# STEP 8: UPLAND GRADING AND SITE WORK



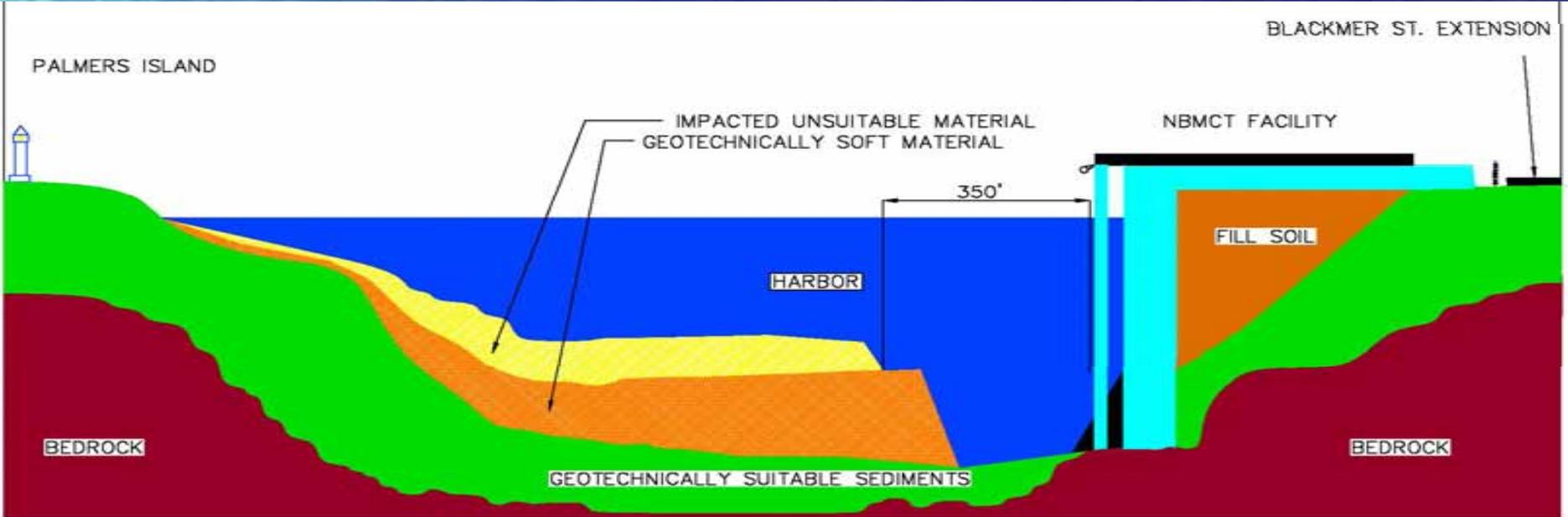
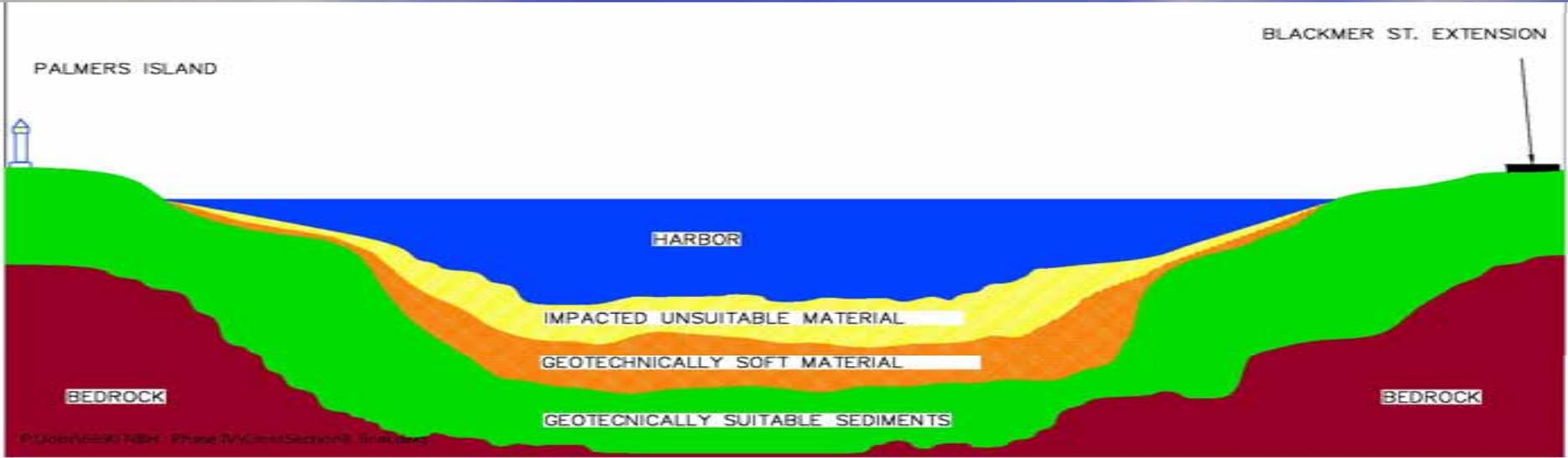
# STEP 9: SITE WORK AND LAYDOWN AREAS

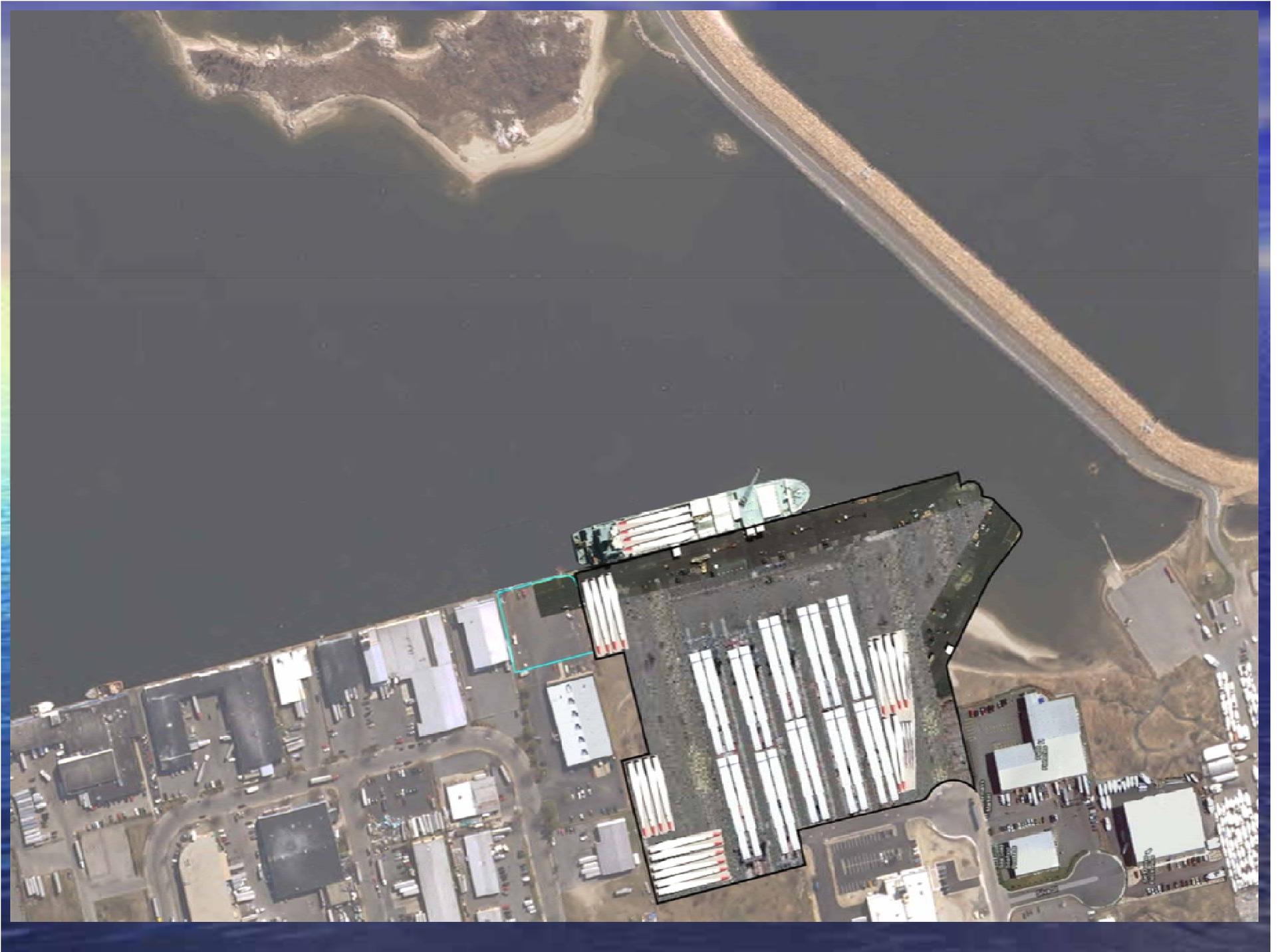


# STEP 10: APPURTENANCES



# STYLIZED CROSS-SECTION LOOKING SOUTH: "BEFORE AND AFTER"



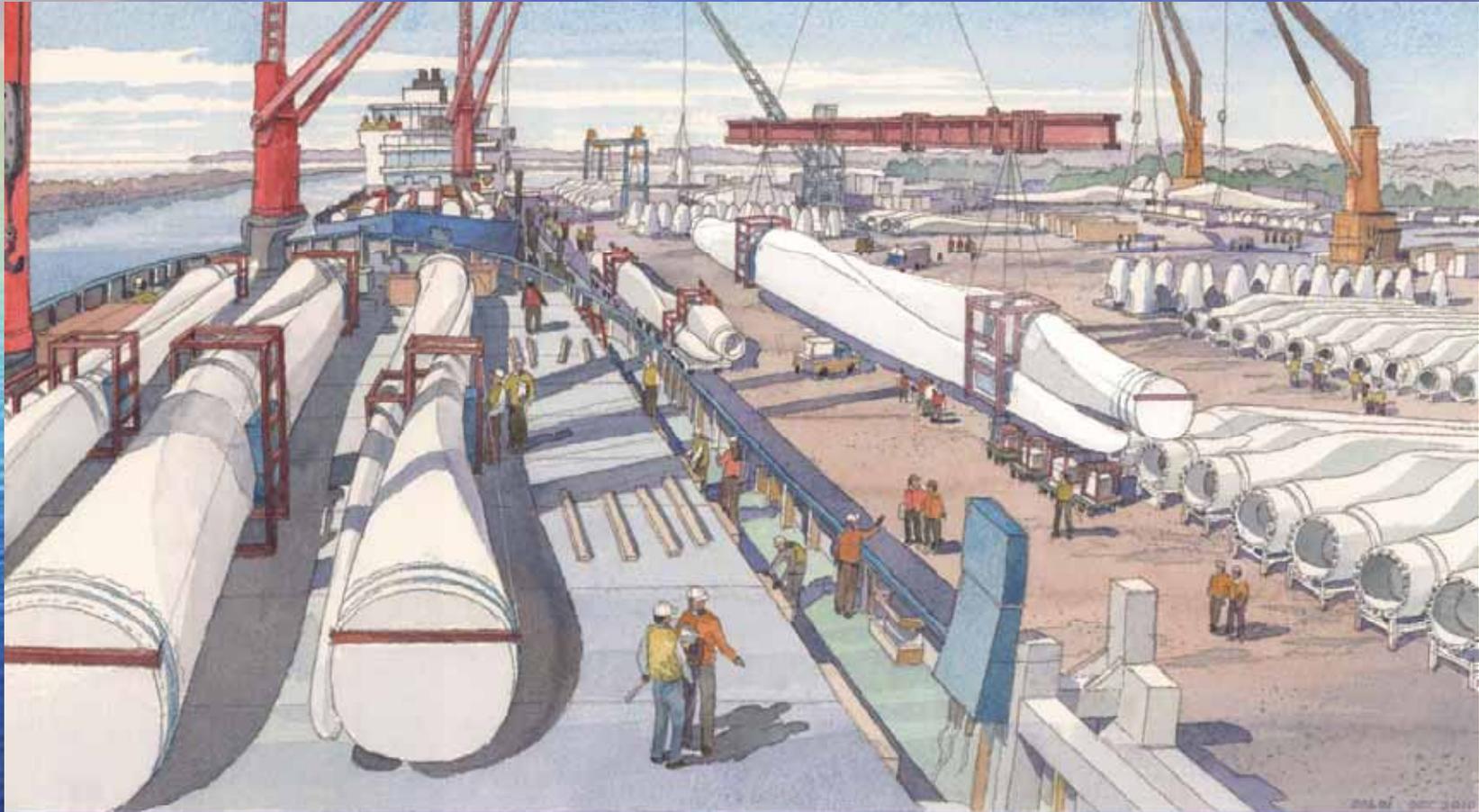


# FOR MORE INFORMATION:

- EPA WEBSITE: [www.epa.gov/nbh](http://www.epa.gov/nbh)
- EOEEA WEBSITE:  
[www.mass.gov/eea/ocean-coastal/  
management/serth/](http://www.mass.gov/eea/ocean-coastal/management/serth/)



# Questions?



New Bedford Marine Commerce Terminal