



November 10, 2022

## PUBLIC NOTICE (6-22)

### BRIDGE PERMIT APPLICATION TO IMPROVE THE BRIDGE PROTECTION SYSTEM ON THE SWING SPAN RAILROAD BRIDGE OVER RIGOLETS PASS, MILE 0.32, NEAR NEW ORLEANS, BETWEEN ORLEANS AND ST. TAMMANY PARISHES, LOUISIANA

All interested parties are notified that an application from CSX TRANSPORTATION (CSX) has been received by the Commander, Eighth Coast Guard District, for approval of the enclosed plans to improve the bridge protection system on a railroad bridge over a navigable waterway of the United States.

**WATERWAY AND LOCATION:** Rigolets Pass, Mile 0.32, near New Orleans between Orleans and St. Tammany Parishes, Louisiana

**CHARACTER OF WORK:** The applicant proposes to enhance the bridge protection system (fendering) system on the northwest side of the existing Rigolets Pass railroad swing span bridge. The existing CSX single track through truss bridge and approaches were originally constructed in 1922 with an approximate length of 4,490 feet that includes a 420-foot movable truss span. The movable truss span is supported by 28-foot diameter pier columns supported on caissons. The movable portion of the truss is a swing with 210-foot spans on either side of the pier. Due to the skew of the channel, only the northeastern span allows for adequate horizontal clearance. Existing piers no. 5 and no. 6, which support the northeastern swing span, are protected by fendering system. The purpose of the proposed project is to improve navigability through the bridge by adding a dolphin and three monopiles to the existing eastern fender system.

The proposed construction would include improvements to the existing fender system adjacent to Pier 5, which would entail installation of three 3-foot diameter Fiber-Reinforced Plastic (FRP) or steel monopoles. The proposed project would also include installation of an approximately 38-foot diameter dolphin with a concrete cap, with the dolphin would consist of 18 H-piles (HP 10x57) and 72 sheet piles (PS31). Approximately 618 cubic yards of in-situ material would be excavated before adding 2,366 cubic yards of granular backfill. Additionally, the proposed project would include installation of a three-nautical-mile solar-powered navigation light and access ladder on the dolphin.

The proposed fender improvements would be constructed using equipment staged on barges. Construction equipment would include crane barges, barge mounted pile drivers, and a high reach excavator. Construction barges, equipped with a high reach excavator, would be moored outside of the navigation channel and positioned as to not prevent existing navigational traffic

from using the waterway at any time. All work would be done from the barges that would moor in place as needed. Equipment would be loaded onto barges from a dock on shore designated by the contractor. The vertical and horizontal clearances of the improved bridge project would be constructed at sufficient clearances to meet the reasonable needs of navigation for marine traffic.

**MINIMUM NAVIGATIONAL CLEARANCES:**

**Existing:**

Horizontal:	155.6 feet between bridge protection (fender) system
Vertical in the Closed-to-Navigation Position:	11.0 feet above Mean High Water (MHW) elevation 0.31 feet
Vertical in the Open-to-Navigation Position:	Unlimited

**Proposed:**

Horizontal:	190.08 feet between bridge protection (fender) system
Vertical in the Closed-to-Navigation Position:	11.0 feet above MHW elevation 0.31 feet
Vertical in the Open-to-Navigation Position:	Unlimited

Datum: Mean Sea Level (MSL), elevation 0.0

**ENVIRONMENTAL CONSIDERATIONS:** The United States Coast Guard (USCG) is the lead federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA). The USCG has determined that the proposed project requires a categorical exclusion (CE). Unless significant impacts are revealed by this public notification that warrant the preparation of an environmental assessment or an environmental impact statement, the Coast Guard will issue a Memorandum for Record for the CE as the final environmental documentation for this project, which satisfies the criteria for such action listed in the Coast Guard’s implementation instructions.

The bridge would be located in a floodplain with a 100-year flood elevation of 15.0 feet (14.69 feet above MHW). The low steel elevation of the bridge is 13.35 feet MHW. Floodplain managers in both Orleans and St. Tammany Parishes confirmed that they will receive a copy of the Joint Permit application and associated floodplain modeling from the Louisiana Department of Natural Resources (LDNR), and to date, the USCG is not in receipt of comments to LDNR made by St. Tammany or Orleans Parishes.

CSX proposes to impact 0.30 acre of wetlands. About 2173 cubic yards of granular fill material would be used for construction of the bridge project. Application has been made for U.S. Army Corps of Engineers (USACE) permits under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. The USACE issued project authorization under Category I of the Programmatic General Permit (PGP) on January 26, 2022. The project is authorized by the blanket water quality certification issued by the Louisiana Department of Environmental Quality (LDEQ), which was confirmed by the USACE on January 26, 2022.

CSX has determined that the Rigolets railroad bridge is eligible for listing in the National Register of Historic Places (NRHP). No changes to the bridge or its alignment will occur as part of the project. The applicant determined that the proposed project will have no adverse impacts to cultural resources listed or eligible for listing in the National Register of Historic Places, or otherwise of archaeological, historical, or architectural significance. Per Section 106 of the National Historic Preservation Act of 1966, the applicant, as the Coast Guard's designated Federal representative, coordinated with State Historic Preservation Office (SHPO) in the Louisiana Office of Historic Preservation. The SHPO has provided concurrence with the Coast Guard's determination and that the consultation has concluded.

The project is located in Orleans and St. Tammany Parishes, which are within a designated coastal zone. The USCG requires that coastal zone consistency be obtained from the LDNR. A Coastal Use Permit (CUP) was issued by LDNR on February 15, 2022. The Coast Guard has made the determination that the proposed project will not pose a risk to Federally-listed threatened and endangered species. The applicant, as the Coast Guard's designated Federal representative, coordinated with the U.S. Fish and Wildlife Service on November 3, 2021. No bridge permit would be issued without effective completion of that coordination.

The applicant, as the Coast Guard's designated Federal representative, completed coordination as necessary with the National Marine Fisheries Service (NMFS), Habitat Conservation Division. The NMFS has reviewed the proposed project and concurs that there will be minimal impacts to EFH and does not object to the issuance of permits for this project.

#### **SOLICITATION OF COMMENTS:**

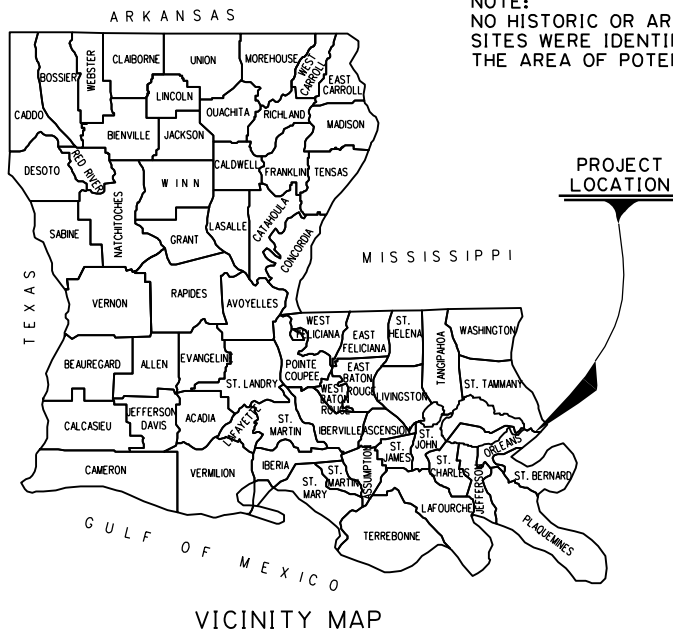
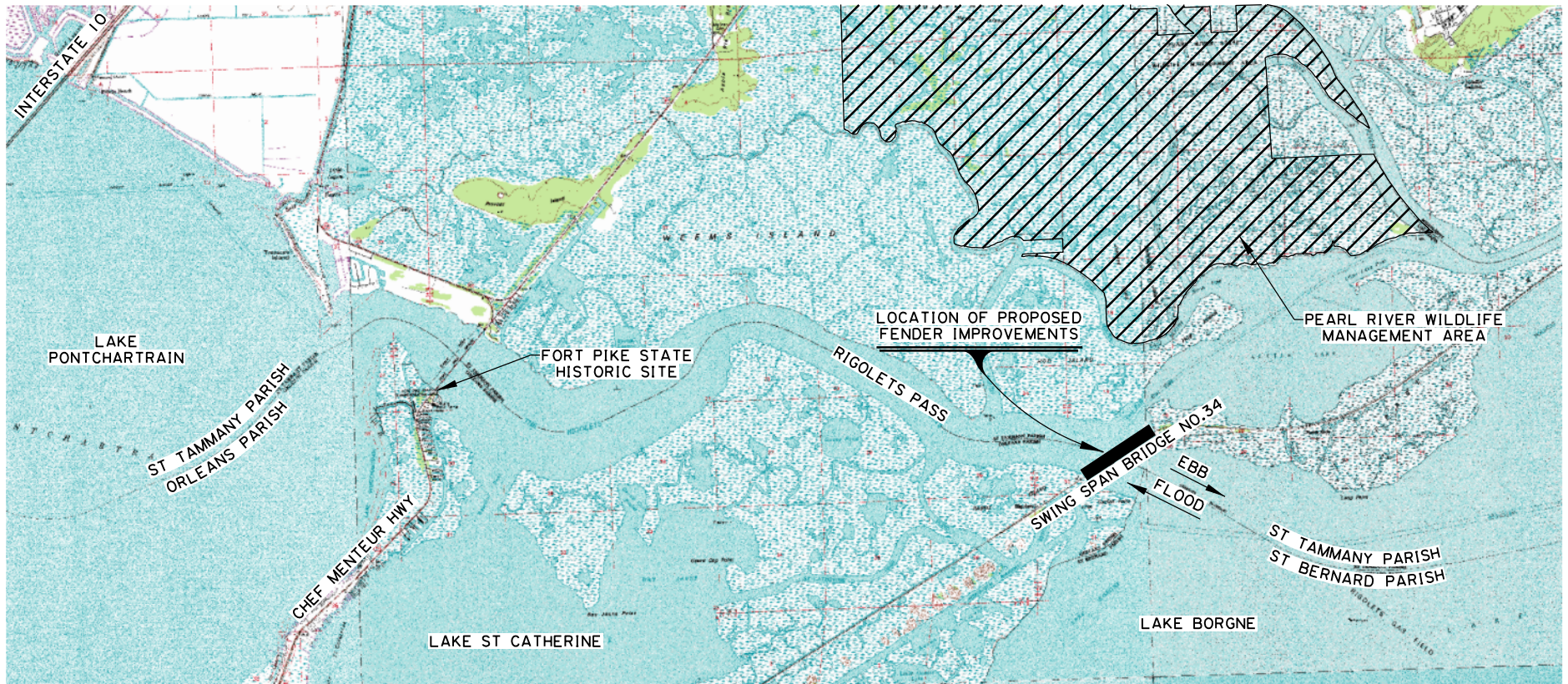
Mariners are requested to comment on navigational safety issues including need for bridge protective systems, extent of nighttime navigation, and need for bridge lighting. We will review comments of an environmental nature such as those regarding wildlife refuges, water fowl refuges, public parks, historic sites, wetlands, floodplain issues, air, water quality, etc. and handle the same appropriately.

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 for the record at the Eighth Coast Guard District, Bridge Administration Branch, at the address and email address provided in the letterhead through December 15, 2022. These comments will be public information and made part of the case record.

Map of location and plans attached.

//s//  
DOUG BLAKEMORE  
Chief, Bridge Administration Branch  
By direction of the Commander  
Eighth Coast Guard District

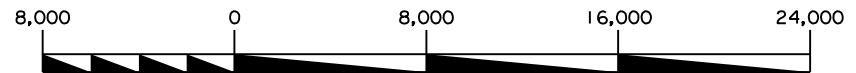
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NOTE:  
NO HISTORIC OR ARCHAEOLOGICAL  
SITES WERE IDENTIFIED WITHIN  
THE AREA OF POTENTIAL EFFECTS.

### LAYOUT MAP

SCALE: 1 INCH = 8,000 FEET



PRELIMINARY - FOR PERMIT PURPOSES ONLY

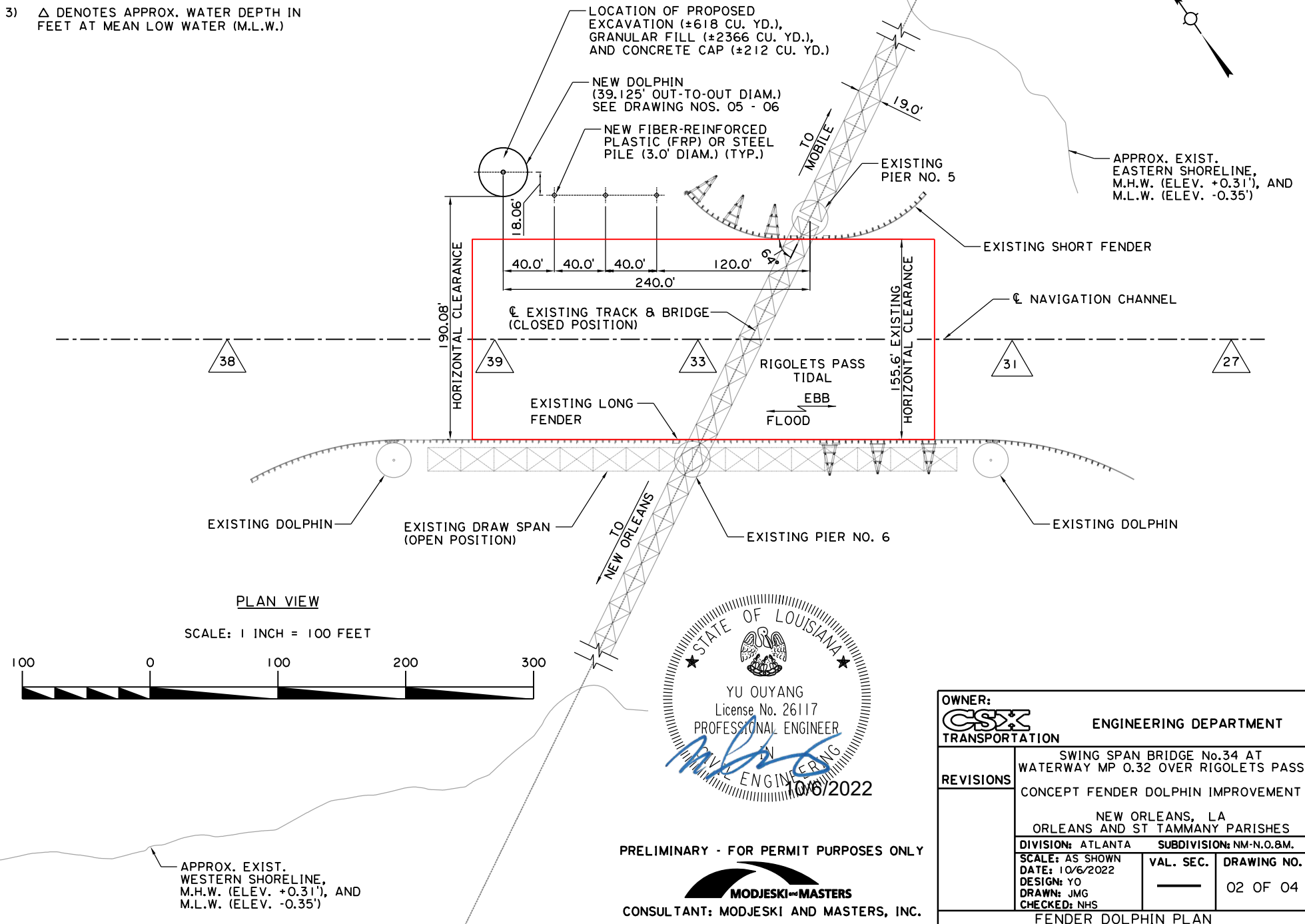
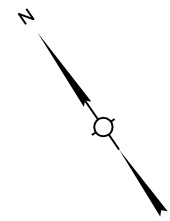


CONSULTANT: MODJESKI AND MASTERS, INC.

<b>OWNER:</b> CSZ TRANSPORTATION		<b>ENGINEERING DEPARTMENT</b>	
<b>REVISIONS</b>		SWING SPAN BRIDGE No.34 AT WATERWAY MP 0.32 OVER RIGOLETS PASS CONCEPT FENDER DOLPHIN IMPROVEMENT NEW ORLEANS, LA ORLEANS AND ST TAMMANY PARISHES	
DIVISION: ATLANTA		SUBDIVISION: NM-N.O.&M.	
SCALE: AS SHOWN	VAL. SEC.	DRAWING NO.	
DATE: 10/06/22		01 OF 04	
DESIGN: YO			
DRAWN: JMG			
CHECKED: NHS			
VICINITY AND LAYOUT MAPS			

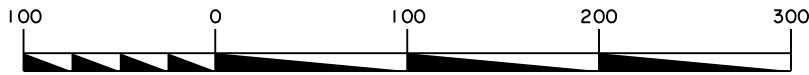
NOTES:

- 1) STRUCTURES MUST ALSO BE MARKED/LIGHTED IN ACCORDANCE WITH U. S. COAST GUARD REGULATIONS.
- 2) APPROX. 4200' BETWEEN SHORELINES ALONG  $\phi$  OF TRACK
- 3)  $\Delta$  DENOTES APPROX. WATER DEPTH IN FEET AT MEAN LOW WATER (M.L.W.)



PLAN VIEW

SCALE: 1 INCH = 100 FEET



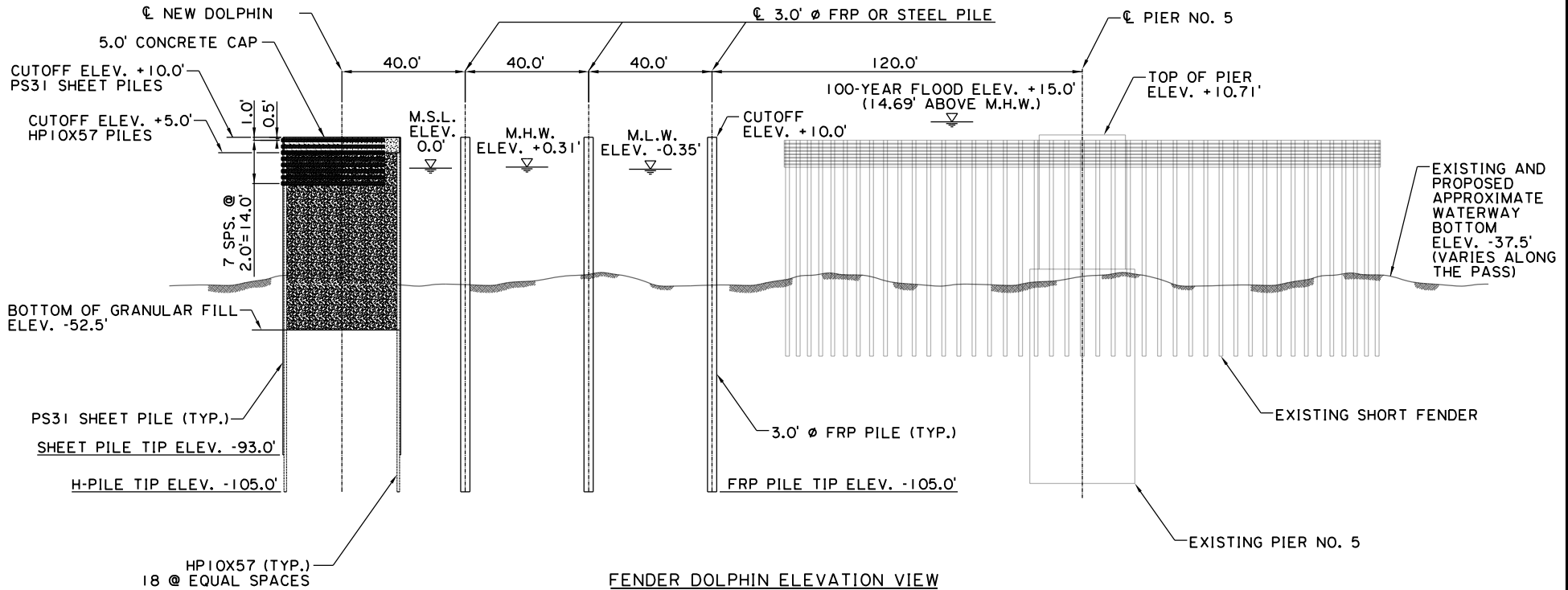
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FENDER DOLPHIN PLAN		

CHANNEL DIRECTION  
 ← NORTHWEST    → SOUTHEAST

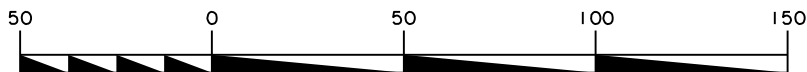


FENDER DOLPHIN ELEVATION VIEW  
 (LOOKING NORTH FROM THE CHANNEL)

NOTES:

- 1) DATUM = MEAN SEA LEVEL (MSL)
- 2) QUANTITY OF GRANULAR FILL BELOW MHW = 2173 CU. YDS.
- 3) WHEN OPEN, BRIDGE HAS UNLIMITED VERTICAL CLEARANCE.

SCALE: 1 INCH = 50 FEET



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DESIGN: YO		03 OF 04	
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FENDER DOLPHIN ELEVATION			

UNLIMITED VERTICAL CLEARANCE  
WHEN SWING SPAN IN OPEN POSITION

TO MOBILE

NORTHEAST    SOUTHWEST

TO NEW ORLEANS

EXIST. CSX RIGOLETS  
SWING SPAN BRIDGE NO. 34  
(CLOSED POSITION)

LOW STEEL  
ELEV. 13.35'

MIN. 111.0' VERTICAL  
CLEARANCE

M.H.W.  
ELEV.  
+0.31'

100-YEAR FLOOD  
ELEV. +15.0'  
(14.69' ABOVE M.H.W.)

M.L.W.  
ELEV.  
-0.35'

M.S.L.  
ELEV.  
0.0'

NAVIGATION CHANNEL

155.60'  
HORIZONTAL CLEARANCE

190.08'  
HORIZONTAL CLEARANCE

NEW DOLPHIN  
SEE DRAWING  
NOS. 05 - 06

EXISTING SHORT  
FENDER

EXISTING LONG  
FENDER

EXISTING AND  
PROPOSED  
APPROXIMATE  
WATERWAY  
BOTTOM  
ELEV. -37.5'  
(VARIES ALONG  
THE PASS)

EXISTING PIER NO. 5

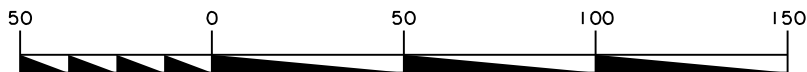
EXISTING PIER NO. 6

CHANNEL ELEVATION VIEW  
(LOOKING SOUTHEAST PARALLEL TO THE CHANNEL)

NOTES:

- 1) DATUM = MEAN SEA LEVEL (MSL)
- 2) WHEN OPEN, BRIDGE HAS UNLIMITED VERTICAL CLEARANCE.
- 3) LOW STEEL ELEVATION TAKE FROM AS-BUILT DRAWINGS, DATED 1924.  
MIN. VERTICAL CLEARANCE TAKEN FROM NOAA NAVIGATION CHART 11371.

SCALE: 1 INCH = 50 FEET



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