

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Ninth Coast Guard District

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

16 October 2024

PUBLIC NOTICE 09-03-24

All interested parties are herein notified that the Commander, Ninth Coast Guard District, has received application materials dated 24 June 2024 from the Town of Verona, New York for approval of location and plans for the construction of a bridge over a navigable waterway of the United States.

BRIDGE, WATERWAY AND LOCATION: Verona Water District Waterline Bridge across the Erie Canal, mile 122.10, in the Town of Verona, Oneida County, New York.

CHARACTER OF WORK: The Town of Verona proposes to construct a fixed pipeline bridge carrying a potable water transmission line across the Erie Canal. The proposed bridge, which would be a new construction at this location, would consist of two steel truss support towers placed upon concrete foundations constructed on both banks of the Erie Canal. A prefabricated steel utility truss would be placed atop these towers. It would be approximately 225.00-feet long from tower end to tower end with an out-to-out width of at least 11.00-feet. There would be no in-water components of the proposed bridge. The purpose of the proposed bridge is to complete a comprehensive project to carry potable water from the City of Rome, New York to the Durhamville and Verona Water Districts in a project known as Verona Water District Extension No. 3. This project would meet the need of providing a sufficient quantities and quality of potable water within the Town of Verona that are not currently served by the Verona Water District or other public water system.

No traffic detours are anticipated due to the project's location. Additionally, no in-water work is anticipated.

MINIMUM NAVIGATIONAL CLEARANCES:

The proposed new bridge would have clearances as described in the table below. They would result in a decrease in the vertical navigational clearance at this location on the waterway, but they would preserve the existing horizontal navigational clearance at this location. The proposed structure would not be the controlling structure on this segment of the waterway. It would provide a greater vertical clearance than the State Route 46 Bridge, Bridge E-58A, located immediately west of the proposed structure across mile 122.10, which provides a vertical clearance of 24.04-feet. The controlling structure for vertical navigational clearance near this location is Guard Gate 7, located across mile 115.05, which provides a minimum vertical clearance of 22.00-feet.

	Existing – No Structure	Proposed
Vertical	Unlimited	26.90-feet
Horizontal	184.00-foot bank-to-bank, with the center 104.00-foot designated at the navigation channel	184.00-foot bank-to-bank, with the center 104.00-foot designated at the navigation channel

Datum: All vertical clearances are referenced from low member to elevation 420.00-feet, Barge Canal Datum (BCD).

ENVIRONMENTAL CONSIDERATIONS:

The Coast Guard, as the lead Federal agency, has made a tentative determination that the proposed bridge construction warrants a categorical exclusion for the purposes of the National Environmental Policy Act (NEPA) as it satisfies criteria for such actions listed in the Coast Guard’s NEPA Implementing Instructions.

Preliminary analysis indicates that the project would not result in adverse effects on cultural or historic resources as described in Section 106 of the National Historic Preservation Act of 1966. On 4 March 2024, the New York State Historic Preservation Office (SHPO) informed the Applicant that the proposed structure would be located within the New York State Barge Canal Historic District – a National Historic Landmark – and the Old Erie Canal State Historic Park – which is eligible for listing in the National and New York State Registers of Historic Places. On 10 April 2024, the New York SHPO subsequently determined that the project would have No Adverse Effect on historic resources. Additionally, the Oneida Indian Nation (OIN) informed the Applicant on 9 October 2023 that it had no objection to the proposed project.

It is the Coast Guard’s understanding that the project would be subject to a programmatic water quality certification (WQC) issued by the New York State Department of Environmental Conservation (NYSDEC) for projects approved under United States Army Corps of Engineers (USACE) Nationwide Permit 58 – Utility Line Activities for Water and Other Substances. A request as to whether an individual WQC is required was submitted to NYSDEC in July 2024. On 11 October 2024, NYSDEC confirmed that an individual Section 401 WQC would not be required for a Coast Guard bridge permit.

No federally-regulated wetlands are anticipated to be impacted by the construction of the proposed bridge. The construction of the north tower is anticipated to provide a temporary disturbance of 0.47 acres and .007 acres to adjacent New York State-regulated wetlands. The Coast Guard defers to USACE regarding federal wetlands impact determinations and NYSDEC for state wetlands impact determinations. Those determinations are forthcoming.

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

The bridge would be located in a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area (SFHA), Zone A, without a Base Flood Elevation (BFE). The 100-year flood elevation is 429.90-feet, BCD while elevation of the low member of the navigation span is

446.90-feet, BCD. No fill material would be placed below the 100-year flood elevation for the construction of the proposed bridge.

A report from the United States Fish and Wildlife Service's (USFWS') Information for Planning and Consultation (IPaC) system indicates the presence of the following Endangered, Proposed Endangered, and Candidate Species: the Northern Long-Eared Bat (*Myotis Septentrionalis*), the Tricolored Bat (*Perimyotis Subflavus*), and the Monarch Butterfly (*Danaus Plexippus*). However, there are no critical habitats identified within the project area for those species. The proposed project would not include or be reasonably certain to cause an intentional take of the NLEB or other species. The project does not intersect an area where the NLEB is likely to occur. No New York State-listed species are present within the project area.

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 also requested to express their views, in writing, on the proposed bridge project including its possible environmental impacts to include those impacts on minority and/or low-income populations, if any, giving sufficient detail to establish a clear understanding of the reasons for support of, or opposition to, the proposed work. Comments will be received for the record at the address noted in the header or via email to michael.o.walker2@uscg.mil through **18 November 2024**.

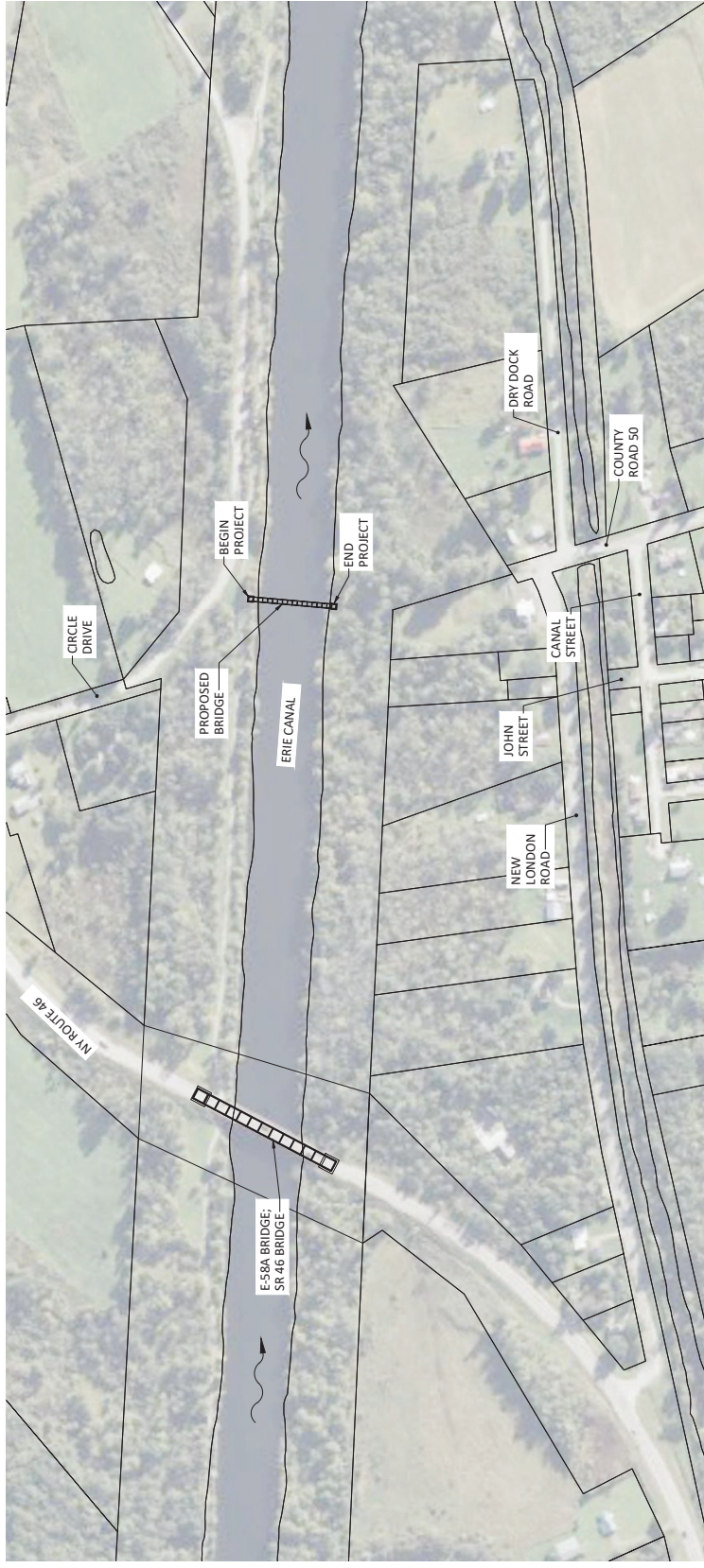
Map of location and plans attached.

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

Digitally signed by
STANIFER.WILLIAM.B.1
053987350
Date: 2024.10.16
13:16:41 -04'00'



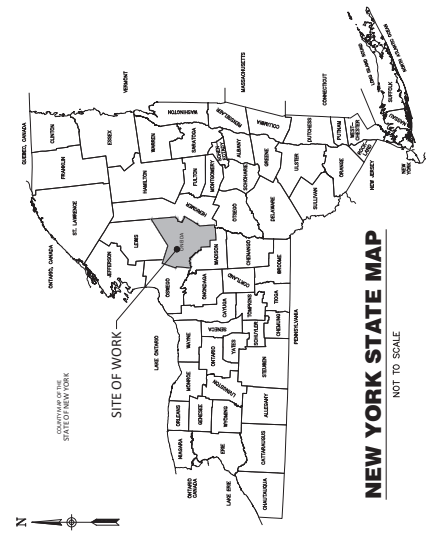
DATE	OCTOBER 2024
SCALE	AS SHOWN
SHEET NUMBER	G000
PAGE	1/3



VICINITY MAP - VERONA, NY
 NOT TO SCALE

TOWN OF VERONA U.S. COAST GUARD PERMIT APPLICATION VERONA WATER DISTRICT WATERLINE BRIDGE OVER THE BARGE CANAL - MILE 122.10 VERONA, ONEIDA COUNTY, NEW YORK SEPTEMBER 2024

IT IS A VIOLATION OF ANY FEDERAL OR STATE LAW TO ALTER ANY PERMITS OR LICENSES IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF THE ISSUING AGENCY. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES.

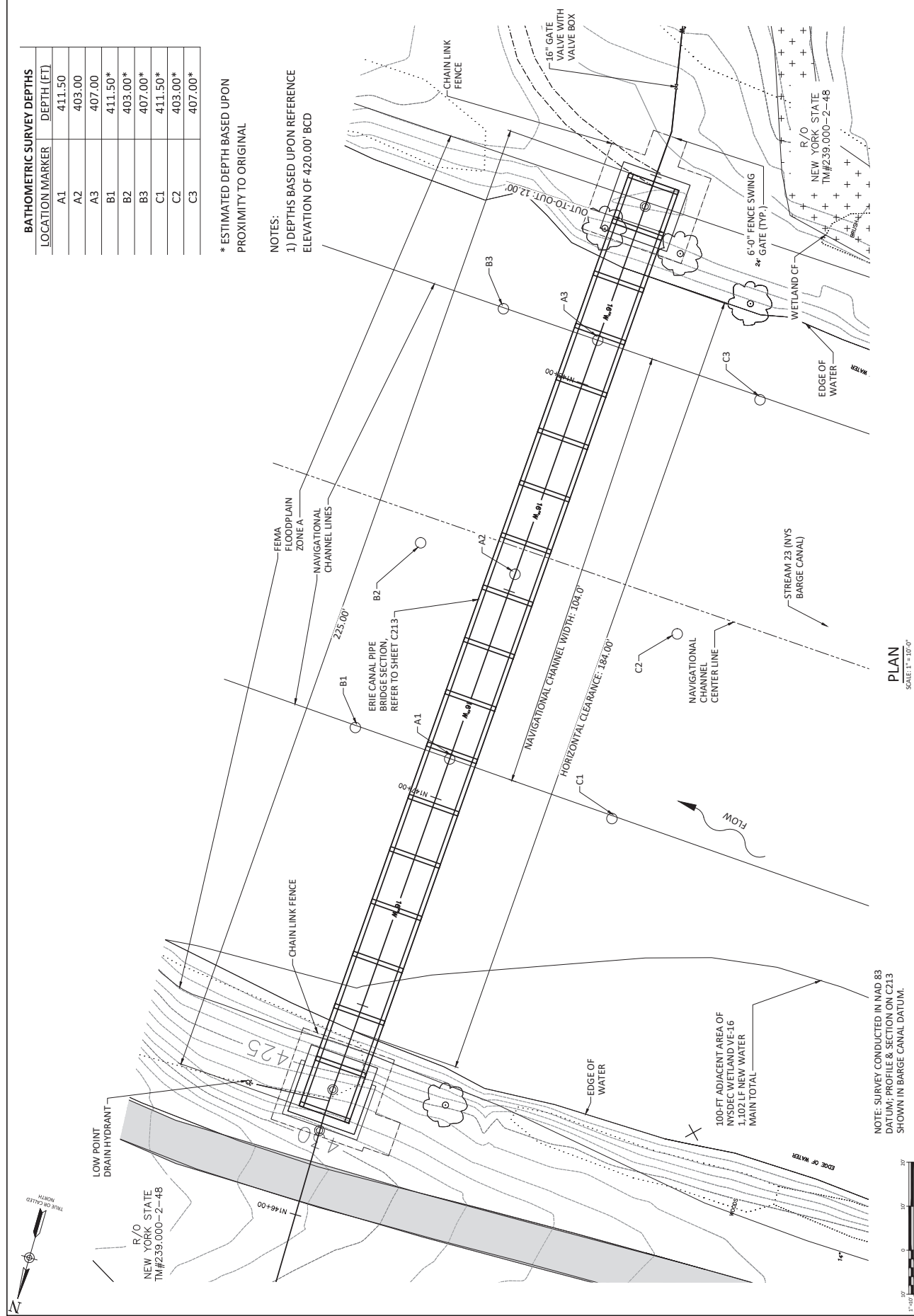


NEW YORK STATE MAP
 NOT TO SCALE

BATHOMETRIC SURVEY DEPTHS	DEPTH (FT)
A1	411.50
A2	403.00
A3	407.00
B1	411.50*
B2	403.00*
B3	407.00*
C1	411.50*
C2	403.00*
C3	407.00*

* ESTIMATED DEPTH BASED UPON PROXIMITY TO ORIGINAL

NOTES:
 1) DEPTHS BASED UPON REFERENCE ELEVATION OF 420.00' BCD



PLAN
 SCALE: 1" = 10'-0"

NOTE: SURVEY CONDUCTED IN NAD 83 DATUM; PROFILE & SECTION ON C213 SHOWN IN BARGE CANAL DATUM.



