



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

January 24, 2014

PUBLIC NOTICE 1-130

Subject: PROPOSED REPLACEMENT OF THE GLOUCESTER RAILROAD DRAWBRIDGE ACROSS ANNISQUAM RIVER AT GLOUCESTER, ESSEX COUNTY, MASSACHUSETTS

All interested parties are notified that the Commander, First Coast Guard District, has received an application from the Massachusetts Bay Transportation Authority (MBTA) for approval of the location and plans for replacement of a single-leaf trunnion bascule railroad bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: - Annisquam River, approximately 0.7 miles above the mouth of the waterway.

CHARACTER OF WORK: The character of the work is to replace the existing single leaf trunnion bascule bridge with a single span concrete and steel bascule bridge. The proposed bascule span will open to the east as opposed to the current bridge which opens westerly. The control tower will consequently be moved to the east side of the waterway.

The existing timber structure will be replaced with precast concrete approach spans, utilizing 7 foot diameter drilled shafts foundations. The existing timber piles will be cut below the mudline, or be fully removed where they interfere with the installation of new drilled shafts. The protective fender system will also be replaced. The navigable channel will remain open to marine traffic at all times during construction, providing a horizontal clearance of 40 feet. During bridge construction rail service will operate on one track only.

MINIMUM NAVIGATIONAL CLEARANCES:

	<u>Existing Bascule Span</u>	<u>Proposed Bascule Span</u>
Horizontal: (normal to axis of channel)	40 feet	40 feet
Vertical: (above MHW)	Open: unlimited Closed: 16.33 feet	Open: unlimited Closed: 18.21 feet

ENVIRONMENTAL CONSIDERATION:

The Federal Transit Administration (FTA) is the lead federal agency for satisfying the requirements of The National Environmental Policy Act (NEPA). This project has been classified as a categorical exclusion under regulations implementing NEPA because it involves a bridge replacement on essentially the same alignment.

The project is not considered an encroachment on the 100-year floodplain. The 100-year flood elevation is 8.9 feet (NAVD88).

The proposed project will have temporary and permanent impacts to land under water and riverfront area include alteration/excavation of approximately 1769 square feet and 867 cubic yards of river bottom, respectively. The majority of impacts are associated with the replacement of pile supports for the eastern trestle, the main pile supported trunnion tower and counterweight pier, the fender system along the navigation channel, and new submarine cables that will extend beneath the river bottom (including the navigation channel).

Temporary impacts to navigation may occur during construction activities. Direct coordination will occur with the Coast Guard and the Gloucester Harbormaster.

A water quality certificate from the Massachusetts Department of Environmental Protection 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 Commonwealth of Massachusetts has been applied for.

The applicant has certified that the proposed project is consistent with the Massachusetts Coastal Zone Management Plan. The Massachusetts Office of Coastal Zone Management concurred with this certification on 9 January 2014.

The proposed project will have an adverse effect on the Gloucester Historic District, eligible for listing in the National Register of Historic Places. The FTA in conjunction with the MBTA has conducted consultation with the Massachusetts Historical Commission (MHC) and Gloucester Historical Commission and a Memorandum of Agreement to implement mitigation measures for this undertaking have been completed.

The proposed project is in an area of attainment for all criteria pollutants and therefore preparation of a formal Transportation Conformity Determination under the Clean Air Act, as amended in 1990, does not apply. Emissions produced by the operation of construction machinery are not expected to affect air quality.

FTA and the applicant have initiated the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. Consultation with the Natural Heritage and Endangered Species Program (NHESP) 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.

The decision as to whether to grant approval of the location and plans for the proposed action rests primarily on the effect it has on 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 Authority or appropriate handling.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on navigational safety issues, including the need for clearance gauges and navigational 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 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. 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 24, 2014.

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:

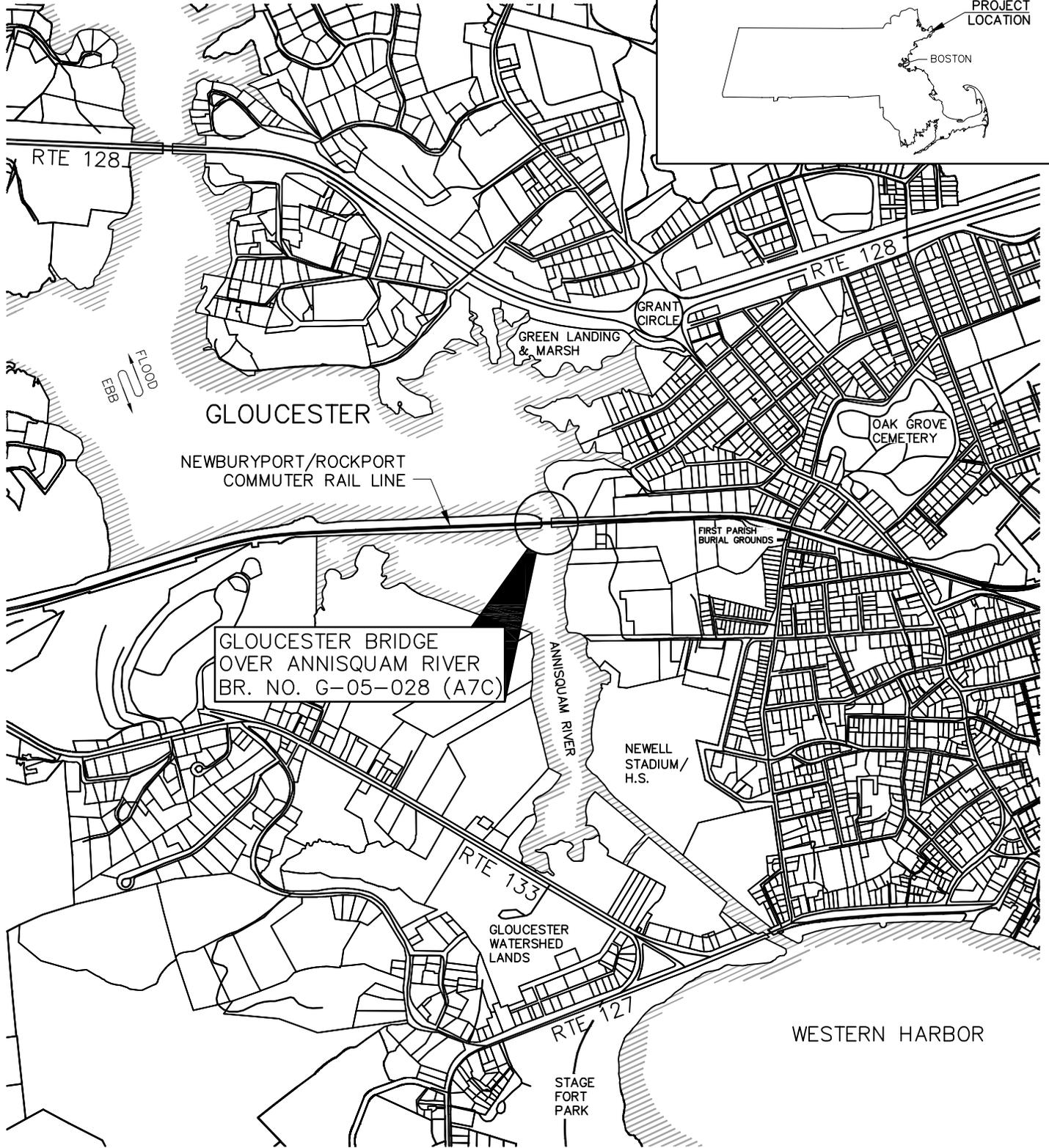
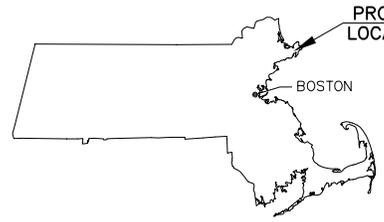
//s//

J. M. Arca
Acting Bridge Program Manager
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.

PROJECT LOCATION

BOSTON



GLoucester BRIDGE OVER ANNISQUAM RIVER BR. NO. G-05-028 (A7C)

NOTES:

- 1. FOR ADDITIONAL PUBLIC PARK & RECREATION AREAS NOT SHOWN ON THIS PLAN, REFER TO FIGURE 3 (HISTORIC RESOURCES & OPEN SPACE) IN THE PERMIT APPLICATION.
- 2. ALL ELEVATIONS ARE REFERENCED TO N.A.V.D. 88.

LOCATION MAP



SCALE: 1" = 1000'

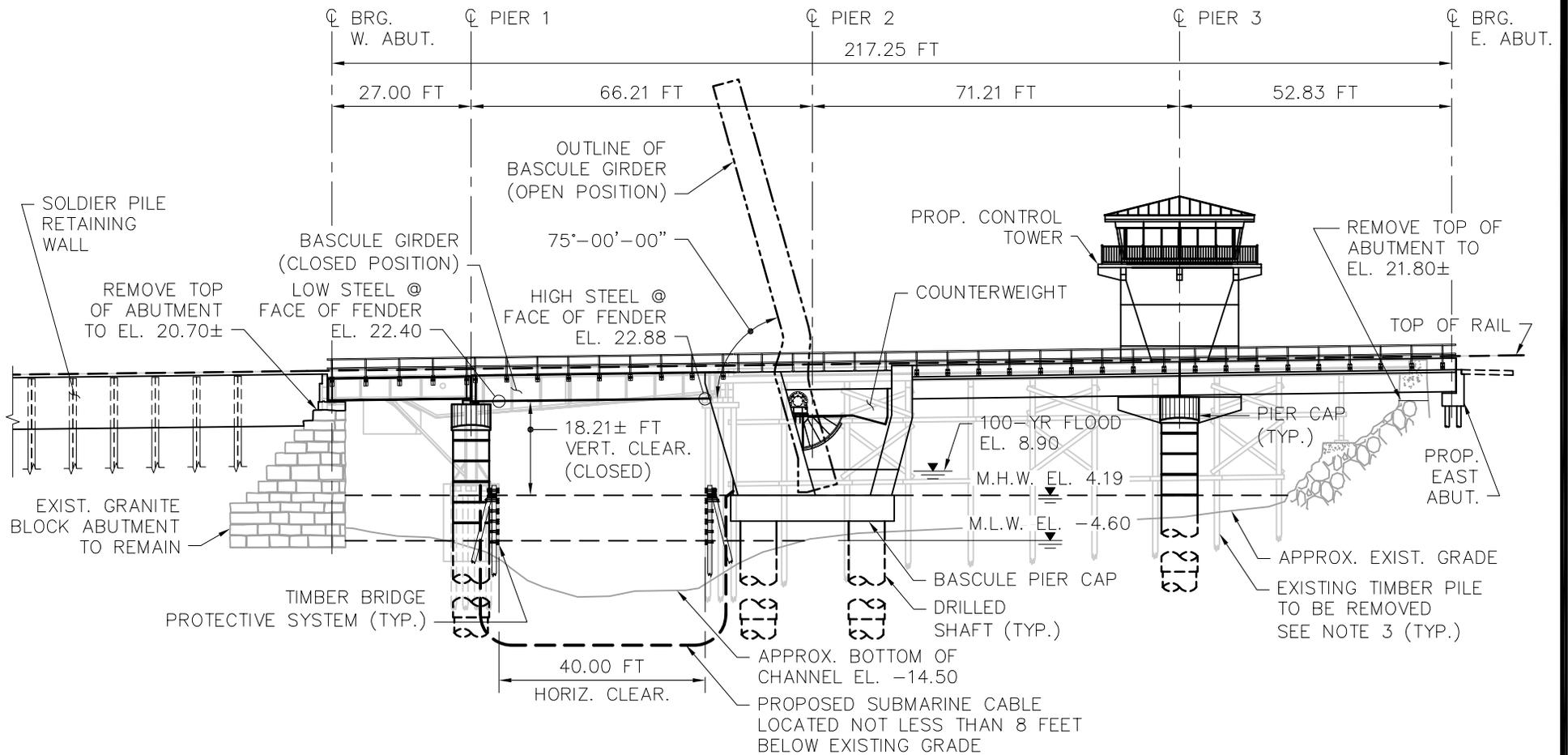


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SHEET 1 OF 5

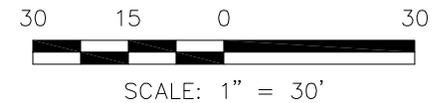
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

BR. NO. G-05-028 (A7C)
GLoucester LINE OVER
ANNISQUAM RIVER
GLoucester, ESSEX COUNTY, MA
M.P. 31.0 Mi

LOCATION/VICINITY MAP

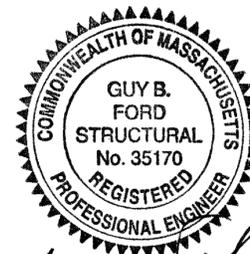


ELEVATION



NOTES:

1. ELEVATIONS, IN U.S. SURVEY FEET, ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D. 88).
2. THE AMOUNT OF FILL TO BE PLACED BELOW MEAN HIGH WATER FOR DRILLED SHAFTS AND THE BASCULE PIER CAP IS ESTIMATED TO BE:
 - PIER 1: 200 CY
 - PIER 2: 590 CY
 - PIER 3: 210 CY
3. EXISTING TIMBER PILES SHALL BE PULLED, OR CUT 2'-0" BELOW EXISTING GRADE.



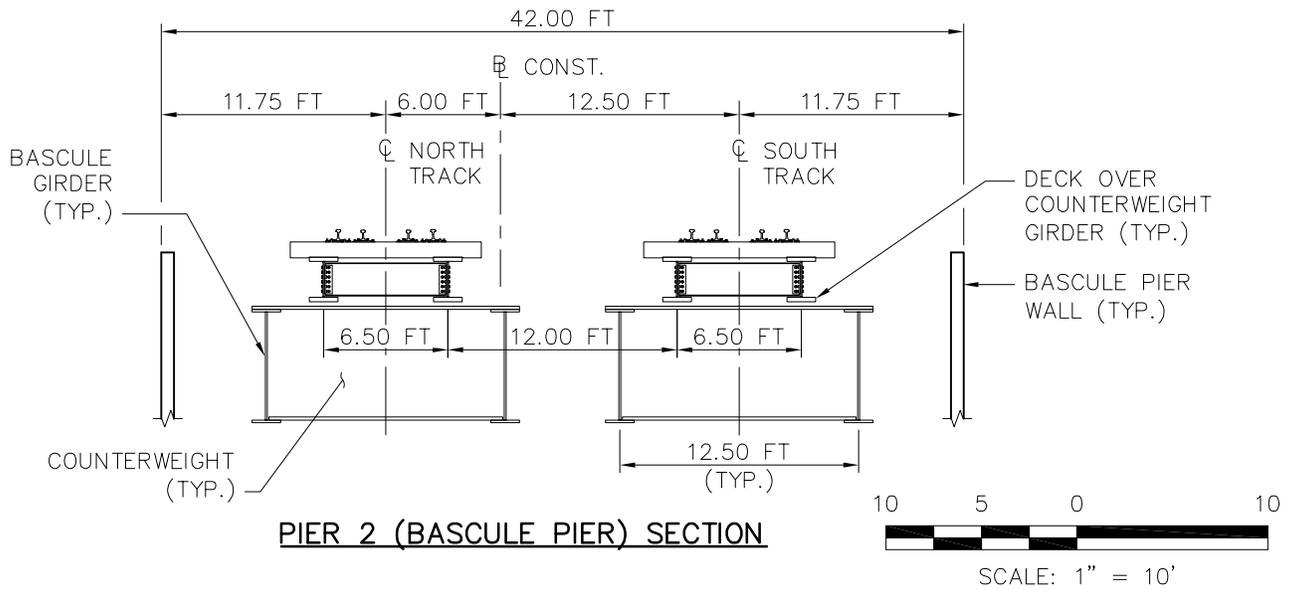
Guy B. Ford

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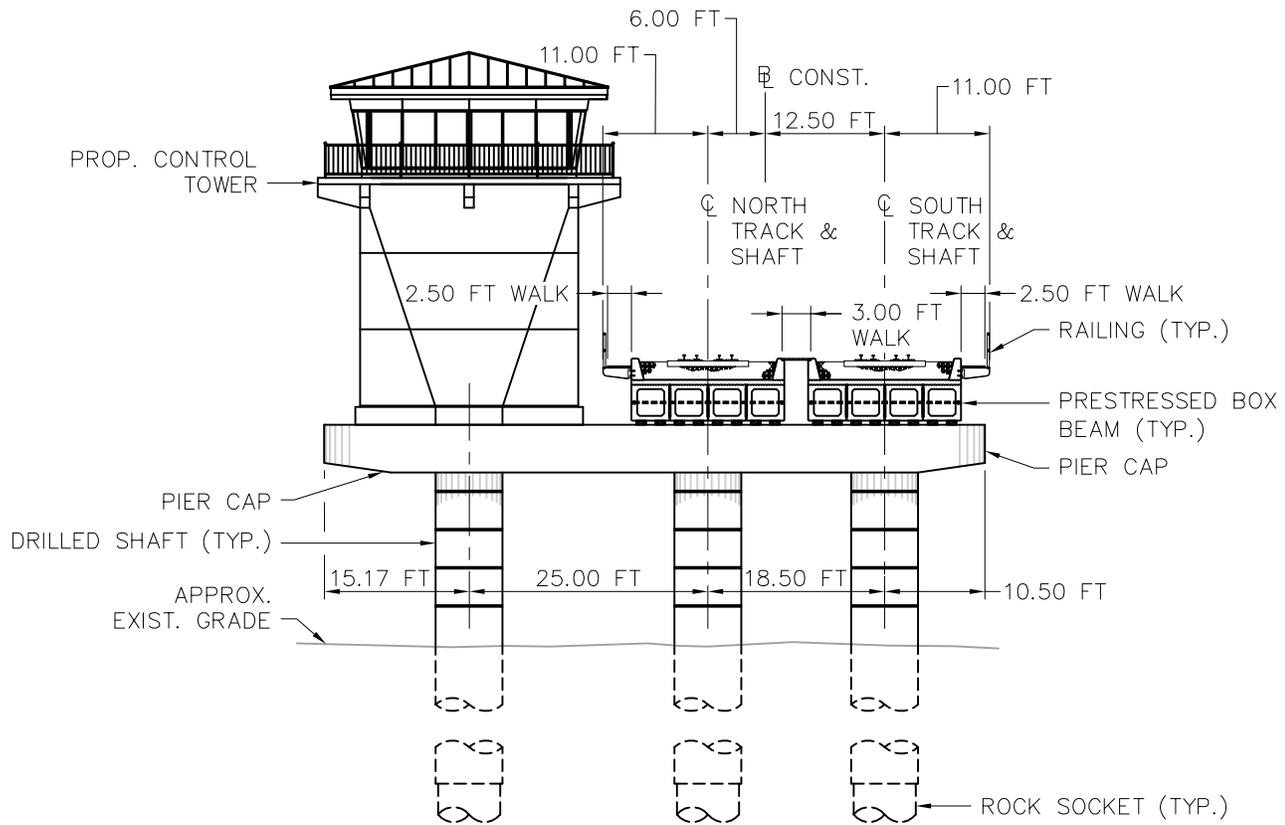
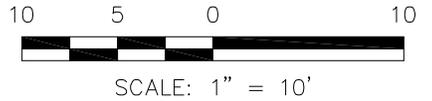
T MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

BR. NO. G-05-028 (A7C)
GLOUCESTER LINE OVER
ANNISQUAM RIVER
GLOUCESTER, ESSEX COUNTY, MA
M.P. 31.0 Mi

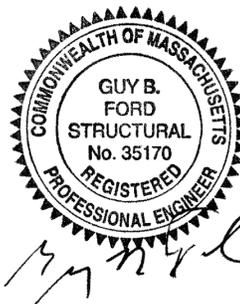
ELEVATION VIEW



PIER 2 (BASCULE PIER) SECTION

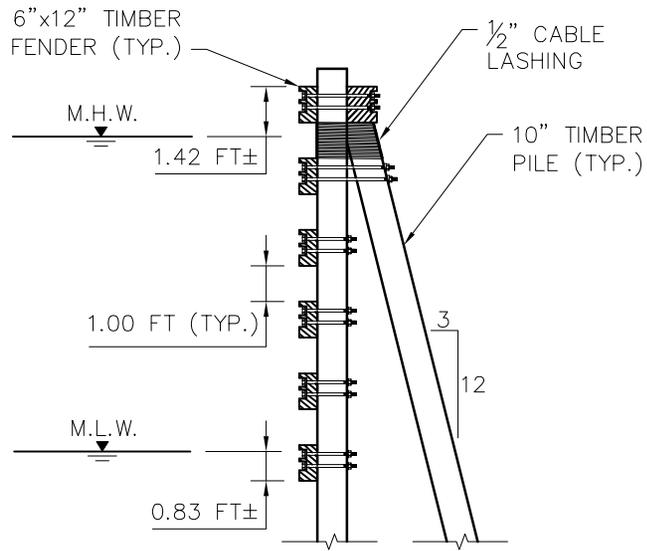


PIER 3 SECTION

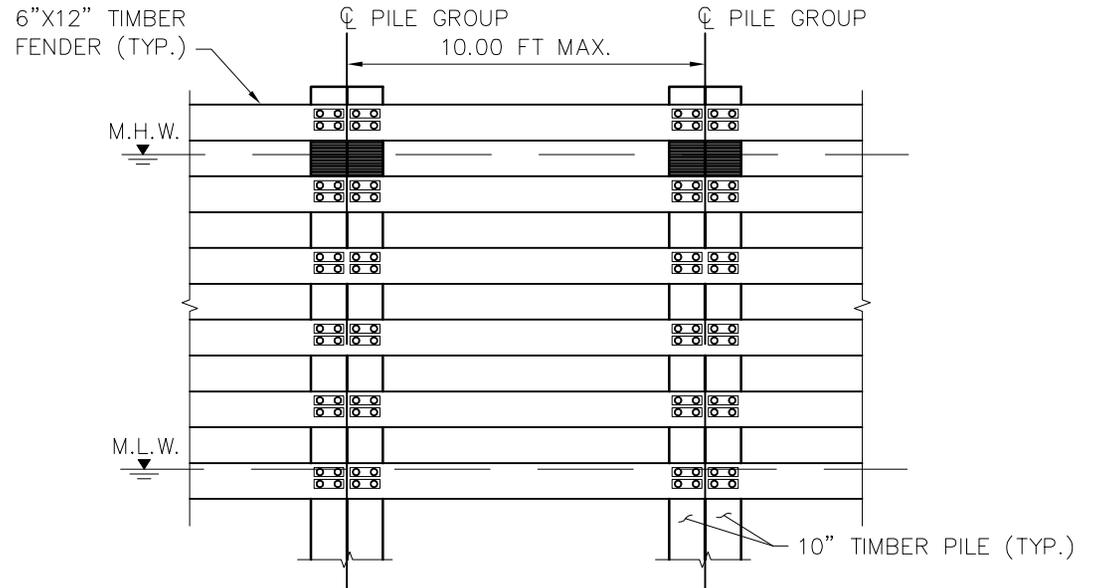


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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY	
BR. NO. G-05-028 (A7C) GLOUCESTER LINE OVER ANNISQUAM RIVER GLOUCESTER, ESSEX COUNTY, MA M.P. 31.0 Mi	

TYPICAL SECTIONS



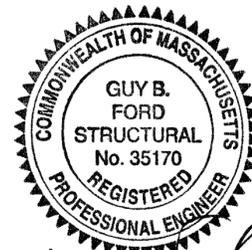
FENDER SECTION
SCALE: 3/16" = 1'-0"



FENDER ELEVATION
SCALE: 3/16" = 1'-0"

NOTES:

1. TIMBER PILES AND FENDERS SHALL BE CCA-C PRESSURE TREATED.
2. BOLTS SHALL BE COUNTER-SUNK COMPLETELY BELOW THE FENDER SURFACE.



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FENDER SYSTEM