



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

September 8, 2015

PUBLIC NOTICE 1-148

Subject: PROPOSED REPLACEMENT OF THE ROUTE 146 BRIDGE BETWEEN NISKAYUNA AND CLIFTON PARK, 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: - Mohawk River, approximately 17.12 miles above the mouth of the waterway.

CHARACTER OF WORK: The character of the work is to replace the structurally deficient Route 146 Bridge (locally known as the “Rexford Truss Bridge”) with a 4 span, steel and concrete girder-type bridge. The proposed bridge will measure 766 feet between abutments with four 11 foot traffic lanes (two in each direction) and two 4 foot shoulders as well as a 10 foot shared used path on the easterly fascia which will be separated from the traffic lanes by a 2 foot low-profile concrete barrier. When construction is complete, the bridge will measure approximately 70 feet wide out-to-out. The replacement span will be built on a new alignment located immediately west of the existing bridge. All parts of the superstructure of the existing bridge will be removed entirely and associated substructures (including piers) will be removed to two feet below finished grade and/or river bottom.

MINIMUM NAVIGATIONAL CLEARANCES:

	Existing	Proposed
Horizontal (normal to axis of the channel)	200 feet	211.8 feet
Vertical (above MHW)	24 feet	20.88 feet

ENVIRONMENTAL CONSIDERATION:

The Federal Highway Administration (FHWA) is the lead federal agency for satisfying the requirements of the National Environment Policy Act (NEPA). A Final Environmental Assessment (FEA) dated June 20, 2014 and a Finding of No Significant Impact (FONSI) was issued on August 2, 2014, pursuant to NEPA, as amended.

The project is considered an encroachment, but not a significant encroachment on the 100-year floodplain. The proposed superstructure will clear the 100-year flood elevation of +222 feet (NAVD88).

A Water Quality Certification from the New York State Department of Environmental Conservation 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 will be applied for.

The construction site lies outside of any designated Coastal Zone Management areas and the New York State Department of State does not anticipate the project will pose any effects on coastal uses or resources within the same.

There are wetlands in the project vicinity. The 20.2 acre total project area is host to a variety of uplands, forested emergent and shrub/scrub wetland communities. Approximately 0.0898 acres of wetlands will be permanently impacted. No temporary wetland impacts area are proposed or anticipated.

The U.S. Environmental Protection Agency (USEPA) designated Schenectady and Saratoga Counties as attainment areas under the 2008 ozone standard, however, both counties are still classified as being in marginal non-attainment status under the 1997 ozone standard. This project has been designated as an exempt project on the Transportation Plan and Transportation Improvement Plan (TIP) for the Capital District Urban Area. Therefore, the impacts of the project are considered de minimus and the project is exempt from preparation of a formal General Conformity Determination under the Clean Air Act, as amended in 1990.

The applicant has consulted with the New York State Historic Preservation Office (SHPO) in accordance with policies pursuant to Section 106 of the National Historic Preservation Act. Two National Register listed properties within the area of potential effect were identified in addition to seven structures eligible for listing on the National Register. NYSDOT, FHWA and SHPO agreed to the use of a Programmatic Agreement outlining measures to protect, avoid and/or mitigate construction impacts to the Historic Rexford Aqueduct and Erie Canal Site.

No Essential Fish Habitat (EFH) pursuant to the Magnuson-Stevens Fishery Conservation and Management Act regarding protection of habitat resources has been designated in the area of proposed construction. As a result, FHWA has determined that consultation with the National Marine Fisheries Service (NMFS) regarding EFH will not be necessary.

This determination may be modified upon further consultation with other federal resource agencies.

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 upon 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 Highway Administration for appropriate handling.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on the placement of a bridge protective fendering system and other navigational safety issues, including the need for clearance gauges and extent of nighttime navigation passing the bridge. 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 October 8, 2015.

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.

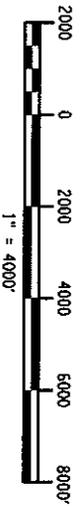
FOR THE DISTRICT COMMANDER:

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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.



- KEY LIST
- 1 NYSDOC LAUNCH
 - 2 HOLLY MARINE
 - 3 CAPITAL REGION MARITIME CENTER
 - 4 MOHAWK VALLEY MARINA & WELLS SEAPLANE BASE
 - 5 TOWN OF NISKAYUNA ROWING
 - 6 SCHENECTADY YACHT CLUB
 - 7 REPERD HISTORIC DISTRICT
 - 8 LOCK E7 & LAUNCH



AECOM

DATUM NAVD 88

AUGUST 2015
SHEET 1 OF 5

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION

REPLACEMENT OF ROUTE 146 OVER
MOHAWK RIVER (NY STATE BARGE CANAL) M.P. 17.12
TOWNS OF NISKAYUNA AND CLIFTON PARK
SCHENECTADY AND SARATOGA COUNTIES, NEW YORK

LOCATION AND VICINITY MAP

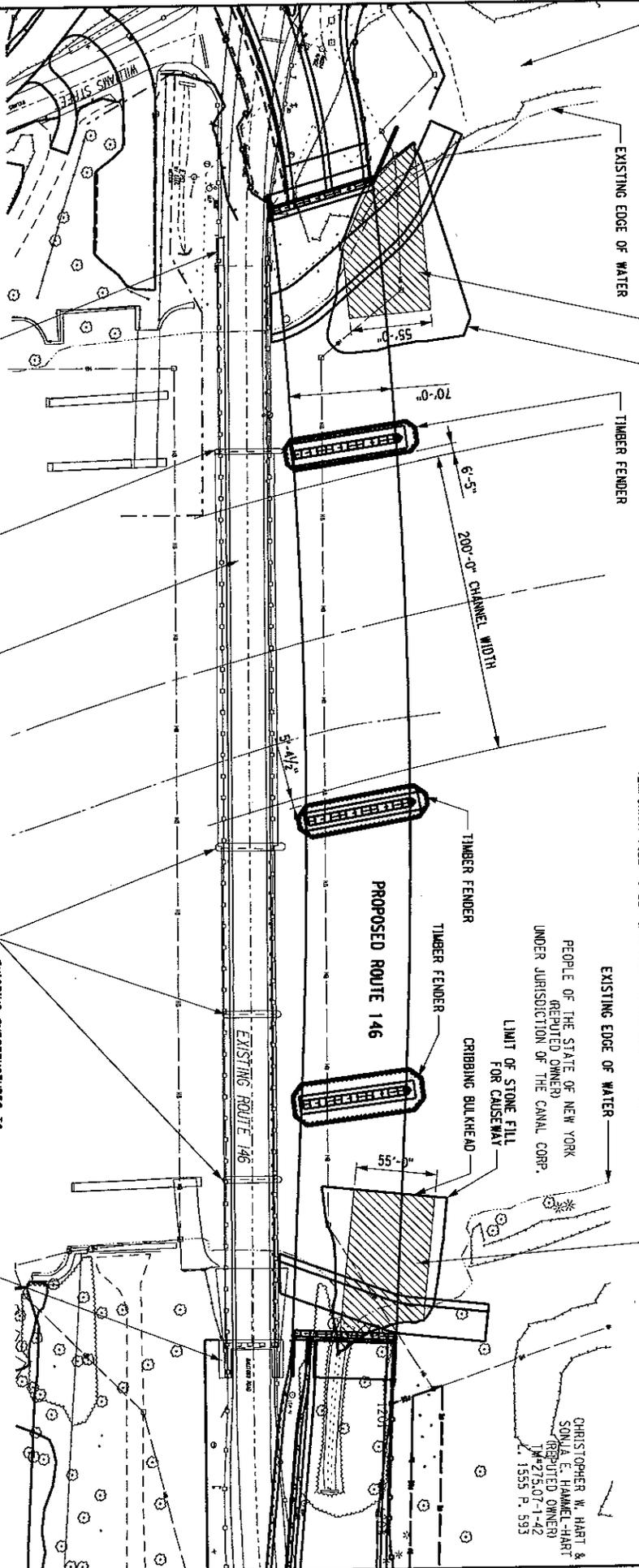
PEOPLE OF THE STATE OF NEW YORK
 (REPORTED OWNER)
 PARCEL #1087-1 OF APPROPRIATED LANDS
 UNDER JURISDICTION OF THE CANAL CORP.
 MAP # 21, DATED: MARCH 29, 1922

TEMPORARY FILL FOR CONSTRUCTION ACCESS.
 TEMPORARY FILL WILL BE REMOVED IN ITS ENTIRETY.
 TEMPORARY FILL TO BE PERMITTED BY THE U.S. ARMY CORPS OF ENGINEERS

EXISTING EDGE OF WATER
 TEMPORARY FILL TO BE PERMITTED BY THE U.S. ARMY CORPS OF ENGINEERS

PEOPLE OF THE STATE OF NEW YORK
 (REPORTED OWNER)
 UNDER JURISDICTION OF THE CANAL CORP.

CHRISTOPHER W. HART &
 SONIA E. HANDEL-HART
 (REPORTED OWNER)
 MAP #21507-1-42
 L. 1555 P. 593



TO BE MAINTAINED BY NYS HISTORIC TRUST
 INCLUSIVE OF FENCE
 R666-1627/ARC 64-39
 OFFICIAL ORDER #146, AUG. 12, 1968

EXISTING SUBSTRUCTURES TO
 BE REMOVED TO 2 FT. MIN. BELOW
 PROPOSED GRADE

EXISTING SUBSTRUCTURES TO
 BE REMOVED TO 2 FT. MIN. BELOW
 RIVERBED

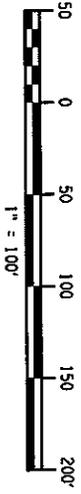
EXISTING SUPERSTRUCTURES
 TO BE COMPLETELY REMOVED (TYP.)

EXISTING SUBSTRUCTURES TO
 BE REMOVED TO 2 FT. MIN. BELOW
 RIVERBED

EXISTING SUBSTRUCTURES TO
 BE REMOVED TO 2 FT. MIN. BELOW
 PROPOSED GRADE

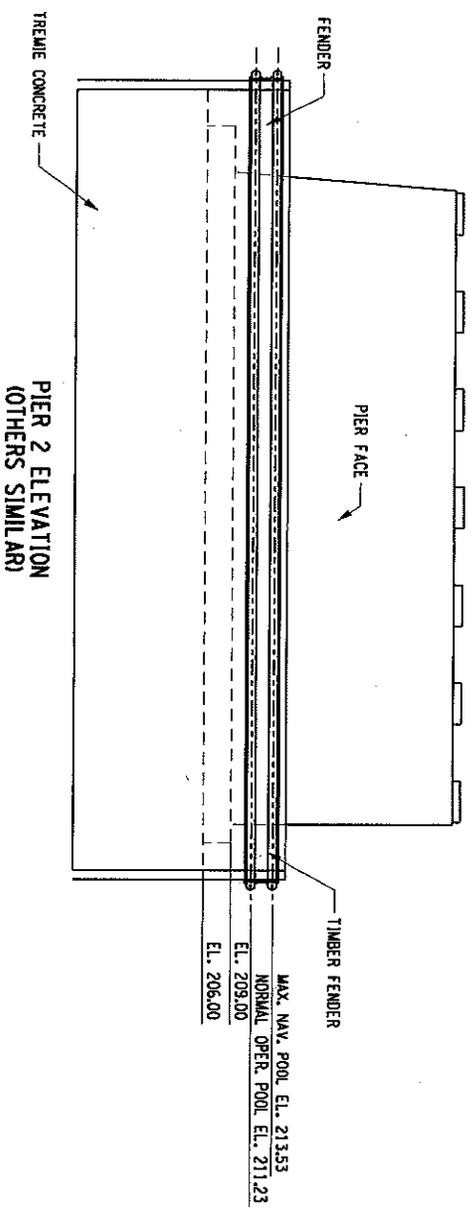
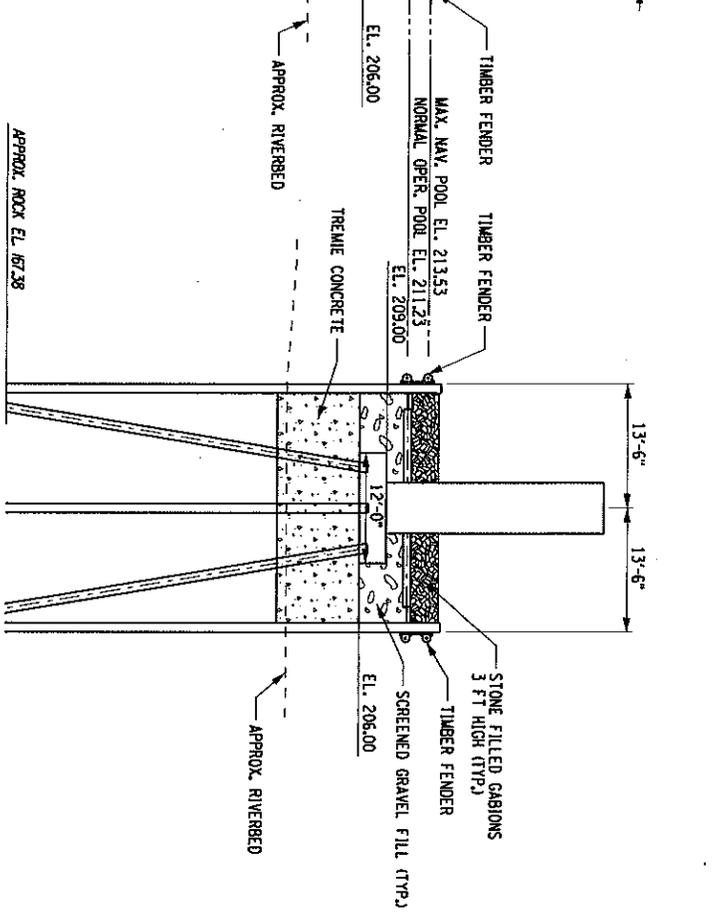
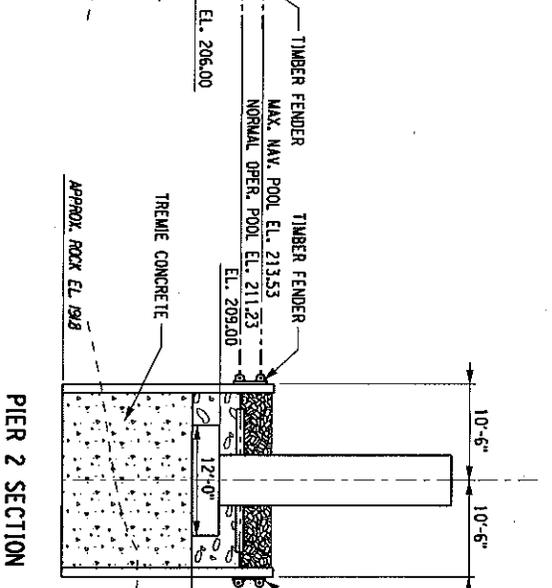
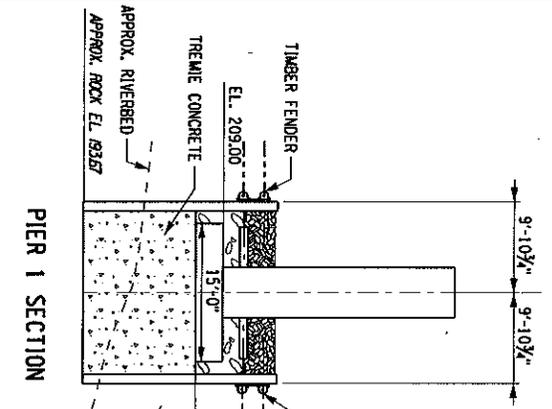
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 UNDER JURISDICTION OF THE CANAL CORP.
 TO BE MAINTAINED BY NYS HISTORIC TRUST
 INCLUSIVE OF FENCE
 R666-1627/ARC 64-39
 OFFICIAL ORDER #146, AUG. 12, 1968

NOTE:
 CONSTRUCTION PLANS AND SCHEDULES INCLUDING CANAL CLOSURE PERIODS
 WILL BE COORDINATED AND APPROVED BY THE COAST GUARD AND THE NEW
 YORK STATE CANAL CORP.



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REPLACEMENT OF ROUTE 146 OVER MOHAWK RIVER (NY STATE BARGE CANAL) M.P. 17.12 TOWNS OF NISKAYUNA AND CLIFTON PARK SCHENECTADY AND SARATOGA COUNTIES, NEW YORK	
NEW YORK STATE DEPARTMENT OF TRANSPORTATION	
AUGUST 2015 SHEET 2 OF 5	REVISED 08/20/2015
DATUM NAVD 88	
PLAN VIEW	



DATUM NAVD 88

AUGUST 2015
SHEET 4 OF 5

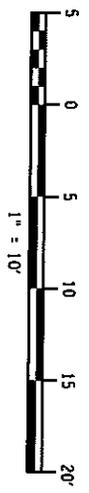
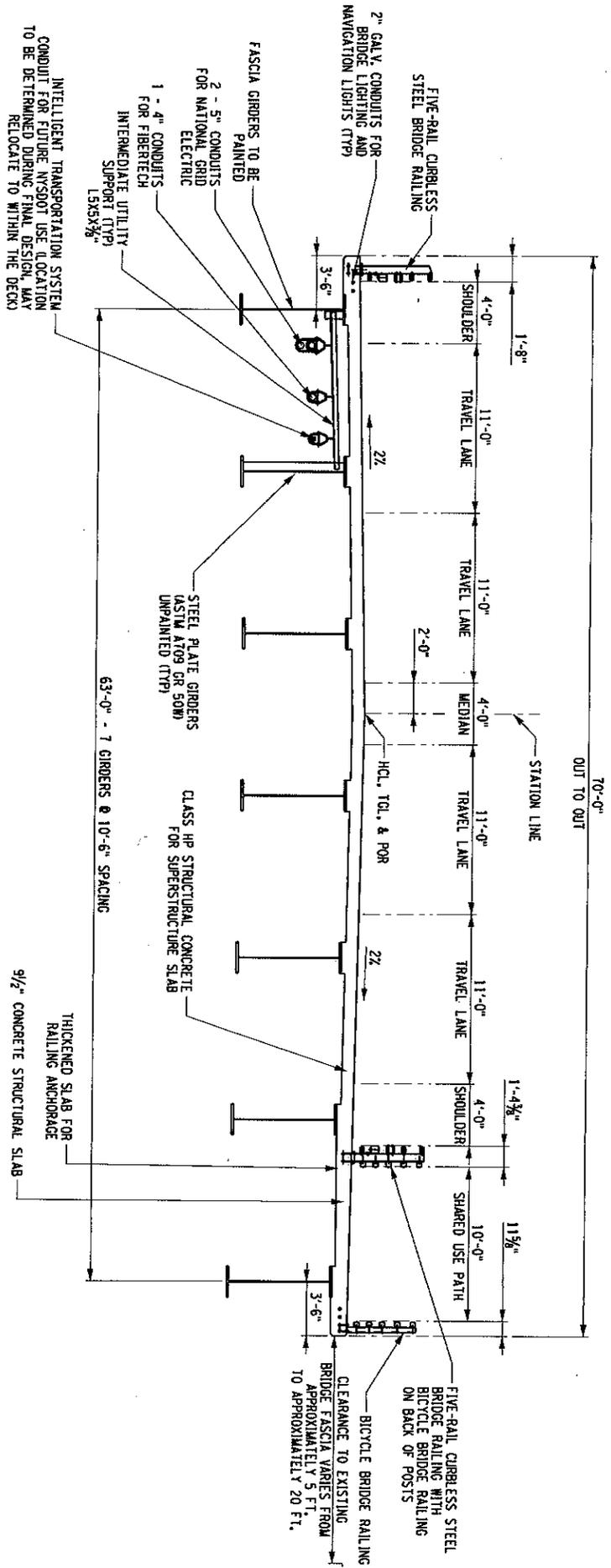
NEW YORK STATE
DEPARTMENT OF TRANSPORTATION

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TOWNS OF NISKAYUNA AND CLIFTON PARK
SCHENECTADY AND SARATOGA COUNTIES, NEW YORK

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PIER PROTECTION DETAIL

NOTE: FINAL UTILITY LOCATIONS WITHIN WEST FASCIA BAY WILL BE DETERMINED DURING FINAL DESIGN



TRANSVERSE SECTION

DATUM NAVD 88

AUGUST 2015
SHEET 5 OF 5

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION

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SECTION VIEW