U.S. Department of Homeland Security
United States Coast Guard

Commander
First Coast Guard District

One South Street
Battery Building
Staff Symbol: dpb
E-Mail: D01-SG-BridgesD1obr-NY@uscg.mil
Phone: (571) 608-5676

February 21, 2024

PUBLIC NOTICE D01-203-24

PROPOSED CONSTRUCTION OF THE TEMPORARY GLEN ISLAND BRIDGE AND REHABILITATION OF THE EXISTING GLEN ISLAND BRIDGE ACROSS NEW ROCHELLE HARBOR, NEW ROCHELLE, NEW YORK.

Interested parties are notified that the Commander, First Coast Guard District, has received application materials from the Westchester County Department of Public Works (DPW), for a U.S. Coast Guard (USCG) Bridge Permit for approval of the location and plans for rehabilitation of the existing Glen Island highway bascule bridge across New Rochelle Harbor, a navigable waterway of the United States at New Rochelle. Rehabilitation of the Glen Island Bridge will require the bridge to be locked in the open to navigation position and Westchester County DPW will construct a temporary bridge to allow for roadway traffic to continue during the project.

WATERWAY AND LOCATION: New Rochelle Harbor, Mile 0.8, at New Rochelle, Westchester County, NY

CHARACTER OF WORK: Westchester County DPW will be rehabilitating the existing Glen Island Bridge by replacing the concrete deck, asphalt overlays, fender system, steel grid deck, bearings, floor beams, bascule stringers, warning gates, mechanical components, electrical components, and submarine cable. The existing bridge has a horizontal clearance of 58 and vertical clearance of 12.86’ from the centerline at low steel in the closed position and unlimited in the open position.

During construction the existing bridge will be locked in the open to navigation position. A temporary bascule bridge will be erected to allow vehicular access to and from Glen Island. The temporary bascule bridge will be constructed adjacent to the existing bridge and provide mariners the same horizontal and vertical clearances. During construction a temporary fender system will be installed while the permanent fiberglass reinforced plastic composite lumber fender system is installed.

To prevent demolition debris from entering the waterway, protection measures to be used during construction and demolition activities include but are not limited to: shielding, netting, barges, and negative air pressure systems.

The minimum navigation clearances for the final proposed structure are presented in the table below:

MINIMUM NAVIGATIONAL CLEARANCES:

	Vertical Clearance at Centerline in Closed (MHW)	Vertical Clearance (MLW)	Vertical Clearance Open (MHW)	Horizontal Clearance
Existing Bridge	12.86ft	20 ft	Unlimited	58 ft
Temporary Bridge	12.86 ft	20 ft	Unlimited	58 ft
Completed Bridge	12.86 ft	20 ft	Unlimited	58 ft

Datum is NAVD88.

ENVIRONMENTAL CONSIDERATION: The United States Army Corps of Engineers (USACE) is the lead federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA). The Army Corps of Engineers is acting on behalf of the U.S. Coast Guard (USCG) for all applicable environmental control laws and Executive Orders. The Army Corps of Engineers intends to issue a categorical exclusion (CE). In accordance with the Federal Highway Administration's regulations in 23 CFR 771.117(c) this is an action which will not have significant environmental effects.

The USCG plans to issue a categorical exclusion subject to information received from public comments. The environmental documents may be received electronically for review by emailing Stephanie.E.Lopez@uscg.mil.

The existing and proposed bridges are located in the floodplain. The FEMA 100-year Base Flood Elevation (NAVD88) at the bridge is +15 feet. The centerline low steel elevation is 12.86 feet. Westchester County DPW has applied for the water quality certification but has not yet received it. The proposed project has little impacts to navigation as there are alternate routes for vessels.

SOLICITATION OF COMMENTS:

Interested parties are requested to comment on the proposed navigation impacts to navigation, 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.

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 Army Corps of Engineers. Comments will be received for the record by email to D1Boston-Bridges-PublicNotices@uscg.mil or mail to Stephanie E. Lopez at the address noted in the header of this notice through March 22, 2024.

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.

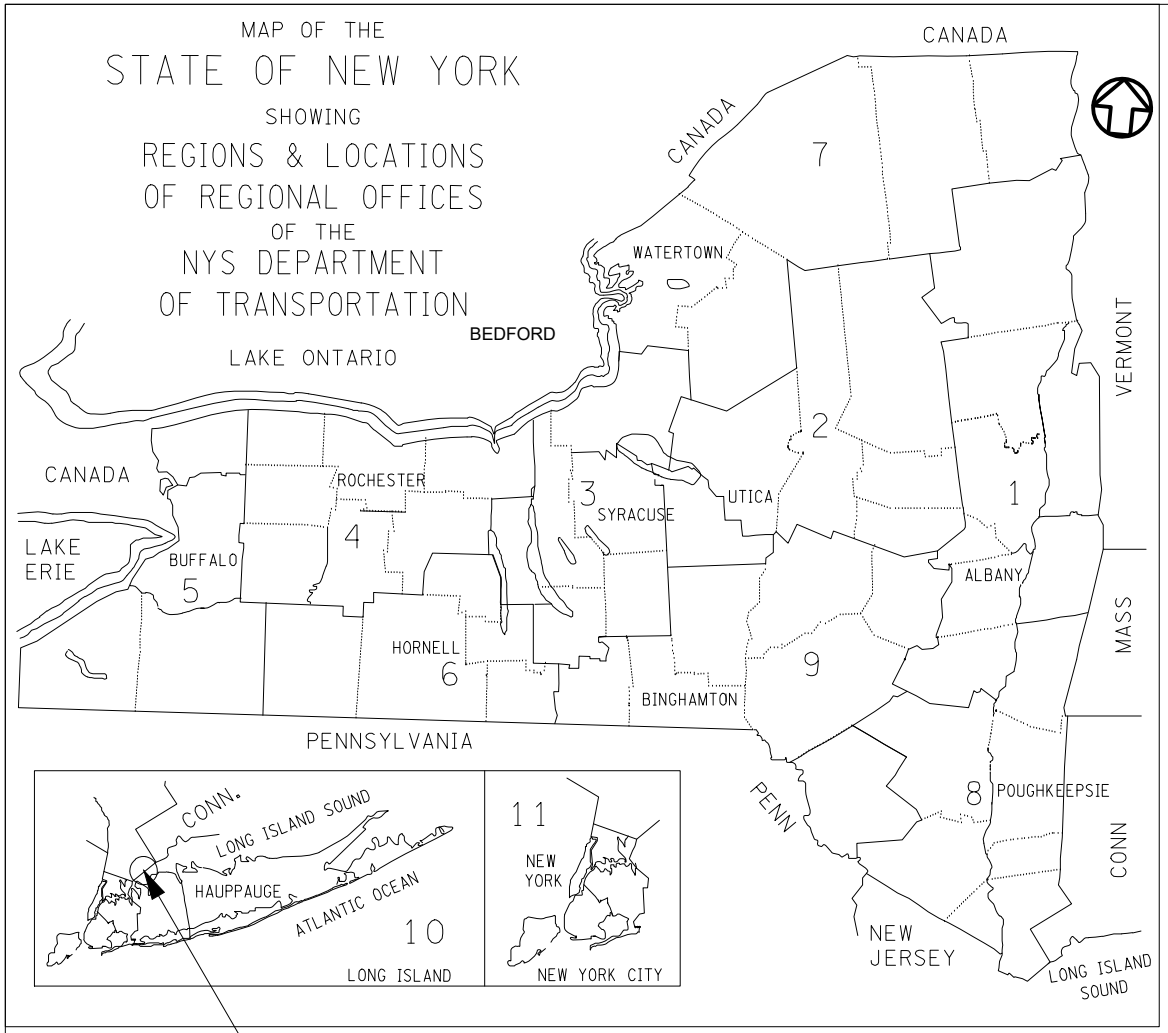
Map of location and plans attached.

FOR THE DISTRICT COMMANDER:

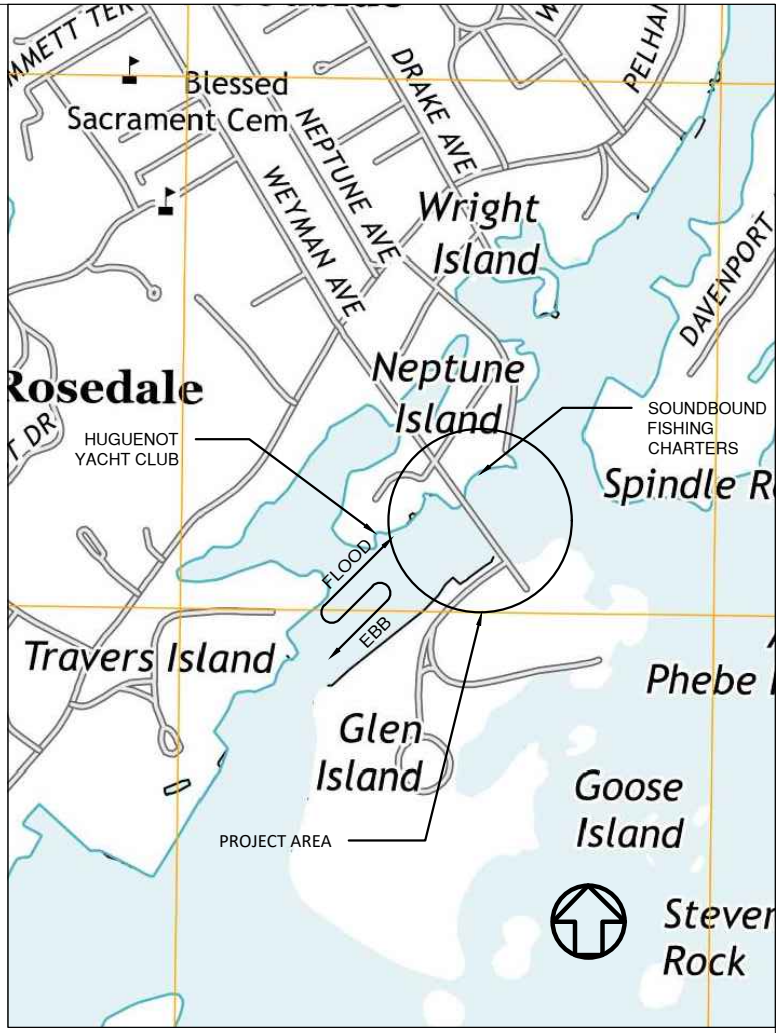
//Donna A. Fisher//

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.



SCALE: N.T.S.



LOCATION MAP

0 300 600 1200 FT.

SCALE: 1" = 600 FEET

NOTE: CONCEPTUAL PLANS USED TO OBTAIN U.S. COAST GUARD BRIDGE PERMIT

MHW EL. = +3.31
MLW EL. = −3.88
100 YEAR FLOOD = +15.00
DATUM: NAVD 1988

01/29/2024

HARDESTY & HANOVER, LLC
1501 BROADWAY, NEW YORK, NY 10036

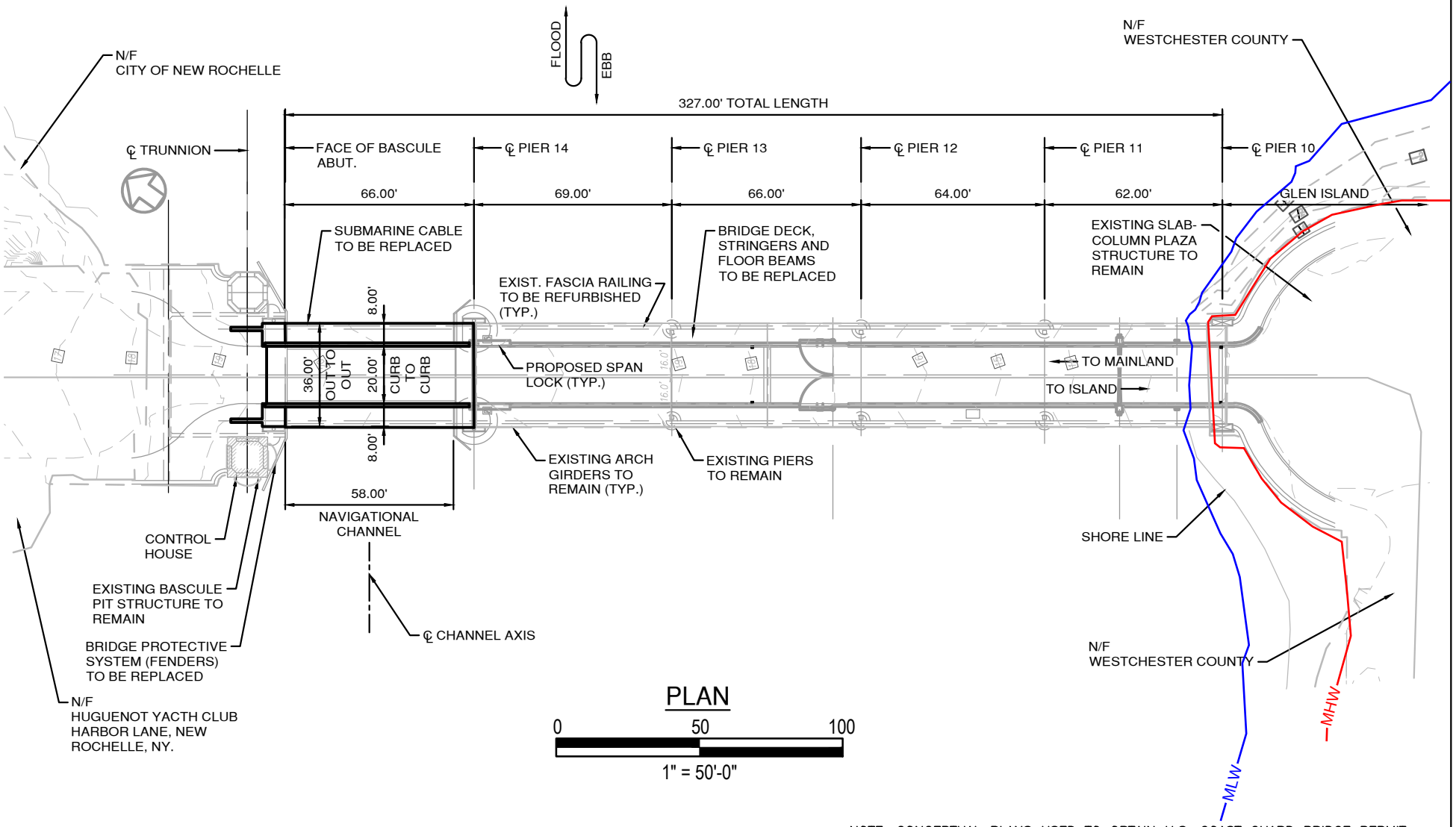
DAVID DELUCA
NEW YORK PROFESSIONAL ENGINEER
LICENSE NO. 084497
DATE: 01/26/2024

REVISION	BY	C'K'D	DATE

WESTCHESTER COUNTY DEPARTMENT OF PUBLIC WORKS

REHABILITATION OF GLEN ISLAND APPROACH
BRIDGE OVER NEW ROCHELLE HARBOR
NEW ROCHELLE HARBOR MP 0.8
CITY OF NEW ROCHELLE
WESTCHESTER COUNTY
STATE OF NEW YORK

CONSULTANT: HARDESTY & HANOVER LLC
APPLICATION BY:
WESTCHESTER COUNTY DEPARTMENT OF PUBLIC WORKS
SHEET 1 OF 8 DATE: 01/26/2024



PLAN

0 50 100

1" = 50'-0"

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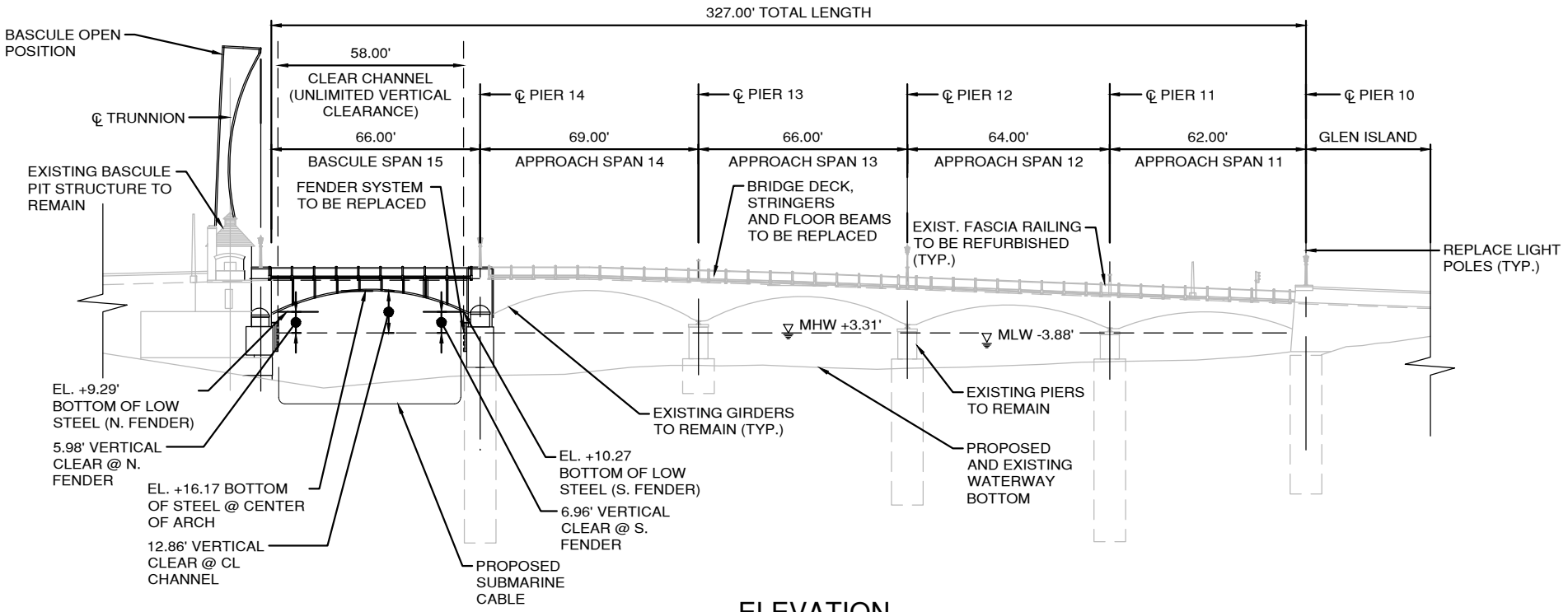

ELEVATION

0 50 100

1" = 50'-0"

NOTES:

1. VERTICAL NAVIGATION CLEARANCES TO MHW.

   1.1 BRIDGE CLOSED: 12.86' AT CENTER LINE OF CHANNEL; 5.98' AT LOW STEEL AT NORTH FENDERS. 6.96' AT LOW STEEL AT SOUTH FENDERS.

   1.2 BRIDGE OPEN: UNLIMITED FOR 58.00' CHANNEL WIDTH.

2. UNLESS MARKED EXISTING, ALL ELEMENTS SHOWN ON THIS DRAWING REFLECT PROPOSED CONDITIONS.

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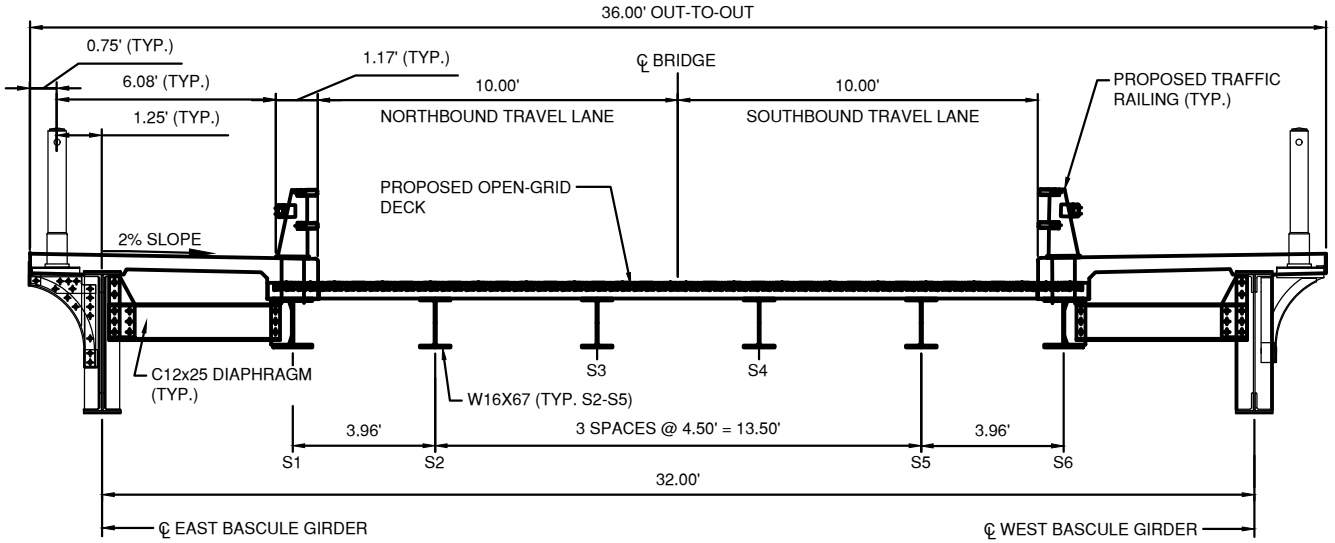

PROPOSED BASCULE SPAN CENTER SPAN - TYPICAL SECTION

0 6 12

3/16" = 1'-0"

MHW EL. = +3.31
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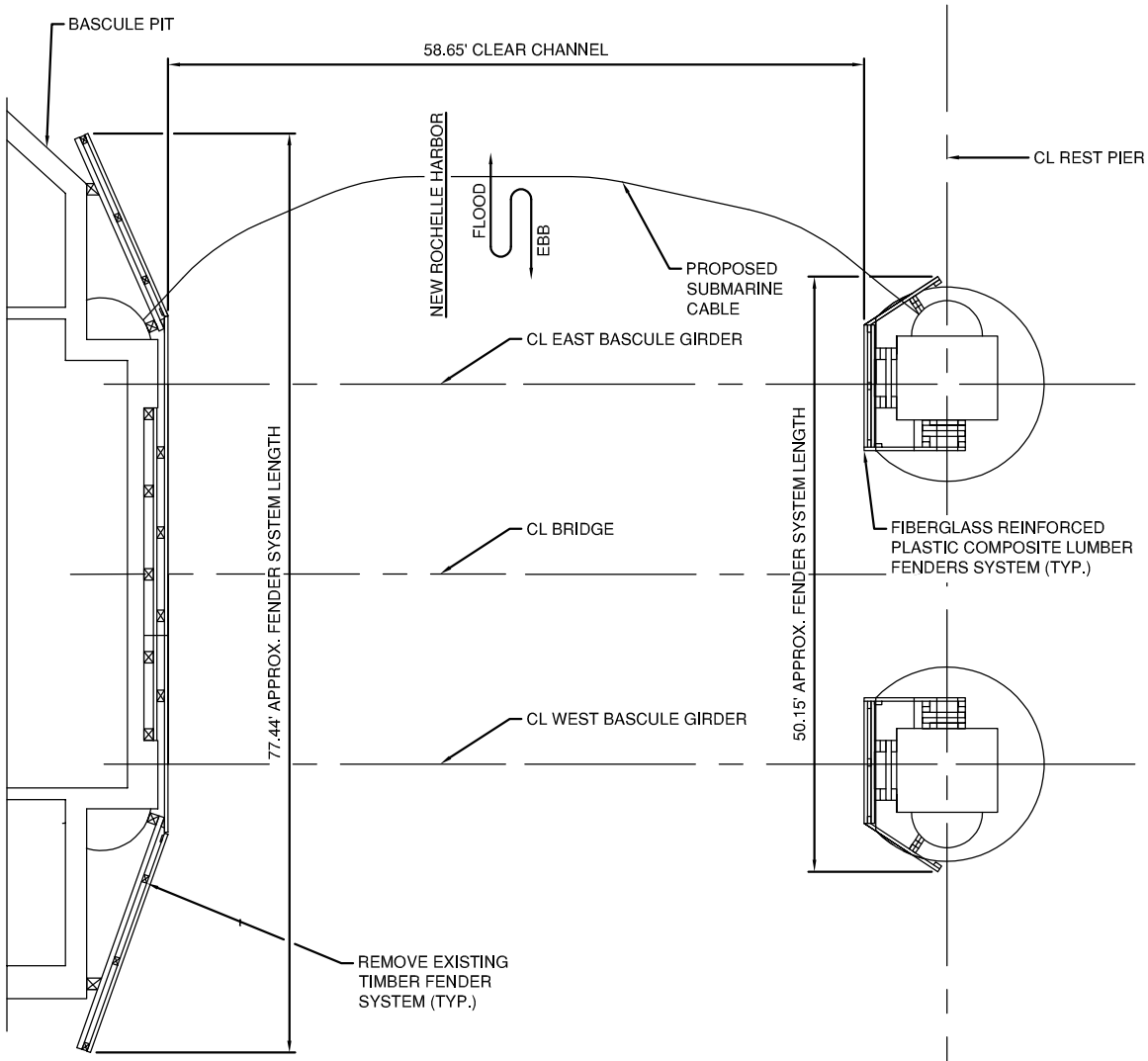
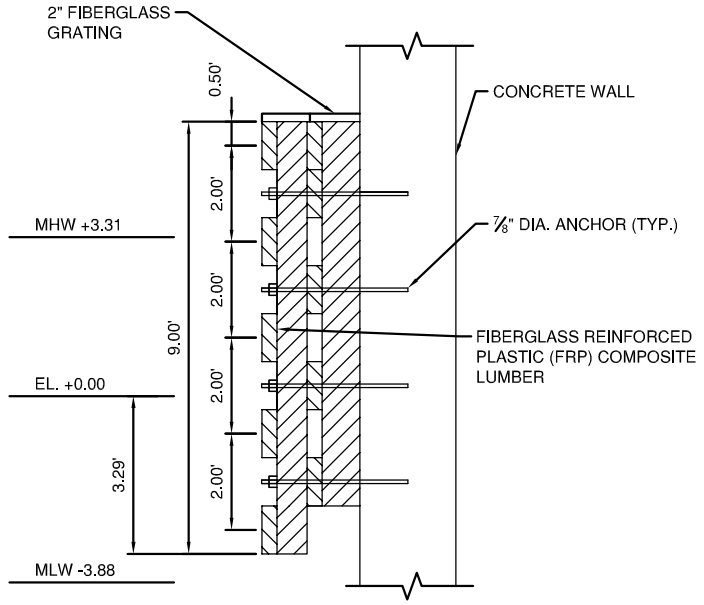


BRIDGE PROTECTIVE SYSTEM (FENDER) PLAN

0 16 32

1/16" = 1'-0"



FENDER TYPICAL SECTION

0 4 8

1/4" = 1'-0"

MHW EL. = +3.31
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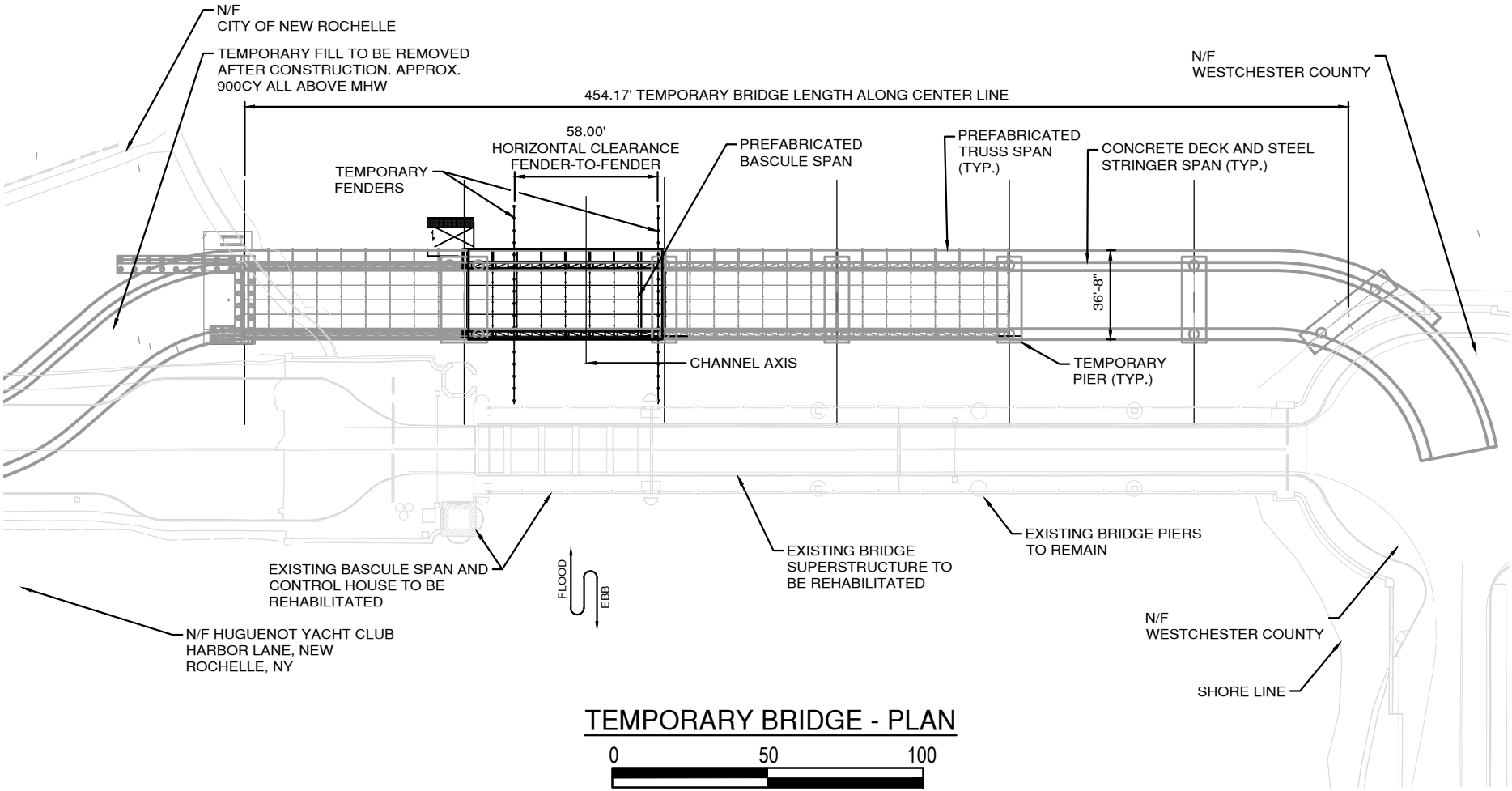

TEMPORARY BRIDGE - PLAN

0 50 100

1" = 50'-0"

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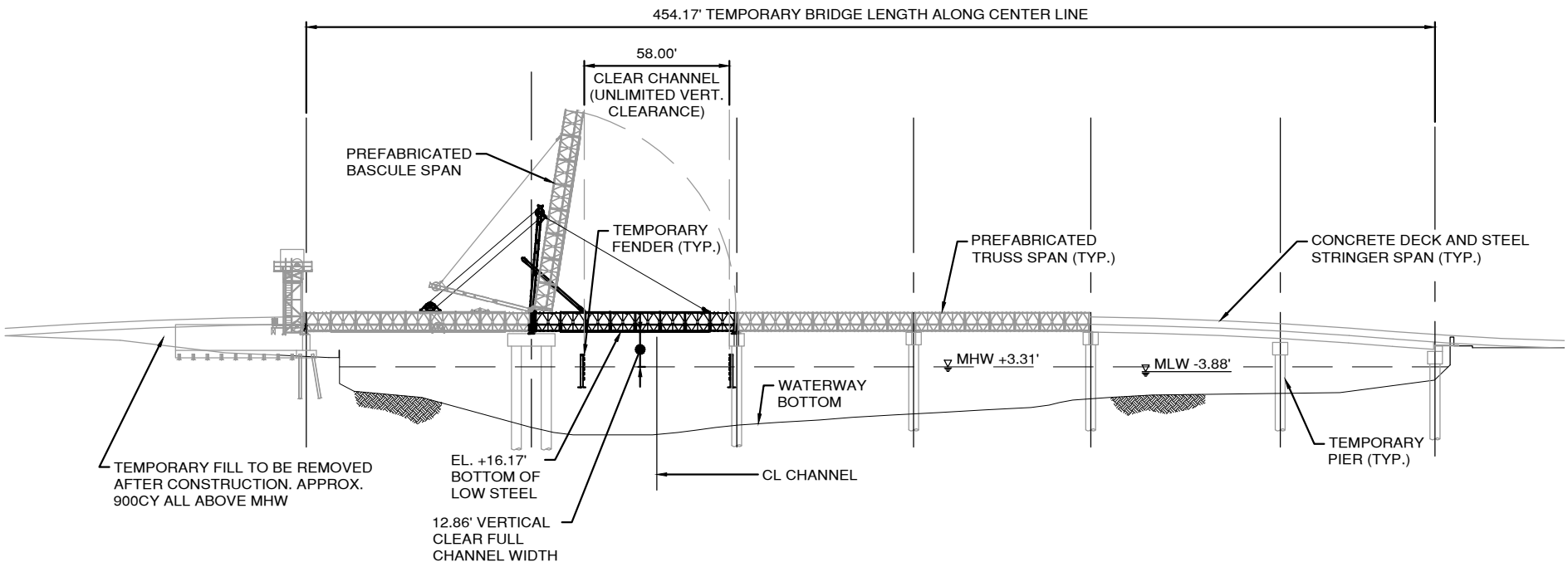

TEMPORARY BRIDGE - ELEVATION

0 50 100

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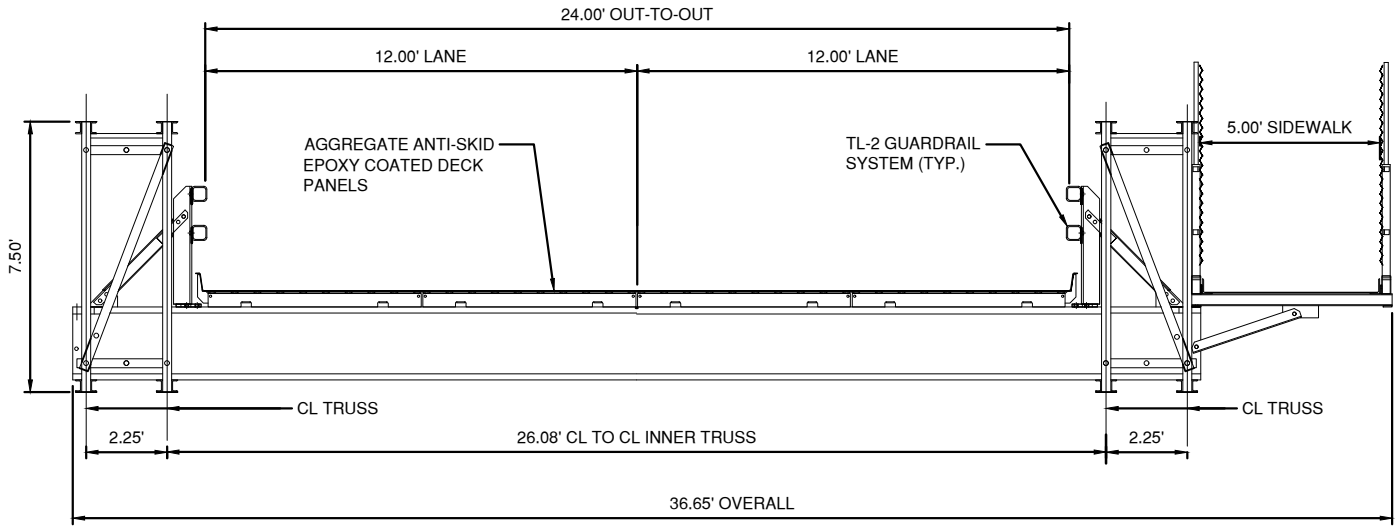

PROPOSED TEMPORARY BASCULE SPAN - TYPICAL SECTION

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3/16" = 1'-0"

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