



16590

28 February 2024

PUBLIC NOTICE D01-PN191A-2024

PROPOSED MODIFICATION OF THE AMTRAK DOCK RAILROAD BRIDGE ACROSS THE PASSAIC RIVER, BETWEEN NEWARK AND HARRISON, NEW JERSEY.

All interested parties are notified that the Commander, First Coast Guard District, has received revised application materials from AMTRAK for approval of the location and plans for further modification of three parallel movable railroad spans over a navigable waterway of the United States.

WATERWAY AND LOCATION:

Passaic River, mile 5.0, between Newark, Essex County and Harrison, Hudson County, New Jersey.

CHARACTER OF THE WORK:

The applicant proposes the modification of the fender system and the conversion of the three-vertical-lift-spans to fixed bridges. The purpose of the proposed project will help to improve the aging bridge, enhance reliability and long-term serviceability, reduce train delays along a critical rail segment, achieve a state-of-good-repair, and ensure connectivity along the Northeast Corridor. The modification from movable to fixed includes the removal of cables and mechanical parts of the existing lift spans. The fender system modification includes the removal and disposal of two existing dolphins and deteriorating timber fenders attached to the piers, and the extraction of all piles. AMTRAK will install two new dolphins (FRP pile clusters) and rehabilitate the piers. Amtrak anticipates the new piles will be installed using a combination of pre-auguring, vibratory drilling, and pile driving (e.g., impact hammers). Divers will perform repairs to the stone masonry piers as needed.

MINIMUM NAVIGATIONAL CLEARANCES: Datum: NAVD88

	Vertical (MHW)	Vertical (MLW)*	Horizontal
Existing (Movable)	135-feet (open) 23.82-feet (closed)	140.23-feet 29.23-feet (closed)	200-feet
Proposed (Fixed)	23.82-feet	23.82-feet	215-feet

** Note the vertical clearance has been adjusted based on current MHW/MLW elevations, which are higher than the original MHW from the 1928 permit drawings. The proposed vertical clearance will match the existing, which is 24-feet (nominal).*

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ENVIRONMENTAL CONSIDERATIONS:

The Federal Railroad Administration (FRA) is the lead Federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA). The FRA is acting on behalf of the U.S. Coast Guard for all environmental control laws and plans to issue a categorical exclusion (CATEX). The U.S. Coast Guard has tentatively determined that the proposed action will not have a significant impact for purposes of NEPA and plans to issue a CATEX for the project. National Historic Preservation Act of 1966 Section 106 consultation is pending.

The project proposes work within the floodway and floodplain of the river, however none of the work proposed is work that will alter the regulatory floodplain elevations. Removing the ability of the bridge to raise nor the removal of two existing dolphins and deteriorating timber fenders attached to the piers, and the extraction of all piles 2 feet below the mud-line in accordance with the U.S. Army Corps of Engineers does not affect the floodplain as the low chord of the bridge is at elevation 26.41, which is well above FEMA's 100-year flood elevation at 9.0 (NAVD 1988).

A Water Quality Certificate from New Jersey Department of Environmental Protection (NJDEP) was issued October 4, 2023. No freshwater wetlands will be taken or affected by this project. A nationwide permit will be issued by the US Army Corps of Engineers. The NJDEP Permit is available for review via the following

link: <https://hardesty.egnyte.com/fl/wFjUk3yocd> using the password 2024_USCG_PN.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on the proposed navigation clearances, placement of a bridge protective system and other navigational safety issues, including the need for clearance gauges and the extent of nighttime navigation to determine the need for bridge lighting.

Interested parties are requested to express their views, in writing, on the proposed bridge project, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed project.

Comments should be emailed to the Commander (dpb) First Coast Guard District at: D1Boston-Bridges-PublicNotices@uscg.mil or mailed to the above address through March 29, 2024.

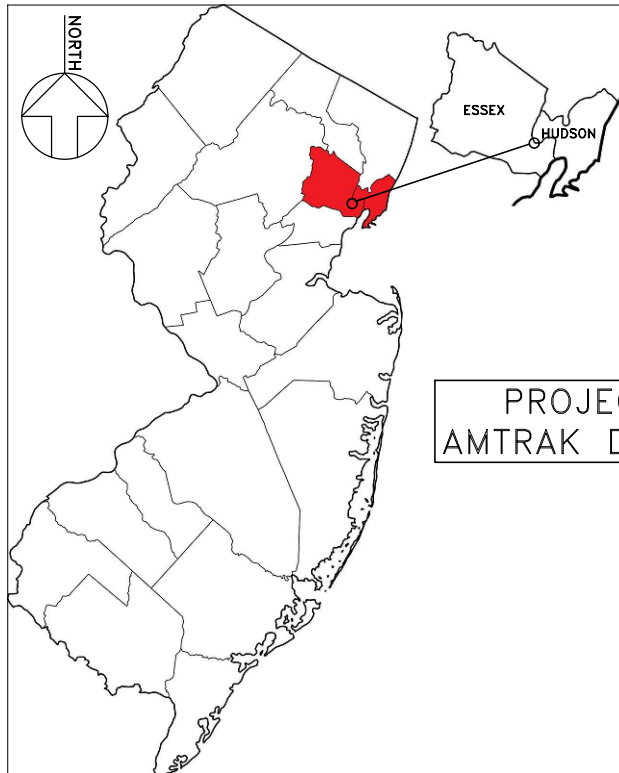
Comments of an environmental nature such as those regarding wildlife refuges, water-fowl refuges, public parks, historic sites, wetlands, floodplain issues, air, water quality, etc. will be sent to the Federal Railroad Administration.

Map of location and plans attached.

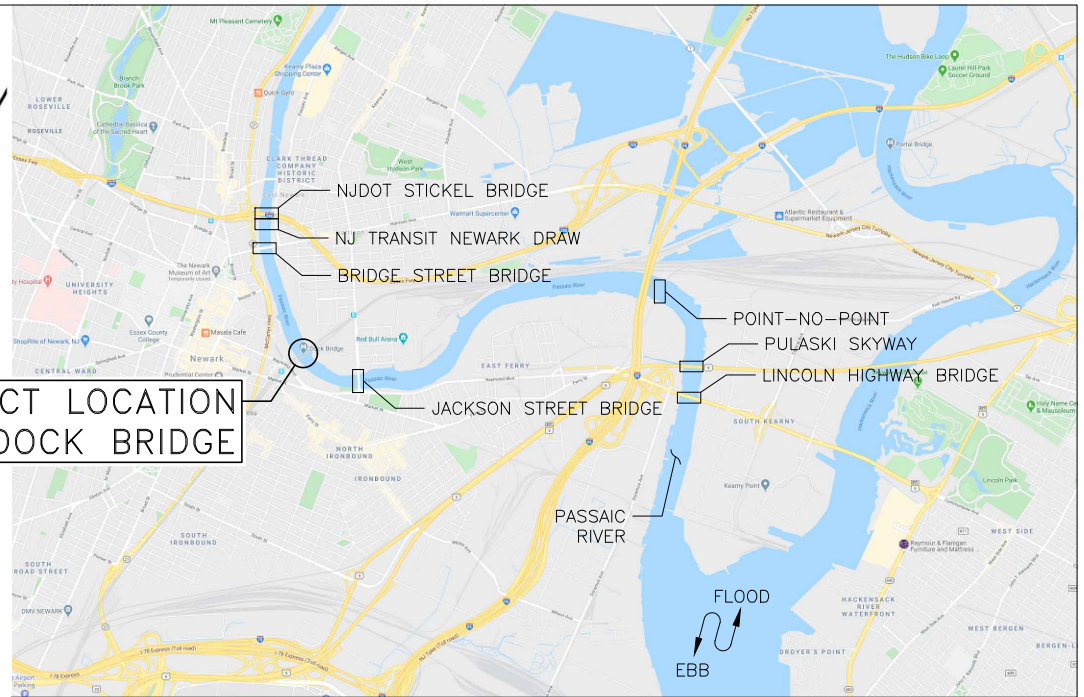
Donna A. Fisher

Digitally signed by
Donna A. Fisher
Date: 2024.02.28
13:53:55 -05'00'

D. A. Fisher
Bridge Program Manager
U. S. Coast Guard
By direction

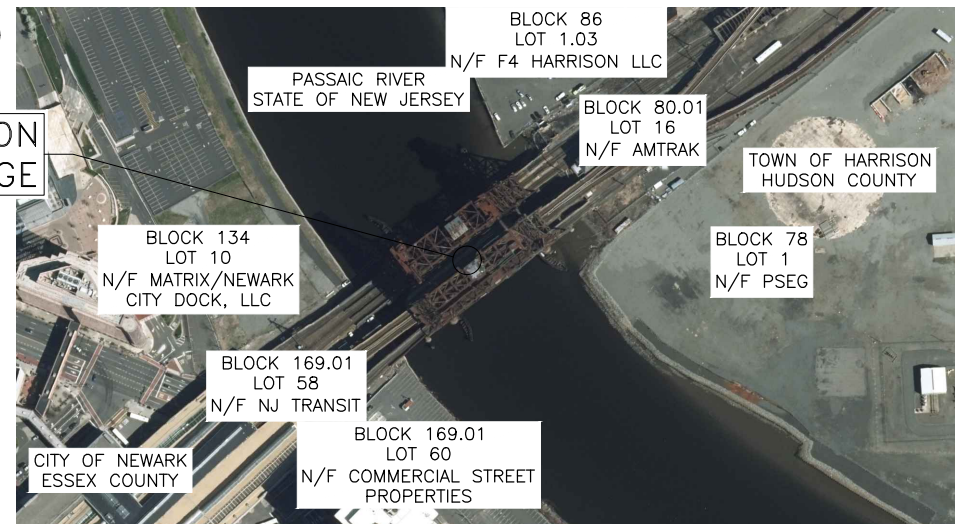


STATE OF NEW JERSEY
LOCATION MAP



VICINITY MAP
0 3,000 6,000
1" = 3,000'

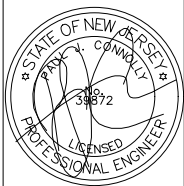
PROJECT LOCATION
AMTRAK DOCK BRIDGE



SITE PLAN
0 400 800
1" = 400'

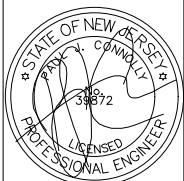
NOTE:

DOCK BRIDGE WAS CONSTRUCTED IN 1937 AND IS LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES INDIVIDUALLY (1980) AND AS PART OF THE NEWARK PENN STATION AND DOCK BRIDGE (BOUNDARY INCREASE AND DOCUMENTATION, 2012)

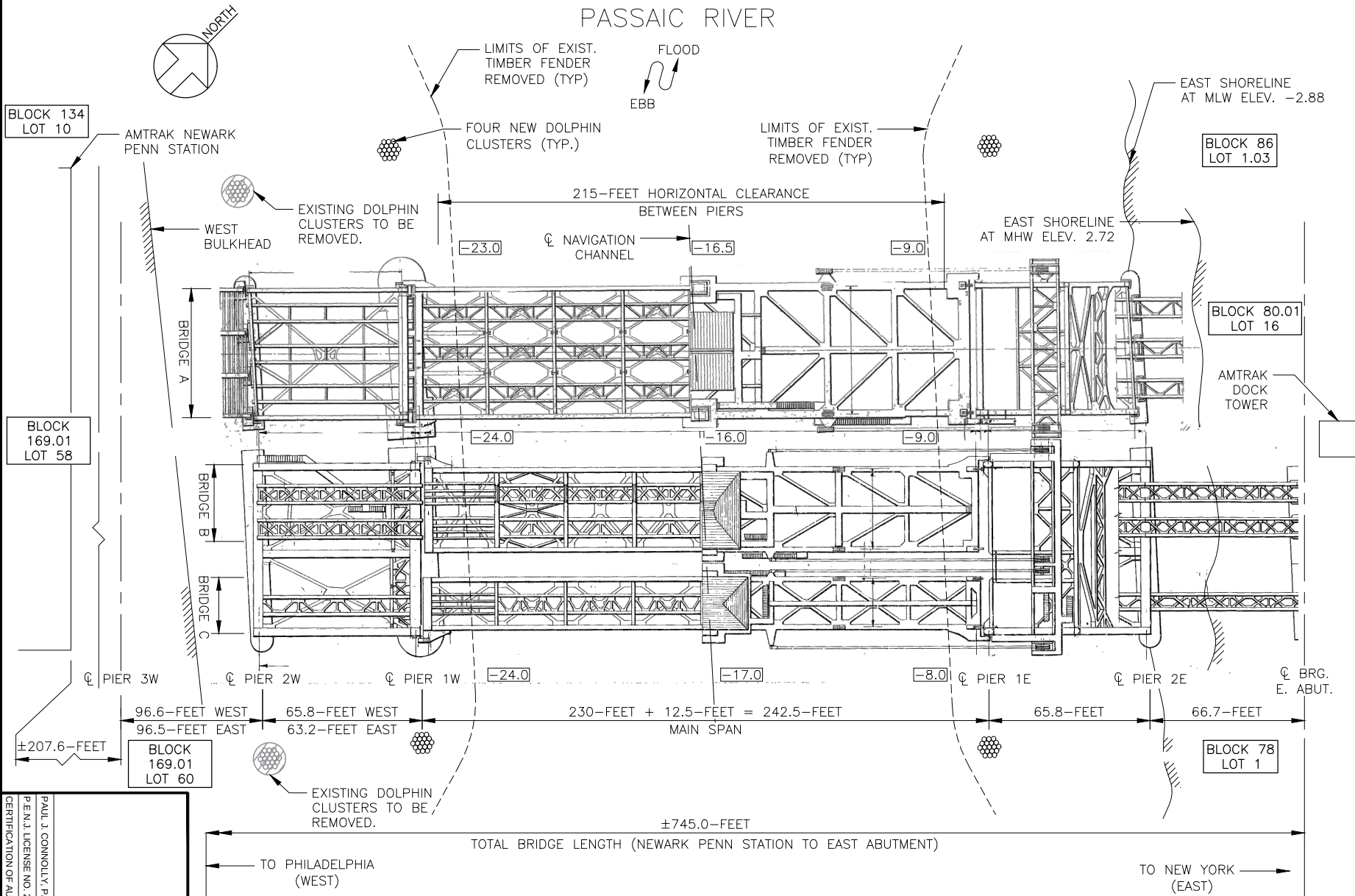


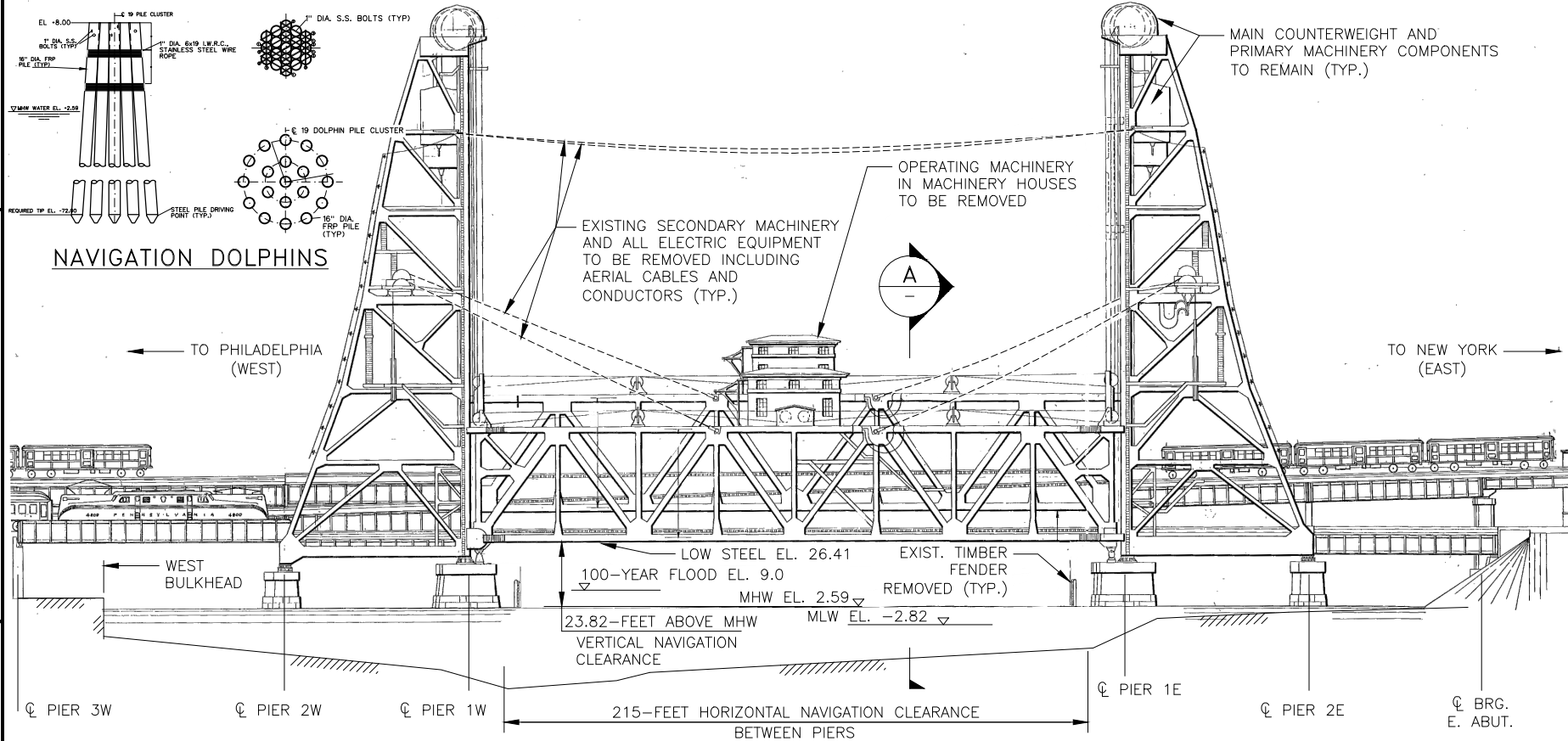
FOR PERMITTING ONLY
NOT FOR CONSTRUCTION

DATUM: NAVD88



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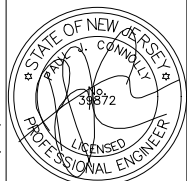
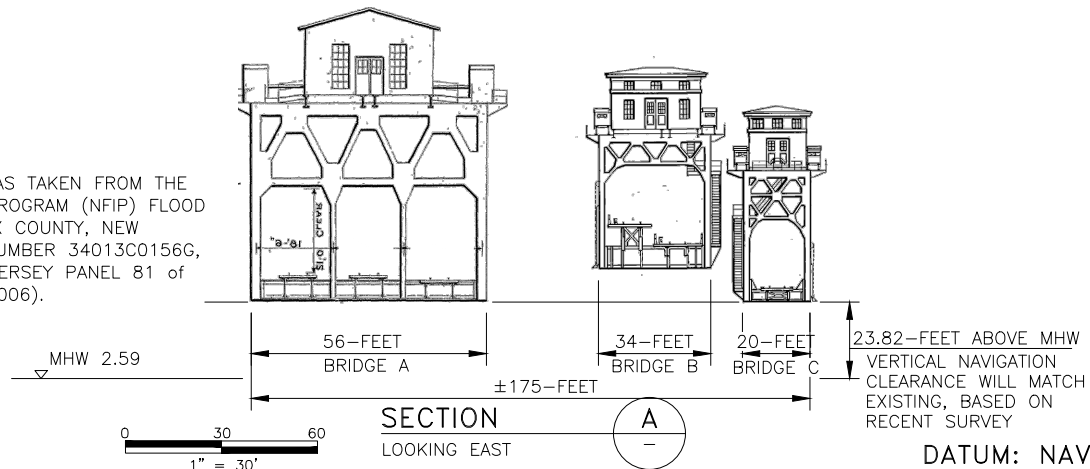




BRIDGE SOUTH ELEVATION

NOTE:

100 YEAR FLOOD ELEVATION DATA WAS TAKEN FROM THE FEMA NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAPS (FIRM) ESSEX COUNTY, NEW JERSEY PANEL 156 OF 200 (MAP NUMBER 34013C0156G, 2007) AND HUDSON COUNTY, NEW JERSEY PANEL 81 OF 118 (MAP NUMBER 34017C0081D, 2006).



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