



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

January 10, 2020

PUBLIC NOTICE (1-173)

Subject: **PROPOSED MODIFICATION OF THE HARLEM RIVER LIFT BRIDGE BETWEEN THE BOROUGHS OF MANHATTAN, NEW YORK COUNTY AND THE BRONX, BRONX COUNTY, NEW YORK**

All interested parties are notified that the Commander, First Coast Guard District, has received an application from Metro-North Commuter Railroad Company (Metro-North) for approval of location and plans for modification of a movable railroad bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: - Harlem River, 2.3 miles above the mouth of the waterway.

CHARACTER OF WORK: Metro-North proposes to rehabilitate the in-river bridge piers, install safety improvements and install a new fender system. The upper portion of the four river piers where cracks are identified will be encased in concrete. The lower portion of two Bronx Piers may require minor excavation in the river to expose the cracks in the granite face. If the river bottom is natural, it will be side cast and if the material is man-made, it will be removed and disposed of. Seismic retrofits to both tower counterweight guides and shoes and a portion of the existing expansion joints will be replaced on the tower machinery room walls. The proposed protection work includes: partial demolition of the Bronx and Manhattan fenders, walkways and piers; installation of new fenders 14.5' stand-off distance from existing pier foundation of bridge towers; installation of composite lumber posts/walers/walkway, steel piles, drilled shafts steel casings/concrete fill and installation of new navigation lighting.

MINIMUM NAVIGATIONAL CLEARANCES:

	<u>Existing</u>	<u>Proposed</u>
Horizontal: (normal to axis of channel)	225 feet	196 feet
Vertical (above MHW)	25 feet (closed) 135 feet (open)	25 feet (closed) 135 feet (open)

ENVIRONMENTAL CONSIDERATION:

The Coast Guard (USCG), as the lead Federal agency for the proposed project, has reviewed the environmental report prepared by the applicant. The USCG has tentatively determined that the proposed action will not have a significant impact on the environment for purposes of the National Environmental Policy Act (NEPA) under the criteria given in the USCG's NEPA implementation instruction. As a result, a USCG categorical exclusion determination (CED) will be prepared as the final environmental document unless significant impacts are revealed by this public notification that warrant the preparation of an environmental assessment or an environmental impact statement.

The project is not considered an encroachment on the 100-year floodplain. The 100-year flood elevation is + 11.0 feet (NAVD88). The low steel of the navigation span of the existing bridge is 25 feet above MHW.

The proposed project is in an area of marginal nonattainment for ozone (8-hour), and a maintenance area for carbon monoxide (CO). The project is not listed in the Transportation Improvement Program (T.I.P.) for the State of New York. The proposed modification to the bridge would have the same future traffic volumes and railway capacity as the existing bridge. In determining general conformity of federal actions, the proposed project falls under 40 CFR 93.126, Exempt Projects, as a railroad safety improvement, as well as 40 CFR 93.153 (c)(iv) as a routine maintenance and repair activity; therefore, no general conformity analysis or conformity determination is required.

There is open water in the project vicinity. The new fender system would result in a minor net increase of fill in the water of 5,770 square feet and the total volume of new in-water fill is approximately 98 cubic yards. Impacts to aquatic vegetation are not expected. Fill will be permitted by the U.S Army Corps of Engineers – New York District.

A Water Quality Certification (WQC) from the New York State Department of Environmental Conservation (NYSDEC) in accordance with Section 401 of the Clean Water Act, as amended, certifying reasonable assurance that the action is conducted in compliance with water quality standards of the State of New York was issued on April 18, 2018.

The applicant has certified that the project is consistent with the New York State Coastal Management Program. The New York State Department of State concurred with this certification on December 7, 2017.

The existing Harlem River Lift Bridge is eligible for listing in the State and National Registers of Historic Places. By letter dated December 16, 2019 the New York State Parks, Recreation and Historic Preservation (SHPO) reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966 and is of the opinion that the proposed work will have No Adverse Effect upon historic resources.

The USCG, the applicant and their consultants have initiated the 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.

Based upon environmental documentation submitted for this project, it appears that the proposed bridge project will have no adverse environmental justice impacts upon minority and low-income populations. Factual information and data contrary to this no adverse impact position should be submitted in response to this notice.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on navigation safety issues. Interested parties are requested to express their views, in writing, on the proposed bridge project possible environmental impacts, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to this proposal.

Comments 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 February 10, 2020. 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:

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C.J. Bisignano
Supervisory Bridge Management Specialist
First Coast Guard District
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.



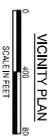
HARLEM RIVER LIFT BRIDGE WATERSIDE PROTECTION AND PIER REHABILITATION USCG BRIDGE PERMIT SET

Boroughs of Manhattan and Bronx, New York NY

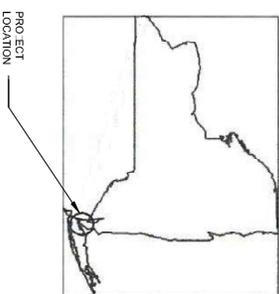
DRAWING INDEX	
SHEET NO.	DRAWING TITLE
1	WATERSIDE PROTECTION AND PIER REHABILITATION PROJECT COVER SHEET
2	PLAN AND ELEVATION
3	PROPOSED FINDER PLAN
4	ELEVATION AND SECTIONS



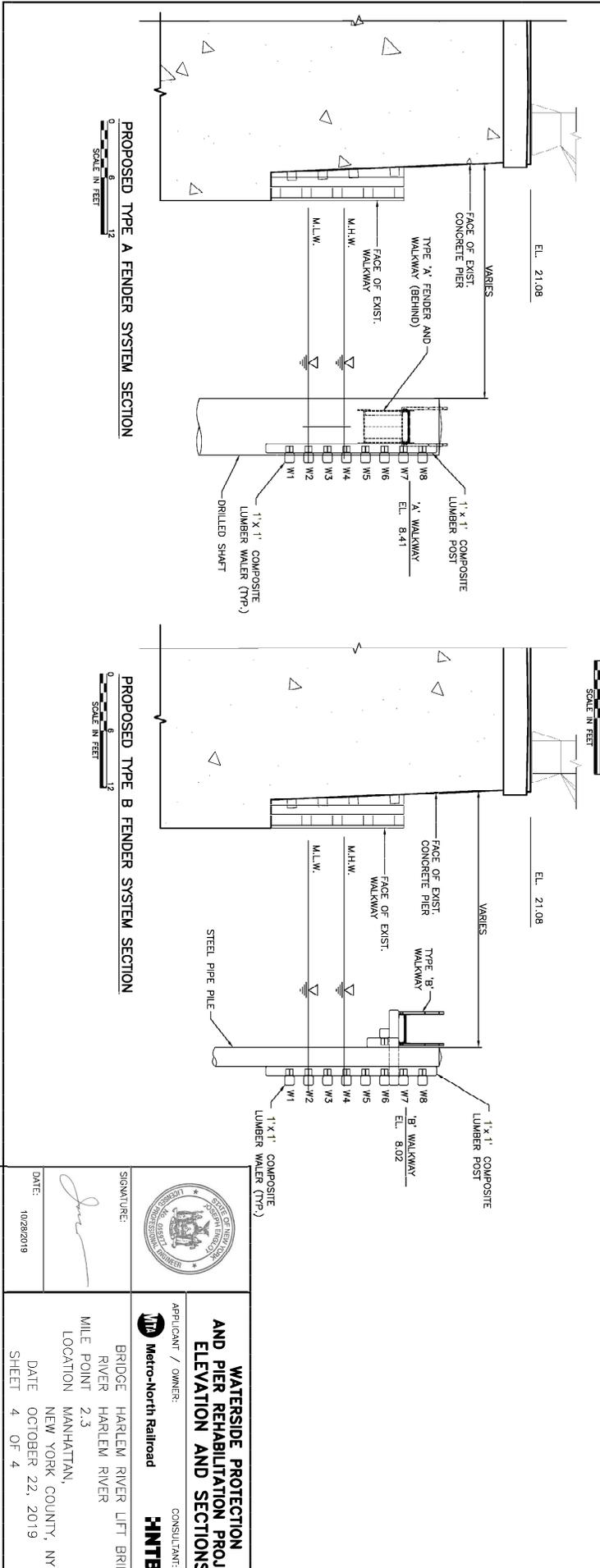
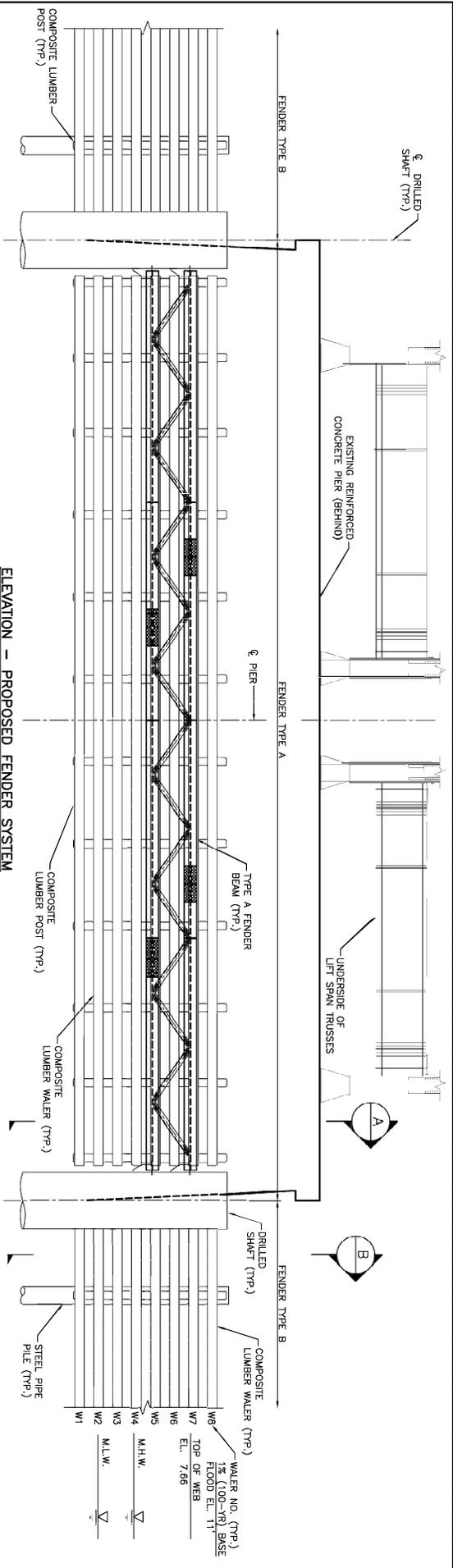
- HISTORICAL STRUCTURES**
- NR SR ELLIQULE
 - MANHATTAN AVENUE BRIDGE
 - METRO NORTH HARLEM RIVER LIFT BRIDGE
 - METRO NORTH PARK AVENUE VIADUCT
 - MUGLER SHOPS, L MOTT IRON WORKS BUILDING COMPLEX



NOTE
1. NO VIADUCT OR WATERWAY DEVICES ARE PRESENT IN THE VICINITY OF THE BRIDGE--



	WATERSIDE PROTECTION AND PIER REHABILITATION PROJECT COVER SHEET
	APPLICANT / OWNER: Metro-North Railroad CONSULTANT: HNTB
SIGNATURE:	BRIDGE HARLEM RIVER LIFT BRIDGE RIVER HARLEM RIVER MILE POINT 2.3 LOCATION MANHATTAN, NEW YORK COUNTY, NY
DATE: 10/29/2019	DATE OCTOBER 22, 2019 SHEET 1 OF 4



	SIGNATURE:	WATERSIDE PROTECTION AND PIER REHABILITATION PROJECT ELEVATION AND SECTIONS
	DATE: 10/29/2019	
	APPLICANT / OWNER:	HNTB
BRIDGE HARLEM RIVER LIFT BRIDGE RIVER HARLEM RIVER MILE POINT 2.3 LOCATION MANHATTAN, NEW YORK COUNTY, NY	CONSULTANT:	
DATE: OCTOBER 22, 2019	SHEET 4 OF 4	