PUBLIC NOTICE

US Army Corps
of Engineers
New York District
Jacob K. Javits Federal Building
New York, N.Y. 10278-0090
ATTN: Regulatory Branch

In replying refer to:
Public Notice Number: 2004-00228-J2
Issue Date: 2 August 2004
Expiration Date: 31 August 2004

To Whom It May Concern:

The New York District, Corps of Engineers has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 U.S.C.).

APPLICANT: New Jersey Transit Corporation
One Penn Plaza East
Newark, New Jersey 07105-2246

ACTIVITY: Perform structural rehabilitation activities to existing pile supported foundations within the Hoboken Ferry Terminal facility, remove and replace existing timber fender racks, remove and replace existing deteriorated ferry slip transfer platforms and walkways, install monopiles, and dredge approximately 33,000 cubic yards of sediment with upland disposal.

WATERWAY: Hudson River

LOCATION: City of Hoboken, Hudson County, New Jersey.

A detailed description and plans of the applicant's activity are enclosed to assist in your review.

The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historical properties, fish and wildlife values, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and,in general the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

CENAN-OP-RW
PUBLIC NOTICE NO. 2004-00228-J2

ALL COMMENTS REGARDING THE PERMIT APPLICATION MUST BE PREPARED IN WRITING AND MAILED TO REACH THIS OFFICE BEFORE THE EXPIRATION DATE OF THIS NOTICE, otherwise, it will be presumed that there are no objections to the activity.

Any person may request, in writing, before this public notice expires, that a public hearing be held to collect information necessary to consider this application. Requests for public hearings shall state, with particularity, the reasons why a public hearing should be held. It should be noted that information submitted by mail is considered just as carefully in the permit decision process and bears the same weight as that furnished at a public hearing.

Our preliminary determination is that the activity for which authorization is sought herein is not likely to affect any Federally endangered or threatened species or their critical habitat. However, pursuant to Section 7 of the Endangered Species Act (16 U.S.C. 1531), the District Engineer is consulting with the appropriate Federal agency to determine the presence of and potential impacts to listed species in the project area or their critical habitat.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions or proposed actions, that are either permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). Based upon a review of the "Guide to Essential Fish Habitat Designations in the Northeastern United States," issued by the National Oceanic and Atmospheric Administration/National Marine Fisheries Service, the EFH for several aquatic species and their life stages in the proposed project area could potentially be impacted by the proposed work. Further consultation with National Marine Fisheries Service regarding EFH impacts and conservation recommendations is being conducted and will be concluded prior to a final decision on the application.

Based upon a review of the latest published version of the National Register of Historic Places, there is one site listed in the Register within the permit area, namely the Hoboken Ferry Terminal and railyard which are contained within the Old Main Delaware, Lackawana and Western Railroad Historic District. Presently unknown archeological, scientific, prehistorical, or historical data may be lost by work accomplished under the required permit.

Reviews of activities pursuant to Section 404 of the Clean Water Act will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404 (b) of the Clean Water Act and the applicant will obtain a water quality certificate or waiver from the appropriate state agency in accordance with Section 401 of the Clean Water Act prior to a permit decision.

Pursuant to Section 307 (c) of the Coastal Zone Management Act of 1972 as amended [16 U.S.C. 1456 (c)], for activities under consideration that are located within the coastal zone of a state which has a federally approved coastal zone management program, the applicant has certified in the permit application that the activity complies with, and will be conducted in a manner that is consistent with, the approved state coastal zone management program. By this public notice, we are requesting the state's concurrence with, objection to, or waiver of the applicant's certification. No permit decision will be made until one of these actions occur. For activities within the coastal zone of New Jersey the applicant's certification and accompanying information is available from the New Jersey Department of Environmental Protection, Bureau of Coastal Regulation, CN 401, 501 East State Street, Second Floor, Trenton, New Jersey 08625-0401, Telephone Number (609) 633-2289. Comments regarding the applicant's certification should be so addressed.

In addition to any required water quality certificate and coastal zone management program concurrence, the applicant has obtained or requested the following governmental authorization for the activity under consideration: New Jersey Department of Environmental Protection Waterfront Development Permit

It is requested that you communicate the foregoing information concerning the activity to any persons known by you to be interested and who did not receive a copy of this notice. If you have any questions concerning this application, you may contact this office at (212) 264-0185 and ask for James H. Cannon.

For more information on New York District Corps of Engineers programs, visit our website at http://www.nan.usace.army.mil

For Richard L. Tomer
Chief, Regulatory Branch

Enclosures

WORK DESCRIPTION

The applicant, the New Jersey Transit Corporation, has requested Department of the Army authorization to perform structural rehabilitation activities to existing pile supported foundations within the Hoboken Ferry Terminal facility, remove and replace existing timber fender racks, remove and replace existing deteriorated ferry slip transfer platforms and walkways, install monopiles, and dredge approximately 33,000 cubic yards of sediment with upland disposal. The site is located within the Hudson River, in the City of Hoboken, Hudson County, New Jersey.

The activities associated with the proposed project would include the following:

Structural Rehabilitation Activities

Structural rehabilitation activities would include raising the existing elevation of the Team Concourse deck within the ferry terminal facility to 8.5 feet (National Geodetic Vertical Datum, NGVD). In addition, reinforced concrete encasements would be installed around approximately 60 existing steel pile columns throughout the Team Concourse. Existing timber piles would be re-used and existing pile caps repaired. New concrete girders and beams would be constructed between existing pile columns to support the new raised floor. Rehabilitation activities to the seven existing pile supported finger piers would consist of underpinning with approximately 240 new 8 inch diameter concrete fill steel piles, steel transfer beams, and construct new pile caps over existing timber piles, as well as construct approximately 12,000 square feet of a new raised floor within Finger Piers 1 through 7.

Remove the existing deteriorated timber fender racks at Finger Piers 2 through 6, using a conventional clamshell bucket. At finger piers 2 through 6, the timber piles would be cut off at -12 feet below the plane of Mean Low Water (MLW) and a total of ten 36-inch diameter monopiles with an associated 72-inch diameter donut fender would be installed at finger piers 2 through 6 to serve as protection, and a guide system for the adjacent ferries. At finger piers 1 and 7, the existing timber pile fender racks would be removed and reconstructed within the footprint of the existing rack systems. The new timber piles would be driven using barge-based equipment. The removal of the deteriorated fender racks would be performed in conjunction with the proposed dredging activities.

Ferry Slips

Remove existing deteriorated transfer bridges and elevated walkways from ferry slips 1 through 5. Install a new 50 foot wide by 30 foot long steel floating barge held in place by four 24-inch diameter steel anchor piles within each ferry slip. An associated 10 foot wide pedestrian gangway ranging in length from 49 to 59 feet would provide access from the floating barges to the Main Terminal. In addition, a 40 foot wide by 60 foot long side loading steel floating barge would be installed between ferry slips 1 and 2. The side loading barge would be held in place by four 24-inch diameter steel pipe anchor piles. Pedestrian access from the side loading barge to ferry slips 1 and 2 would be provided by two associated 8.5 foot wide by 70 foot long steel gangways. An additional approximately 10 foot wide by 16 foot long wide platform would extend from the north side of the floating barge in ferry slip 1 and from the south side in ferry

slip 2 to accommodate the pedestrian walkways from the side loading barge situated between the two ferry slips. A total of six 16 inch diameter steel pipe piles would be installed to protect these two access walkways on their north and south side.

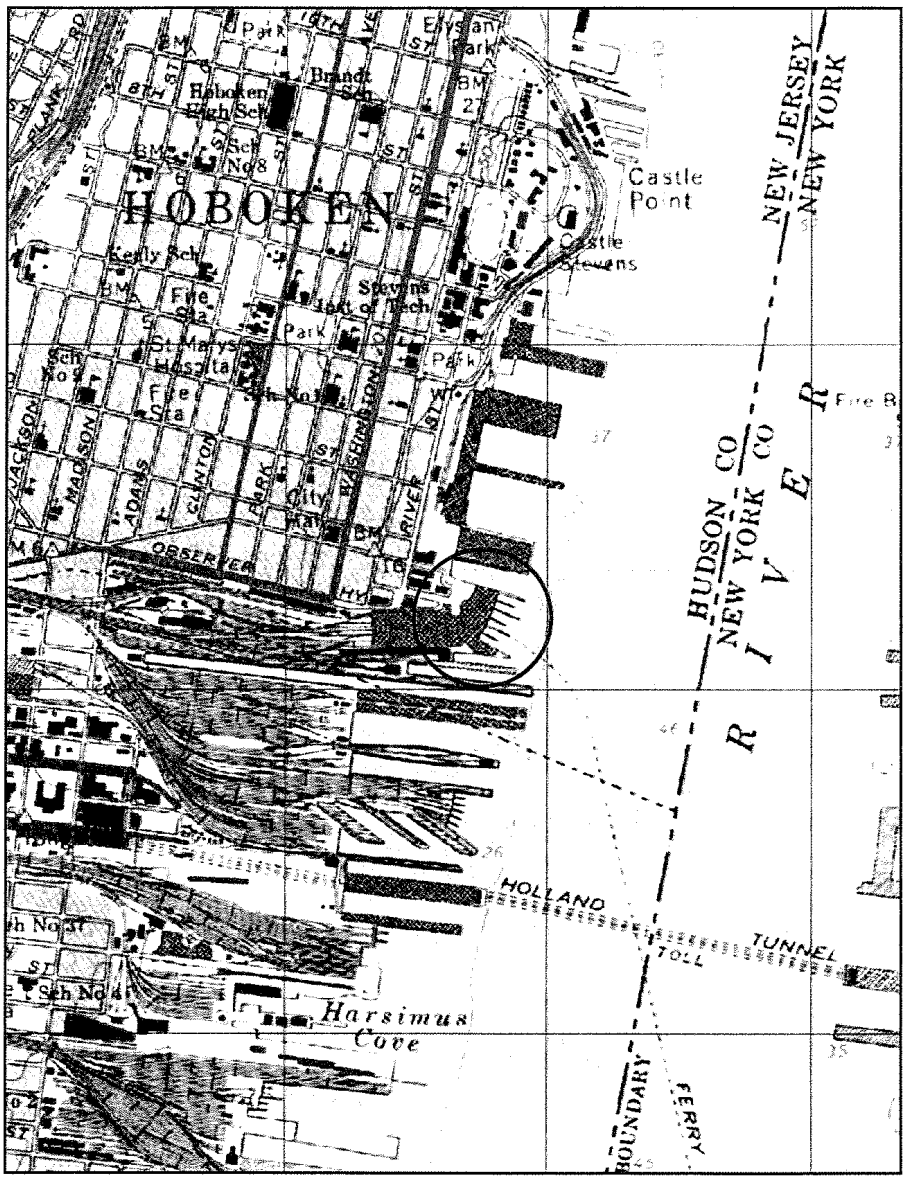
The existing transfer bridge and elevated walkway within the northern most ferry slip (No. 6) will remain open for future rehabilitation to provide for the establishment of a museum which would include original historic ferry infrastructure.

Dredging Activities

The proposed maximum design draft for a fully loaded ferry vessel would be 9.8 feet. Existing water depths (below the plane of MLW) in the area of the ferry terminal range from -3.0 feet NGVD at the Team Concourse to approximately -14.0 feet NGVD at the offshore approach end of the slips. To ensure safe navigation to the ferry slips, the applicant proposes to dredge approximately 33,000 cubic yards of sediment from an area measuring approximately 360 foot wide by 500 foot long and adjacent to ferry slips 1 through 6, using a closed clamshell bucket for the majority of the proposed dredging activities. The area would be dredged to a depth of -12.0 feet below the plane of MLW, with one foot of allowable overdepth, and no barge overflow. To minimize impacts to the aquatic environment during the proposed dredging, and fender rack replacement/removal activities, the applicant proposes to utilize silt curtains secured to existing pile and temporary piles structures, and perform these activities within recommended conservation construction timeframes. The dredging activities would include dredging inboard of the building fascia of each existing ferry slip, using an excavator. A conventional clamshell bucket would be used within the footprint of the fender rack areas to facilitate the removal of the deteriorated piles, and other materials such as construction debris which may lodged in the sediment. Dredged material would be retained within barges for a minimum of 24 hours prior to decanting the clear water from the scow back into the waterway. The pumped decant water shall be directed to a diffuser to minimize jetting into the waterway and resuspending sediments.

All dredged material would be processed at either the OENJ Cherokee site in Bayonne, or the Clean Earth Technologies site in Jersey City, and disposed of at a state approved upland site.

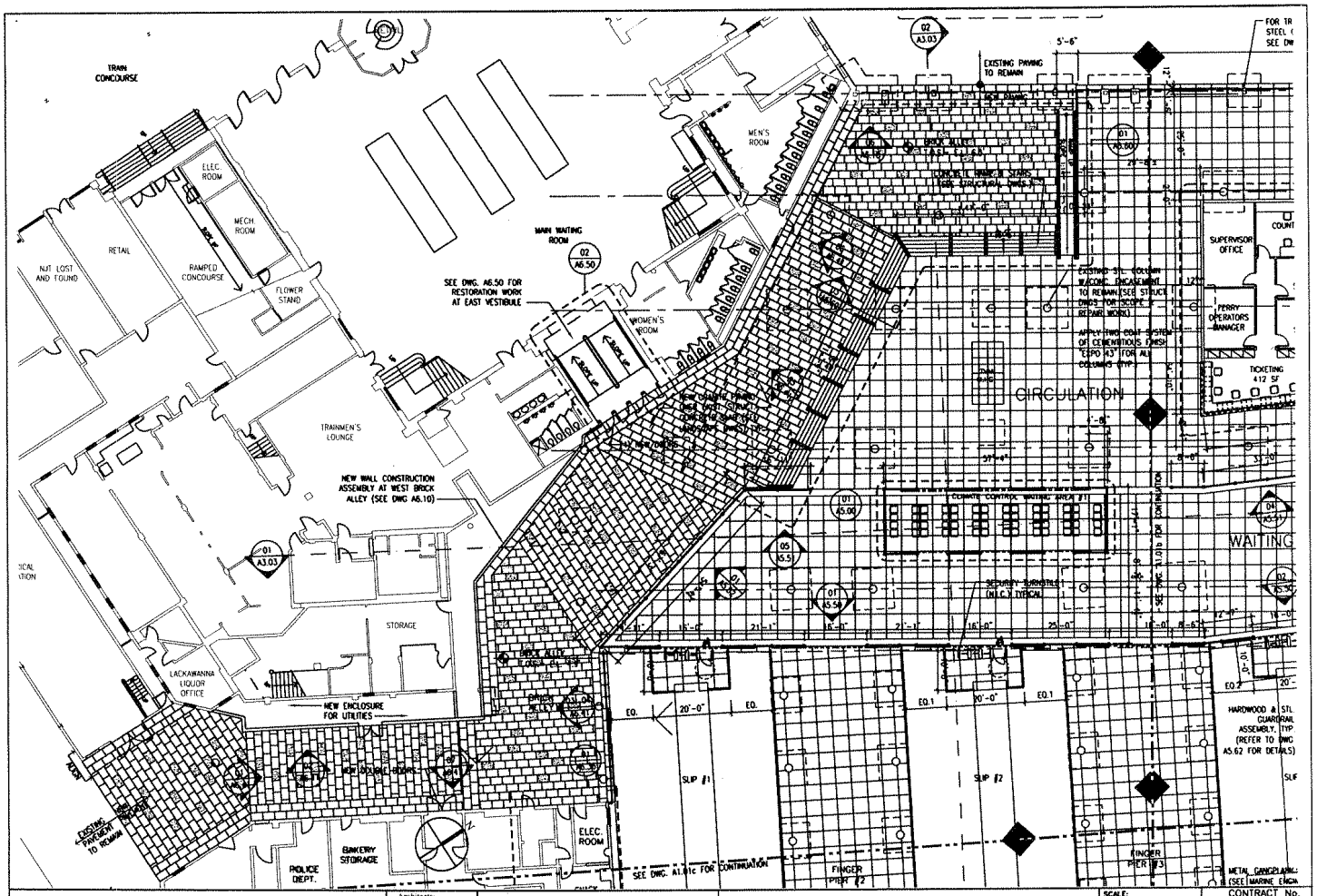
The stated purpose of this project is to restore the Hoboken Ferry Terminal to active service as a commuter and recreational ferry terminal accessible from the water, the New Jersey Transit railyard, the Hudson Light Rail Transit System, as well as the PATH trains.



Hoboken, New Jersey USGS Quad: Jersey City

TOPOGRAPHIC MAP

Figure 1 of 16



NJ TRANSIT

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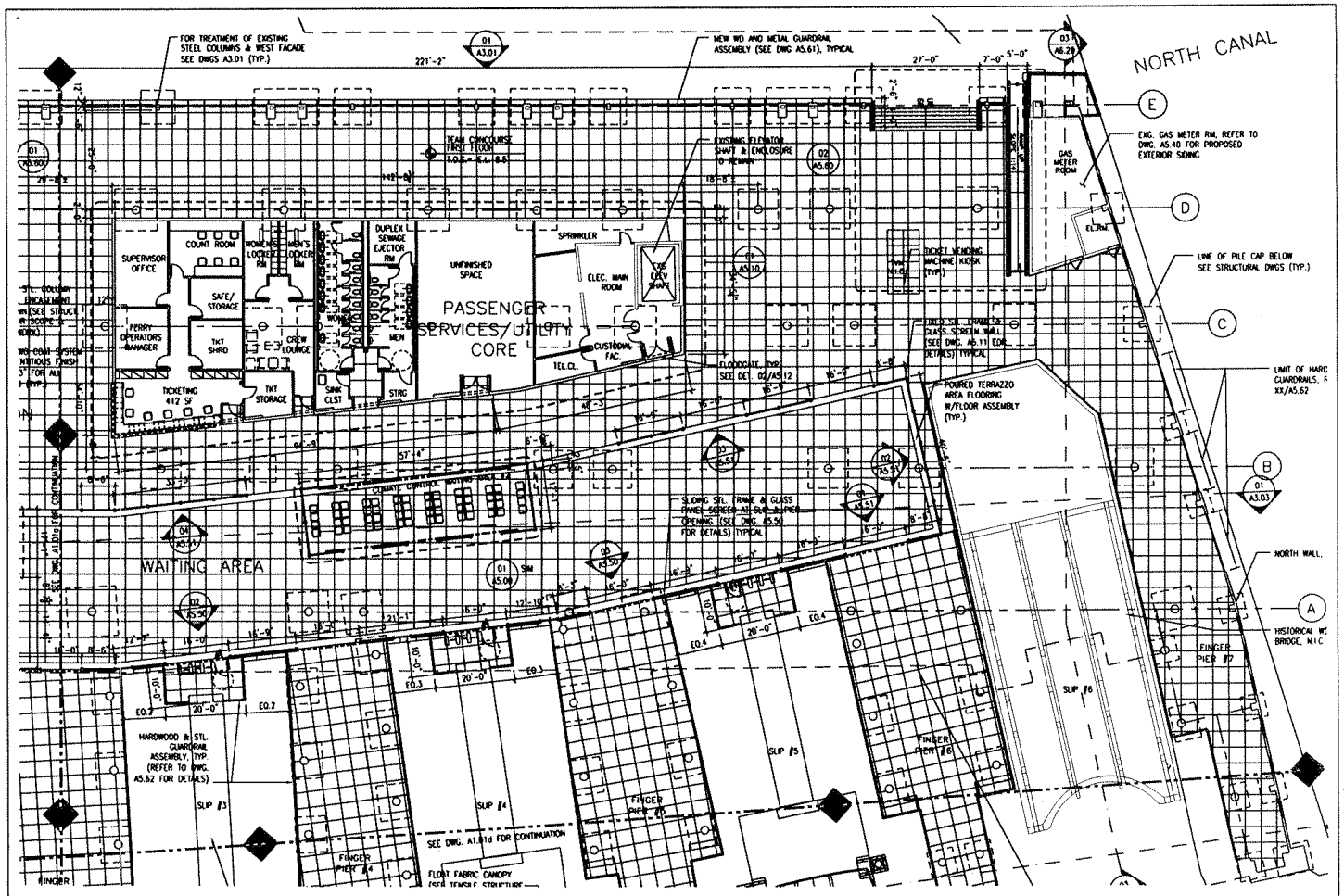
212 777 7800

STV Incorporated
225 Park Avenue South
New York, New York 10003

HOBOKEN FERRY TERMINAL REHABILITATION
TEAM CONCOURSE FLOOR PLAN

SCALE: 1/32"=1'-0"	CONTRACT No. 94CA035
FILE NAME: HFT-A101-102	ISSUE 60%DESIGN
DRAWING No.: A1.01a	REV:
DATE: 15 APRIL 2003	SHEET No. 2 OF 10



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HOBOKEN FERRY TERMINAL REHABILITATION
TEAM CONCOURSE FLOOR PLAN

SCALE: 1/32"=1'-0"	CONTRACT No. 94CA035
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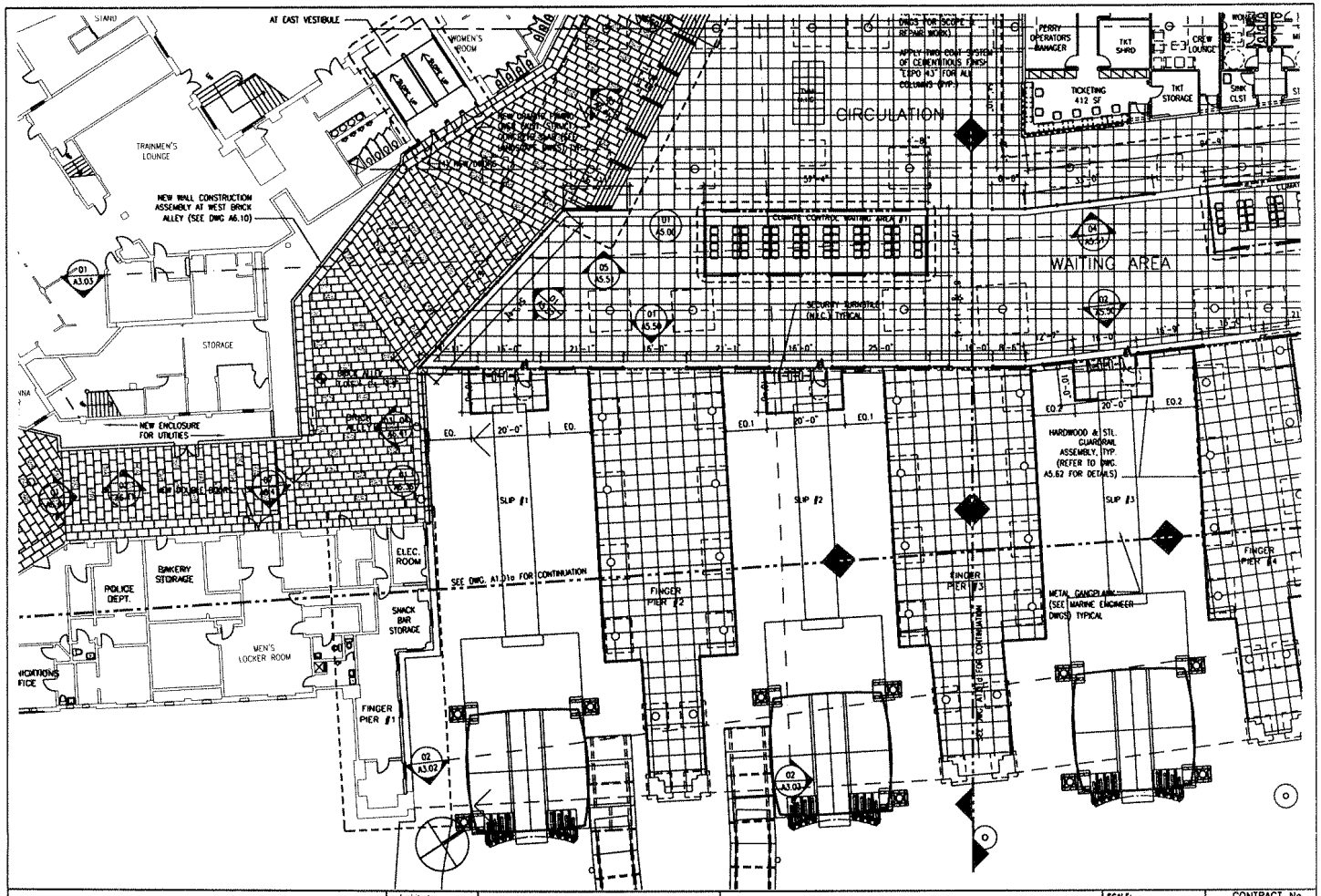

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HOBOKEN FERRY TERMINAL REHABILITATION
TEAM CONCOURSE FLOOR PLAN

SCALE: 1/32"=1'-0"	CONTRACT No. 94CA035
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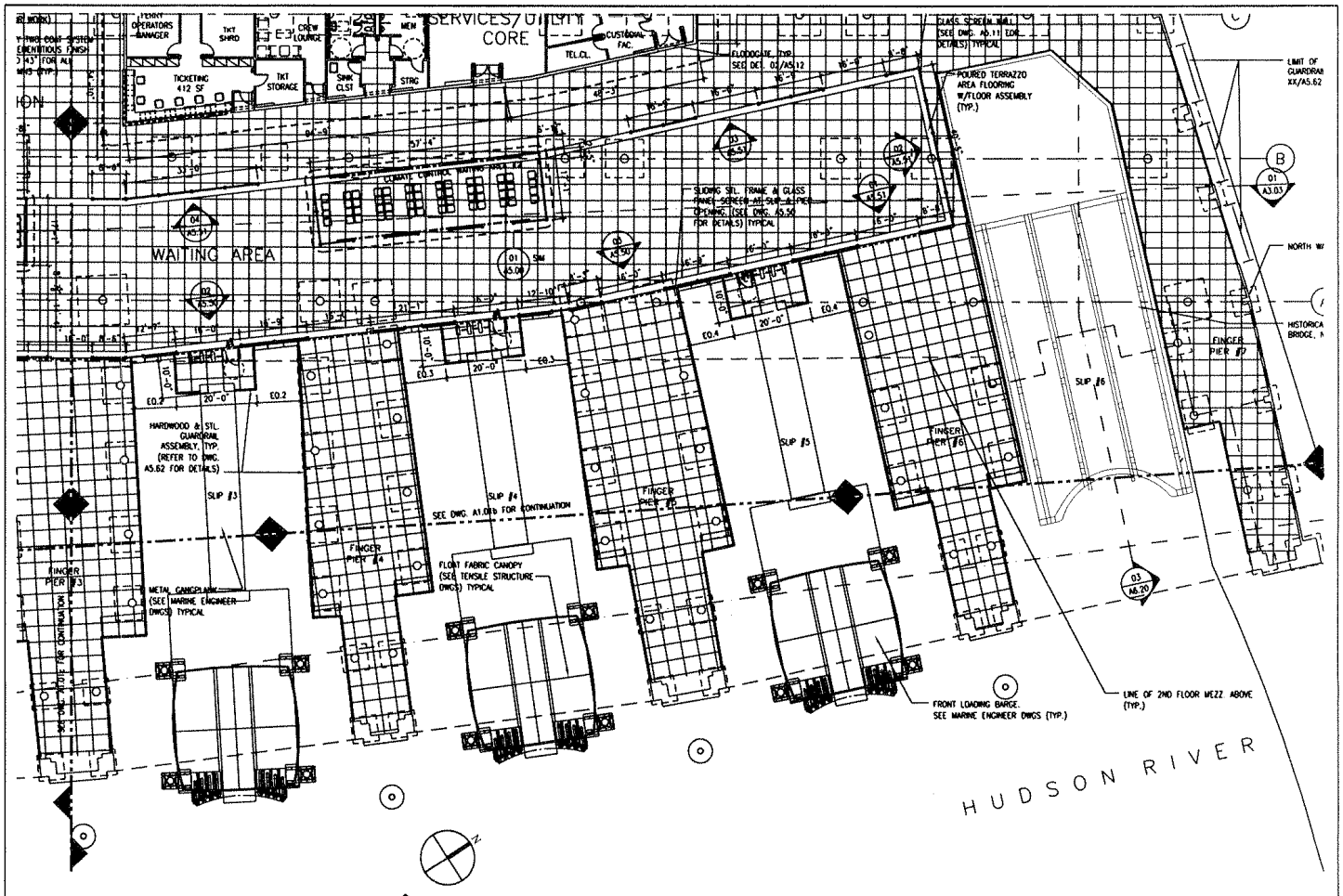
DATE: 15 APRIL 2003	SHEET No. 4 OF 16



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HOBOKEN FERRY TERMINAL REHABILITATION
TEAM CONCOURSE FLOOR PLAN

SCALE: 1/32"=1'-0"	CONTRACT No. 94CA035
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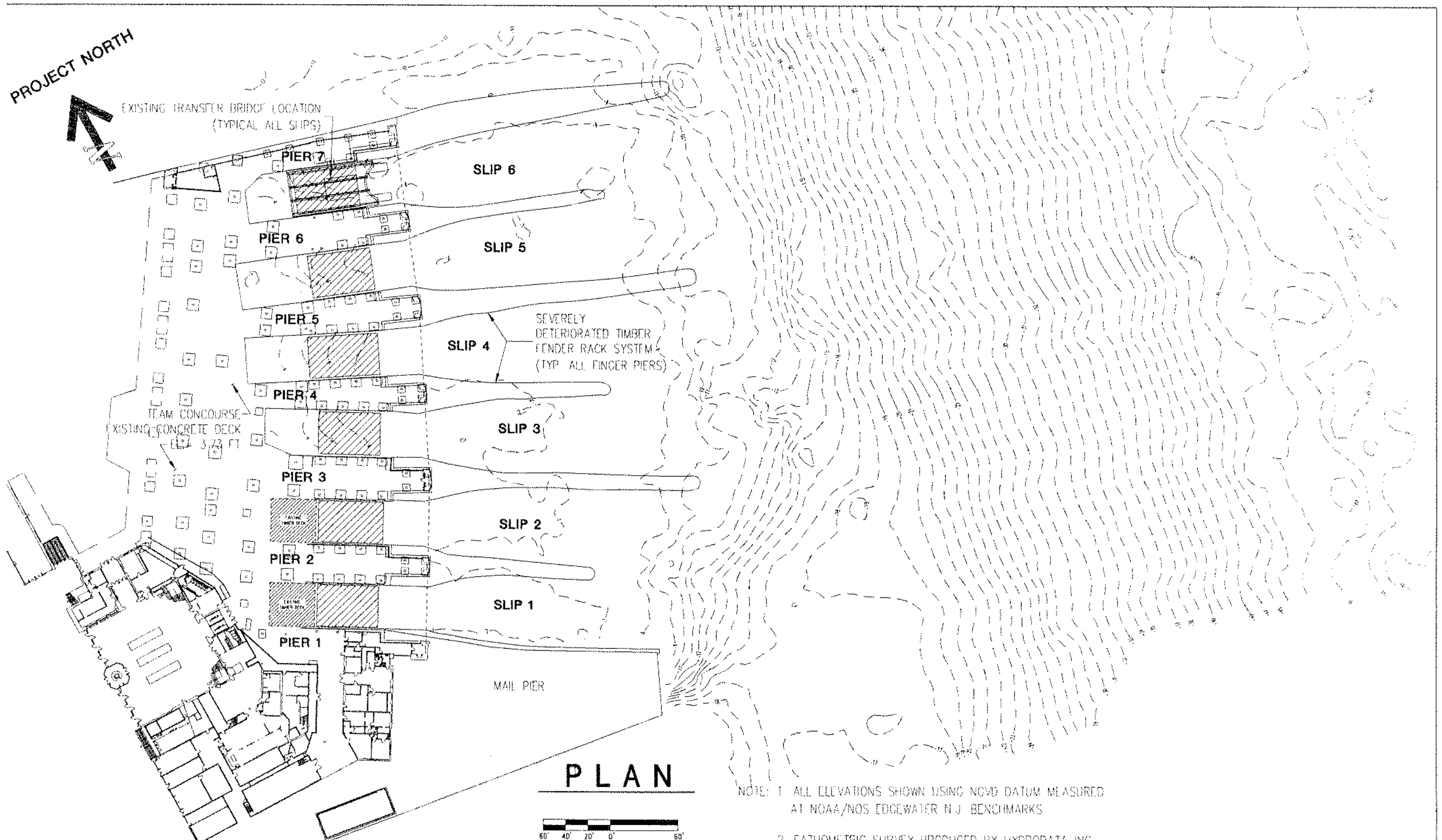
DATE: 15 APRIL 2003	SHEET No. 5 OF 11



NOTE: 1. ALL ELEVATIONS SHOWN USING NGVD DATUM MEASURED AT NOAA/NOS EDGEWATER N.J. BENCHMARKS

2. FATHOMETRIC SURVEY PRODUCED BY HYDRODATA INC. MARCH 2003.

NJ TRANSIT

Beyer Blinder Belle

STV Incorporated
225 Park Avenue South
New York, New York 10003

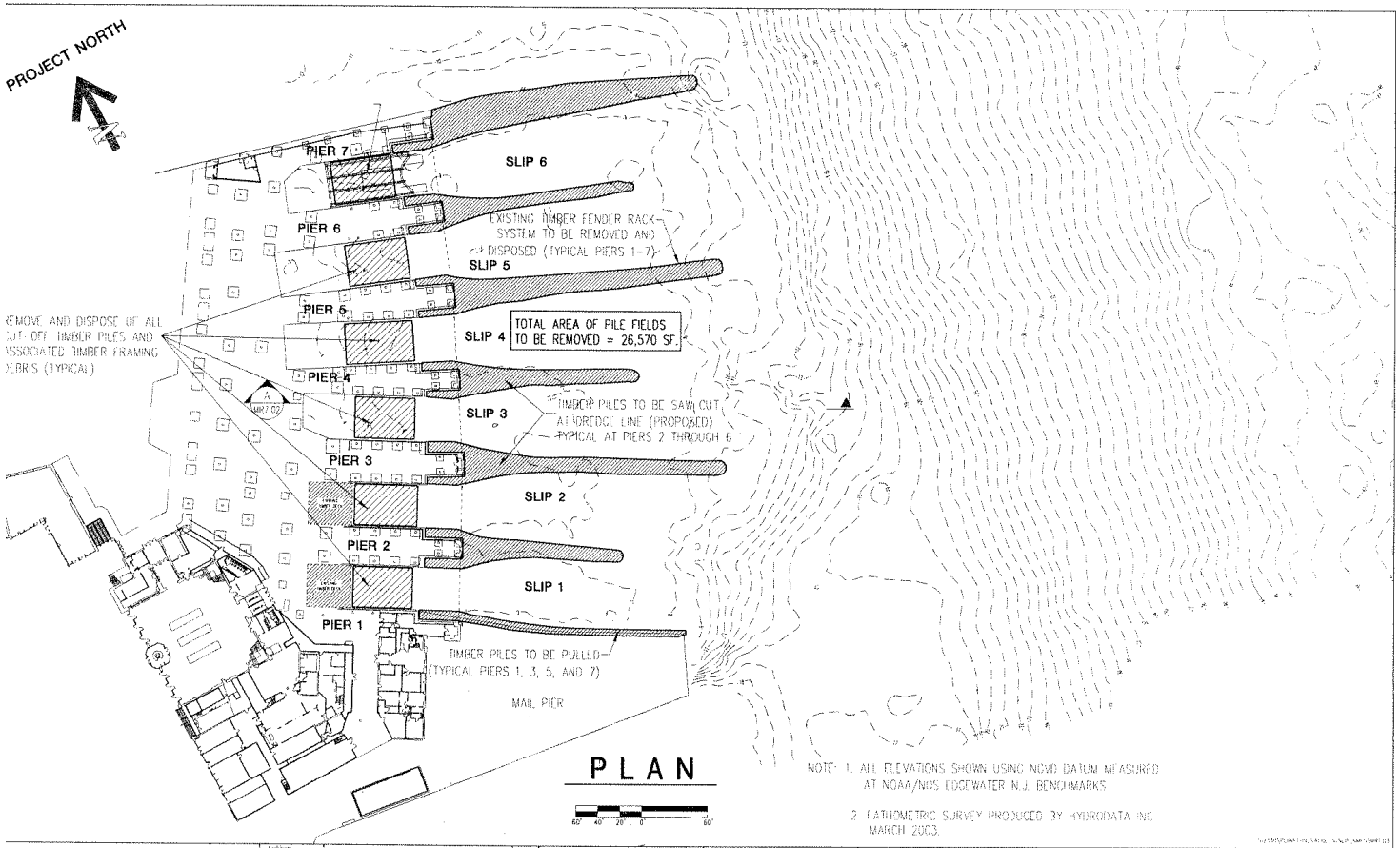
McLaren

DESIGNED SFT · DRAWN RVC · CHECKED RVD · APPROVED

HOBOKEN
FERRY TERMINAL
REHABILITATION

EXISTING FERRY TERMINAL

SCALE AS NOTED · DRAWING No. MR1.02 · DATE APRIL 6, 2004 · SHEET 6 of 16



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New York, New York 10003

McLaren

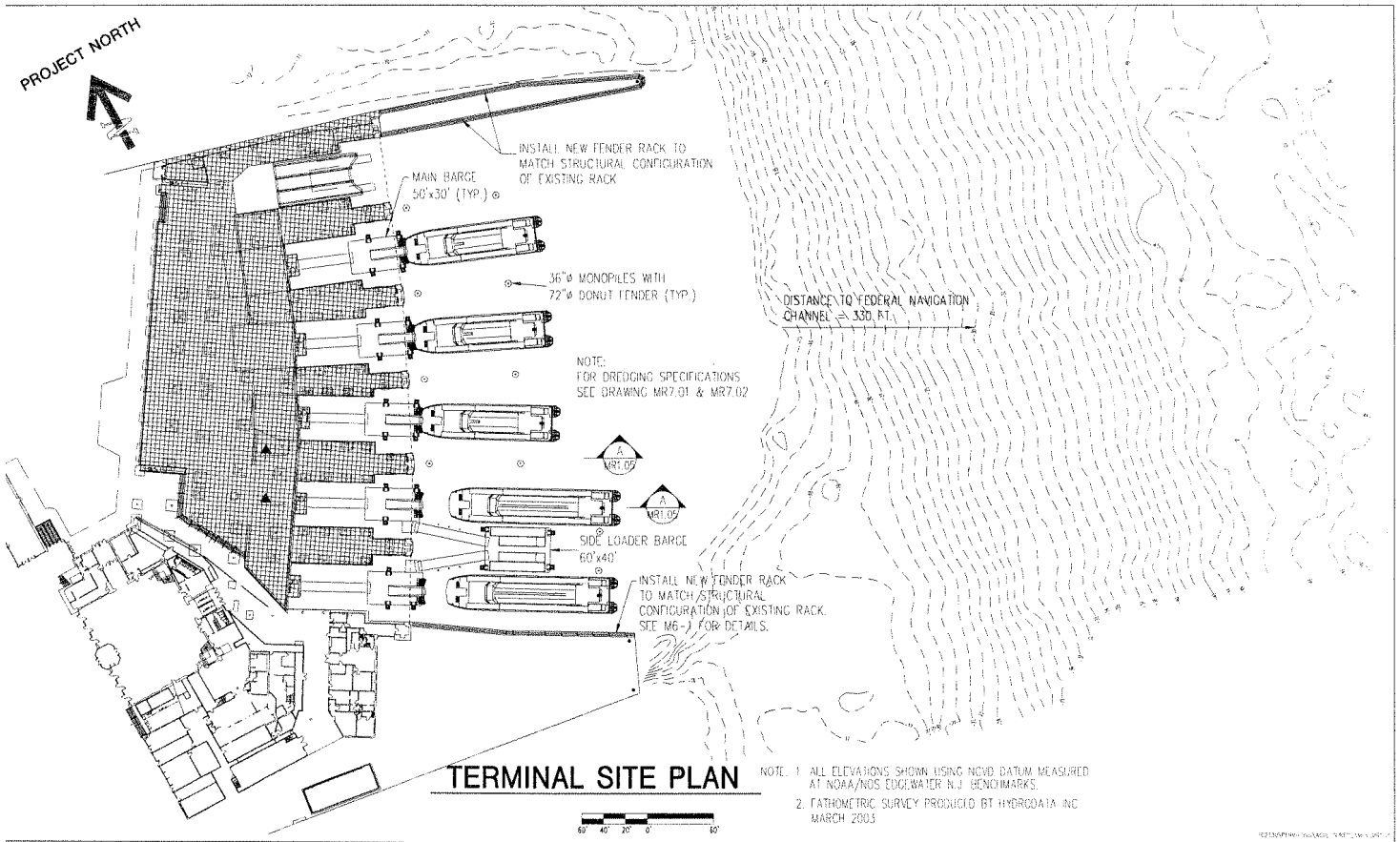
HOBOKEN FERRY TERMINAL REHABILITATION

EXISTING FERRY TERMINAL DEMOLITION AND REMOVALS PLAN

DRAWING NO. MR1.03

DATE APRIL 6, 2004

SHEET 1 OF 46



TERMINAL SITE PLAN

NOTE: 1. ALL ELEVATIONS SHOWN USING NGVD DATUM MEASURED AT NOAA/NOS EDGEWATER N.J. BENCHMARKS.

2. BATHOMETRIC SURVEY PRODUCED BY HYDRODATA INC MARCH 2003

NJ TRANSIT

Architects: Beyer Blinder Belle

STV Incorporated
225 Park Avenue South
New York, New York 10003

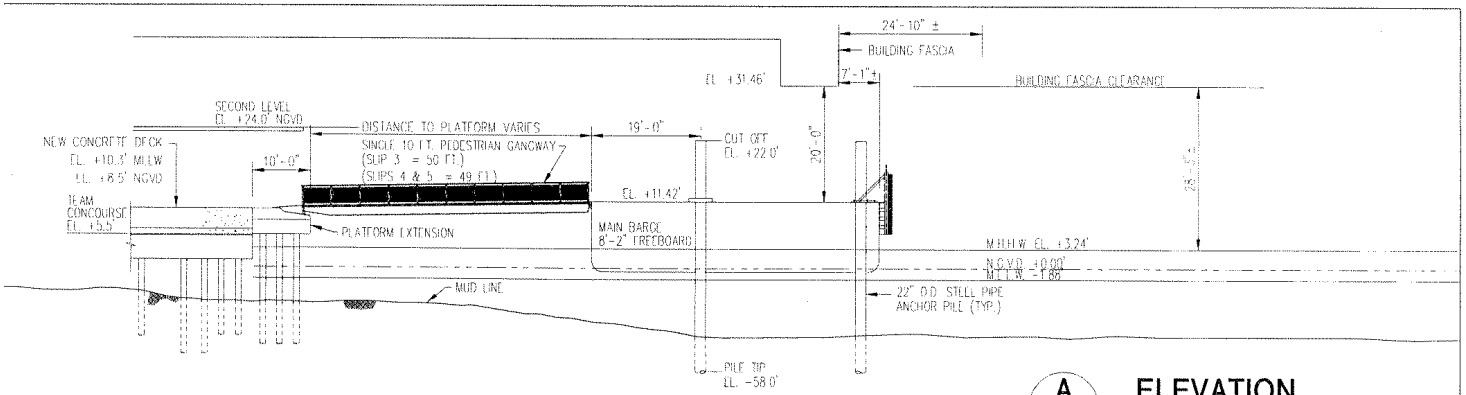
McLaren Engineering Group

DESIGNED: SET
DRAWN: RWD
CHECKED: RWD
APPROVED:

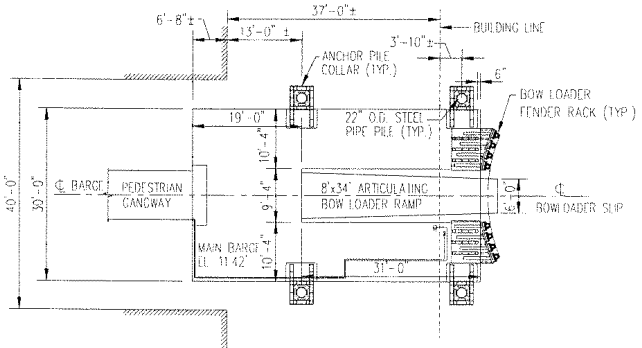
HOBOKEN FERRY TERMINAL REHABILITATION

TERMINAL SITE PLAN

SCALE: AS NOTED
DRAWING No.: MR1.04
DATE: APRIL 15, 2005



A ELEVATION
MR1.05



B PLAN
MR1.05

NOTES:
1. ALL ELEVATIONS SHOWN USING NGVD DATUM MEASURED AT NOAA/NOS EDGEWATER N.J. BENCHMARKS.
2. BARGES AND FERRY SHOWN AT MHHW.

NJTRANSIT

Architects
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225 Park Avenue South
New York, New York 10003

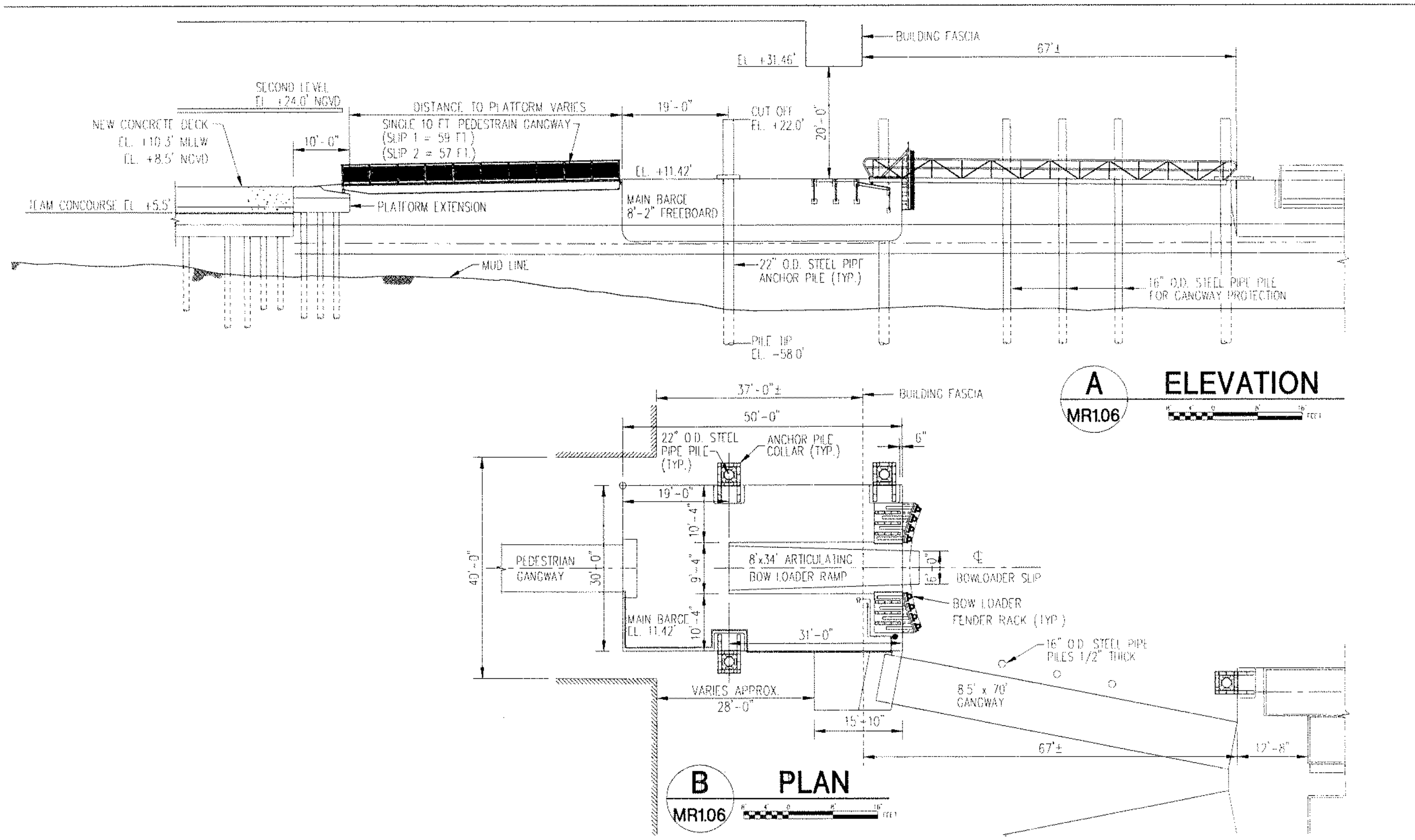
McLaren Engineering Group

DESIGNED: SET
DRAWN: RVC
CHECKED: RVD
APPROVED:
DATE: REVISIONS

HOBOKEN
FERRY TERMINAL
REHABILITATION

MAIN BARGE
PLAN AND ELEVATION
UNDERNEATH CANOPY

DRAWING NO. MR1.05
SHEET 9 OF 16


BUILDING FASCIA
67'±
EL +31.46'
SECOND LEVEL
EL +24.0' NGVD
DISTANCE TO PLATFORM VARIES
SINGLE 10 FT PEDESTRAIN GANGWAY
(SLIP 1 = 59 FT)
(SLIP 2 = 57 FT)
19'-0"
CUT OFF
EL +22.0'
20'-0"
NEW CONCRETE DECK
EL +10.3' MLLW
EL +8.5' NGVD
10'-0"
EL +11.42'
MAIN BARGE
8'-2" FREEBOARD
PLATFORM EXTENSION
MUD LINE
22" O.D. STEEL PIPE
ANCHOR PILE (TYP.)
16" O.D. STEEL PIPE PILE
FOR GANGWAY PROTECTION
PILE TIP
EL -58.0'
A
MR1.06
ELEVATION
37'-0"±
BUILDING FASCIA
50'-0"
22" O.D. STEEL
PIPE PILE
(TYP.)
ANCHOR PILE
COLLAR (TYP.)
6"
19'-0"
10'-4"
9'-4"
10'-4"
40'-0"
PEDESTRIAN
GANGWAY
30'-0"
8'x34' ARTICULATING
BOW LOADER RAMP
BOWLOADER SLIP
BOW LOADER
FENDER RACK (TYP.)
MAIN BARGE
EL 11.42'
31'-0"
16" O.D. STEEL PIPE
PILES 1/2" THICK
8.5' x 70'
GANGWAY
VARIES APPROX.
28'-0"
15'-10"
67'±
17'-8"
B
MR1.06
PLAN

NJ TRANSIT

Beyer Blinder Belle

STV Incorporated
225 Park Avenue South
New York, New York 10003

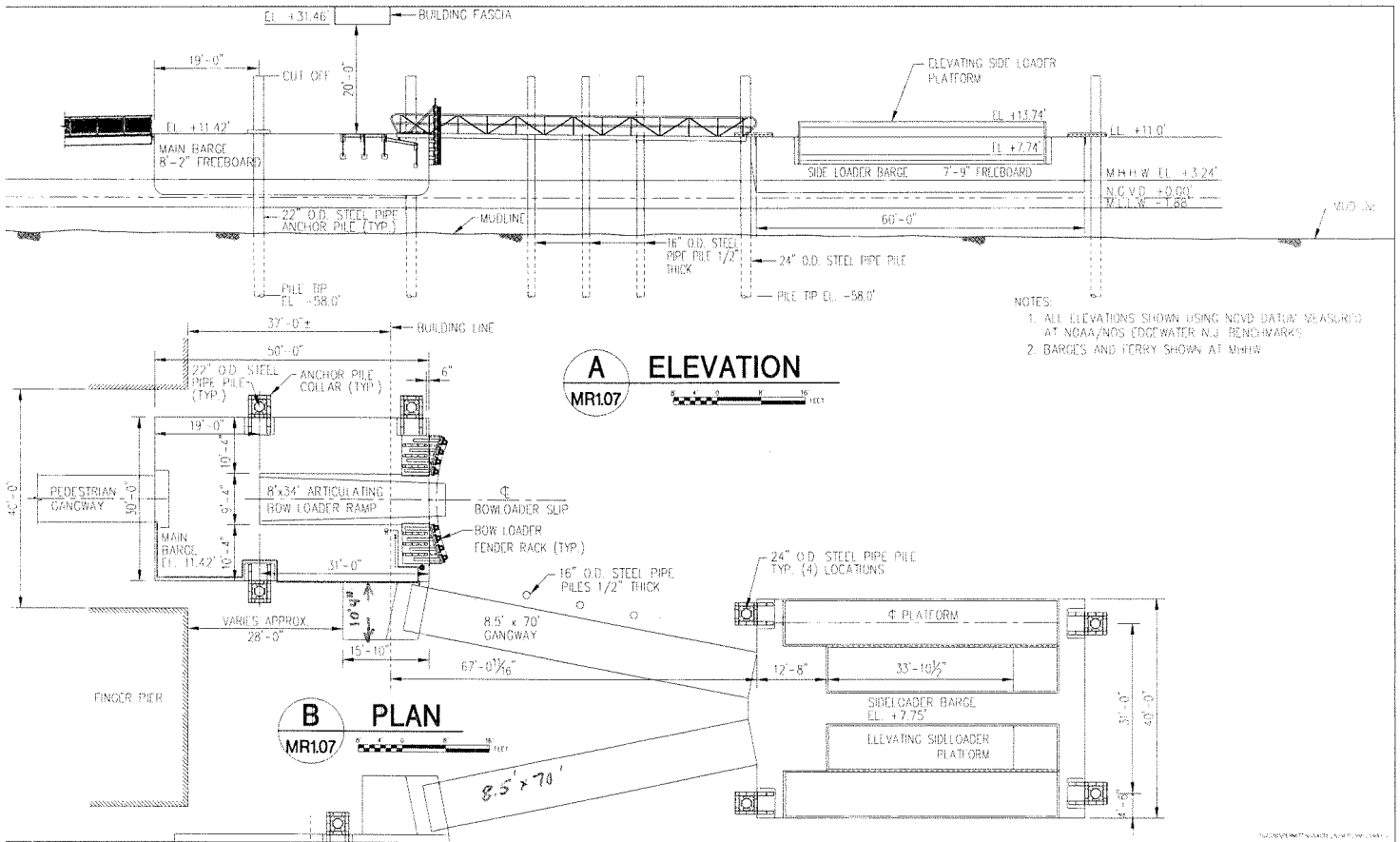
McLaren Engineering Group

DESIGNED	SET
DRAWN	RVC
CHECKED	RVD
APPROVED	

HOBOKEN
FERRY TERMINAL
REHABILITATION

SIDELOADER SLIP
MAIN BARGE
PLAN AND ELEVATION

SCALE	AS NOTED
DRAWING No.	MR1.06
DATE	APRIL 8, 2004
SHEET	10 of 16



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225 Park Avenue South
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McLaren

HOBOKEN
FERRY TERMINAL
REHABILITATION

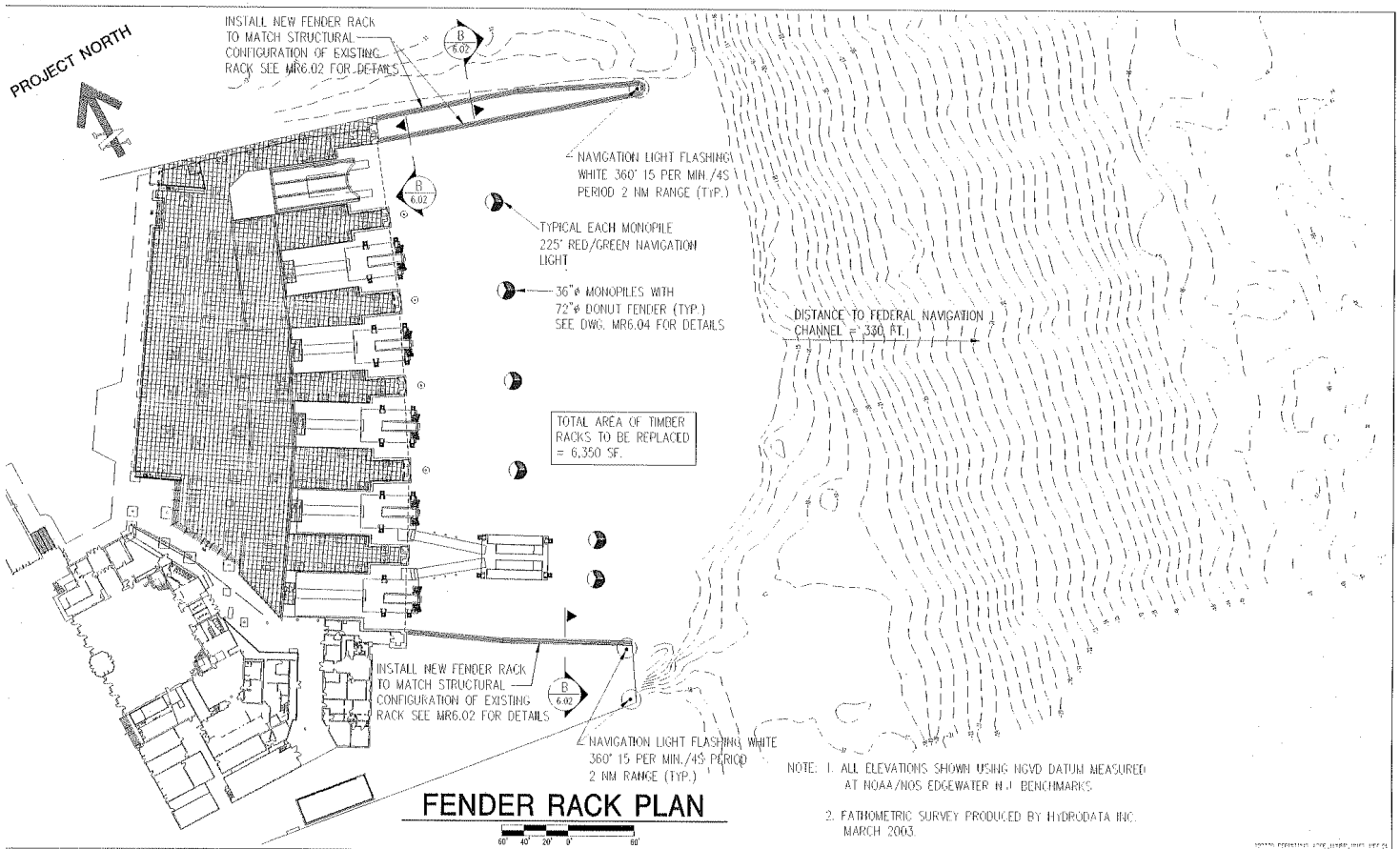
SIDELOADER BARGE
PLAN AND ELEVATION

AS NOTED

MR1.07

APRIL 6, 2024

11 of 16



FENDER RACK PLAN

NJ TRANSIT

Architects: Beyer Blinder Belle Architects & Planners LLP, 41 East 11th Street, New York, New York 10003, 212 777 7800

STV Incorporated, 225 Park Avenue South, New York, New York 10003

McLaren Engineering Group, 360 Thomas Hill Road, West Nyack, NY 10994, Tel. (845) 353-7400, Fax. (845) 353-4309, www.mclarenengr.com

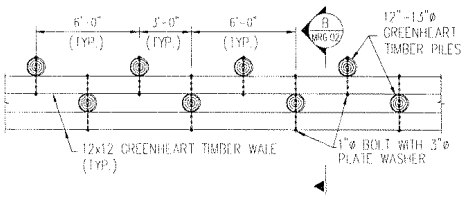
DATE	REVISIONS	No.

DESIGNED: SET
DRAWN: PWC
CHECKED: RWD
APPROVED:

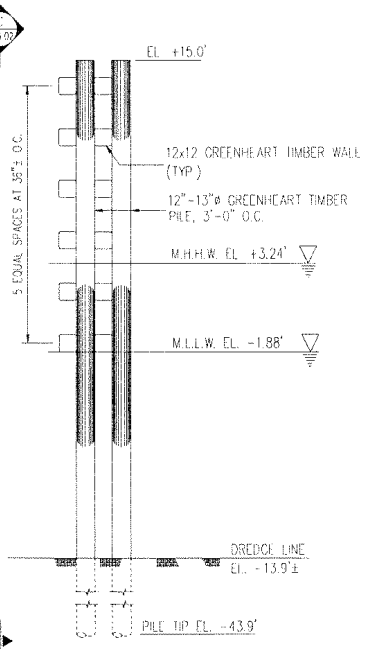
HOBOKEN FERRY TERMINAL REHABILITATION

TERMINAL FENDER RACK PLAN AND NAVIGATION LIGHTING

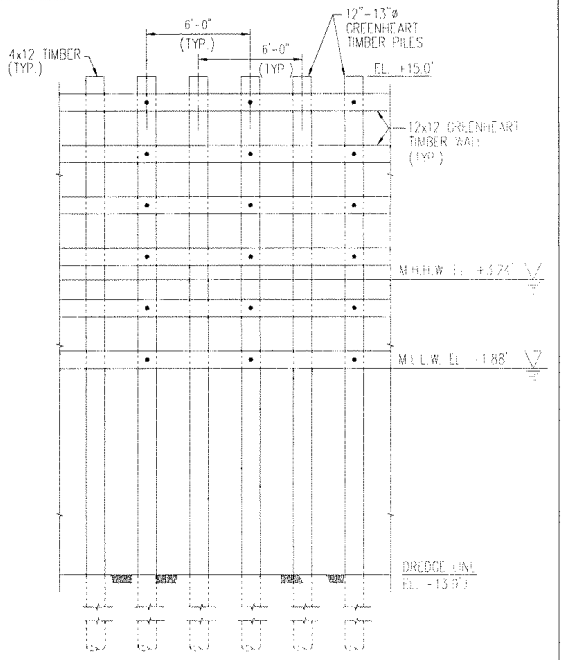
SCALE: AS NOTED
FILE NAME: MR8.01.dwg
CONTRACT NO. 01-[illegible]
ISSUE
MR8.01
DATE: APRIL 6, 2004
SHEET NO. 12 OF 16



A MR6.02 **PART PLAN**



B MR6.02 **SECTION - NEW TIMBER FENDER SYSTEM**



C MR6.02 **ELEVATION - NEW TIMBER FENDER SYSTEM**

NOTE: ALL ELEVATIONS SHOWN USING NGVD DATUM MEASURED AT NOAA/NOS EDGEWATER N.J. BENCHMARKS.

NJ TRANSIT

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STV Incorporated, 225 Park Avenue South, New York, New York 10003

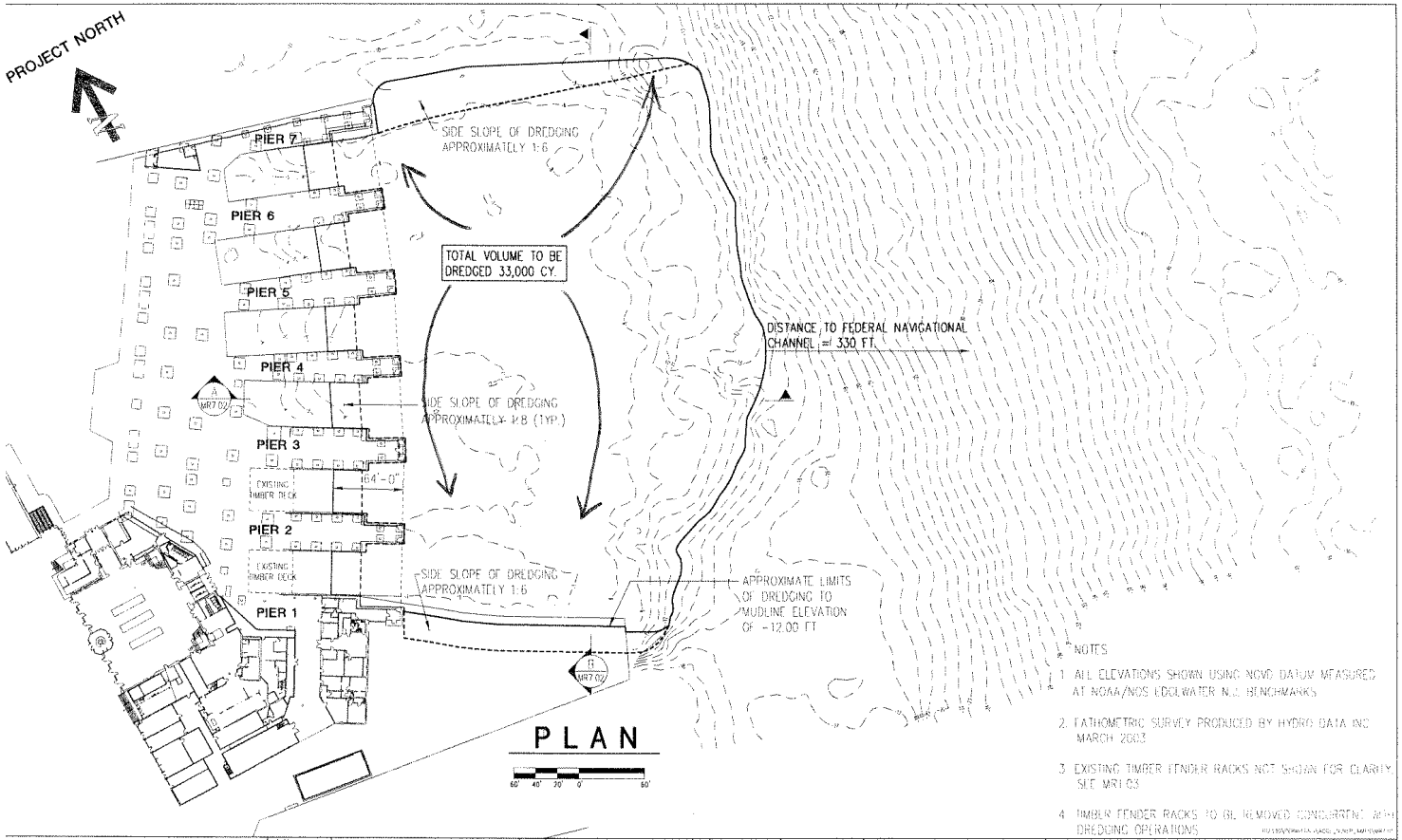
McLaren Engineering Group

DESIGNED SET
DRAWN RWC
CHECKED RVD
APPROVED

HOBOKEN FERRY TERMINAL REHABILITATION

FENDER RACK - PART PLAN, SECTION AND ELEVATION

SCALE AS NOTED
FILE NAME MR6.02.dwg
DRAWING NO. MR6.02
REV. -
DATE APRIL 6, 2004
CONTRACT NO. 04340
SHEET 13 of 16



NOTES

1. ALL ELEVATIONS SHOWN USING NGVD DATUM MEASURED AT NOAA/NOS EDGEWATER N.J. BENCHMARKS
2. BATHOMETRIC SURVEY PRODUCED BY HYDRO DATA INC. MARCH 2003
3. EXISTING TIMBER FENDER RACKS NOT SHOWN FOR CLARITY. SEE MR1.03
4. TIMBER FENDER RACKS TO BE REMOVED CONCURRENT WITH DREDGING OPERATIONS

NJ TRANSIT

Beyer Blinder Belle

STV Incorporated
225 Park Avenue South
New York, New York 10003

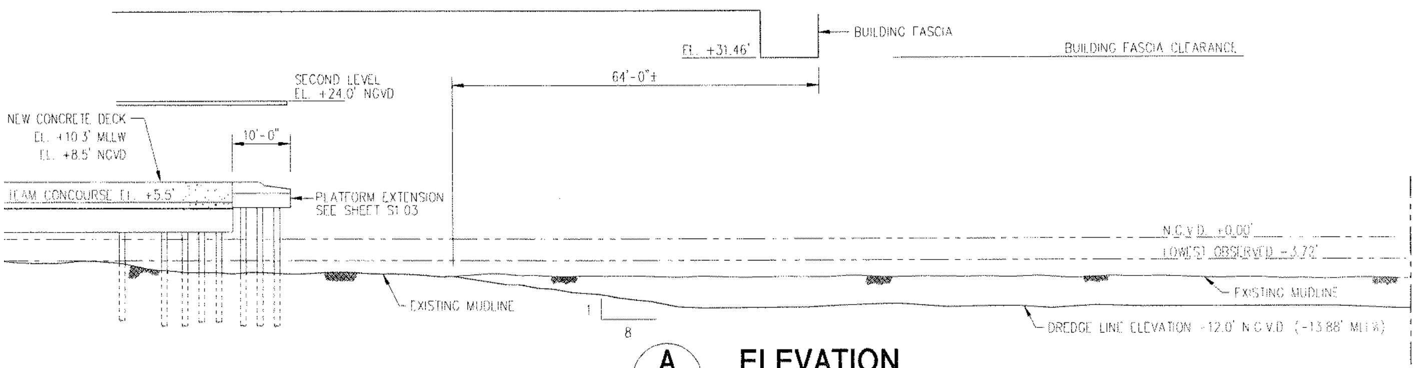
McLaren

DESIGNED	SCI
DRAWN	RVC
CHECKED	RVD
APPROVED	

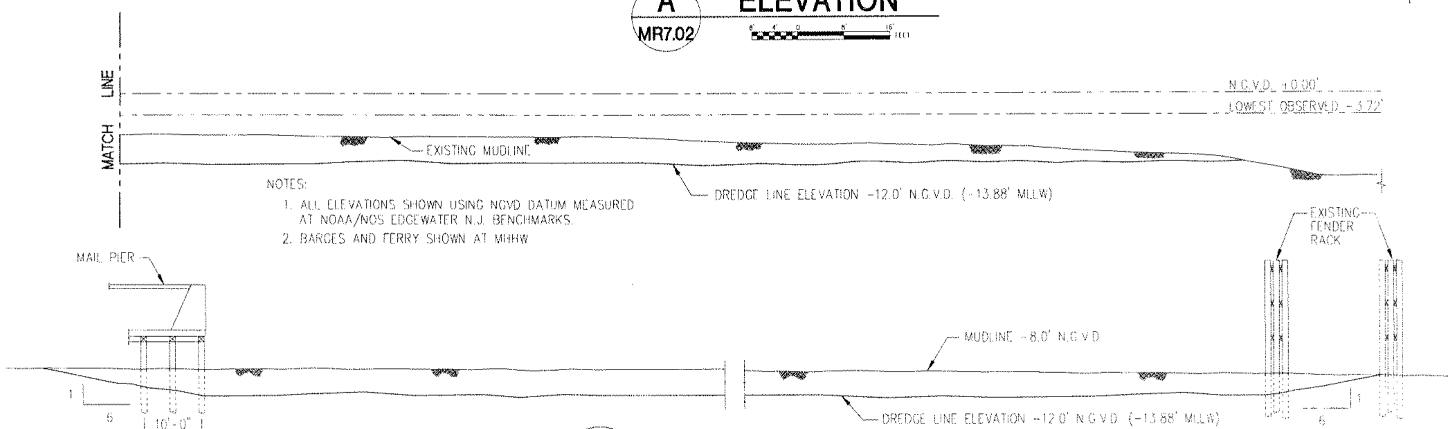
HOBOKEN FERRY TERMINAL REHABILITATION

EXISTING FERRY TERMINAL DREDGING PLAN

SCALE	AS NOTED
FILE NAME	MR7.01.dwg
DRAWING NO.	MR7.01
REV.	
DATE	APRIL 6, 2004
CONTRACT NO.	04C0016
SHEET NO.	44 OF 76


BUILDING FASCIA
BUILDING FASCIA CLEARANCE
EL. +31.46'
64'-0"±
SECOND LEVEL
EL. +24.0' NGVD
NEW CONCRETE DECK
EL. +10.3' MLLW
EL. +8.5' NGVD
10'-0"
PLATFORM EXTENSION
SEE SHEET S1.03
N.G.V.D. +0.00'
LOWEST OBSERVED -3.72'
EXISTING MUDLINE
DREDGE LINE ELEVATION -12.0' N.G.V.D. (-13.88' MLLW)
MATCH LINE
1
8

A MR7.02 ELEVATION



NOTES:

1. ALL ELEVATIONS SHOWN USING NGVD DATUM MEASURED AT NOAA/NOS EDGEWATER N.J. BENCHMARKS.
2. BARGES AND FERRY SHOWN AT MHHW

B MR7.02 ELEVATION

NJ TRANSIT

Beyer Blinder Belle

STV Incorporated
225 Park Avenue South
New York, New York 10003

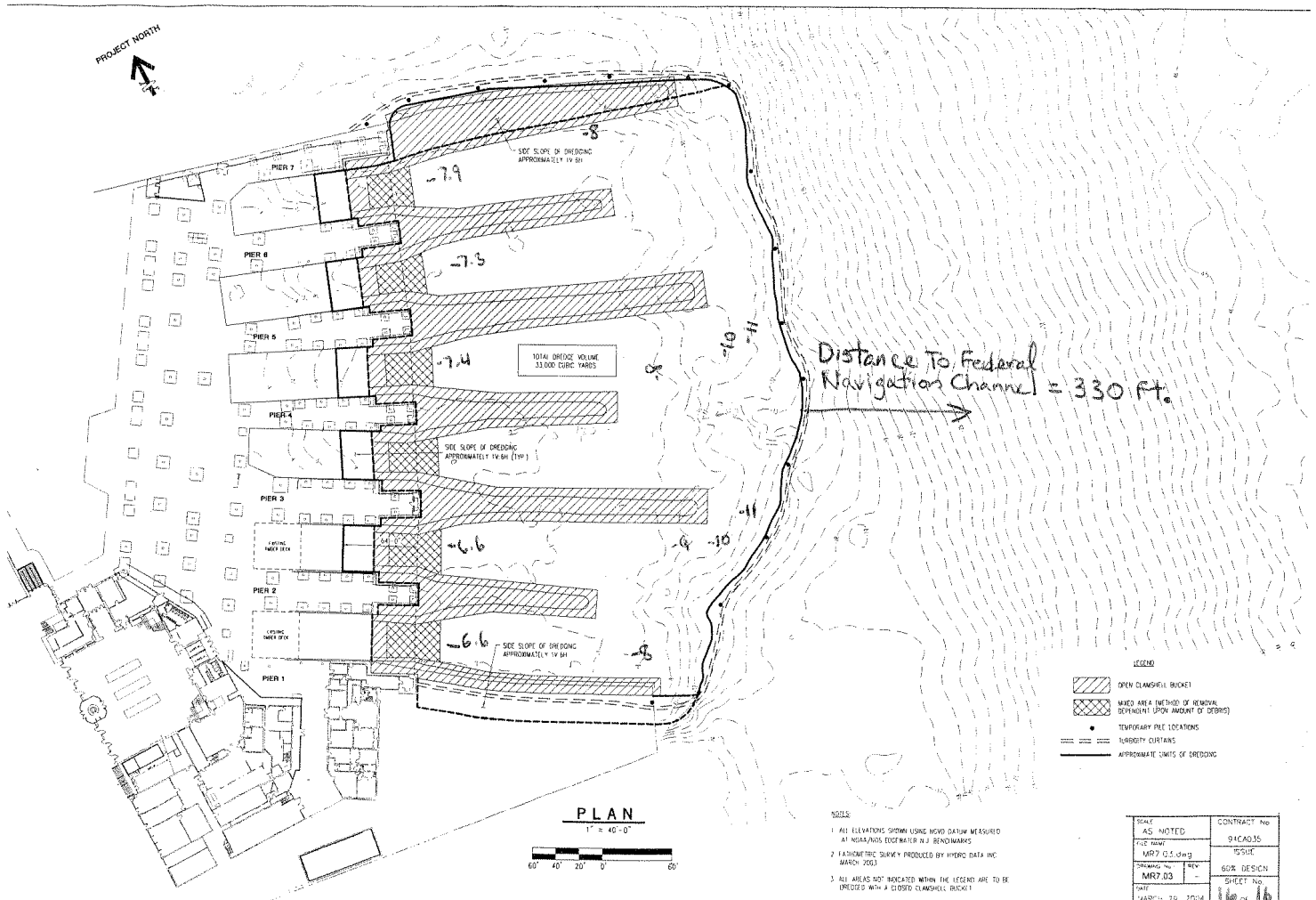
McLaren Engineering Group

DESIGNED SET | DRAWN RVC | CHECKED RVD | APPROVED

HOBOKEN FERRY TERMINAL REHABILITATION

EXISTING FERRY TERMINAL DREDGING PROFILE

SCALE AS NOTED | DRAWING No. MR7.02 | SHEET No. 15 of 16



PLAN
1" = 40'-0"
60' 40' 20' 0' 60'

NOTES:
1. ALL ELEVATIONS SHOWN USING NGVD DATUM MEASURED AT NOAA/NOS EDGEWATER N.J. BENCHMARKS
2. BATHOMETRIC SURVEY PRODUCED BY HYDRO DATA INC. MARCH 2003
3. ALL AREAS NOT INDICATED WITHIN THE LEGEND ARE TO BE DREDGED WITH A CLOSED CLAMSHELL BUCKET

SCALE: AS NOTED	CONTRACT No: 94CA035
FILE NAME: MR7.03.dwg	ISSUE: 60% DESIGN
DRAWING No: MR7.03	REV: -
DATE: MARCH 19, 2004	SHEET No: 16 OF 16

JJTRANSIT

Architects: Beyer Blinder Belle

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225 Park Avenue South
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McLaren

DESIGNED	SET
DRAWN	AVC
CHECKED	RVD
APPROVED	

DATE	No	REVISIONS

HOBOKEN FERRY TERMINAL REHABILITATION

EXISTING FERRY TERMINAL DREDGING PROCEDURAL PLAN AND TURBIDITY CURTAINS