

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
First Coast Guard District

Battery Park Bldg.
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New York, NY 1004-1466
Staff Symbol: dpb
Phone: (571) 613-2415
Email: Donna.D.Leoce@uscg.mil

27 March 2024

PUBLIC NOTICE D01-202-2024

PROPOSED REPLACEMENT OF W112.72B STRUCTURE ACROSS BERRY CREEK, CITY OF EAST RUTHERFORD, BERGEN COUNTY, NEW JERSEY

All interested parties are herein notified that the Commander, First Coast Guard District, has received application materials dated 02 February 2024 from the New Jersey Turnpike Authority (NJTA) for approval of location and plans for the replacement of a bridge over a navigable waterway of the United States.

BRIDGE, WATERWAY AND LOCATION: The W112.72B bridge is located across Berry Creek Canal, mile 0.3 at the City of East Rutherford, Bergen County, New Jersey. The bridge is located immediately adjacent to where the Hackensack River and Berry's Creek Canal Meet. Centerline of proposed bridge: Latitude 40° 47' 55.7946"N, Longitude 74° 4' 31.2708"W.

CHARACTER OF WORK: NJTA proposes to replace the existing two-lane fixed highway bridge with a three-span steel girder bridge. The purpose of this replacement is to meet current design standards. The proposed ramp structure will remain two-lanes. The proposed three-span bridge will have a length of 451-feet. The three spans are 130-feet, 191-feet, and 130-feet in length, respectively. The three-spans will be supported by bearings located at abutments and interior piers. The bridge will also have retaining walls along the curved alignment to the north of the new bridge; such that the center span will match the existing 160-foot horizontal clearance between fenders. The existing bridge structure will remain operational during construction of the new bridge structure.

A proposed temporary trestle structure will be constructed outside the navigational channel to provide access for the contractor during construction of the new bridge. The piles proposed to support the trestle will result in approximately 195 cubic yards of temporary fill within the waterway.

The method for the superstructure demolition will be coordinated with U.S. Army Corps of Engineers (USACE) and USCG Sector New York. The contractor proposes to saw-cut the deck and remove in-panels either loaded onto trucks or, where possible, lowered to barges. A barge mounted crane may be used to remove the center-span. The contractor may also use trestles for crane access or place cranes on Spans 1 and 3.

Due to depth of the pier foundations, NJTA proposes to cut the structure 2-5 feet below the mud-line while using containment sheeting. Measures shall be required to prevent any material from falling into the water or surrounding area. Removal of piers can be done with demolition hammers and excavators as the piles below the mud-line will remain.

An USACE Nation-Wide Permit (NWP) Section 15 is pending. USACE NWP Section 6 was issued on March 15, 2022. The Section 408 program is limited to the review of impacts on the usefulness of the federal navigation channel and does not influence USACE regulatory' s NWP program.

MINIMUM NAVIGATIONAL CLEARANCES:

	Existing Bridge	Proposed Bridge
Vertical Clearence	35.6 ft MHW	39.0 ft MHW
Horizontal Clearance	70 ft navigational channel (160 ft between fenders)	70 ft navigational channel (160 ft between fenders)

Datum: NAVD88

ENVIRONMENTAL CONSIDERATIONS:

The Coast Guard, as the lead Federal agency, has made a tentative determination that the bridge replacement warrants a categorical exclusion for the purposes of the National Environmental Policy Act (NEPA) because it satisfies criteria for such actions listed in the Coast Guard’s NEPA Implementing Instructions. Environmental documents can be viewed at:

<https://www.dropbox.com/scl/fo/mt5uz0xeh24uf1tkw3sbp/h?rlkey=rnphhsavc618fdweg57q03ieq&dl=0>

Preliminary analysis indicates that the project would not result in adverse effects as described in Section 106 of the National Historic Preservation Act of 1966. There are no historic properties within the project area. The New Jersey Historic Preservation Office concluded on July 28, 2022 that the canal is not eligible to be listed as a historic property.

A water quality certification in accordance with Section 401 of the Clean Water Act, as amended, for this project was issued by the New Jersey Department of Environmental Protection on August 16, 2023. In order to protect the quality of waters of the State of New Jersey, permanent disturbances of 0.011 acres of shrub/shrub wetlands and 0.005 acres of State open waters, and the temporary disturbances of 0.152 acres of shrub/shrub wetlands, shall be mitigated.

The project site is within the 100-year floodplain. The 100-year flood elevation is 8 feet, while elevation of the low member of the navigation span is 39.00 feet; elevations are referenced to NAVD88 datum. Approximately 460 cubic yards of fill material will be placed below MHW level for the construction of the bridge and approaches.

The proposed project meets the applicable Federal laws, including and not limited to: Coastal Zone Management Act, Scenic Rivers, Endangered Species Act, Marine Mammal Protection Act, Migratory Bird Treaty Act, Bald and Golden Eagle Act, and National Historic Preservation Act.

SOLICITATION OF COMMENTS:

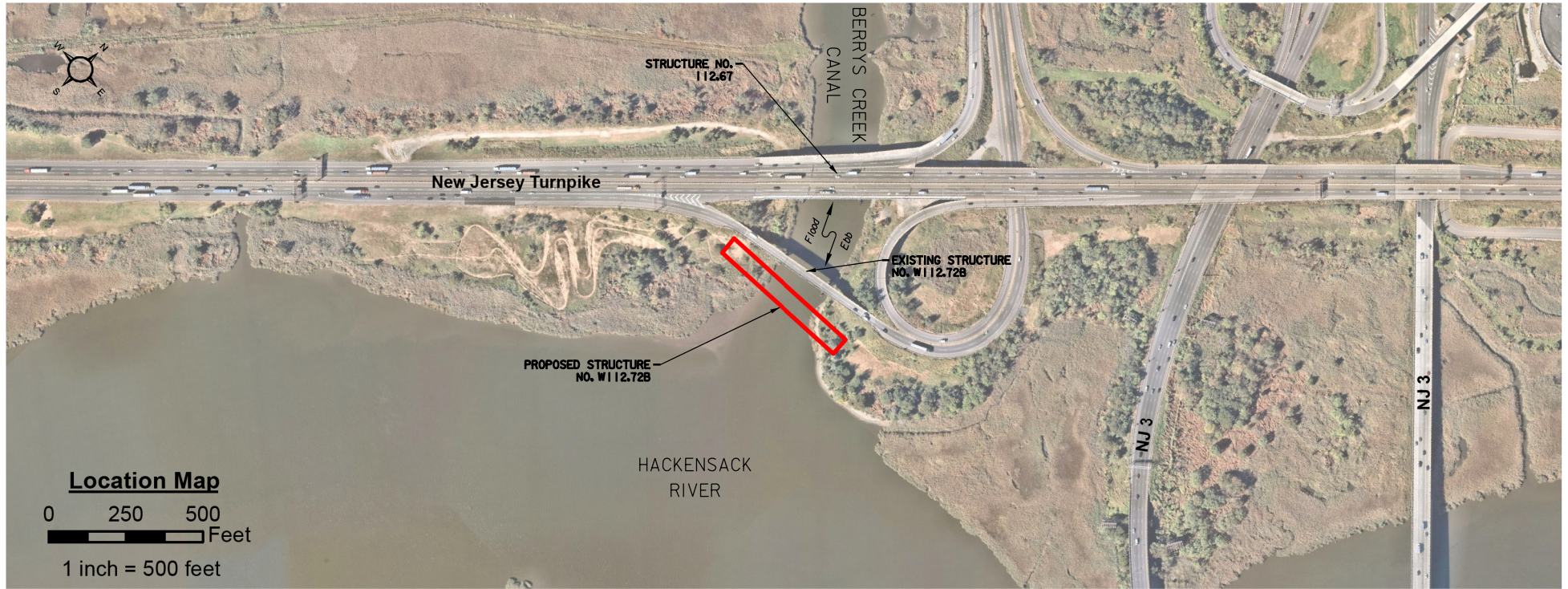
Mariners are requested to comment on the proposed navigation clearances, placement of a bridge protective system and other navigational safety issues, including the need for clearance gauges and extent of nighttime navigation to determine the need for bridge lighting. Boat owners in the project vicinity are requested to provide information about their vessels including type of vessel, length overall, draft, beam, and height from the waterline to the highest fixed point and to appurtenances (e.g., tuna towers, flying bridges, fixed antennas and radar units).

Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible environmental impacts to include those impacts on minority and/or low-income populations, if any, giving sufficient detail to establish a clear understanding of the reasons for support of, or opposition to, the proposed work. Comments will be received for the record at the address noted in the header or by email to SMB-D1Boston-Bridges-PublicNotices@uscg.mil through 30 April, 2024.

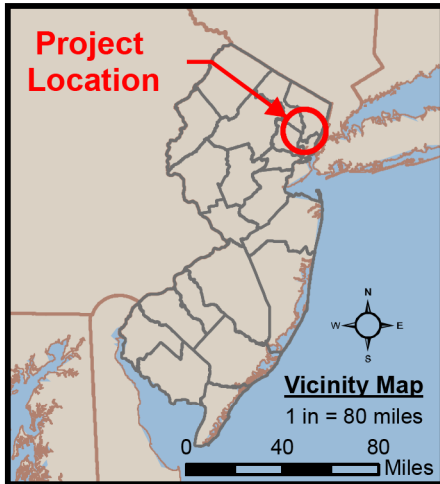
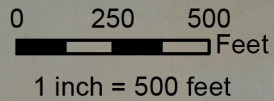
It is requested that this information be brought to the attention of any person having an interest who may not have received a copy of this public notice.

Map of location and plans attached.

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



Location Map



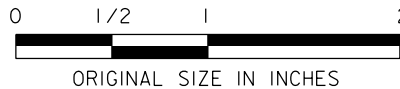
Vicinity Map

1 in = 80 miles

MHW EL. = 2.50'
 MLW EL. = -3.00'
 100 YEAR FLOOD EL. = 8.20'
 500 YEAR FLOOD EL. = 9.50'
 DATUM: NAVD 1988

U.S. COAST GUARD PERMIT NOTES:

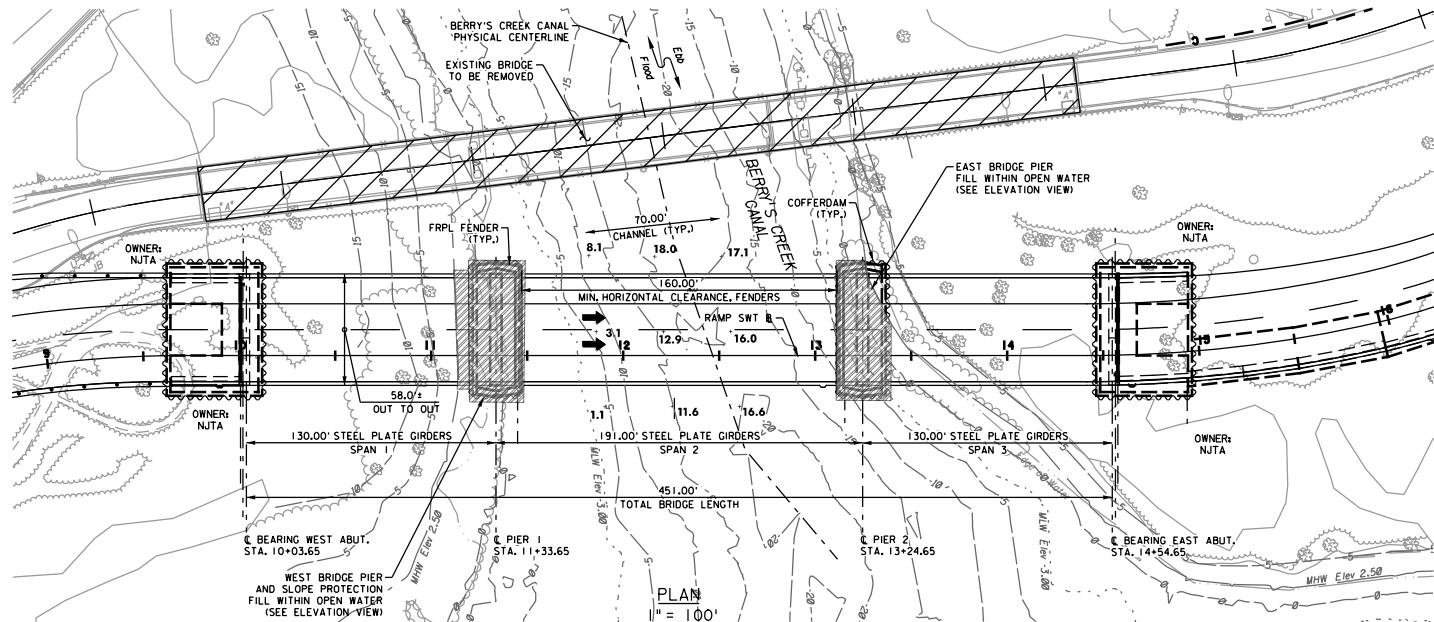
1. BERRY'S CREEK CANAL COMBINES WITH THE HACKENSACK RIVER APPROXIMATELY 300 FT (0.06 MILES) FROM THE CENTERLINE OF THE PROPOSED BRIDGE STRUCTURE.
2. THERE ARE NO WILDLIFE, WATERFOWL, OR HISTORICAL SITES IN THE VICINITY OF THE PROJECT.



NOTE: CONCEPTUAL PLANS UTILIZED TO OBTAIN COAST GUARD BRIDGE PERMIT

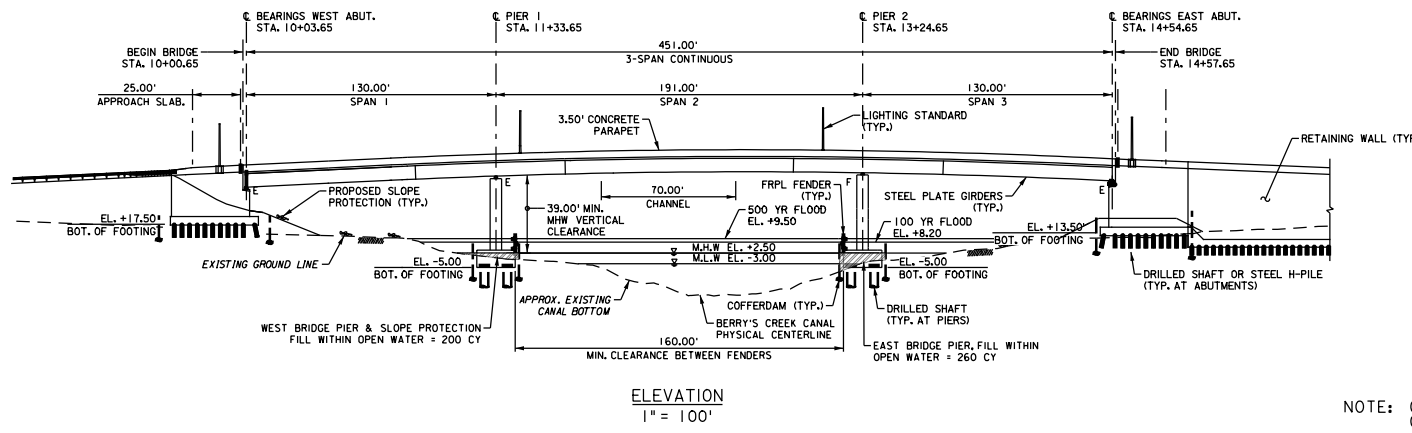
HARDESTY & HANOVER, LLC 5 MARINE VIEW PLAZA, HOBOKEN, NJ 07030			
ROBERT F. SUPINO, P.E. NEW JERSEY PROFESSIONAL ENGINEER NO. 246E04130700 DATE			
CHURCHILL CONSULTING ENGINEERS 344 N. ROUTE 73, BERLIN NJ 08009			
JAMES J. MELLETT, P.E. NEW JERSEY PROFESSIONAL ENGINEER NO. 246E0477800 DATE			
I	AEC	ELR	01/25/24
REVISION	BY	C/K/D	DATE

NEW JERSEY TURNPIKE AUTHORITY	
CONTRACT NO. T100.564 REPLACEMENT OF STRUCTURE NO. W112.72B BERRY'S CREEK CANAL M.P. 0.3	
BOROUGH OF EAST RUTHERFORD BERGEN COUNTY	
STATE OF NEW JERSEY	
CONSULTANT: HARDESTY & HANOVER, LLC	
APPLICATION BY: NEW JERSEY TURNPIKE AUTHORITY	
SHEET 1 OF 4	DATE 11/20/23



U.S. COAST GUARD PERMIT NOTES:
 1. BERRY'S CREEK CANAL COMBINES WITH THE HACKENSACK RIVER APPROXIMATELY 300 FT (0.06 MILES) FROM THE CENTERLINE OF THE PROPOSED BRIDGE STRUCTURE.

LEGEND:
 16.6 = WATER DEPTH AT MEAN LOW WATER
 --- = MEAN LOW WATER LINE
 --- = MEAN HIGH WATER LINE



NOTE: CONCEPTUAL PLANS UTILIZED TO OBTAIN COAST GUARD BRIDGE PERMIT

MHW EL. = 2.50'
 MLW EL. = -3.00'
 100 YEAR FLOOD EL. = 8.20'
 500 YEAR FLOOD EL. = 9.50'
 DATUM: NAVD 1988



HARDESTY & HANOVER, LLC
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 NEW JERSEY PROFESSIONAL ENGINEER NO. 246E04130700
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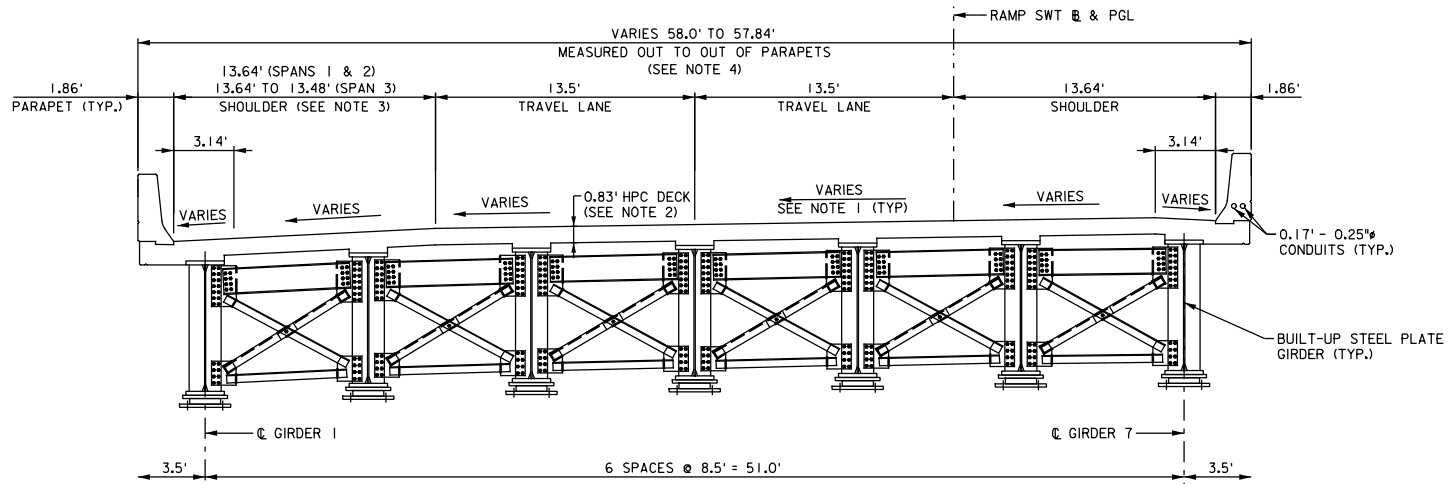
CONSULTANT: HARDESTY & HANOVER, LLC

APPLICATION BY:
 NEW JERSEY TURNPIKE AUTHORITY

SHEET 2 OF 4

DATE 11/20/23

REVISION	BY	DATE
1	AEC	01/25/24
	C'K'D	



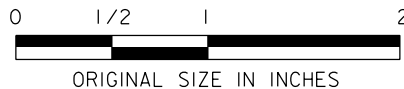
TYPICAL SECTION VIEW
1" = 10'

NOTES:

1. CROSS SLOPE AT LANES AND SHOULDERS VARY ALONG BRIDGE LENGTH.
2. AN ADDITIONAL 1/4" OF CONCRETE SHALL BE POURED WITH THE DECK TO ALLOW FOR MICRO-MILLING PER THE SPECIFICATIONS.
3. SHOULDER WIDTH VARIES ON BRIDGE. VARIATION IN WIDTH IS SHOWN BETWEEN STA. 14+41.69 AND END OF DECK AT EAST ABUTMENT.
4. THE PARAPET OUT TO OUT WIDTH VARIES ALONG BRIDGE BETWEEN STA. 14+41.69 AND END OF DECK AT EAST ABUTMENT. HOWEVER, THE DECK OUT TO OUT WIDTH REMAINS CONSTANT.

NOTE: CONCEPTUAL PLANS UTILIZED TO OBTAIN COAST GUARD BRIDGE PERMIT

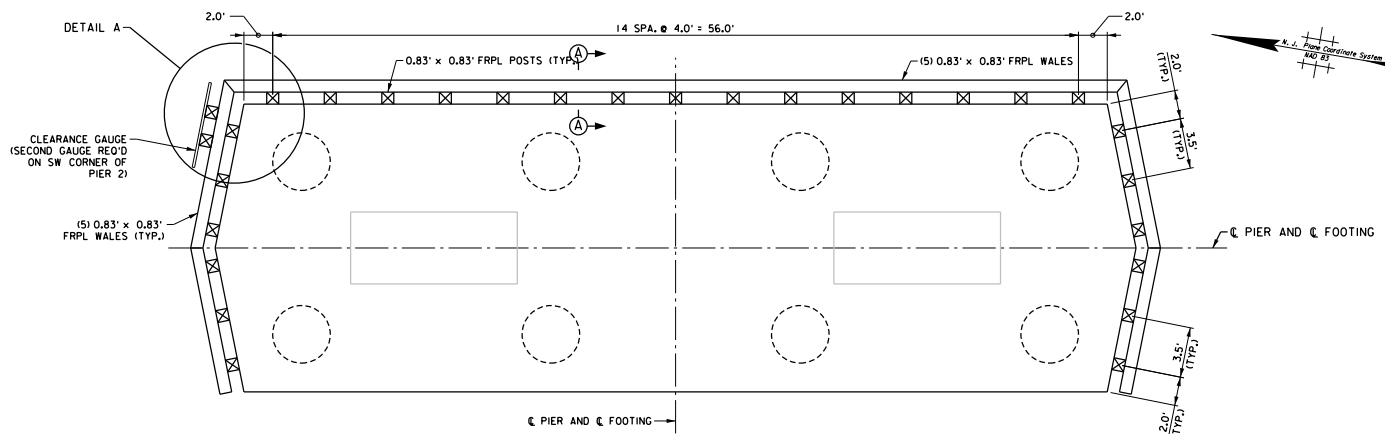
MHW EL. = 2.50'
MLW EL. = -3.00'
100 YEAR FLOOD EL. = 8.20'
500 YEAR FLOOD EL. = 9.50'
DATUM: NAVD 1988



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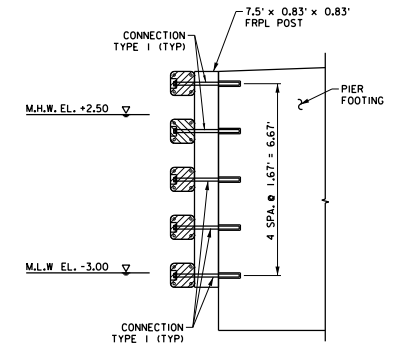
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BERGEN COUNTY
STATE OF NEW JERSEY
CONSULTANT: HARDESTY & HANOVER, LLC
APPLICATION BY:
NEW JERSEY TURNPIKE AUTHORITY
SHEET 3 OF 4
DATE 11/20/23

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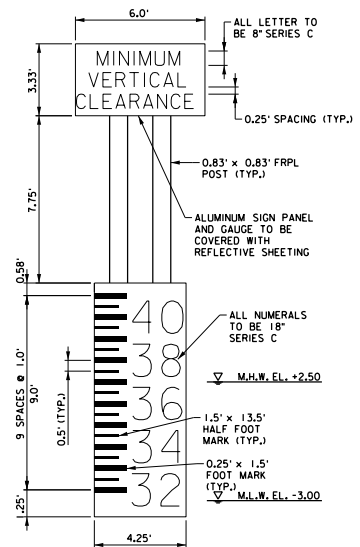


FENDER PLAN
1" = 13'

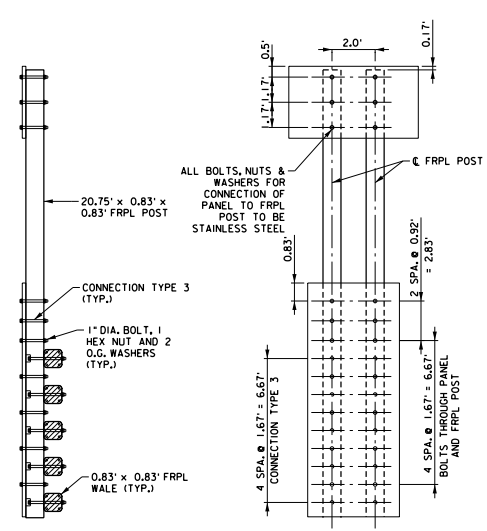
(PIER 1 SHOWN, PIER 2 OPPOSITE HAND)



SECTION A-A
1" = 7'



ELEVATION



SECTION

POST AND PANEL ATTACHMENT PATTERN

NOTES:

1. ALL BOLTS, NUTS, AND WASHERS USED FOR THE CONNECTION OF THE CLEARANCE GAUGE PANELS TO THE FRPL POSTS SHALL BE STAINLESS STEEL CONFORMING TO ASTM A193/A193M, AUSTENITIC STEEL.
2. ALL TEXT FOR CLEARANCE GAUGE SHALL BE IN BLACK ON WHITE BACKGROUND. LETTERS AND NUMERALS SHALL CONFORM TO THE CURRENT MANUAL, "STANDARD ALPHABETS FOR HIGHWAY SIGNS" U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.
3. ALUMINUM SIGN PANEL FOR CLEARANCE GAUGE SHALL BE FLAT SHEET OF ALLOY T02-H38 OR 6061-T6 ALLOY, 0.1" THICK. THE FACES SHALL BE RETROREFLECTIVE SHEETING, TYPE II. CLEARANCE GAUGE SHALL MEET ALL REQUIREMENTS OF THE UNITED STATES COAST GUARD AS OUTLINED IN CFR 118.160.

NOTE: CONCEPTUAL PLANS UTILIZED TO OBTAIN COAST GUARD BRIDGE PERMIT

CLEARANCE GAUGE DETAILS (2 REQ'D)
1" = 8.5'

MHW EL. = 2.50'
MLW EL. = -3.00'
100 YEAR FLOOD EL. = 8.20'
500 YEAR FLOOD EL. = 9.50'
DATUM: NAVD 1988



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CONSULTANT: HARDESTY & HANOVER, LLC
APPLICATION BY:
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DATE 11/20/23

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1	JAD	11/25/24
	BCM	01/25/24