



May 11, 2022

## **PUBLIC NOTICE 1-(1-190)**

### **PROPOSED CONSTRUCTION OF AMTRAK NORTH BRONX RIVER BRIDGE ACROSS THE BRONX RIVER, MILE 1.61, BOROUGH OF THE BRONX, BRONX COUNTY, NEW YORK**

All interested parties are notified that the Commander, First Coast Guard District, has received application materials dated 29 March 2022 from the Metropolitan Transportation Authority (MTA) on behalf of the National Railroad Passenger Corporation (AMTRAK) for approval of the location and plans for construction of a new bridge over a navigable waterway of the United States.

**WATERWAY AND LOCATION:** Bronx River, approximately 1.61 miles above the mouth of the waterway at the Borough of the Bronx, Bronx County, New York

**CHARACTER OF WORK:** The applicant proposes to construct a new fixed railroad bridge span –Amtrak North Bronx River Bridge – adjacent to the existing Amtrak Bronx River Undergrade Bridge to accommodate an additional passenger track as part of the MTA’s Metro North Railroad Penn Station Access Project. The proposed bridge will be constructed in the location of a former bridge over the Bronx River that was demolished in the 1930’s. The Amtrak North Bronx River Bridge construction will include the replacement of an existing 1930’s pier with a proposed new pier, as well as a walkway, and other necessary components. The proposed Amtrak North Bronx River Bridge will increase the existing 70-foot navigational channel to 75 feet. The proposed new bridge will have an overall length of approximately 230 feet from the end of the west to the end of the east approach slabs. The width of the proposed bridge is approximately 25.42 feet from the edge of north walkway railing to the edge of the south girder flange. It is anticipated that most construction activities will take place on land with limited construction in-water. The proposed new east abutment will be constructed in front of the existing bridge abutment. The existing west abutment will be demolished and reconstructed. The west abutment is above water, and the structure demolition will not require a minimum depth analysis from the U.S. Army Corps of Engineers. There is a potential that barges will be used during construction. It is anticipated that in-water work will be limited to one new abutment and one new deep foundation. Pier construction will last approximately three to six months. The work within the Bronx River will be performed within temporary cofferdams. The overall construction of Amtrak North Bronx River Bridge is anticipated to last for 24 months.

**MINIMUM NAVIGATIONAL CLEARANCES:**

	<b>Adjacent (mp. 1.6) Amtrak Bronx River Undergrade Bridges</b>	<b>Proposed (mp. 1.61) Amtrak North Bronx River Bridge (fixed- span)</b>
Horizontal (normal to axis of the channel)	70 feet	75 feet
Vertical (above MHW) <b>Datum:</b> NAVD88	11.34 feet	11.34 feet

**ENVIRONMENTAL CONSIDERATION:**

The Federal Transit Administration (FTA) is the lead federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA) 42 U.S.C. section 4321 et seq. (as amended), and other applicable laws. The FTA is acting on behalf of the USCG for all environmental control laws. A Final Environmental Assessment and Section 4(f) Evaluation was issued for the MTA’s Penn Station Access Project in May 2021. On September 24, 2021, the FTA issued a Finding of No Significant Impact (FONSI) pursuant to NEPA. The USCG tentatively determined that the proposed action will not have a significant impact for purposes of NEPA and plans to adopt the FTA EA and issue a FONSI for this project. The environmental documents are available for review by accessing MTA’s website at: <http://pennstationaccess.info/>.

The proposed project is considered an encroachment, but not a significant encroachment on the 100-year floodplain. The 100-year flood elevation is +13.00 feet while elevation of the low member of the navigation span is +14.29. Elevations are referenced to NAVD88 datum. Approximately 250 cubic yards of fill material will be placed below MHW level for the construction of the new bridge-span (the deep foundation).

A Water Quality Certificate from New York State Department of Environmental Conservation (NYSDEC) under a Programmatic Agreement Nationwide Permit and in accordance with Section 401 of the Clean Water Act, as amended, has been applied for and is pending. No wetlands will be taken or affected by this project.

The decision as to whether to grant approval of the location and plans for the proposed action rests primarily upon the effect it has on navigation.

**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 need for clearance gauges and 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 including its possible impacts to navigation.

We will forward 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. to the Federal Transit Administration. Comments should be addressed to Donna D. Leoce, Bridge Management Specialist and emailed to [Kelly.A.Davis@uscg.mil](mailto:Kelly.A.Davis@uscg.mil), for the Commander (dpb), First Coast Guard District at: [D1Boston-Bridges-PublicNotices@uscg.mil](mailto:D1Boston-Bridges-PublicNotices@uscg.mil) through June 11, 2022.

It is requested that this information be brought to the attention of any person having an interest in this who may not have received a copy of this public notice announcement.

Map of location and plans attached.

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

This is a web-searchable copy and is not the official, signed version; however, other than the signature being omitted, it is a duplicate of the official version.