



January 14, 2013

PUBLIC NOTICE (01-13)

All interested parties are notified that Commander, Eighth Coast Guard District has received an application from Modjeski and Masters, Inc., representing the Norfolk Southern Corporation, for approval of a Bridge Permit Amendment for the modification of an existing swing railroad bridge over a navigable waterway of the United States to a fixed span bridge.

WATERWAY AND LOCATION: West Pearl River, mile 22.1, at Pearl River, St. Tammany Parish, Louisiana.

CHARACTER OF WORK: The proposed project will convert an existing swing span railroad bridge to a fixed bridge by removing the swing mechanism of the existing bridge. This will be a permanent closure of the bridge to marine openings. Rail traffic will continue to use the bridge. The bridge was last opened for river traffic in 2004 for a lumber company up stream which has since gone out of business. The Norfolk Southern Corporation intends to permanently remove the bridge machinery to permanently affix the bridge in the closed-to-navigation position. The rails will then be made continuous over the present pivot swing. This process will include installing sections of continuous welded rail to replace miter lift-rail joints. No modifications will be made to the bridge structure or supporting piers. All work will be performed above the pier tops and bridge deck level.

MINIMUM NAVIGATIONAL CLEARANCES:

Existing:

Horizontal: 90 feet between fenders

Vertical: 6.97 feet, low steel to Mean High Water (MHW) in the closed-to-navigation position, unlimited in the open-to-navigation position

Proposed:

Horizontal: 90 feet between fenders

Vertical: 6.97 feet low steel to Mean High Water (MHW) in a closed position elevation 16.27 feet (MHW) National Geodetic Vertical Datum (NGVD 29)

ENVIRONMENTAL CONSIDERATIONS:

Federal funds will not be used for this project. The Coast Guard is the lead federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA). Based on information provided by the applicant, the Coast Guard has made a tentative determination that the proposed project will be Categorical Excluded (CE) from further environmental documentation. Unless it is demonstrated, through this public notice process, that the potential exists for significant environmental impacts, the Coast Guard will make a final CE determination that will become the final environmental document for this proposed project.

The existing bridge is located in the floodplain; however, no modifications will be made to the bridge that will alter the existing structure within the floodplain. The 100-year flood elevation is 20.20 feet NGVD 29. The low steel elevation of the bridge is 6.97 feet above MHW (NAVD 29). No fill material will be placed within the floodplain and no wetlands or submerged vegetation will be used or affected. This proposed project will not impact any wetlands. The bridge will encroach on the 100-Year Floodplain at the existing abutments.

The bridge is located outside the Louisiana Coastal Zone, whose northern boundary at the Mississippi state line above the Interstate 10.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fisher Conservation and Management Act. The proposed project will not impact wetlands. However, since the proposed project exists within tidally influenced waters, it may have an impact on EFH or federally managed fisheries. The Coast Guard's final determination, relative to the project impacts and the need for mitigation measures, is subject to review by and coordination with the U. S. National Marine Fisheries Services.

The Louisiana Field Office, U.S. Fish and Wildlife Service indicated this project not likely to adversely affect any threatened or endangered species dated July 11, 2012.

The State Department of Historical Preservation has commented that there are no adverse effects on historic properties dated July 11, 2012.

The proposed project will not require additional right-of-way and no relocation of residences or business will be required. No parklands, recreational areas, archaeological sites, waterfowl or wildlife refuges will be affected by the proposed bridge project. No low income minority groups are affected by the project. No wild and scenic rivers or wildlife management areas exist at the proposed project site.

On August 7, 2012, the Louisiana Department of Environmental Quality (LDEQ) indicated that St. Tammany Parish is classified as in attainment on the National Ambient Air Quality Standards for all criteria air pollutants and have no general conformity determination objections. No work will be performed causing any air pollution. Noise will not be deemed as an issue because no pile drivers or other mechanical hammers will be employed for this project.

The bridge adjacent to the railroad bridge at river mile 22.0 is the I-59 (twin) fixed bridge located near the town of Pearl River in St Tammany Parish, Louisiana. This bridge has a horizontal clearance of 130 feet and a vertical clearance of 35 feet above high water.

SOLICITATION OF COMMENTS:

Mariners are requested to submit comments on the proposed bridge project, including the extent of nighttime traffic at the bridge site and other navigational safety issues. Interested parties are requested to express their views, in writing, on the proposed project including its possible impact on minority and/or low income population, if any, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work. Comments will be received for the record at the Office of the Commander.

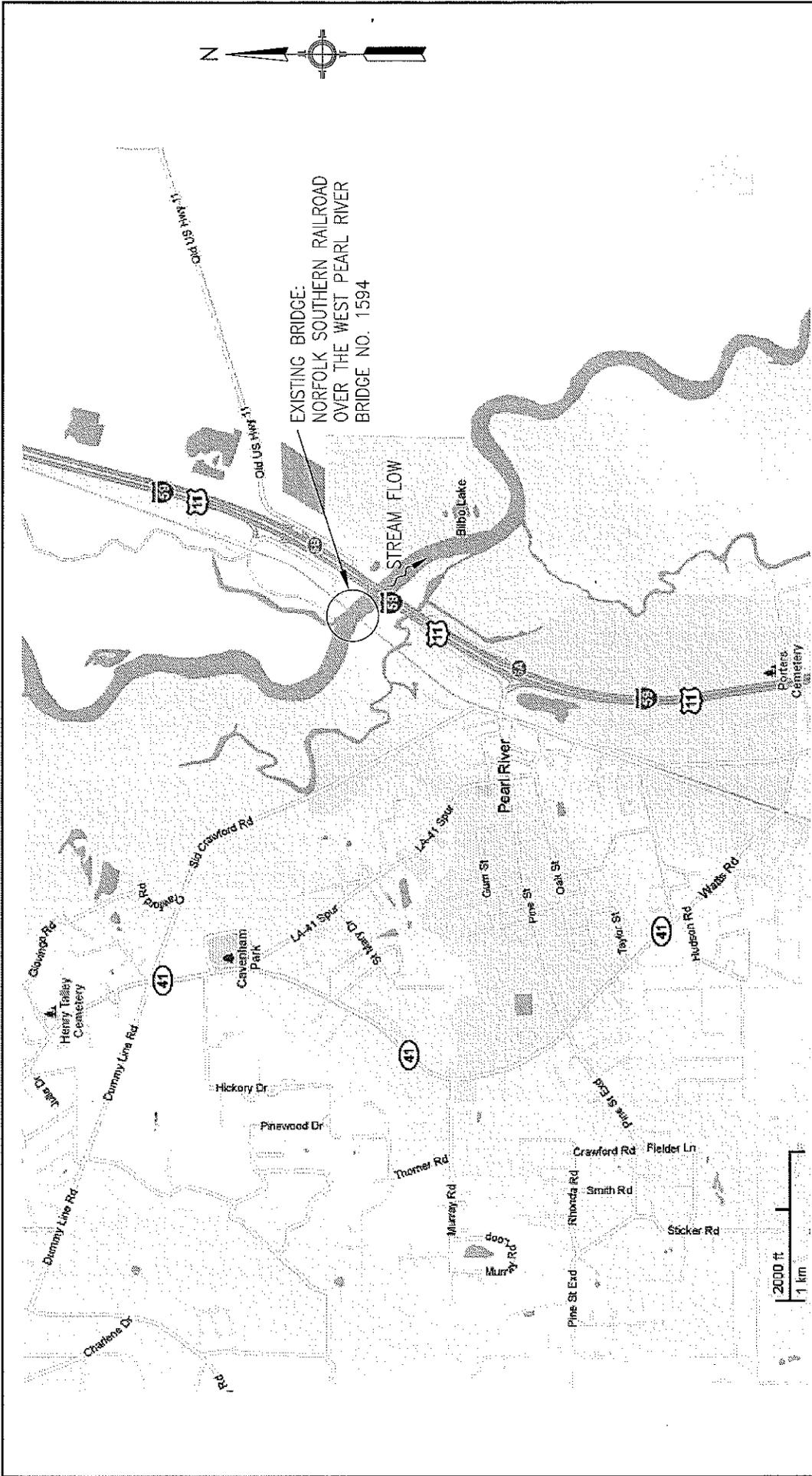
Comments will be received for the record at the Office of the Commander (dpb), Eighth Coast Guard District, 500 Poydras Street, Room 1313, New Orleans, Louisiana 70130-3310, through February 14, 2013. These comments will be made part of the case record.

Map of location and plans attached.

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DAVID M. FRANK
Chief, Bridge Administration Branch
U.S. Coast Guard
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.”

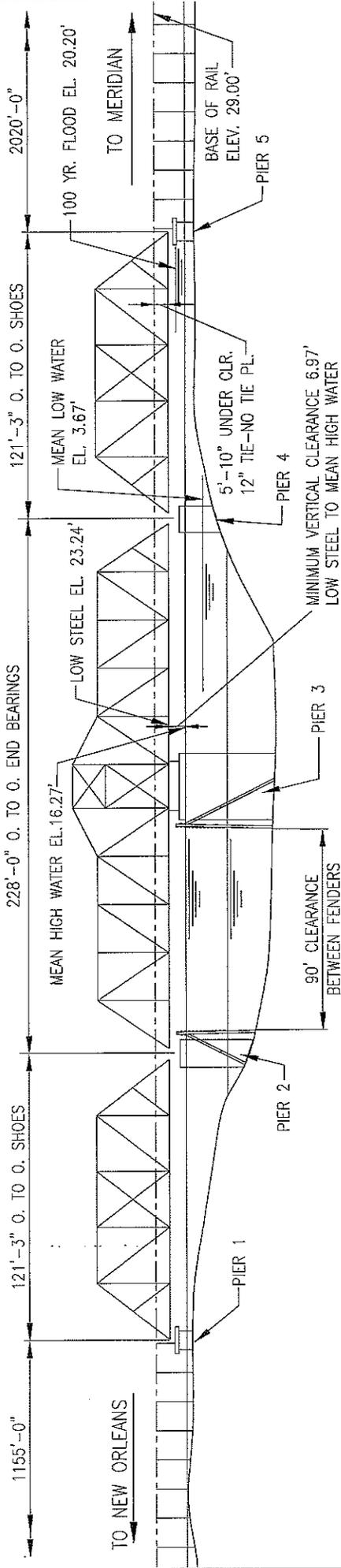


	NORFOLK SOUTHERN CORPORATION
	BRIDGE NO. 1594 , ALABAMA DIV.
	WEST PEARL RIVER, MILE 22.1 AT PEARL RIVER, LA. ST. TAMMANY PARISH, LA
	DESIGN: AES DRAFT: AES DATE: 01/02/2013

US COAST GUARD PERMIT PLAN
 N.S. PERMANENT WATERWAY CLOSURE
 BR. NO. 1594 SPANNING
 THE WEST PEARL RIVER.
 LOCATION: 30° 23' 8.1996" , -89° 44' 13.92"



LOCATION MAP



ELEVATION

- NOTES:
1. EXISTING NAVIGABLE CHANNEL BETWEEN PIERS 2 & 3.
 2. SPAN SHOWN IN PROPOSED PERMANENT LOCKED POSITION.



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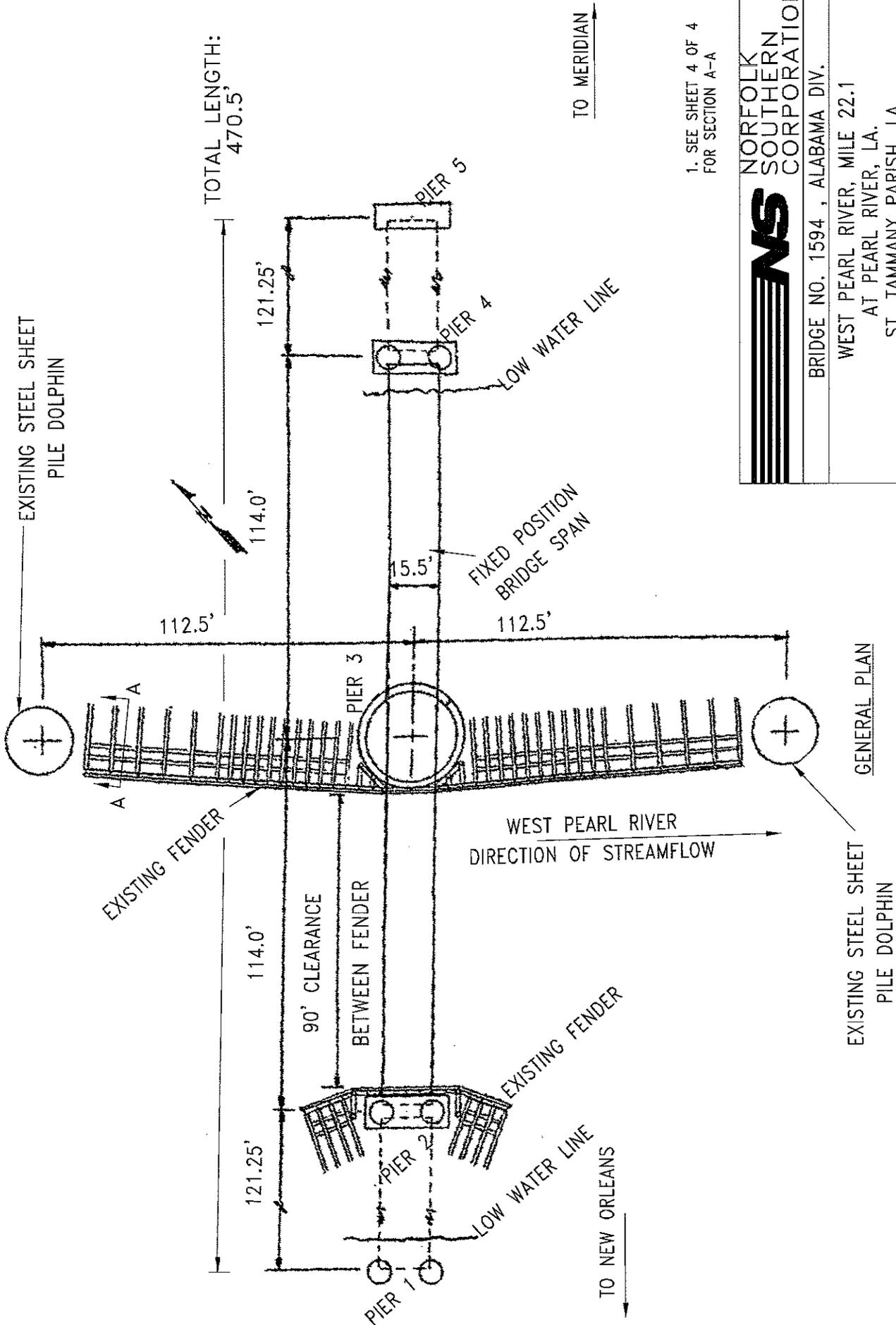
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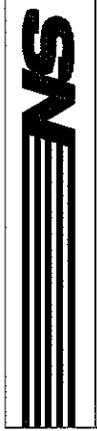


SCALE IN FEET





1. SEE SHEET 4 OF 4 FOR SECTION A-A



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PLAN VIEW

HP 12x53 Soldier Pile

Channel Bracing

Crossed Timber 4x10
Pile Straps

1/2" Steel Skin

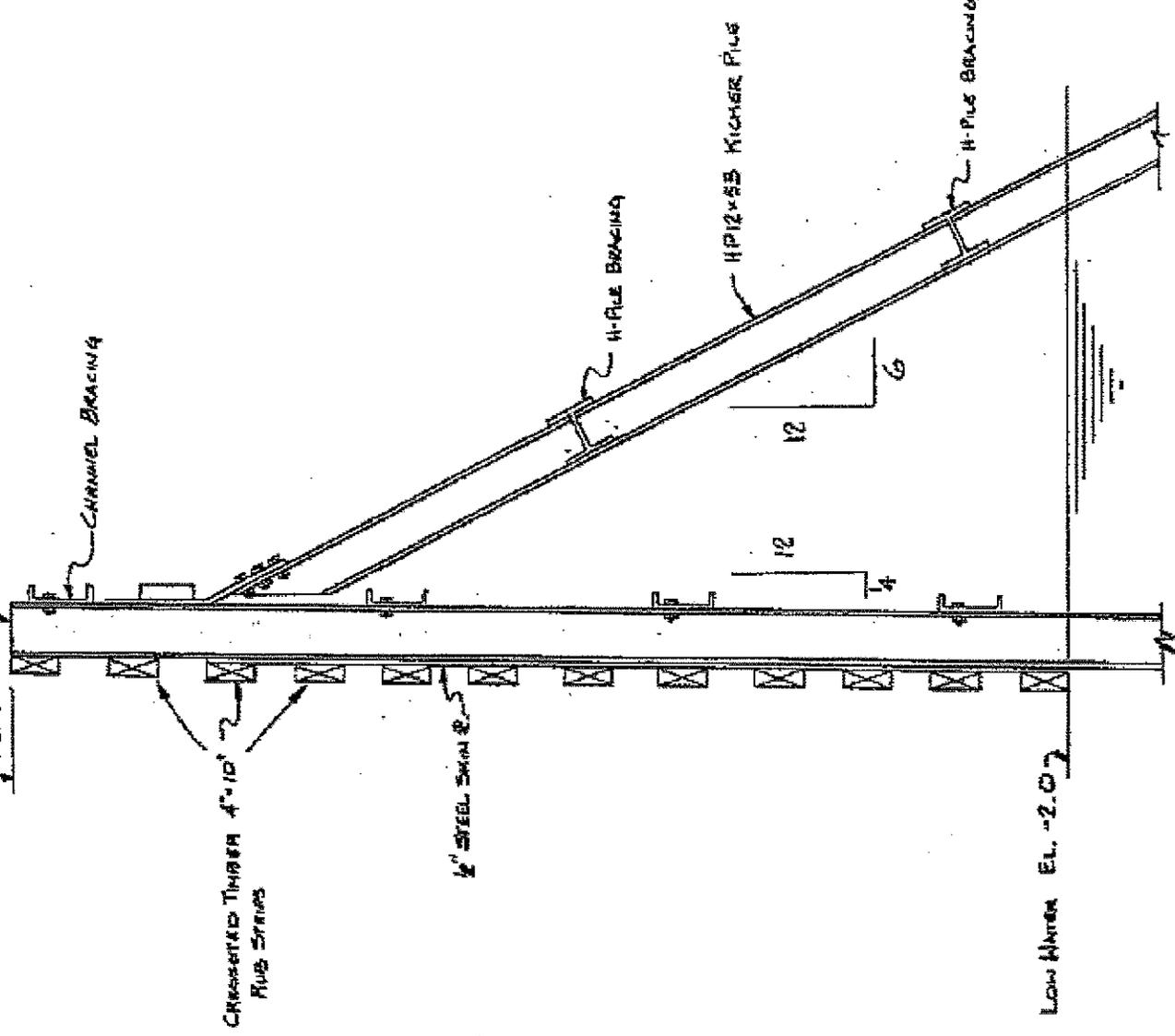
H-Pile Bracing

HP 12x53 Kicker Pile

H-Pile Bracing

EL. 20.0

Low Water EL. -2.07



NS NORFOLK SOUTHERN CORPORATION

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FENDER SECTION A-A



FENDER SECTION