



Department of
Transportation



U.S. Department of Transportation
Federal Highway Administration



Public Hearing Presentation



October 1 and October 7, 2026

Project Public Hearing

Shore Road Bridge over the Hutchinson River Project
Borough of the Bronx

NYCDOT CONTRACT NO.: HBX1148B

NYSDOT PIN: X773.63

BRIDGE IDENTIFICATION NUMBER (BIN): 2-24020-0

The Shore Road Bridge Project Team

FHWA

Lead Federal Agency

NYS DOT

Joint Lead Agency

NYC DOT

Project Sponsor and Joint Lead Agency

Hardesty & Hanover, LLC

Prime Consultant

AKRF, Inc.

Environmental Consultant

IMEG

Outreach Consultant

Historical Perspectives, Inc.

Cultural Resources Consultant



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Purpose of the DEIS Public Hearing

- Provide the public with an opportunity to formally submit comments on the DEIS
- Provide an overview of the environmental review process, discuss the Shore Road Bridge Project, and review the reasonably foreseeable effects of the Build Alternative

We Want to Hear From You!

DURING TODAY'S MEETING

Submit comments orally during the public testimony portion of the meeting, privately to a stenographer, or by submitting a comment card

AFTER TODAY'S MEETING

Written comments will be accepted through November 6, 2026.



BY EMAIL

ShoreRoadBridgeBX@dot.nyc.gov



BY U.S. MAIL to NYCDOT

New York City Department of Transportation
Division of Bridges
Shore Road Bridge Project Team
Attention: Joannene Kidder
55 Water Street, 5th Floor
New York, NY 10041

**Comments Mailed in Must be postmarked
by November 6, 2026**



ONLINE AT OUR WEBSITE

www.nyc.gov/ShoreRoadBridge



What is NEPA?

National Environmental Policy Act

- NEPA is a federal law that provides for a decision-making process to consider the effects of federally funded or permitted projects on the human environment
- Provides for early and continuing opportunities for public involvement and input throughout Project development
- Lead agencies consider agency and public comment on the potential effects of a project on the social, economic, and environmental conditions



What are SEQRA and CEQR?

- SEQRA (State Environmental Quality Review Act) is a state law that requires state and local agencies to incorporate social, economic, and environmental factors into their decision-making processes.
- CEQR (City Environmental Quality Review) is New York City's process for implementing SEQRA.
- SEQRA involves an evaluation of the same topics as NEPA, with some additional considerations, including, but not limited to:
 - Energy and Greenhouse Gases
 - Cumulative Effects
 - NYS Smart Growth Public Infrastructure Policy Act
 - Complete Streets

NEPA and SEQRA/CEQR Documents

- Two separate draft environmental review documents were prepared to analyze the effects of the Project
- The Draft Design Report/NEPA Draft Environmental Impact Statement (DDR/NEPA DEIS) has been prepared to comply with NEPA
- The SEQRA/CEQR DEIS document consists of the DDR/NEPA DEIS (included in Attachment A) and additional documentation and analysis that are needed to satisfy NYC's SEQRA/CEQR obligations

Environmental Review Topics

Topics during the environmental review process include the following:



Wetlands



Threatened &
Endangered Species



Transportation



Navigable Waters



Essential Fish Habitats



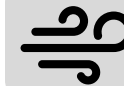
Noise Effects



Coastal Resources



Construction Effects



Air Quality Effects



Cultural & Historic
Resources



Water Resources &
Stormwater Management



Social Effects



Parks &
Recreational Areas



Visual Resources



Economic Effects

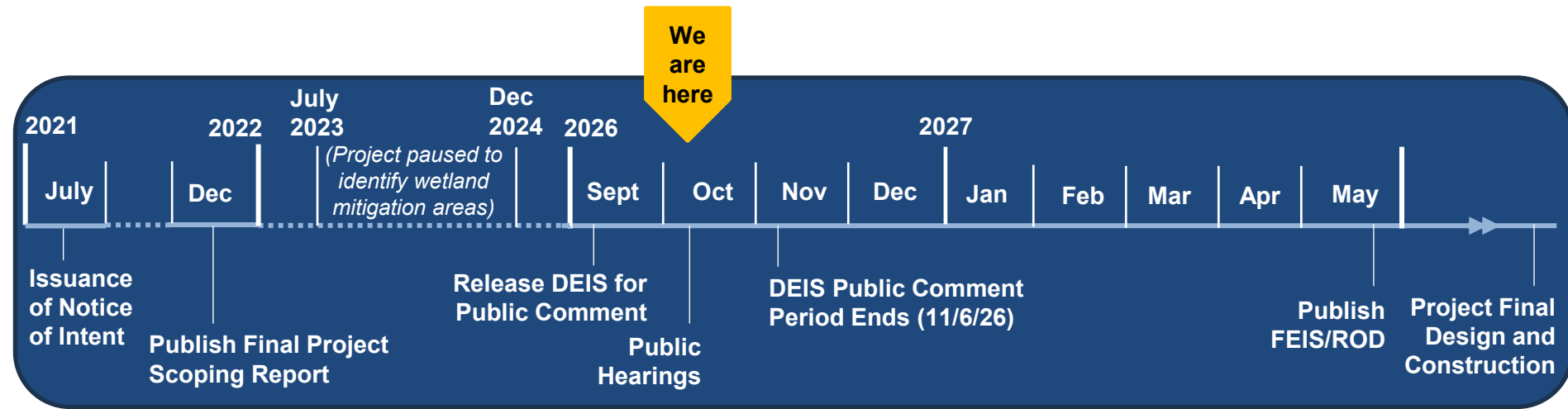


Ecology & Wildlife



Hazardous Waste &
Contaminated Materials

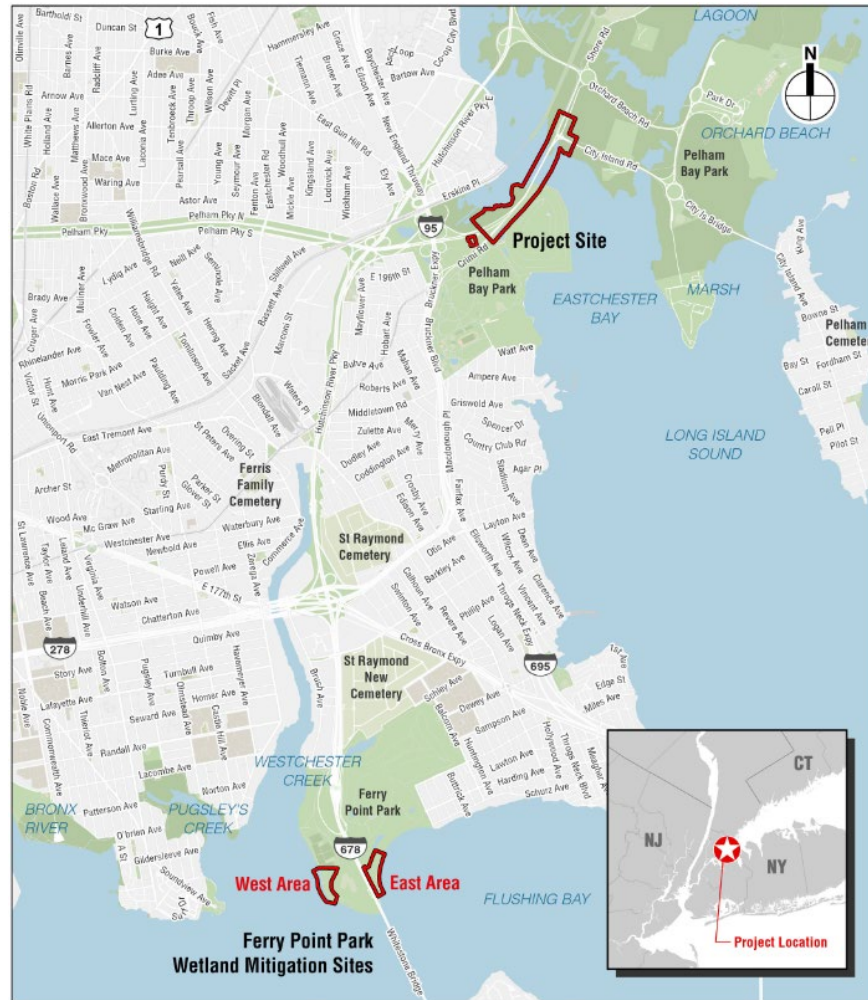
NEPA Process/Project Timeline



ACRONYMS:

Draft Environmental Impact Statement (DEIS)
Final Environmental Impact Statement (FEIS)
Record of Decision (ROD)

Project Location



Project Area at Pelham Bay Park



Project Area at Ferry Point Park

Compensatory Wetland Mitigation Sites



Existing Bridge



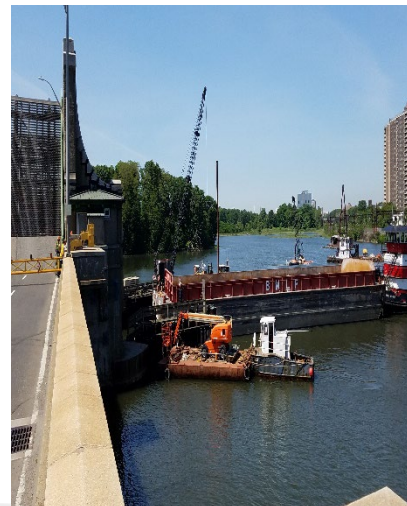
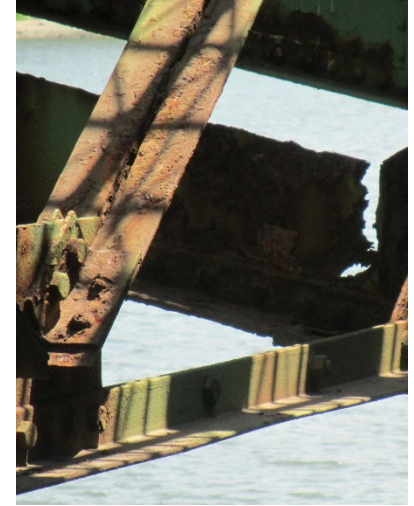
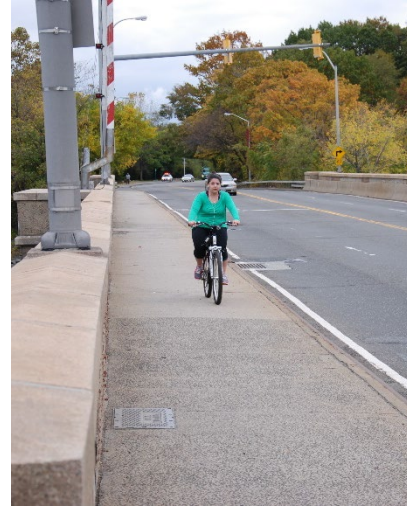
Project Purpose and Needs

Purpose:

Address the structure deficiencies; geometric deficiencies; and operation reliability for multi-modal users, including marine vessels, of the Shore Road Bridge over the Hutchinson River

Needs:

- Address structural deficiencies
- Improve marine navigation associated with the bridge
- Improve the operational (mechanical) reliability of the bridge, which directly impacts both vehicular and marine traffic operations
- Address geometric deficiencies
- Improve pedestrian and bicycle accommodations



Project Alternatives Studied in the DEIS

No Build Alternative

- NEPA and CEQR require the evaluation of a No Build Alternative
- Serves as the baseline against which the potential effects of the Build Alternative are evaluated
- Assumes no improvements beyond maintenance and repairs
- Does not meet the purpose and needs of the Project

Build Alternative

- Replace the existing bridge with a new bridge on a new alignment
- Minimum of 30 feet of vertical clearance over navigable channel
- Includes a shared use path on south side of the bridge

Build Alternative: Project Description

Components include:

New Bridge

- Centerline approximately 105 feet to the south of the centerline of the existing bridge
- Horizontal clearance over the navigable channel increased to 115 feet
- Vertical clearance in the closed position increased to 30 feet
- Two 11-foot lanes and a minimum six-foot shoulder in each direction, an on-span service area, and a 15-foot-wide, shared-use pedestrian/bicycle path
- Approach roadways supported on retaining walls, fixed multi-girder approach spans, and a movable span crossing the channel
- Aesthetic considerations that pay homage to existing bridge structure

Compensatory Wetland Mitigation

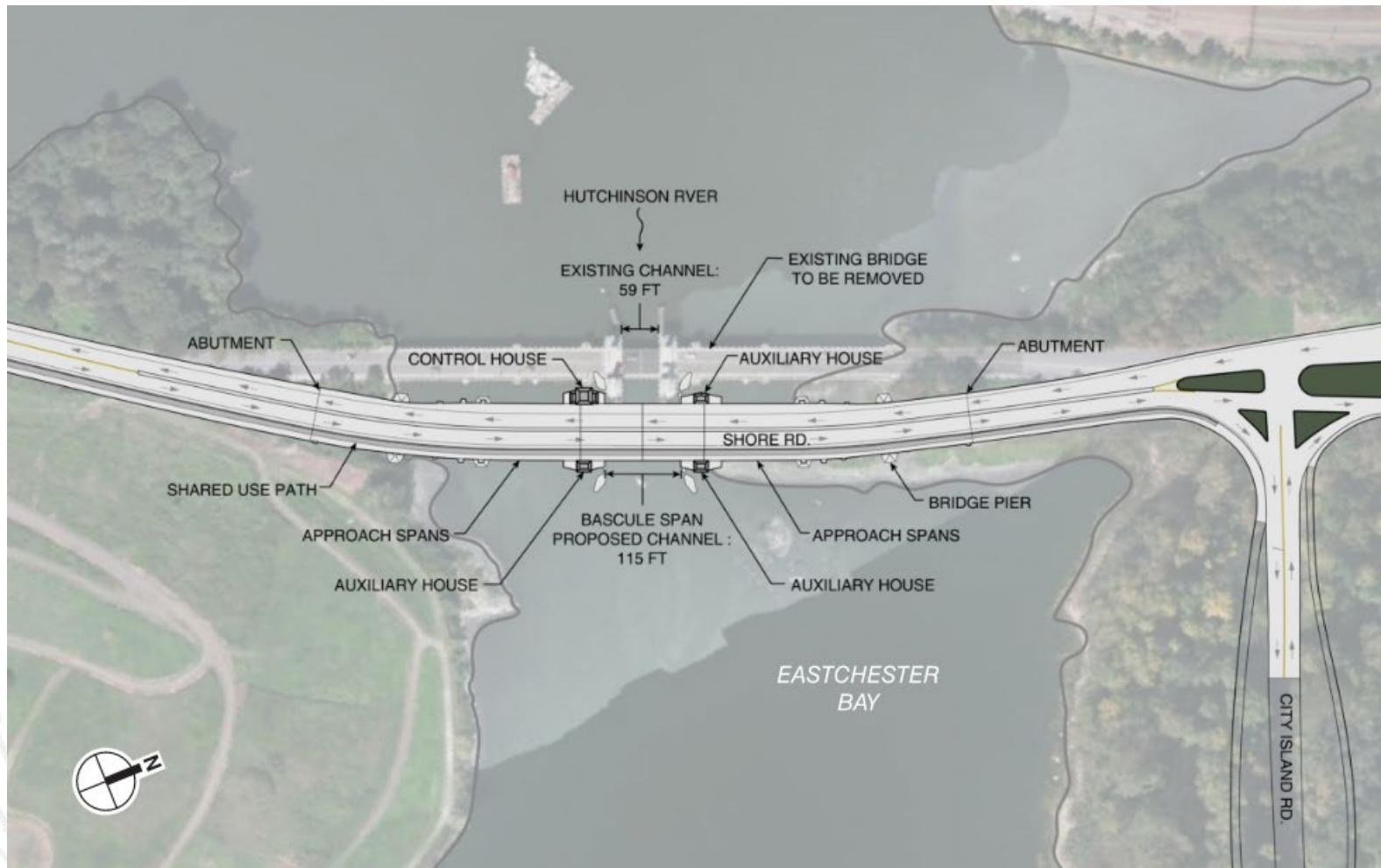
- Implement wetland mitigation via construction of new compensatory tidal wetland site(s) at Ferry Point Park East and/or Ferry Point Park West

Build Alternative: Proposed Bridge Replacement

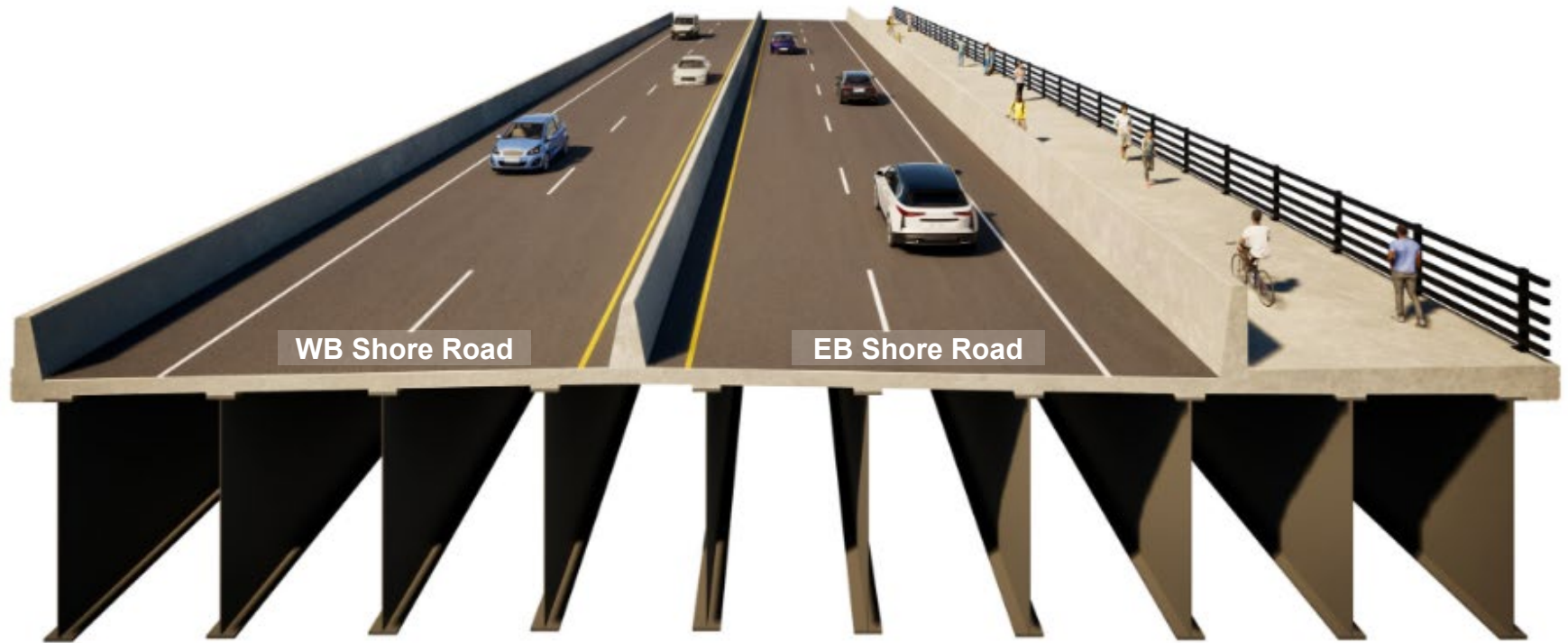


Conceptual rendering of proposed bridge

Build Alternative: Bridge Alignment



Build Alternative: Proposed Cross Section



Upstream
Hutchinson River

Downstream
Hutchinson River

Reasonably Foreseeable Effects of the Build Alternative (1 of 6)

Category	Reasonably Foreseeable Effects
Wetlands	• Permanent and temporary direct wetland and shading effects. • 2.99 acres of compensatory tidal wetland creation required to mitigate the effects
Surface Waters and Waterway	• Temporary Construction Effects • No Permanent Adverse Operational Effects • Permanent beneficial effects resulting from state and federally mandated compensatory tidal wetland mitigation to be implemented
Navigable Waters	• Temporary Construction Effects • No Permanent Operational Effects
Floodplains and Flood Conditions	• No Adverse Construction or Permanent Adverse Operational Effects, per 23 CFR 650 Subpart A
Coastal Resources	• No Adverse Effects anticipated • The Project is consistent with the applicable NYC WRP and NYC Coastal Policies
Groundwater Resources, Aquifers, and Reservoirs	• No Effects, as there is no potable water in the area • Project would not affect the aquifer or any reservoirs
Stormwater Management	• No Adverse Construction or Adverse Operational Effects

Reasonably Foreseeable Effects of the Build Alternative (2 of 6)

Category	Reasonably Foreseeable Effects
General Ecology and Wildlife Resources	• Temporary Construction Effects. No Permanent Adverse Effects anticipated with implementation of mitigation measures (i.e., avoidance, minimization, and/or compensatory measures) • No substantial permanent adverse effects to Essential Fish Habitat (EFH)
Threatened and Endangered (T&E) Species	• Findings for the T&E Species with the potential to occur within the Project Limits: • Piping Plover - <i>No Effect, No Suitable habitat</i> • Tricolored bat - <i>May Affect, Likely to Adversely Affect</i> ○ Not currently listed under the Endangered Species Act; it is federally proposed for listing as Endangered ○ As a conservative measure, FHWA assumes presence based on habitats (trees) present ○ Follows the Programmatic Agreement for federal transportation projects ○ Implementation of Avoidance and Minimization Measures to reduce the potential impacts to tricolored bat • Monarch butterfly - <i>No Jeopardy</i> - the project will not affect the continued existence of this species • Endangered Species Act (ESA)-listed aquatic species or designated critical aquatic habitat - <i>Not Likely to Adversely Affect</i>

Reasonably Foreseeable Effects of the Build Alternative (3 of 6)

Category	Reasonably Foreseeable Effects
Historic and Cultural Resources	• Adverse effect to National Register (NR)-eligible Shore Road Bridge due to its proposed removal – A Memorandum of Agreement (MOA) being developed under the National Historic Preservation Act (NHPA) Section 106 Consultation process (54 U.S.C. § 306108), will include stipulations for mitigation; • Project would not result in adverse effects to the Pelham Bay Park Historic District.
Parks and Recreational Resources	• No Adverse Effects. • Operational Effects (once the new bridge is built and open and the existing bridge has been demolished) and Temporary Construction Effects to Parkland resulting from re-routing and/or tying in new paths and roadway to existing; however, construction and operation of the Build Alternative would not eliminate or diminish any parks, open spaces, or recreation areas, or change the use of any resource so that it no longer serves the same user population. If needed, detours and temporary paths would be used to route pedestrians and bicyclists around construction. • No Land and Water Conservation Fund (LWCF) Conversion [Formerly known as “Section 6(f)” Conversion]

Reasonably Foreseeable Effects of the Build Alternative (4 of 6)

Category	Reasonably Foreseeable Effects
Section 4(f) Resources	• “Use” of Shore Road Bridge meets criteria for Approval of <i>Programmatic Section 4(f) Evaluation for FHWA Projects that Necessitate the Use of an Historic Bridge</i>; • Subject to consideration of public comments, a <i>de minimis effect</i> finding is anticipated for Pelham Bay Park and Pelham Bay Park Preserve; • Work in Ferry Point Park meets criteria for exception from Section 4(f) approval in accordance with 23 CFR 774.13(g); • Work within Mosholu-Pelham Greenway (part of the East Coast Greenway) meets criteria for exception from Section 4(f) approval in accordance with 23 CFR 774.13(d).
Visual Resources	• Temporary Adverse Construction Effects • No Adverse Permanent (Operational) Effects, per Visual Impact Assessment (VIA) (See Appendix Q of the DDR/DEIS)
Air Quality	• Temporary Construction Effects – minimized with implementation of identified Best Management Practices (BMPs) and/or avoidance and minimization measures. • No Permanent Adverse Operational Air Quality Effects
Noise	• Temporary Construction Effects – minimized with implementation of identified BMPs and/or avoidance and minimization measures at Pelham Bay and Ferry Point Parks. • No Permanent Operational Noise Effects
Hazardous Waste, Contaminated Materials, Asbestos and Lead	• Temporary Construction Effects (With implementation of identified BMPs and/or avoidance and minimization measures at Pelham Bay Park and Ferry Point Park); • No Permanent Operational Effects (With implementation of identified BMPs and/or avoidance and minimization measures)

Reasonably Foreseeable Effects of the Build Alternative (5 of 6)

Category	Reasonably Foreseeable Effects
Land Use, Zoning and Public Policy	• No Temporary Construction Effects • No Permanent Operational Effects
Neighborhood and Community Cohesion	• No Temporary Construction Effects • No Permanent Operational Effects
Social Groups Benefited or Harmed	• Beneficial effects for all social groups resulting from new accessible sidewalks and crossings
Schools and Places of Worship	• No Effect to Schools or Places of Worship
Regional and Local Economies	• Construction Effects include modification to and maintaining vehicular access to one business in Pelham Bay Park, the Bronx Equestrian Center. No Temporary Construction Effect effects in Ferry Point Park. No Operational Effects
Business Districts	• No Effect, the Project is not in or near a business district
Specific Business Effects	• Temporary Construction Effects include modification to and maintaining vehicular access to one business, the Bronx Equestrian Center. No Permanent Operational Effects

Reasonably Foreseeable Effects of the Build Alternative (6 of 6)

Category	Reasonably Foreseeable Effects
Right-of-Way (ROW)	No Effect, there are no temporary easements, permanent easements, or acquisitions proposed under the Build Alternative
Construction Effects on Transportation	- Minor Temporary Construction Effects (existing bridge to remain open until new bridge is completed). Navigation generally not be disrupted during construction. Some minor short-term off-peak closures/diversions may be required during some limited activities. - Potential adverse temporary construction traffic impacts have been identified to intersections immediately adjacent to Shore Road Bridge in one or more peak hours; feasible mitigation measures identified to mitigate impacts to the extent possible. - The traffic impacts would be temporary and limited to the duration of each of the Work Zone Traffic Control (WZTC) plans developed to maintain traffic flow during construction. - Minor effects to pedestrian facilities during construction of the compensatory tidal wetland mitigation in Ferry Point Park (some trails and walkways would need to be relocated).
Indirect Effects	- No Temporary Construction Effects - No Permanent Operational Effects
Utilities	Utility Relocations are required; however, no disruptions to utility services would occur using BMPs to maintain service.

Wetland Impacts and Mitigation

- Construction of the new bridge will result in permanent and temporary impacts to state and federally regulated tidal wetlands
- Tidal wetland creation is required on this project to fulfill state and federally mandated compensatory wetland mitigation
- 2.99 acres of compensatory tidal wetland creation required to offset the project impacts
- Compensatory tidal wetland creation will be completed at one or both sites identified in Ferry Point Park



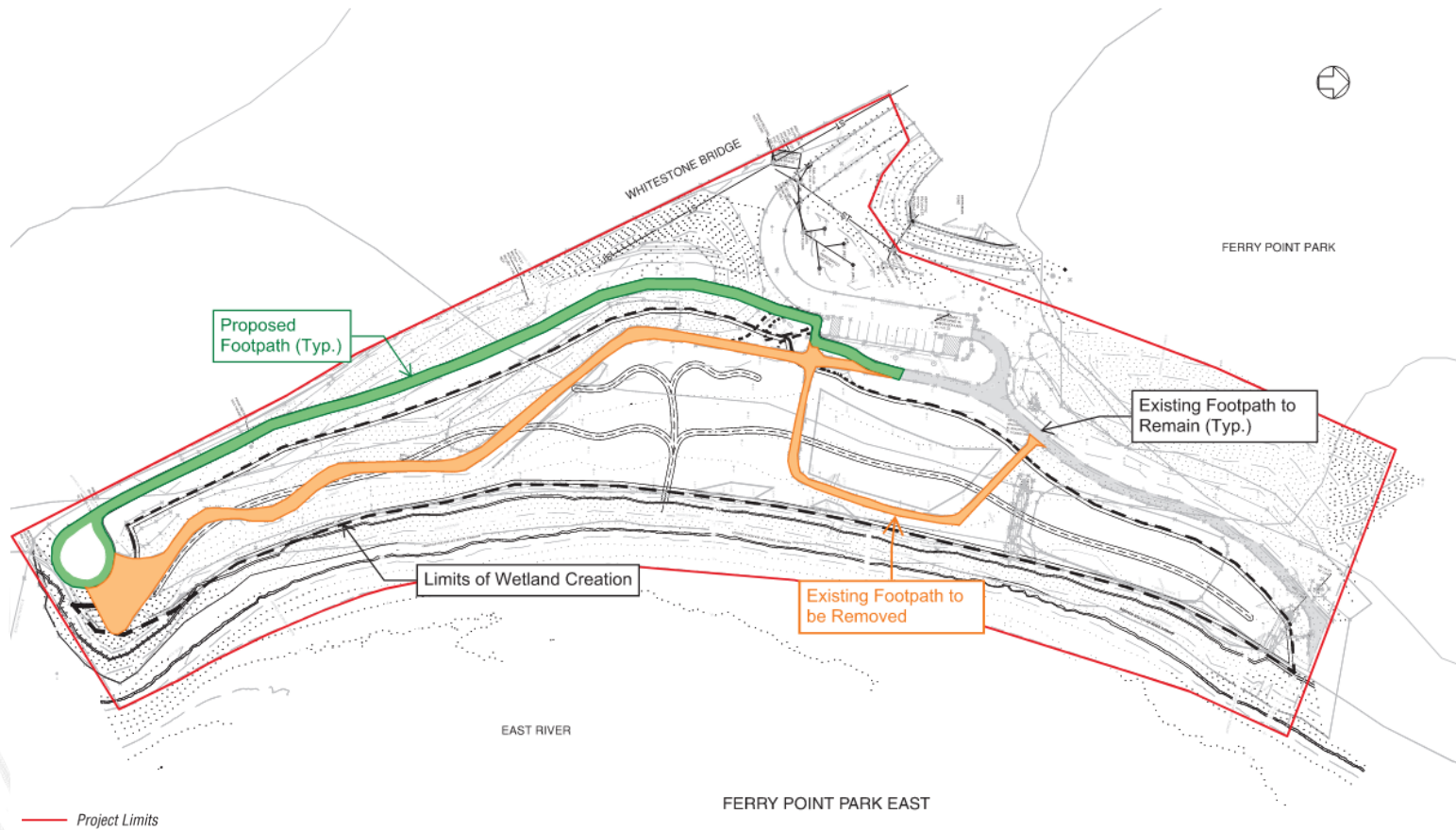
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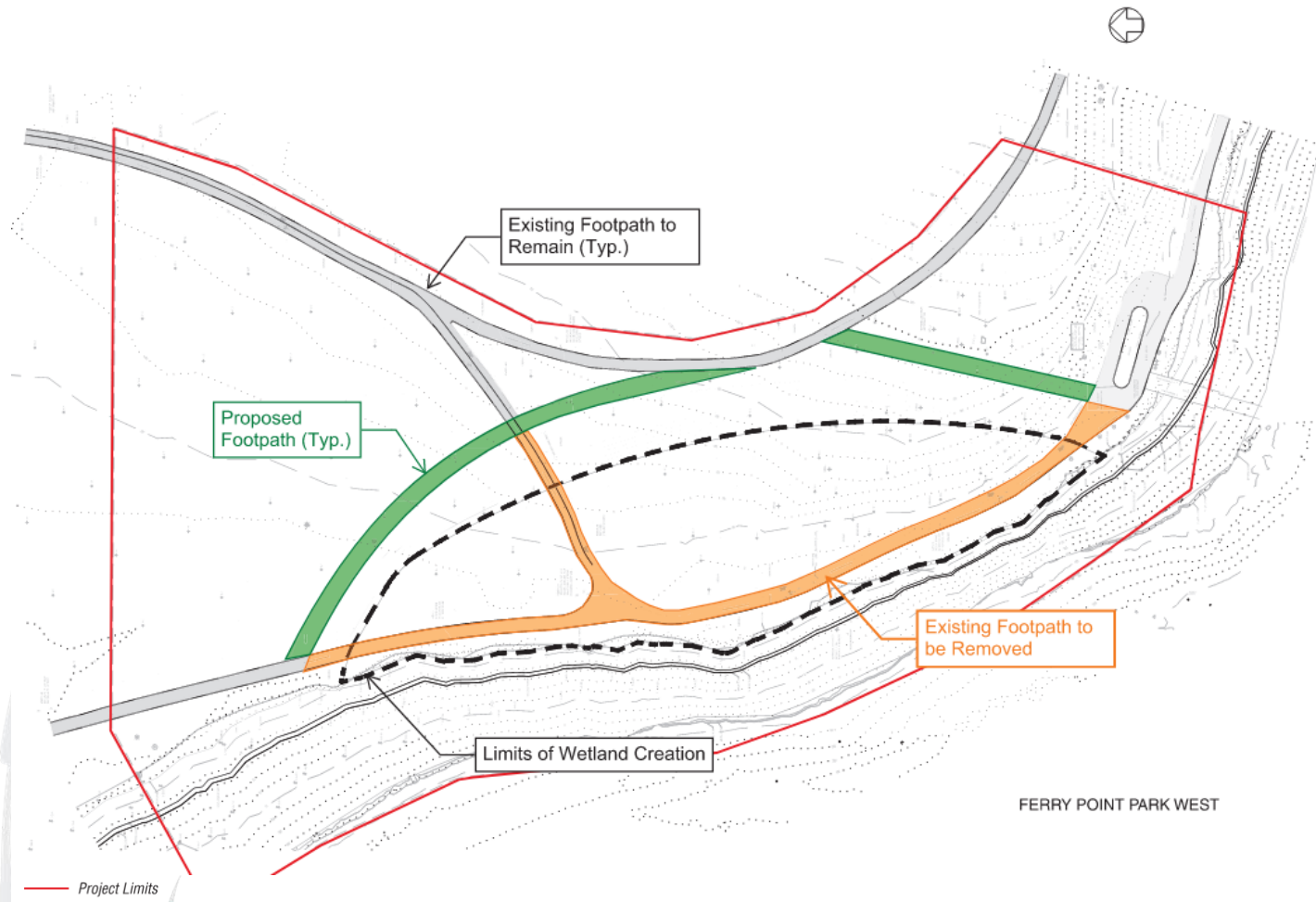
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Compensatory Wetland Mitigation – Ferry Point Park East



Compensatory Wetland Mitigation – Ferry Point Park West



Section 106

- Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider effects of the project on historic properties
- Archaeological screening and survey was conducted for the project limits, and no archaeological resources were identified
- Adverse effect to historic property due to the removal of the National Register-eligible Shore Road Bridge
- DEIS contains a Draft MOA that documents the agreed upon mitigation measures
 - Documentation of the existing bridge
 - Interpretive signage on the proposed bridge
 - Design review by SHPO, including inclusion of aesthetic elements that pay tribute to existing bridge

Proposed Section 4(f) Finding

- Section 4(f) of the U.S. Department of Transportation Act of 1966 requires the consideration of park and recreation lands during transportation project development
- Subject to consideration of public comments, FHWA intends to find that the Project would have a *de minimis* impact on Pelham Bay Park and Pelham Bay Park Preserve
- A *de minimis* impact is one that, after taking into account any measures to minimize harm (e.g., avoidance, minimization, mitigation), results in a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f)
- Basis for *de minimis* determination:
 - Many elements of Pelham Bay Park are outside the project limits
 - After the existing bridge is removed, the Project would return the footprint of the existing bridge to park use
 - The public will not be precluded from using public park features during construction
 - The Project would result in improvements in access to the park



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Document Availability:

Project Website and Document Library

- NEPA DEIS and SEQRA/CEQR Additional Documentation are available on the project website: nyc.gov/ShoreRoadBridge
- Hard copies of documents are available for viewing at:

Pelham Bay Public Library
3060 Middletown Rd, Bronx, NY 10461

Baychester Library
2049 Asch Loop, Bronx, NY 10475

City Island Public Library
320 City Island Ave, Bronx, NY 10464

Thank You!

How to Submit Comments:

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