



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

March 9, 2018

PRELIMINARY PUBLIC NOTICE 1-161

The United States Coast Guard is soliciting public comments on a proposal by the New Jersey Department of Transportation/New Jersey Transportation Planning Authority (NJDOT/NJTPA), to replace the **Clay Street Bridge movable bridge with a fixed bridge** on the Passaic River at mile 6.1 as well as proposed major rehabilitations/replacements for the **Bridge Street Bridge** at mile 5.7, and the **Kingsland Avenue (Avondale) Bridge** at mile 10.7 on the Passaic River. The replacement design criteria for the Bridge Street Bridge and Kingsland Avenue Bridge have not been developed as yet. The future navigational use of the lower Passaic River is a factor in the consideration of the optimal replacement designs for each bridge project. The need for these proposals are to replace structurally deficient, functionally obsolete bridges.

In addition, Consolidated Rail Corporation (CONRAIL) proposes to replace the **Point-No-Point Railroad swing bridge with a single-leaf bascule bridge** at mile 2.6 on the Passaic River.

Coast Guard Bridge Permit applications have not yet been submitted for these bridge project proposals.

WATERWAY AND LOCATION:

BRIDGE	MILE POINT	To/From
Point-No-Point	2.6	Newark/Kearny
Bridge Street	5.7	Newark/ Harrison
Clay Street	6.1	Newark/East Newark
Kingsland Avenue	10.7	Lyndhurst/Nutley

CHARACTER OF WORK:

Clay Street Bridge: Replace the existing movable bridge with a fixed bridge. Due to the proposed fixed vertical clearance of 15 feet, this proposal would limit vessel access for vessels with height requirements on the Passaic River.

Bridge Street Bridge: The character of the work to rehabilitate or replace the bridge has not been developed. The existing Bridge Street Swing Bridge was built in 1913 and is a three-span Pratt through truss structure. The center span is 244-foot long riveted, Pratt through truss rim-bearing swing span. The west and east approach spans are steel-riveted-girder-spans with reinforced concrete decks.

The **Kingsland Avenue (Avondale) Bridge:** The character of the work to rehabilitate or replace the bridge has not been developed. The existing Kingsland Avenue Swing Bridge was built in 1905 and is a four-span, through-truss structure. The two center spans consist of 204 foot long riveted, Warren through truss-rim-bearing-swing-span. The west and east approach spans are steel through pony truss riveted deck girder spans with open deck grating deck.

The **Point-No-Point Railroad Bridge:** The character of the work is to replace the existing bascule bridge with a single-leaf bascule bridge. The north side of the federal channel being unrestricted and the south side of the channel with a proposed horizontal clearance of 103 feet and a maximum vertical clearance (VC) of 21 and 142 feet in the closed and opened positions, respectively. The replacement bridge will be built west of the existing bridge.

MINIMUM NAVIGATIONAL CLEARANCES:

<u>Clay Street Bridge</u>	<u>Existing (moveable)</u>	<u>Proposed (fixed)</u>
Horizontal (normal to axis of the channel)	75 feet	75 feet
Vertical (above MHW)	8 feet (closed) Unlimited (open)	15 feet
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<u>Bridge Street Bridge</u>	<u>Existing (moveable)</u>	<u>Proposed (To Be Determined)</u>
Horizontal (normal to axis of the channel)	80 feet	(To Be Determined)
Vertical (above MHW)	7 feet (closed) Unlimited (open)	(To Be Determined)
<hr/>		
<u>Kingsland Avenue</u>	<u>Existing (moveable)</u>	<u>Proposed (To Be Determined)</u>
Horizontal (normal to axis of the channel)	65 feet	(To Be Determined)
Vertical (above MHW)	7 feet (closed) Unlimited (open)	(To Be Determined)
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<u>Point-No-Point Bridge</u>	<u>Existing (swing)</u>	<u>Proposed (single-leaf bascule)</u>
Horizontal (normal to axis of the channel)	103 feet (South Channel) 104 feet (North Channel)	103 feet
Vertical (above MHW)	16 feet (closed) Unlimited (open)	21 feet (closed) 142 feet (open)

ENVIRONMENTAL CONSIDERATION:

The Federal Highway Administration (FHWA) is the lead federal agency for the Clay Street, Bridge Street and Kingsland Avenue (Avondale) Bridge replacement projects. The USCG is the lead federal agency for the Point-No-Point bridge replacement project. The lead federal agency is responsible for satisfying the requirements of The National Environmental Policy Act (NEPA). These projects have not yet been classified under regulations implementing NEPA.

SOLICITATION OF COMMENTS:

Mariners and Interested parties are requested to comment on navigational access and safety issues, including the need for clearance gauges and extended nighttime navigation through the bridges.

Boat owners in the projects' vicinities are requested to provide information in writing 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) and whether these appurtenant structures can be disassembled, dismantled or lowered. Also provide where the vessel is primarily moored and the frequency of passage under the proposed bridges (i.e. number of times per month).

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 April 9, 2018.

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.

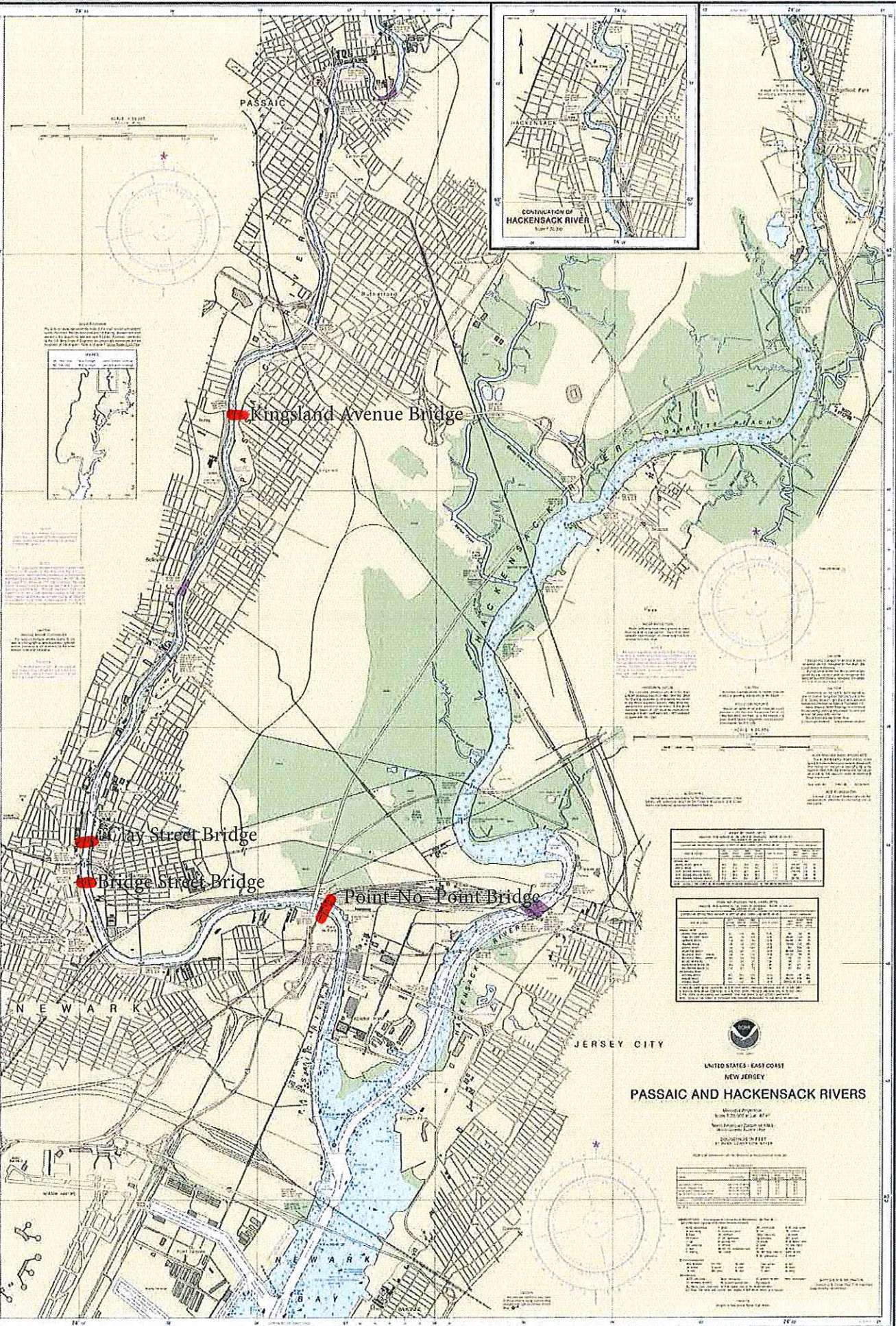
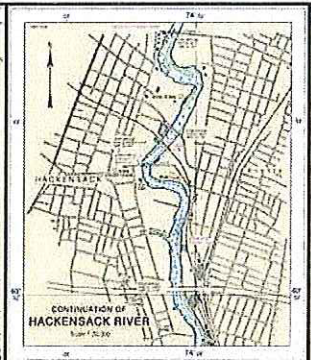
A chart excerpt with bridge locations is attached to this Public Notice.

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.



MAGNETIC VARIATION	
1911	11° 15' E
1921	11° 00' E
1931	10° 45' E
1941	10° 30' E
1951	10° 15' E
1961	10° 00' E
1971	9° 45' E
1981	9° 30' E
1991	9° 15' E
2001	9° 00' E
2011	8° 45' E
2021	8° 30' E

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1981	9° 30' E
1991	9° 15' E
2001	9° 00' E
2011	8° 45' E
2021	8° 30' E

UNITED STATES - EAST COAST
NEW JERSEY
PASSAIC AND HACKENSACK RIVERS
Magnetic Projection
Scale 1:25,000 at 40° 40' N
North Arrow at Center of Sheet
SOUNDINGS IN FEET
BY MEANS OF LOW WATER

MAGNETIC VARIATION	
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1941	10° 30' E
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2021	8° 30' E

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