



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

October 1, 2012

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## **PUBLIC NOTICE 1-118**

### **SUBJECT: PROPOSED REPLACEMENT OF THE KOSCIUSZKO BRIDGE BETWEEN BOROUGHES OF BROOKLYN AND QUEENS, NEW YORK**

All interested parties are notified that the Commander, First Coast Guard District, has received an application from the New York State Department of Transportation (NYSDOT) for approval of the location and plans for replacement of a fixed highway bridge over a navigable waterway of the United States.

**WATERWAY AND LOCATION:** - Newtown Creek, 2.1 miles above the mouth of the waterway.

**CHARACTER OF WORK:** The character of the work is to construct two parallel fixed highway bridges, one on the same alignment (Brooklyn or westbound) and one located upstream (Queens or eastbound) of the existing Kosciuszko Bridge. The existing deteriorating bridge does not meet current structural, operational and safety standards. The proposed project would be advanced under a Design-Build contract. The final main-span designs selected are cable-stayed bridges as depicted in the plan sheets attached to this notice. It is anticipated the westbound and eastbound approach spans will be replaced with concrete box girders. It is proposed that the new vertical clearance over the navigation channel will be reduced from 125-feet to 90-feet. Horizontal clearance will remain unchanged with no piers in the waterway. The proposed bridges will be approximately 3,900 feet in length from abutment to abutment. The entire project with associated approach roadwork spans an approximately 1.1 mile segment of the Brooklyn-Queens Expressway from Morgan Avenue in Brooklyn to the Long Island Expressway Interchange in Queens. The westbound structure will be 90-feet wide out-to-out, carrying a shared use path (pedestrian/bikeway) on the downstream side with four 12-foot travel lanes and a 10-foot outside and 4-foot inside shoulder, respectively. The eastbound structure will be 107.8-feet wide out-to-out, carrying five 12-foot travel lanes with standard shoulders split by a concrete median barrier into a two-lane (mainline) and a three-lane (Collector) roadway. Six lanes of traffic will be maintained during construction.

**MINIMUM NAVIGATIONAL CLEARANCES:**

	<u>Existing</u>	<u>Proposed</u>
Horizontal: (normal to axis of the channel)	250 feet	250 feet
Vertical (above MHW)	125 feet	90 feet

**ENVIRONMENTAL CONSIDERATION:**

The Federal Highway Administration (FHWA) is the lead federal agency. A Final Environmental Impact Statement (FEIS) dated December 2008 and a Reevaluation Statement was issued in January 2011, pursuant to the National Environmental Policy Act (NEPA), as amended.

The project is not considered an encroachment on the 100-year floodplain. The 100-year flood elevation is +8.5 feet (NAVD88).

There is open water and tidal wetlands in the project vicinity. There will be temporary impacts of 0.71 acres associated with construction of temporary platforms on the Queens and Brooklyn shorelines. Direct permanent impacts include approximately 104 cubic yards of rip rap placement near the existing bridge piers with an indirect permanent impact of approximately 0.632 acres due to shading from the new structures. There will be a net gain benefit of 0.115 acres due to removal of existing bridge piers.

A Water Quality Certification from the New York State Department of Environmental Conservation (NYSDEC) 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 State of New York has been applied for.

The applicant has certified that the project is consistent with the New York State Coastal Management Program. The New York State Department of State has not yet concurred with this certification.

The proposed project is in an area of non-attainment for ozone (1-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 included in the emission analyses for the amended 2011-2014 New York Statewide Transportation Improvement Program thereby satisfying the Transportation Conformity Rule pursuant to the CAA. Air emissions from anticipated

construction equipment will be investigated and emissions commensurate with “green” construction methodologies will be required.

The proposed project will have an adverse effect on the following historic resource: Kosciuszko Bridge, a National Register of Historic Places eligible site. The FHWA has consulted with the New York State Historic Preservation Officer (SHPO) on the impacts this project will have on this resource. The FHWA, NYSDOT and SHPO have completed a Memorandum of Agreement to implement mitigation measures for this undertaking.

FHWA, 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.

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:**

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, waterfowl refuges, public parks, historic sites, wetlands, floodplain issues, air and water quality, etc., to the Federal Highway Administration for appropriate handling.

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 November 1, 2012.

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.

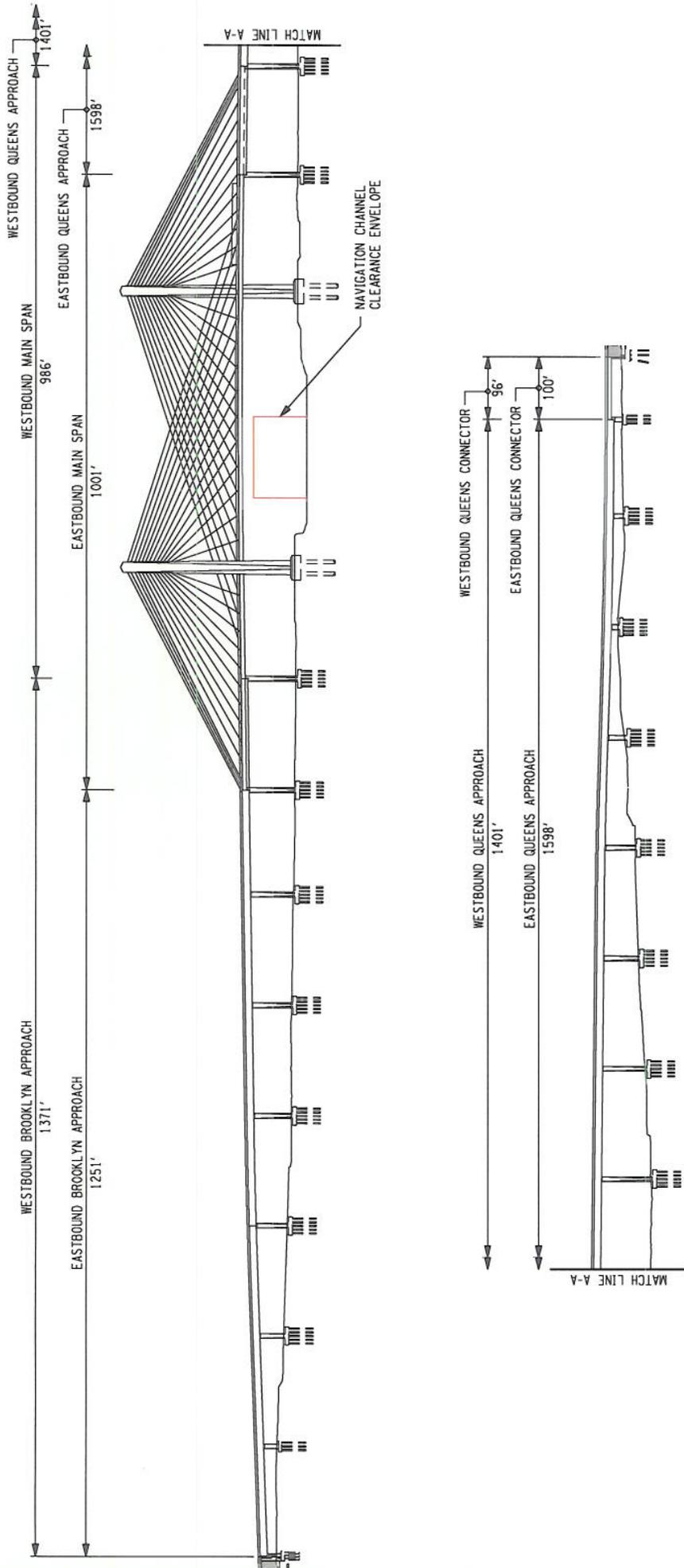
FOR THE DISTRICT COMMANDER:

//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.



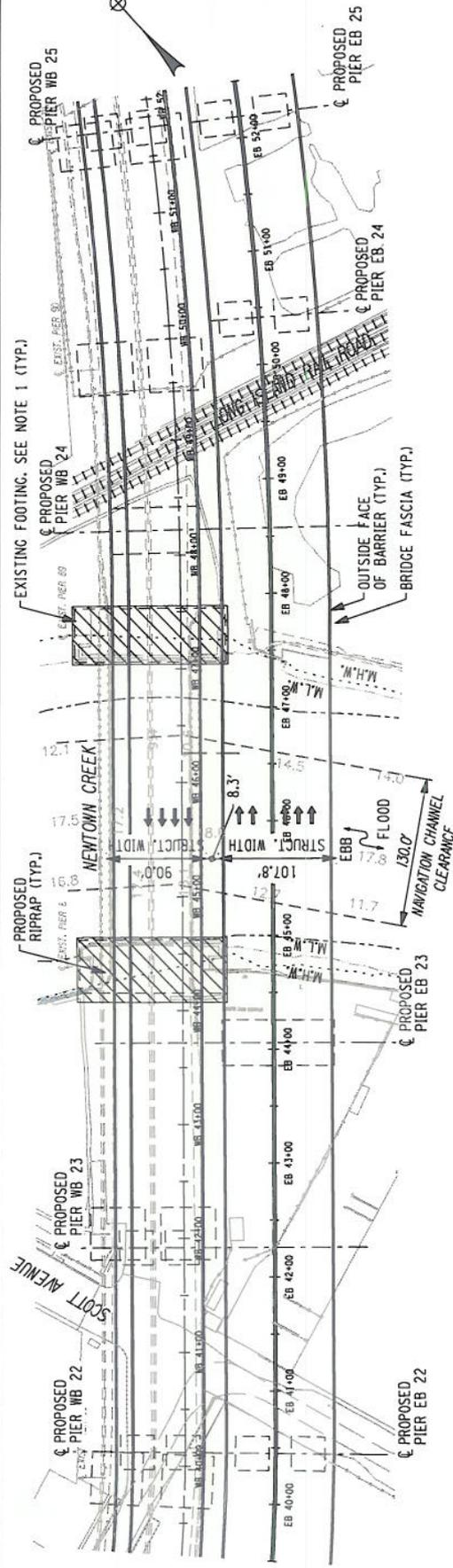
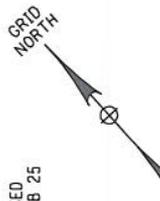


PROPOSED ELEVATION - SOUTH FASCIA

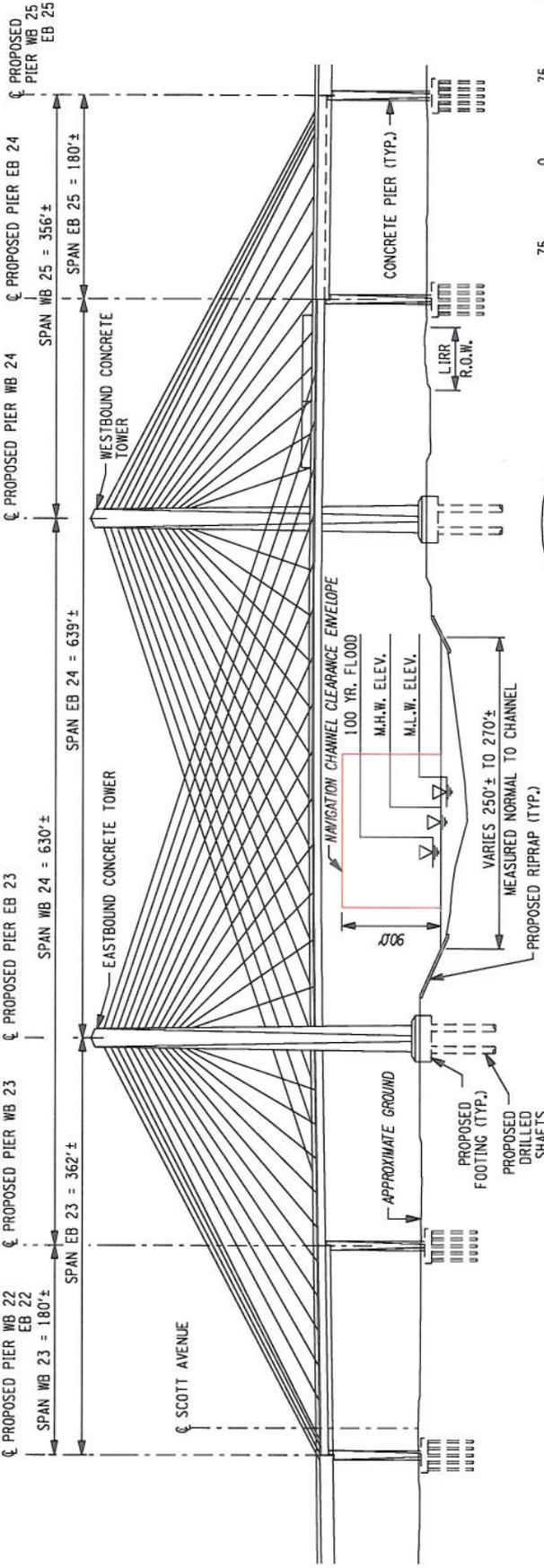


NEW YORK STATE DEPARTMENT OF TRANSPORTATION	
KOSCIUSZKO BRIDGE REPLACEMENT	
OVER	
NEWTOWN CREEK	
KINGS AND QUEENS COUNTIES	
NEW YORK, NY	
MILE POST 2.1	
ELEVATION VIEW	DATE: AUGUST 23, 2012
SHEET 2 OF 5	





**PROPOSED PLAN**



**PROPOSED ELEVATION - SOUTH FASCIA**



**NOTES:**

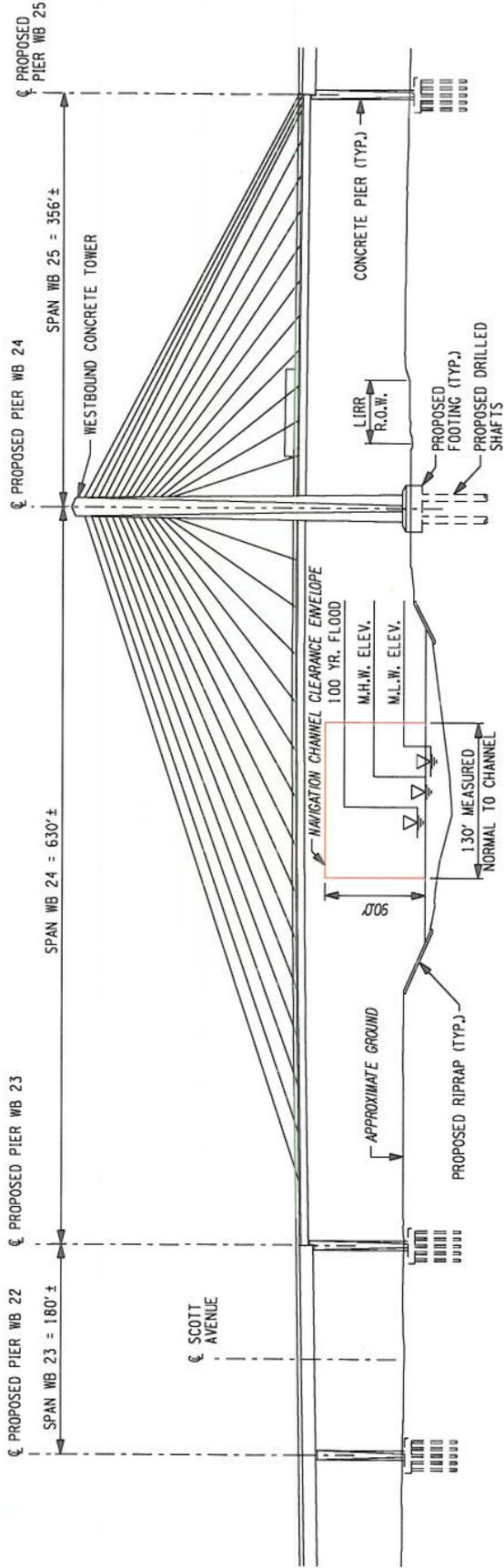
1. EXISTING MAIN SPAN FOUNDATIONS TO BE REMOVED TO 2' BELOW CREEK BED.
2. WATER DEPTHS BASED ON USACE BATHYMETRIC SURVEY-2009.
3. THE VOLUME OF NEW FILL/RIPRAP WITHIN WATERWAY IS APPROXIMATELY 166 CY.
4. DEPTH VARIES 9.4 FEET TO 18.6 FEET AT MLW WITHIN LIMITS OF CHANNEL.

ELEVATIONS (NAVD-88)	
100 YR. FLOOD	8.5
M.H.W.	1.45
M.L.W.	-3.10

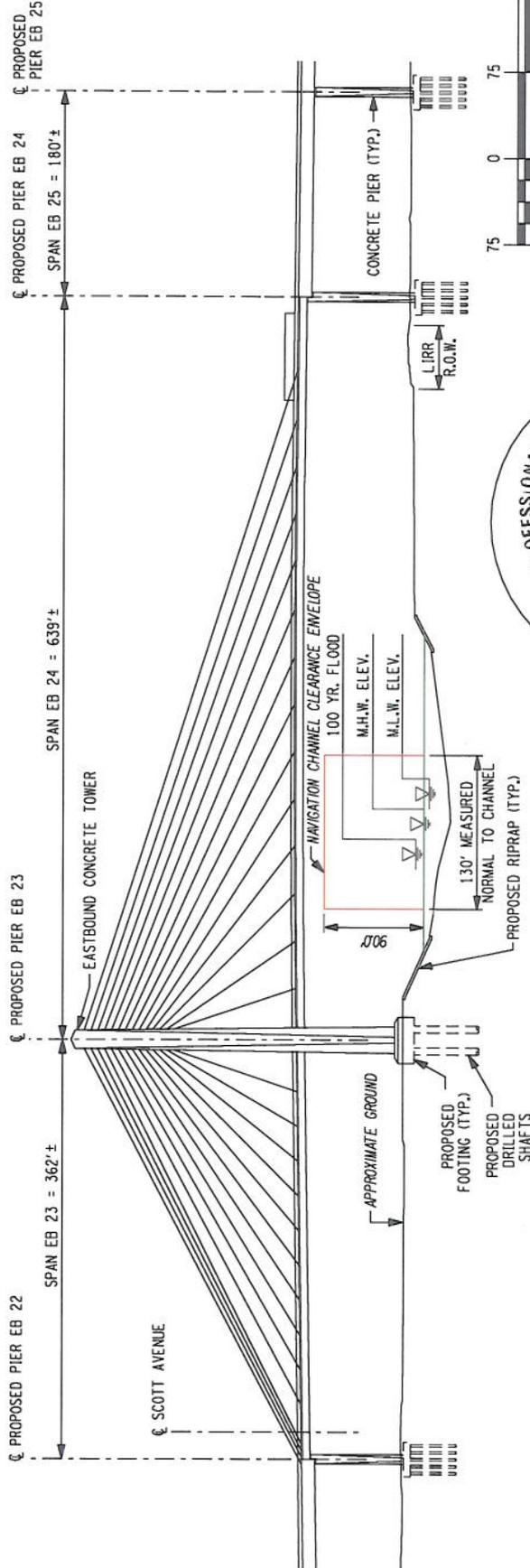
\* CREEK BOTTOM ELEVATION VARIES FROM -12.5 TO -21.7



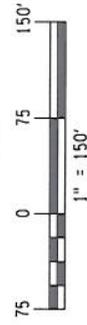
NEW YORK STATE DEPARTMENT OF TRANSPORTATION	
KOSCIUSKO BRIDGE REPLACEMENT OVER	
NEW TOWN CREEK	
KINGS AND QUEENS COUNTIES	
MILE POST 2.1 NEW YORK, NY	
PROPOSED PLAN AND ELEVATION VIEW	DATE: AUGUST 28, 2012
SHEET 3 OF 5	



PROPOSED WB ELEVATION - SOUTH FASCIA



PROPOSED EB ELEVATION - SOUTH FASCIA



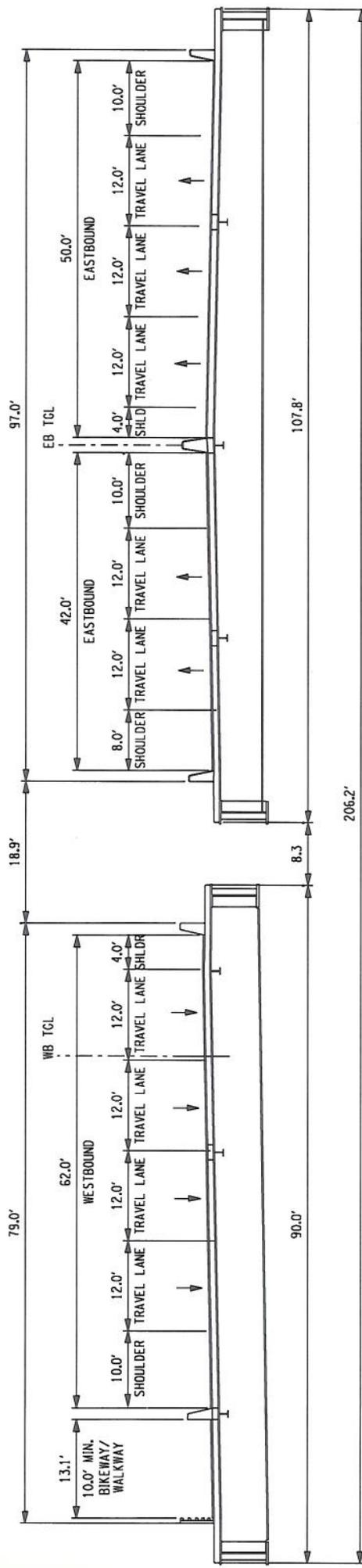
ELEVATIONS (NAVD-88)	
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M.H.W.	1.45
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- NOTES:
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NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
**KOSCIUSKO BRIDGE REPLACEMENT OVER**  
 NEWTOWN CREEK  
 KINGS AND QUEENS COUNTIES  
 MILE POST 2.1 NEW YORK, NY  
 PROPOSED EB AND WB ELEVATION VIEWS  
 SHEET 4 OF 5  
 DATE: AUGUST 28, 2012



TYPICAL PROPOSED CROSS SECTION AT MAIN SPAN



**NOTE:**

1. THE NEW MAIN SPAN WILL CARRY ELECTRICAL SUPPLY FOR ROADWAY LIGHTING AND AN INTELLIGENT TRANSPORTATION SYSTEM. (ITS)



NEW YORK STATE DEPARTMENT OF TRANSPORTATION	
KOSCIUSZKO BRIDGE REPLACEMENT	
OVER	
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NEW YORK, NY	
MILE POST 2.1	SECTION
SHEET 5 OF 5	DATE: AUGUST 23, 2012