

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Ninth Coast Guard District

1240 E 9th St
Cleveland, OH 44199
Staff Symbol: (dpg)
Phone: (216) 902-6086
Email: william.b.stanifer@uscg.mil

30 August 2024

PUBLIC NOTICE 09-02-24

All interested parties are herein notified that the Commander, Ninth Coast Guard District, has received application materials dated 12 March 2024 from the New York State Department of Transportation (NYSDOT) for approval of location and plans for the replacement of a bridge over a navigable waterway of the United States.

BRIDGE, WATERWAY AND LOCATION: Route 34 Bridge, Bridge E-83, across the Erie Canal, mile 188.87, near the Towns of Brutus and Cato in Cayuga County, New York.

CHARACTER OF WORK: NYSDOT proposes to replace the existing fixed bridge with a fixed bridge on a different location and alignment. The existing bridge is a fixed five-span multi-girder steel structure. It is 626.00-feet long back-to-back of each abutment, has an out-to-out width of 35.50-feet, and provides vertical and horizontal clearances as described below. It carries two traffic lanes, one in each direction. The proposed replacement bridge would be a fixed three-span multi-girder steel structure. It would be 680.75-feet long back-to-back of each abutment, have an out-to-out width of 44.167-feet, and provide vertical and horizontal navigational clearances as described below. It would carry one lane of traffic and one shoulder in each direction. The centerline of the proposed replacement structure would be shifted eastward by approximately 7.00-feet.

Prior to construction, NYSDOT would implement a traffic detour plan that would include signage notifying motorists and pedestrians and would utilize State Routes 31, 38, and 370. Vehicular and pedestrian traffic would be able to cross the Erie Canal at the Bonta Bridge Road / County Road 14 Bridge, Bridge E-81, across Mile 186.60 to the east. These detours would remain in place while NYSDOT removes the existing structure and completes construction the proposed replacement structure, which would occur between approximately December 2024 to March 2025. During this period, NYSDOT would construct temporary cofferdams on each bank of the Erie Canal to facilitate removal of the existing bridge's in-water piers and construction of the proposed replacement bridge's piers. These cofferdams would not interfere with navigation on the Erie Canal, and they would be removed upon completion of construction of the proposed replacement structure. Continuity of navigation would be maintained during the removal of the existing structure and construction of the proposed replacement bridge.

The purpose and need of the proposed project is to address and mitigate structural deficiencies on the existing bridge. If not addressed, these deficiencies would prevent the continuous safe and unrestricted crossing of vehicles across the Erie Canal. The proposed replacement is designed to provide long-term mitigation for those deficiencies while simultaneously respecting the current and prospective needs of navigation on the Erie Canal.

MINIMUM NAVIGATIONAL CLEARANCES:

The proposed replacement bridge would have clearances as described in the table below. These clearances are an increase from current clearances over this section of the waterway at or near this mile. The temporary cofferdams would have no effect on vertical navigational clearance and would increase the horizontal clearance upon removal of the existing structure's piers.

	Existing	Proposed	Temporary Cofferdams
Vertical	25.30-feet throughout the entire width of the navigation channel.	25.64-feet throughout the entire width of the navigation channel.	25.30-feet throughout the entire width of the navigation channel.
Horizontal	206.00-feet between pier faces, normal to the axis of the navigation channel, with the center 154.00-feet designated as the navigational channel	261.00-feet bank-to-bank with the center 154.00-feet designated as the navigational channel.	255.00-feet between cofferdam faces, normal to the axis of the navigation channel, with the center 154.00-feet designated as the navigational channel.

Datum: All are based upon Low Water Datum (LWD), elevation 374.00-feet, Barge Canal Datum (BCD), and referenced to elevation 337.55-feet, BCD.

ENVIRONMENTAL CONSIDERATIONS:

The Federal Highway Administration (FHWA) is the lead Federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA). FHWA is acting on behalf the United States Coast Guard for all environmental control laws. It is anticipated that would FHWA classify the project as a Categorical Exclusion (CATEX) for Federal-aided highway project. FHWA's determination is forthcoming. The U.S. Coast Guard has tentatively determined that the proposed action would not have a significant impact for the purposes of NEPA for the project.

It is anticipated that Water Quality Certification (WQC) in accordance with Section 401 of the Clean Water Act, as amended, is to be determined by the United States Army Corps of Engineers (USACE) and the New York State Department of Environmental Conservation (NYSDEC). The application indicates that project would be authorized under Transportation Regional General Permit 1 for transportation-related construction activities as agreed to by USACE New York and Buffalo Districts, NYSDOT, the New York State Thruway Authority (NYSTA), and the New York State Canal Corporation (NYSCC) dated 23 November 2021. (TRGP-1). It is further anticipated that WQC would be granted in accordance with the programmatic Section 401 WQC issued by NYSDEC on 14 February 2020. A separate WQC determination from NYSDEC with specific regard to a Coast Guard bridge permit is forthcoming.

The application states that there are no expected permanent wetland impacts under the proposed scope of work. However, the project may require temporary fills within Waters of the United

States (WOTUS) for dewatering of the worksite. The Coast Guard defers to USACE regarding federal wetlands impact determinations and NYSDEC for state wetlands impact determinations. Their determinations are forthcoming.

The project site lies outside of any designated Coastal Zone Management areas.

The proposed bridge, cofferdams, and causeways would be located within the floodplain. This portion of the Erie Canal is designated as a Zone AE regulatory floodway. The 100-year flood elevation is 382.28-feet, BCD. The elevation of the low member of the proposed replacement structure's navigation span is 399.64-feet, BCD. Approximately 1,776 cubic yards of fill material would be placed below the 100-year flood elevation for the project for construction of cofferdams and the proposed replacement bridge's piers.

SOLICITATION OF COMMENTS:

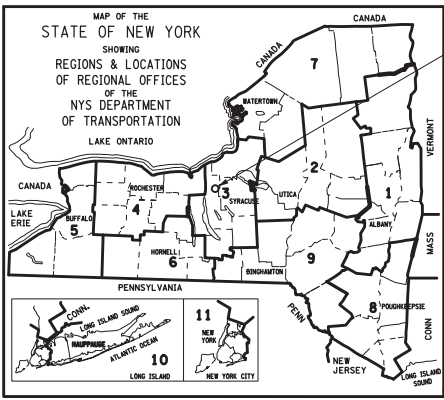
Mariners and waterway users are requested to comment on the proposed navigation clearances, placement of a bridge protective system and other navigational safety issues, including the need for clearance gauges, extent of nighttime navigation to determine the need for bridge lighting, and operating schedules or regulations. Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible impacts to navigation. Comments should be of sufficient detail to establish a clear understanding of reasons for support or opposition to the proposed replacement.

We will forward comments of an environmental nature such as those regarding wildlife refuges, public parks, historic sites, wetlands, floodplain issues, air, water quality, environmental justice, etc. to FHWA. Comments will be received for the record at the address noted in the header or via email to michael.o.walker2@uscg.mil through **4 October 2024**.

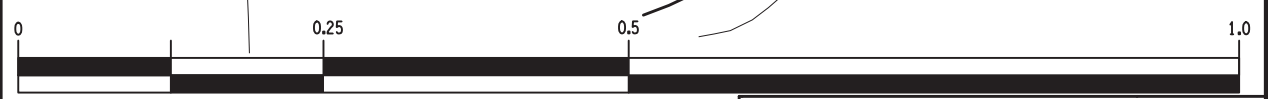
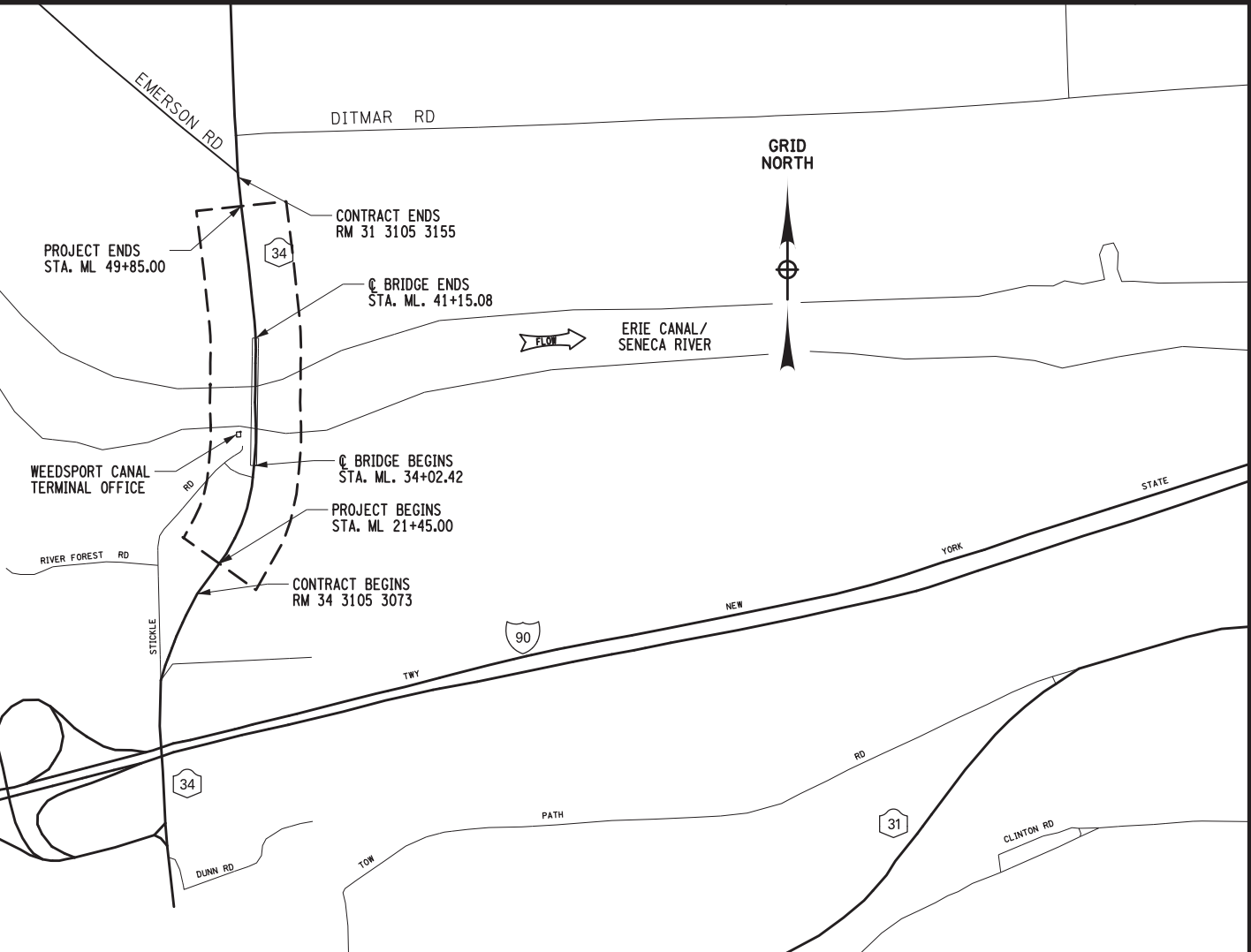
Map of location and plans attached.

STANIFER.WILLIAM.B.1053987350
W. B. STANIFER
Chief, Bridge Branch
U.S. Coast Guard
By Direction

Digitally signed by
STANIFER.WILLIAM.B.10
53987350
Date: 2024.08.30
10:32:51 -04'00'



PROJECT LOCATION



LOCATION MAP

BIN 4023370 NOTE: CONCEPTUAL PLANS UTILIZED TO OBTAIN COAST GUARD BRIDGE PERMIT.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

ALL DIMENSIONS ARE IN FT UNLESS OTHERWISE NOTED



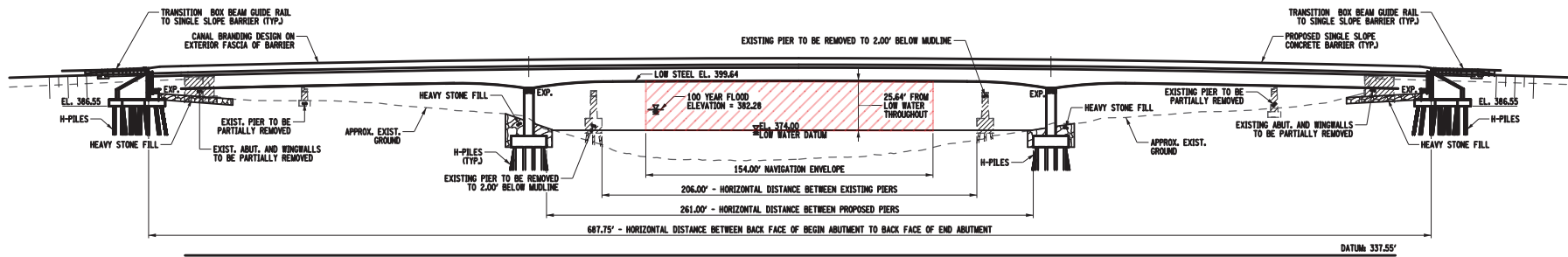
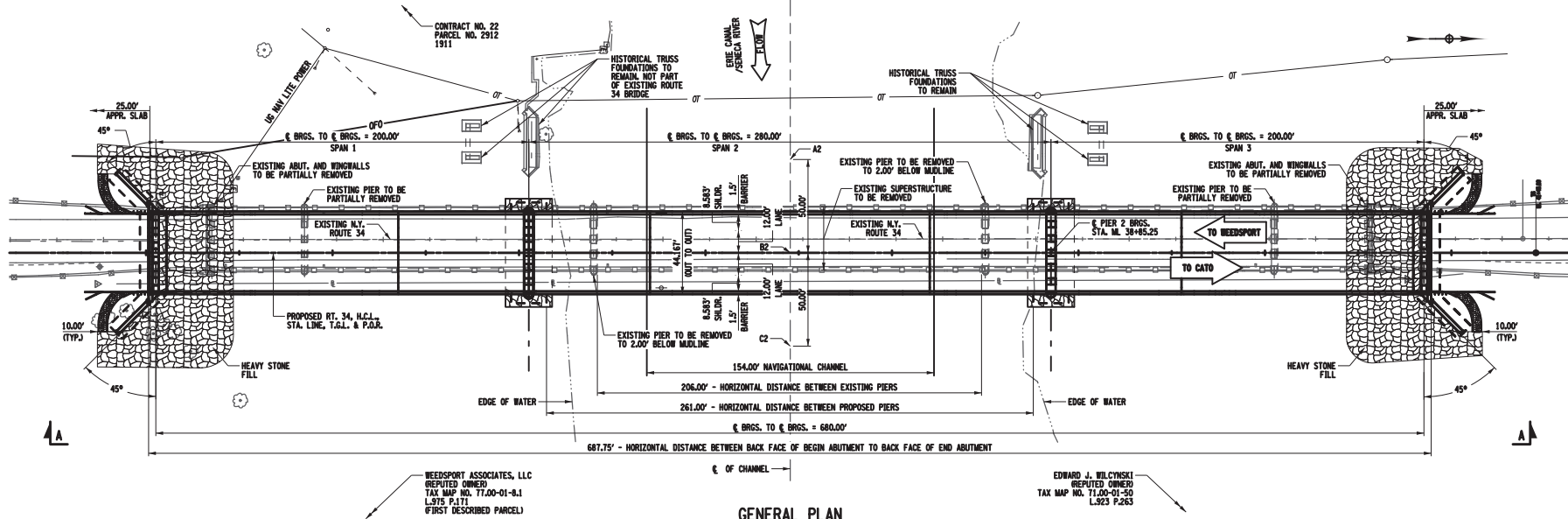
RTE 34 OVER ERIE CANAL	REGION: 03
CONSULTANT/AGENT: N/A	
MILE POINT OF BRIDGE LOCATION: 188.87	
DATE: 08/03/2023	TOWNS OF BRUTUS AND CATO
PIN 3314.34	COUNTY: CAYUGA SHEET: 1 OF 4

AFFIX SEAL:
ON:

ALTERED BY:
ON:



BIN 4023370



NOTES:

- ALL ELEVATIONS ARE IN BARGE CANAL DATUM (BCD).
- CONCEPTUAL PLANS UTILIZED TO OBTAIN COAST GUARD BRIDGE PERMIT.
- APPROX. 1776 C.Y. OF FILL WILL BE REQUIRED BELOW THE 100-YEAR FLOOD ELEVATION.

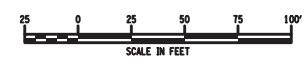
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LOCATION	• WATER DEPTH (FT)
A1	17.7
A2	26.2
A3	15.3
B1	17.7
B2	26.2
B3	15.3
C1	17.6
C2	26.1
C3	15.2

• WATER DEPTH BASED ON BARGE CANAL DATUM



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Department of Transportation

RTE 34 OVER ERIE CANAL REGION: 03

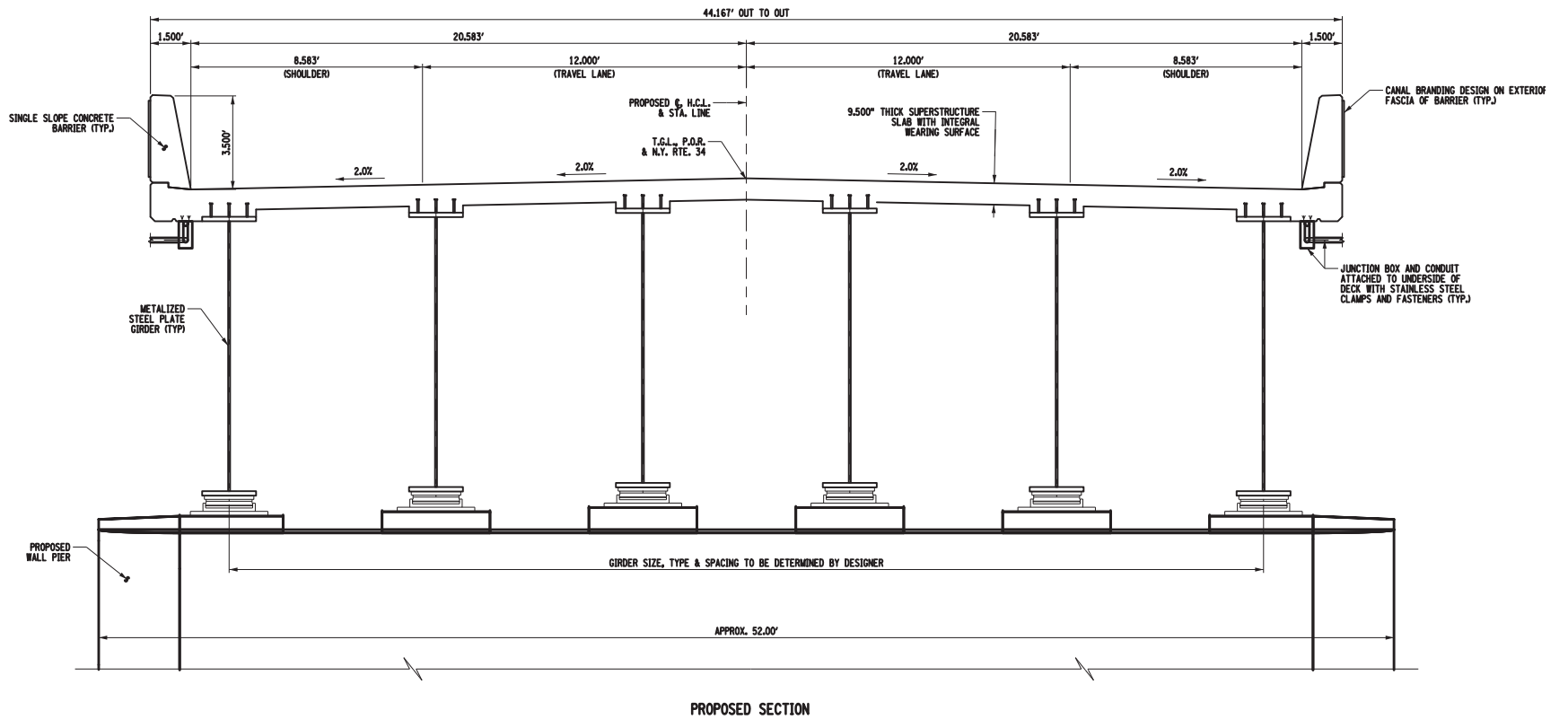
CONSULTANT/AGENT: N/A

MILE POINT OF BRIDGE LOCATION: 188.87

DATE: 08/03/2023 TOWNS OF BRUTUS AND CATO

PIN 3314.34 COUNTY: CAYUGA SHEET: 2 OF 4

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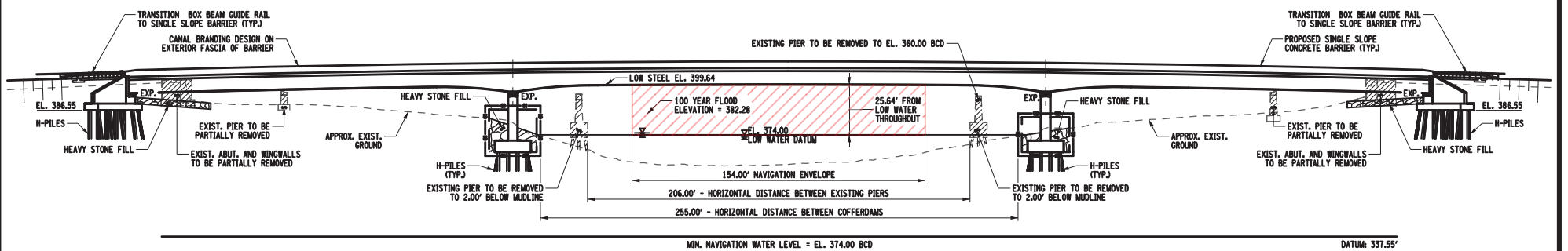
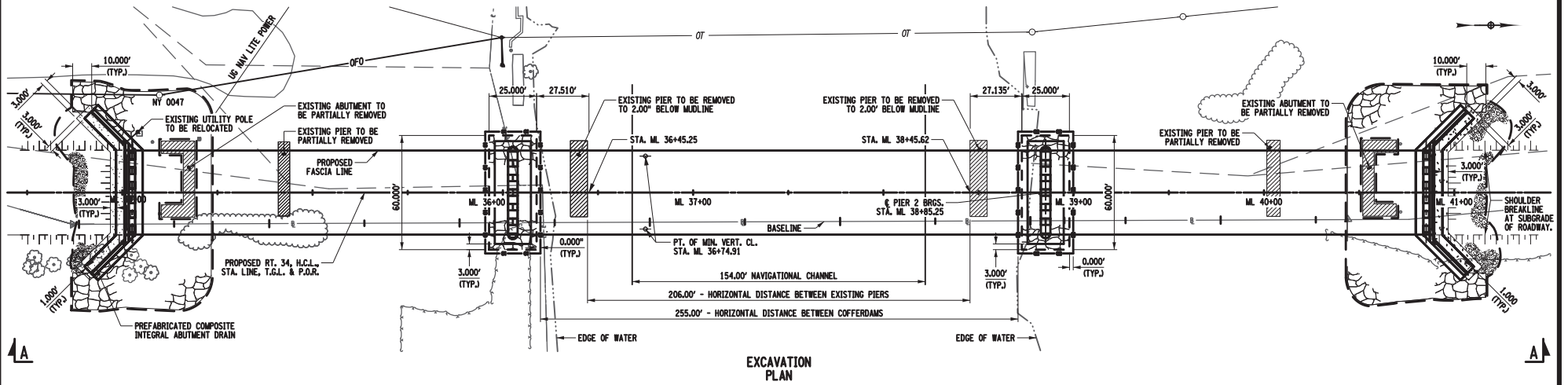
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EXCAVATION ELEVATION A-A

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- LEGEND
- C1— DESIGNATES TEMPORARY COFFERDAM (TYPE 1)
 - C2— DESIGNATES TEMPORARY COFFERDAM (TYPE 2)

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