



Commander (dpb)
First Coast Guard District
1 South Street
Battery Park Building
New York, NY 10004-1466

January 18, 2013

PUBLIC NOTICE 1-119

**Subject: PROPOSED MODIFICATION OF THE BAYONNE BRIDGE
BETWEEN BAYONNE, NEW JERSEY AND STATEN ISLAND, NEW YORK**

All interested parties are notified that the Commander, First Coast Guard District, has received an application from the Port Authority of New York and New Jersey (PANYNJ) for approval of the location and plans for modification of a fixed highway bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: - Kill Van Kull, 1.5 miles above the mouth of the waterway.

CHARACTER OF WORK: The character of the work is to raise the bridge deck roadway to accommodate future navigation. The proposed work would also upgrade the bridge to meet current highway safety and seismic design standards which is lacking on the existing bridge. The proposed project would increase the grade of the approach spans to 4.85% in New Jersey and 5.0% in New York to meet the higher road deck elevation of the arch bridge. The proposed project would replace land-based approach roadway piers to support the new approach roadway at the higher elevation. The two piers adjacent to the waterway, one in Bayonne and one in Staten Island which support the main span (bridge arch) will remain for use in the modified bridge. The vertical clearance over the navigation channel will be increased from 151 feet to 215 feet above mean high water (MHW). Horizontal clearance will remain unchanged. The project length along Route 440 between Bayonne, New Jersey and Staten Island, New York, including associated approach roadwork will be approximately 7155-feet. The modified structure, divided by a concrete median barrier, will be approximately 97-feet wide out-to-out through the arch span, carrying four 12-foot travel lanes, 6-foot outside and 2-foot inside shoulders and a 12-foot shared use path (pedestrian/bikeway) on the downstream (east) side. At least one travel lane in each direction will be maintained during construction with the exception of short-term full closures at night on select weekends (approximately 8 per year) for lifting operations over the roadway.

MINIMUM NAVIGATIONAL CLEARANCES:

	<u>Existing</u>	<u>Proposed</u>
Horizontal: (normal to axis of the channel)	1000 feet	1000 feet
Vertical (above MHW)	151 feet	215 feet

ENVIRONMENTAL CONSIDERATION:

The U. S. Coast Guard (USCG) is the lead federal agency. A Draft Environmental Assessment (DEA) dated December 2012 was published for public comment on January 4, 2013, pursuant to the National Environmental Policy Act (NEPA), as amended. An amended public comment period will be published on January 25, 2013. You may view the DEA and the Federal Register Notice Docket No. USCG-2012-1091 at: <http://www.regulations.gov/#!docketDetail;D=USCG-2012-1091> for further details. Written comments on the DEA should be submitted to the Federal Docket through March 5, 2013. Guidance for making comment and details for public meetings scheduled in Bayonne, Staten Island and Newark are provided in the Federal Register Notice.

The project is not considered an encroachment on the 100-year floodplain. The 100-year flood elevation is +6.9 feet (NAVD88).

There is open water, tidal and intertidal wetlands in the project vicinity. There may be temporary impacts of 1.93 acres associated with a potential construction staging area to the west of the bridge approach on the Bayonne side. In addition, a small portion of open water to the east on the Bayonne side and depicted on attached plan sheet 6 (of 6) may be affected through the installation of an elevated pile-supported pipe that would convey stormwater to a proposed outfall in the Kill Van Kull. Mitigation for the 1.93 acres of temporary impact and the minor disturbance to open water wetlands would be determined through the U.S. Army Corps of Engineers and New Jersey Department of Environmental Protection (NJDEP) permitting processes.

A Water Quality Certification from the New York State Department of Environmental Conservation (NYSDEC) and the NJDEP in accordance with Section 401 of the Clean Water Act, as amended, certifying that reasonable assurance has been furnished that the project will be conducted in compliance with water quality standards of the States of New York and New Jersey have been applied for.

The applicant has certified that the project is consistent with the New York State Coastal Management Program and the New Jersey Rules on Coastal Zone Management. The New York State Department of State and NJDEP have not yet concurred with this certification.

The proposed project is in an area of non-attainment for ozone (8-hour-severe) and particulate matter (2.5 ppm) and in a maintenance (moderate) area for carbon monoxide (CO), therefore, subject to the requirements of the Clean Air Act (CAA) Amendments of

1990. The project is subject to review under the General Conformity Rule (GCR) as defined by the Clean Air Act, as amended in 1990 since the project will require a federal bridge permit from the Coast Guard. The operation of the proposed project would result in either no increase in emissions or an increase that is clearly de minimis. Anticipated criteria pollutant emissions from construction related traffic and equipment has been estimated and all fall below thresholds identified under the GCR. Therefore, the proposed action is exempt from preparation of a General Conformity Determination. Air emissions from anticipated construction equipment and activities will be investigated and emissions commensurate with “green” construction methodologies will be required. In addition, the PANYNJ is coordinating with both the New York Metropolitan Transportation Council and the North Jersey Transportation Planning Authority (MPO's) to include the proposed project in their respective Transportation Improvement Programs (TIP's).

The proposed project will have an adverse effect on the Bayonne Bridge, a site eligible for listing in the National Register of Historic Places. The USCG, as the lead federal agency for this undertaking, has consulted with the New York and New Jersey State Historic Preservation Officers (SHPO) in accordance with procedures pursuant to Section 106 of the National Historic Preservation Act. A Draft Memorandum of Agreement (MOA) prepared by the USCG, PANYNJ and SHPOs which outlines proposed measures to mitigate impacts on this historic resource is included in Appendix B of the DEA.

USCG, the applicant and their consultants have initiated Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. Consultation with the National Marine Fisheries Service (NMFS) has begun regarding protection of habitat resources. The final determination relative to project impacts and the need for mitigation measures will result from this coordination with the NMFS.

The DEA discusses impacts of the project upon minority and low-income populations. The DEA concludes that the proposed bridge project will have no adverse permanent environmental justice impacts upon these communities. Factual information and data contrary to this no adverse impact position should be submitted in response to this notice. To ensure that environmental justice communities in the project vicinity are actively engaged with the environmental process the Coast Guard has and will continue to meet with these communities as necessary.

SOLICITATION OF COMMENTS:

The decision as to whether to grant approval of the location and plans for the proposed action rests upon its effect on the quality of the human environment and on navigation. Other pertinent factors, such as information concerning wildlife refuges, waterfowl refuges, public parks, historic sites, etc. will also be made part of the record and will be considered in determining whether it would be in the best public interest to grant approval.

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 appurtenant structures (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, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work. Those agencies and persons that received our one page announcement in the mail advertising this public notice should disregard the comment period deadline date of February 18, 2013. Comments regarding navigation will be received at the office of the Commander (dpb), First Coast Guard District, Battery Park Building, 1 South Street, New York, NY 10004-1466 through March 5, 2013. Comments regarding the human environment and the draft EA should be submitted to the Federal Docket as described in the Environmental Consideration section of this notice.

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.

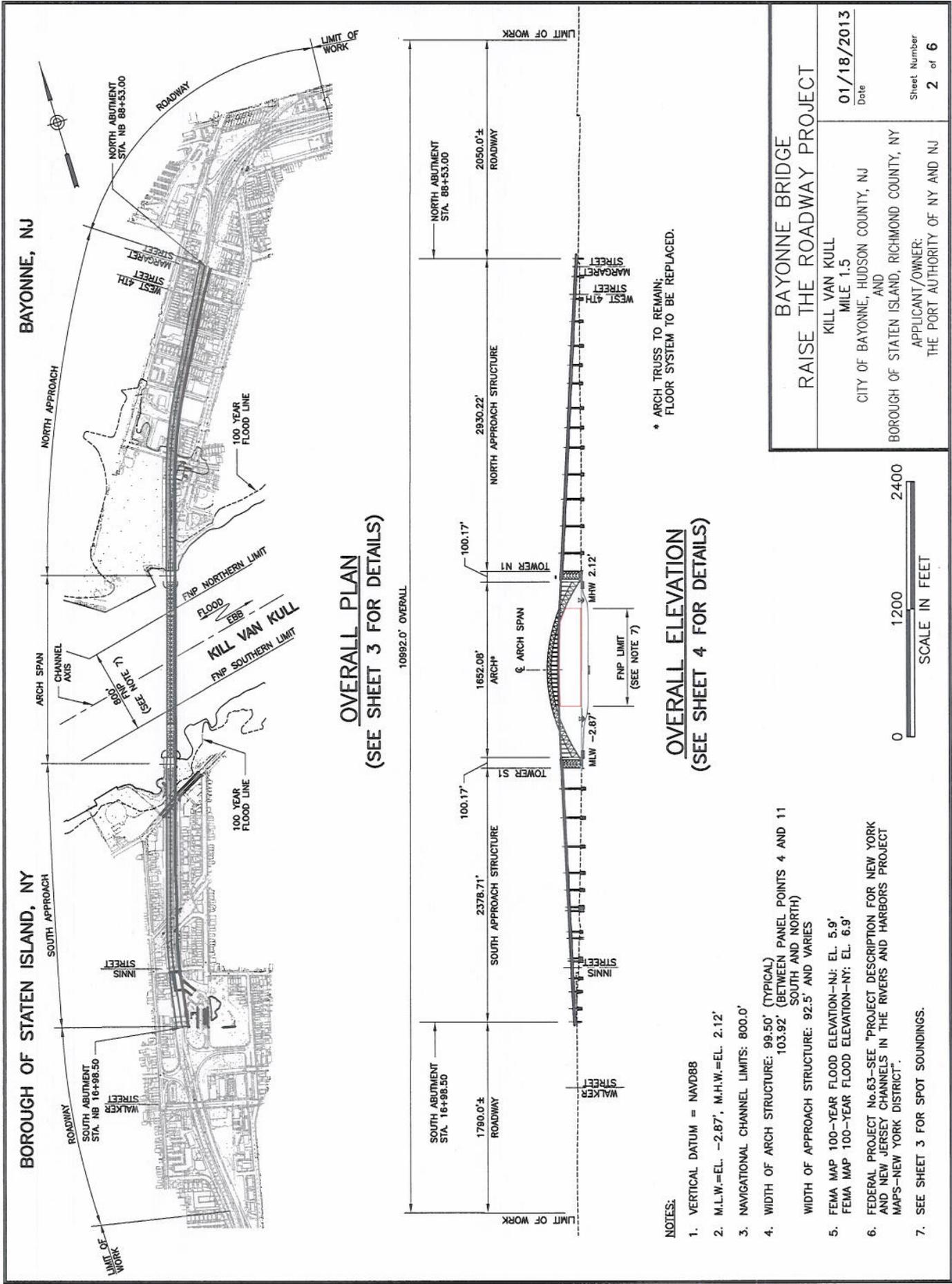
Plans of the proposed project are included in this public notice.

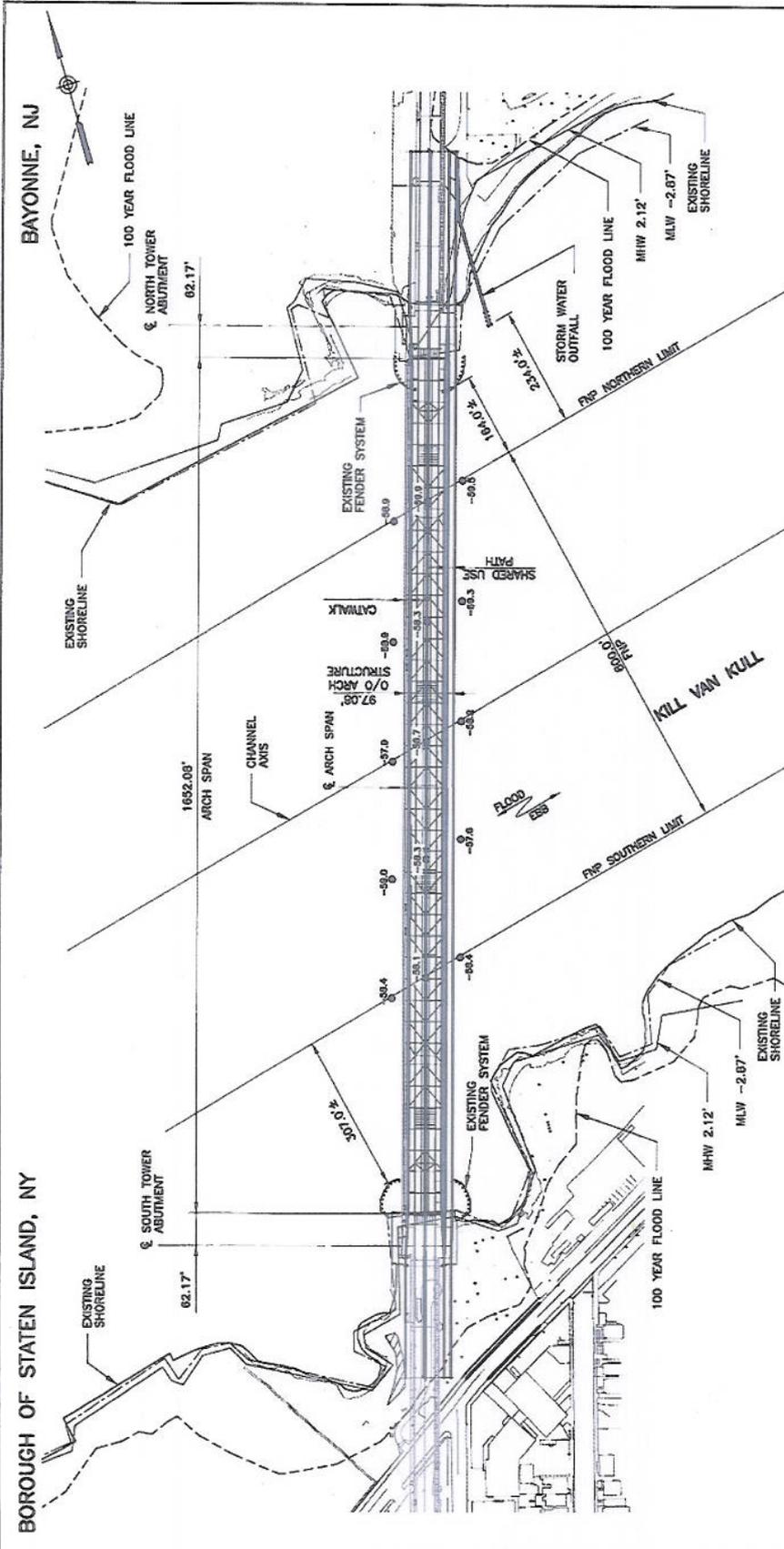
FOR THE DISTRICT COMMANDER:

//s//

Gary Kassof
Bridge Program Manager
First Coast Guard District
By direction of the District Commander

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.





LEGEND:
 -95.4 SPOT SOUNDING, ELEVATION SHOWN IN FEET



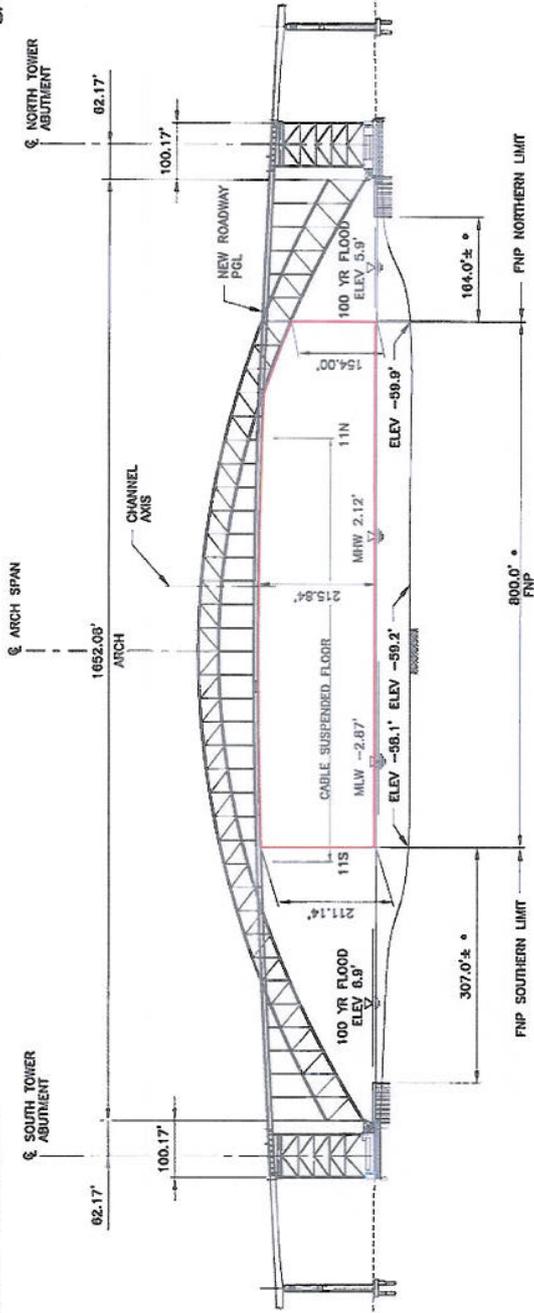
PLAN OVER WATER

- NOTE:
- FOR NOTES, SEE SHEET 2.
 - SPOT SOUNDINGS ARE BASED ON THE NEW YORK AND NEW JERSEY CHANNELS CONDITION SURVEY PREPARED BY THE U.S. ARMY CORPS OF ENGINEERS. SPOT SOUNDINGS REFER TO THE PLANE OF C.O.E. MEAN LOW WATER OF 3.4 FEET BELOW NAVD 1988.

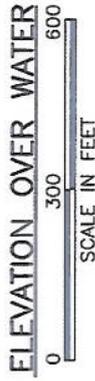
BAYONNE BRIDGE	
RAISE THE ROADWAY PROJECT	
KILL VAN KULL MILE 1.5 CITY OF BAYONNE, HUDSON COUNTY, NJ AND BOROUGH OF STATEN ISLAND, RICHMOND COUNTY, NY APPLICANT/OWNER: THE PORT AUTHORITY OF NY AND NJ	12/19/2012 Date Sheet Number 3 of 6

BOROUGH OF STATEN ISLAND, NY

BAYONNE, NJ



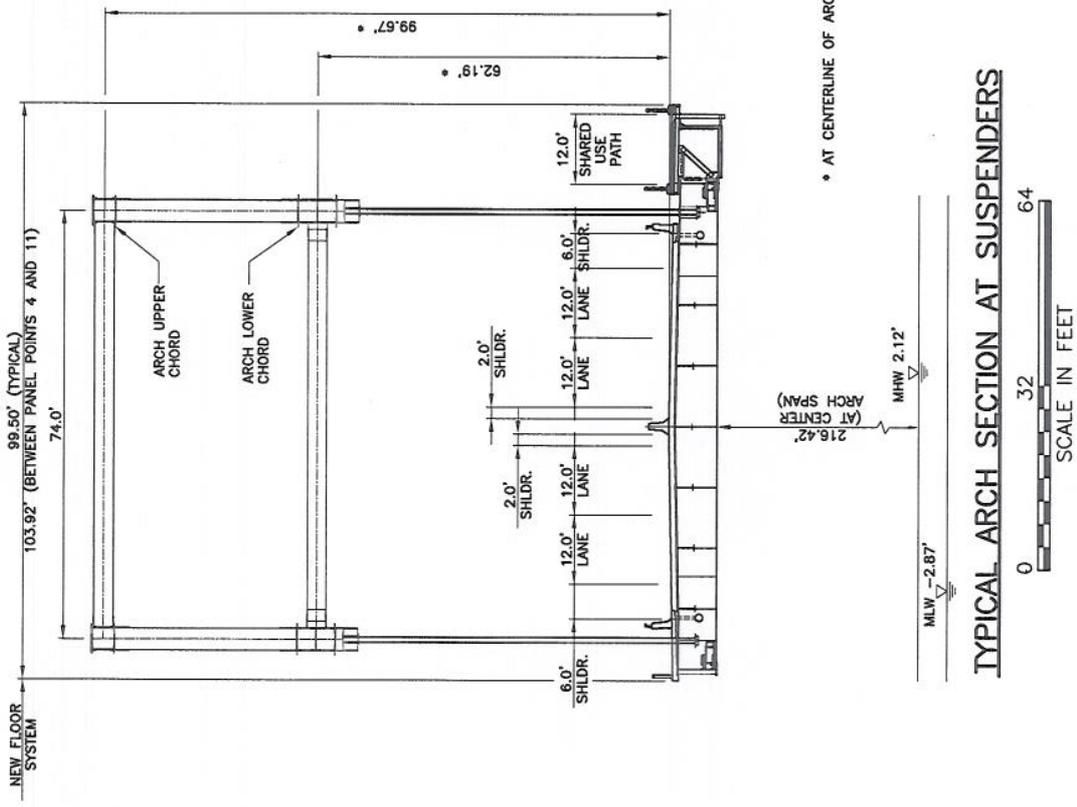
• MEASURED NORMAL TO CHANNEL AXIS. SEE SHEET 3.



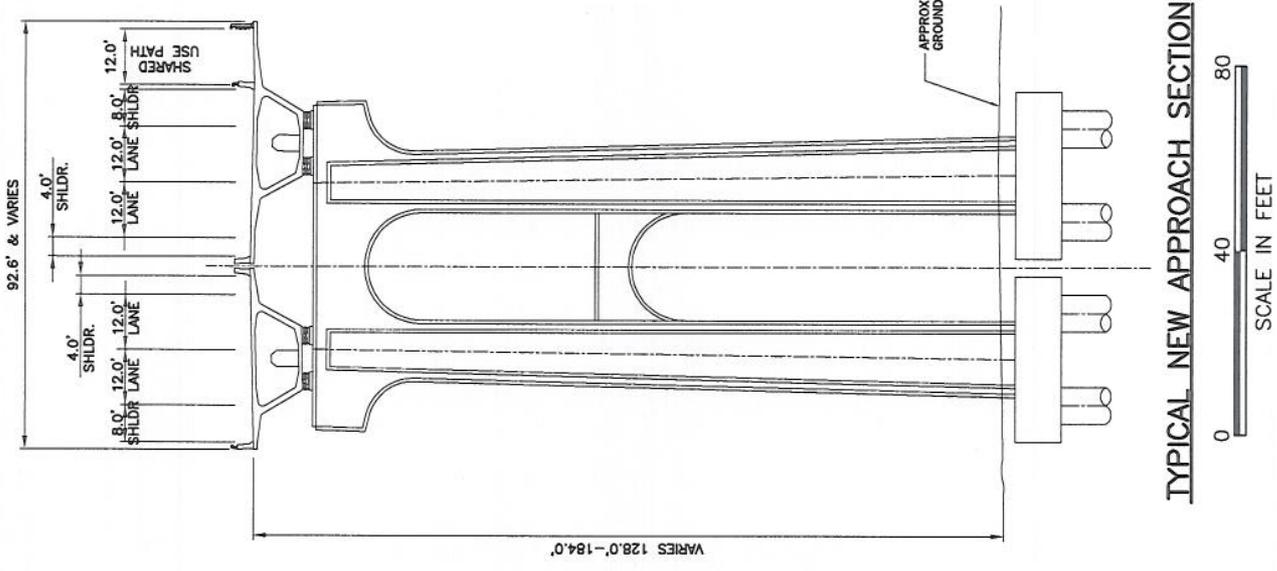
NOTE:
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**BAYONNE BRIDGE
 RAISE THE ROADWAY PROJECT**

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	THE PORT AUTHORITY OF NY AND NJ	



TYPICAL ARCH SECTION AT SUSPENDERS



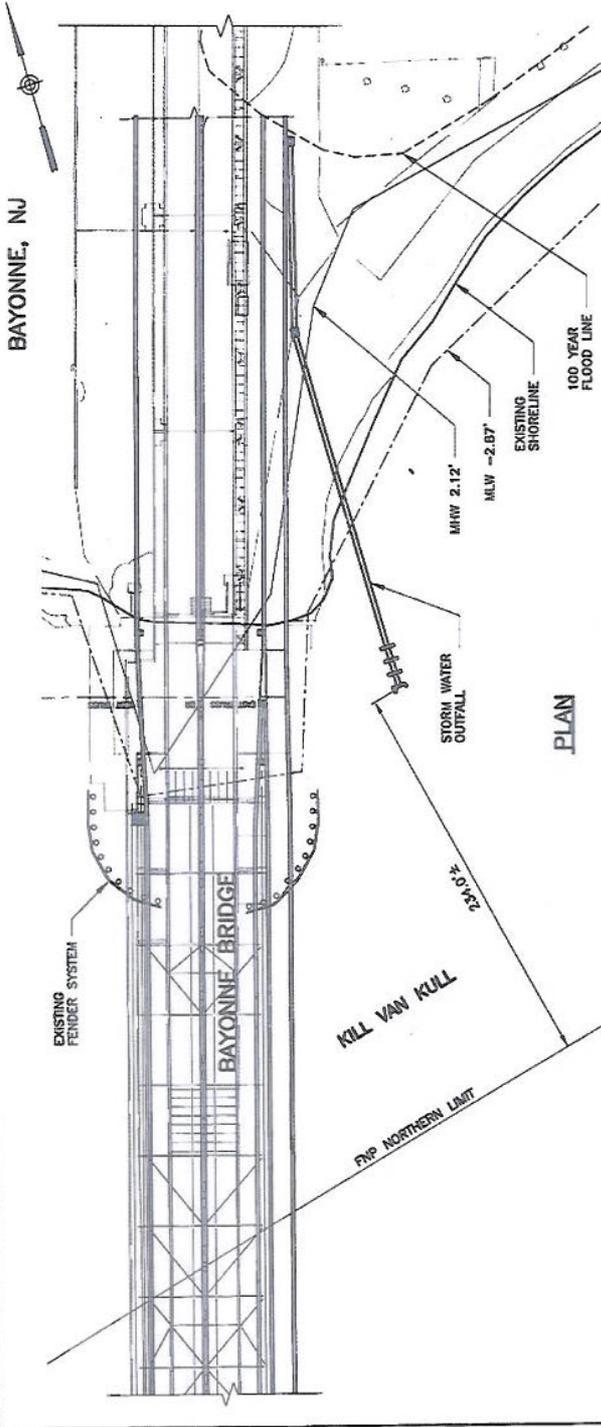
TYPICAL NEW APPROACH SECTION



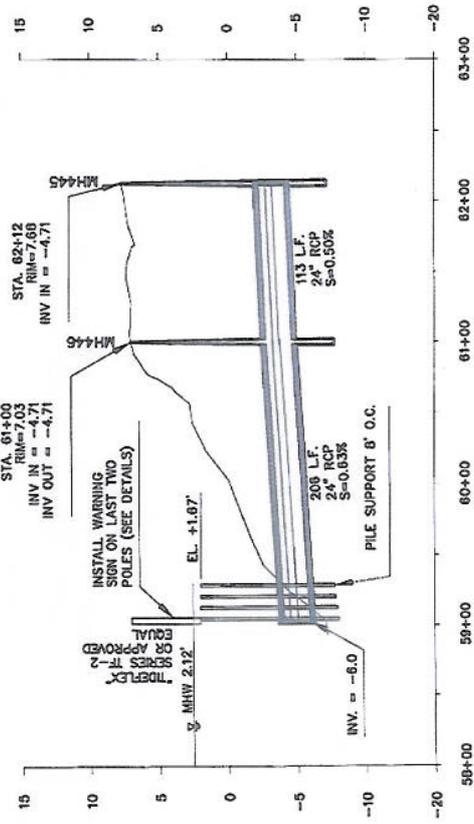
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BAYONNE BRIDGE RAISE THE ROADWAY PROJECT	
KILL VAN KULL MILE 1.5 AND CITY OF BAYONNE, HUDSON COUNTY, NJ BOROUGH OF STATEN ISLAND, RICHMOND COUNTY, NY	01/18/2013 Date
APPLICANT/OWNER: THE PORT AUTHORITY OF NY AND NJ	
Sheet Number 5 of 6	

BAYONNE, NJ



PLAN



PROFILE

STORM WATER OUTFALL

NOTES:

1. FOR NOTES, SEE SHEET 2.

BAYONNE BRIDGE
RAISE THE ROADWAY PROJECT

KILL VAN KULL
MILE 1.5

CITY OF BAYONNE, HUDSON COUNTY, NJ
AND
BOROUGH OF STATEN ISLAND, RICHMOND COUNTY, NY
APPLICANT/OWNER:
THE PORT AUTHORITY OF NY AND NJ

12/19/2012
Date

Sheet Number
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