



AUGUST 3, 2021

PUBLIC SCOPING MEETING

NYCDOT CONTRACT NO.: HBX1148B
NYSDOT PIN: X773.63
BRIDGE IDENTIFICATION NUMBER (BIN): 2-24020-0

Shore Road Bridge over the Hutchinson River
Borough of the Bronx

The Shore Road Project Team

FHWA

Lead Federal Agency

NYSDOT

Joint Lead Agency

NYCDOT

Project Sponsor and Joint Lead Agency

Hardesty & Hanover, LLC

Prime Consultant

AKRF, Inc.

Environmental Consultant

FHI Studio

Outreach Consultant

Historical Perspectives Inc.

Section 106 Consultant

Today's Scoping Meeting

- View posters about the project
- Discuss the project with members of the project team
- Submit comments:

AT TODAY'S MEETING



ELECTRONIC COMMENTS

Submit your comments or questions using the Microsoft Teams “chat” function



VERBAL COMMENTS

Submit your comments or questions verbally using the Microsoft Teams “Raise Hand” function

Today's Scoping Meeting

- View posters about the project
- Discuss the project with members of the project team
- Submit comments:

AFTER TODAY'S MEETING

Please provide comments by August 16, 2021.



BY EMAIL

ShoreRoadBridgeBX@dot.nyc.gov



ONLINE AT OUR WEBSITE

www.ShoreRoadBridgeBX.com



BY U.S. MAIL to NYCDOT

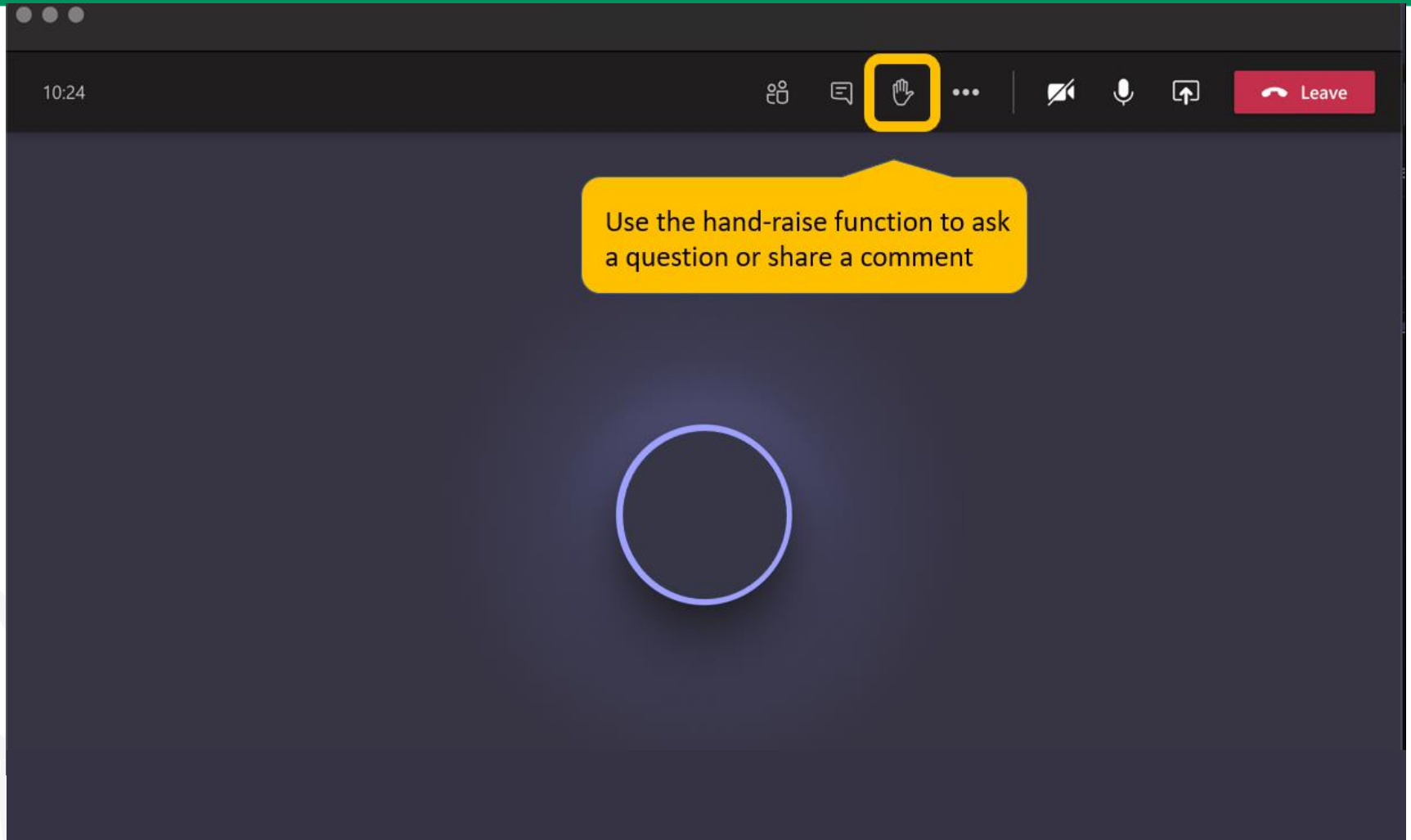
New York City Department of Transportation
Division of Bridges
Shore Road Bridge Project Team
Attention: Joannene Kidder
55 Water Street, 5th Floor
New York, NY 10041



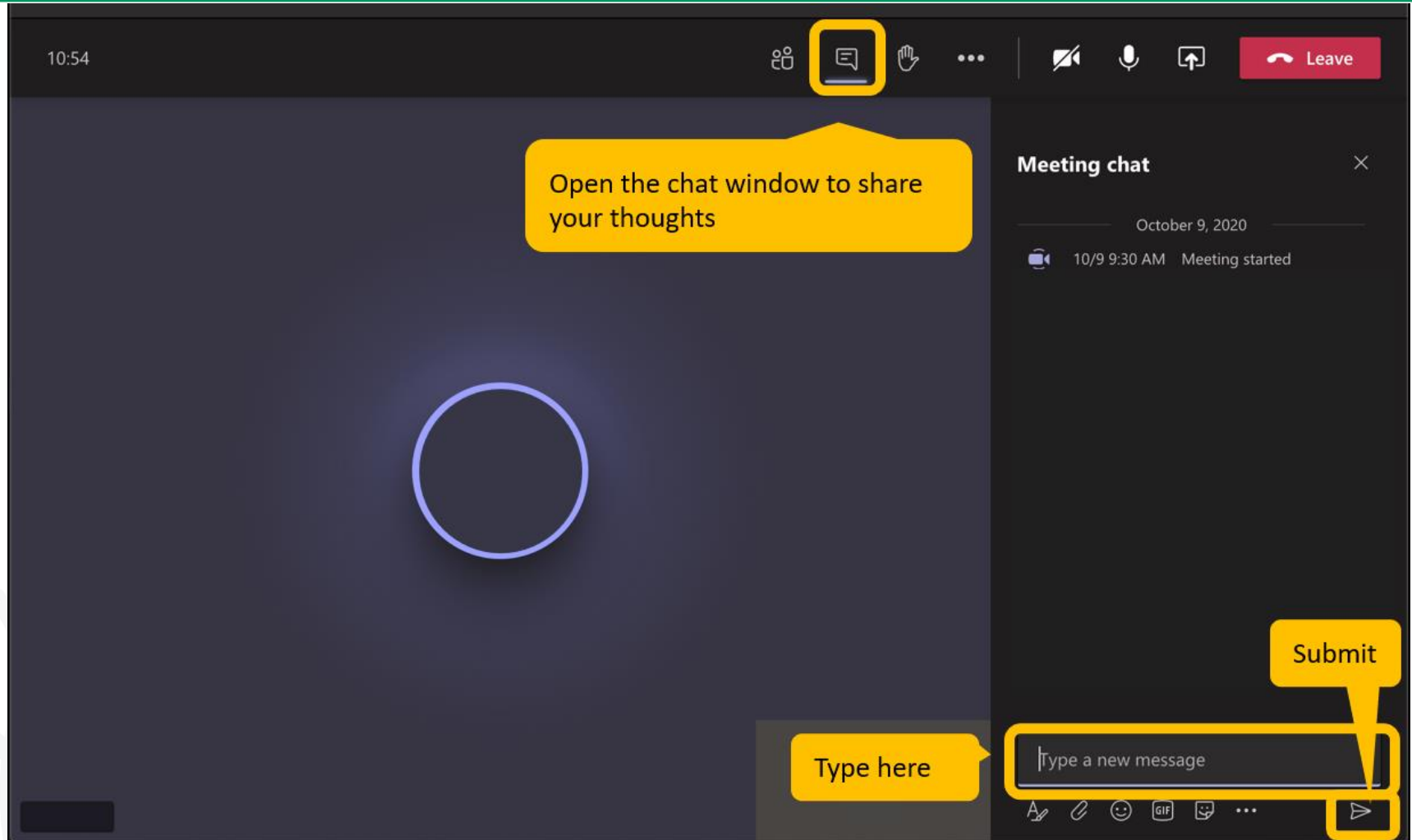
BY U.S. MAIL to FHWA

Federal Highway Administration
New York Division
Attention: Shore Road Bridge Project
(PIN X773.63)
Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, New York 12207

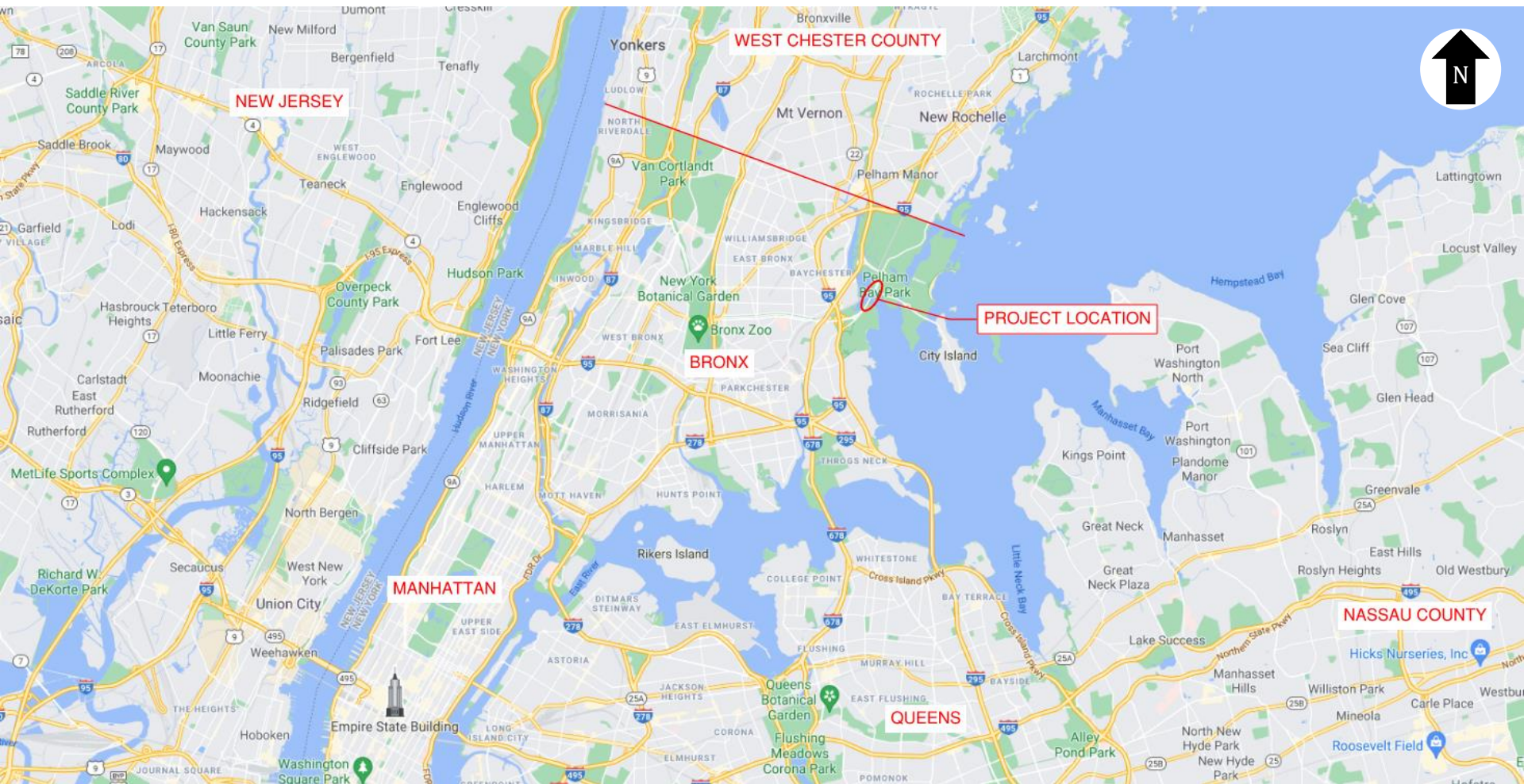
Teams Communication Tips



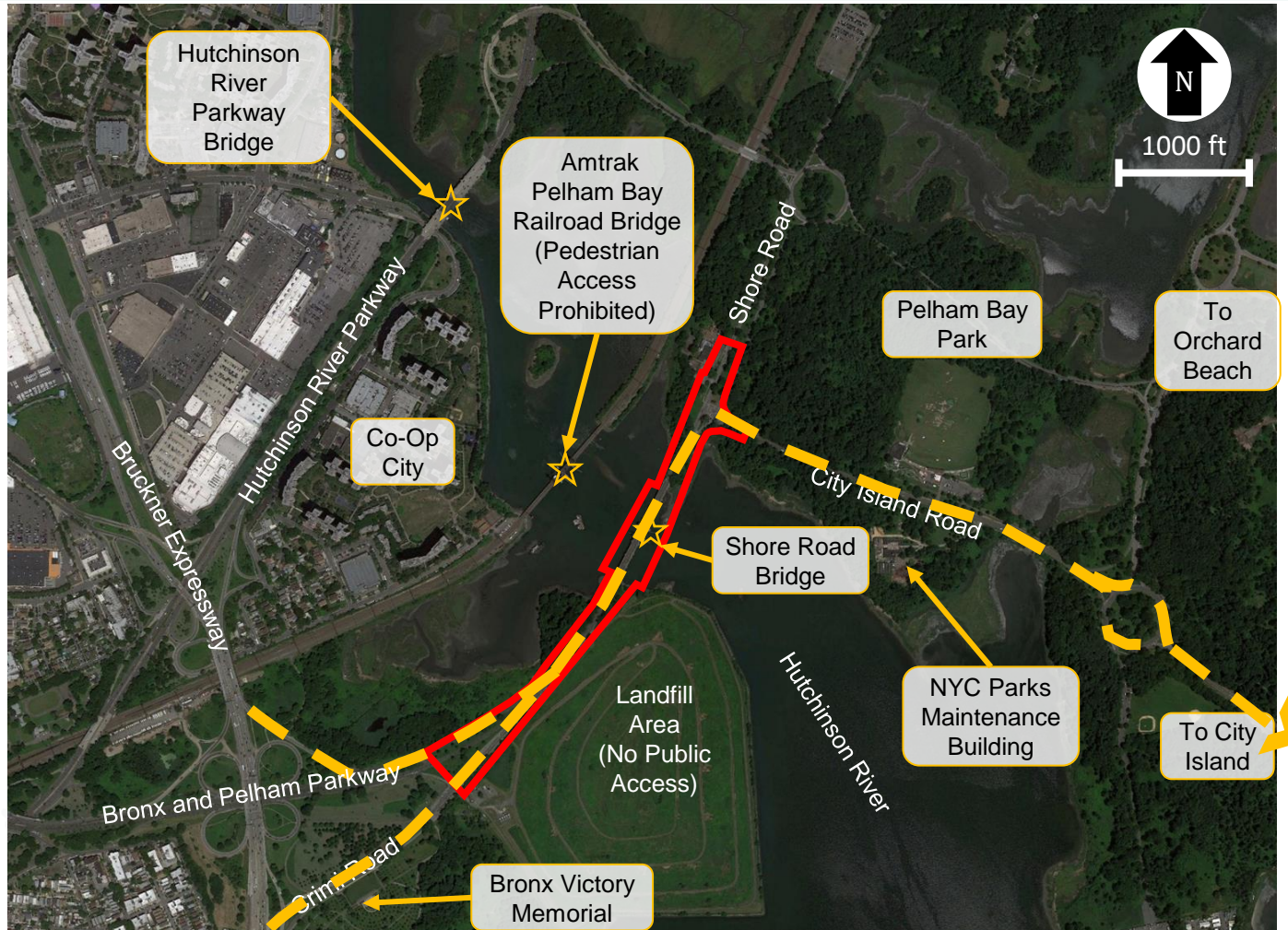
Submitting a Comment



Project Location



Project Location



LEGEND:

- Project Limits
- - City Island Truck Route

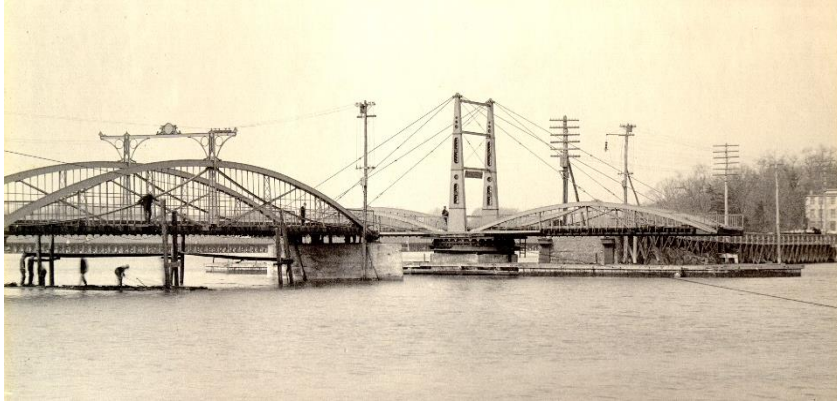
Project Location



LEGEND:

- Project Limits
- - - Mosholu-Pelham Greenway & East Coast Greenway

Existing Bridge



History

- Opened to traffic in 1908
- 4th bridge on site
- Previous structure (circa 1871) was a swing bridge aligned south of existing bridge
- Numerous limited rehabilitations since construction, most recent interim repair work completed in 2002.

Configuration

- 865 ft long
- Consists of 7 spans (6 concrete arches and the bascule/movable span)
- Carries 2 – 10ft lanes in each direction EB/WB
- No shoulders
- 7.5ft sidewalk on the south side
- Cyclists must dismount to cross the bridge on sidewalk



Existing Bridge

South Side of
Bridge Looking
North



Barge In Narrow
Bridge Channel

Project Needs

The needs for the Project are as follows:

- Address structural deficiencies
- Address geometric deficiencies
- Improve vehicular and marine traffic operations and the operational reliability of the bridge
- Improve pedestrian and bicycle accommodations



Project Purpose & Objectives



Purpose:

- The purpose of the Project is to address the structural deficiencies; geometric deficiencies; and operational reliability; for multi-modal users, including marine vessels, of the Shore Road Bridge over the Hutchinson River.

Objectives:

- Address the identified structural, geometric and operational deficiencies of the crossing;
- Address operational constraints associated with the passage of marine vessels under the bridge; and
- Improve bicycle/pedestrian facilities on the Shore Road Bridge.

What is NEPA?

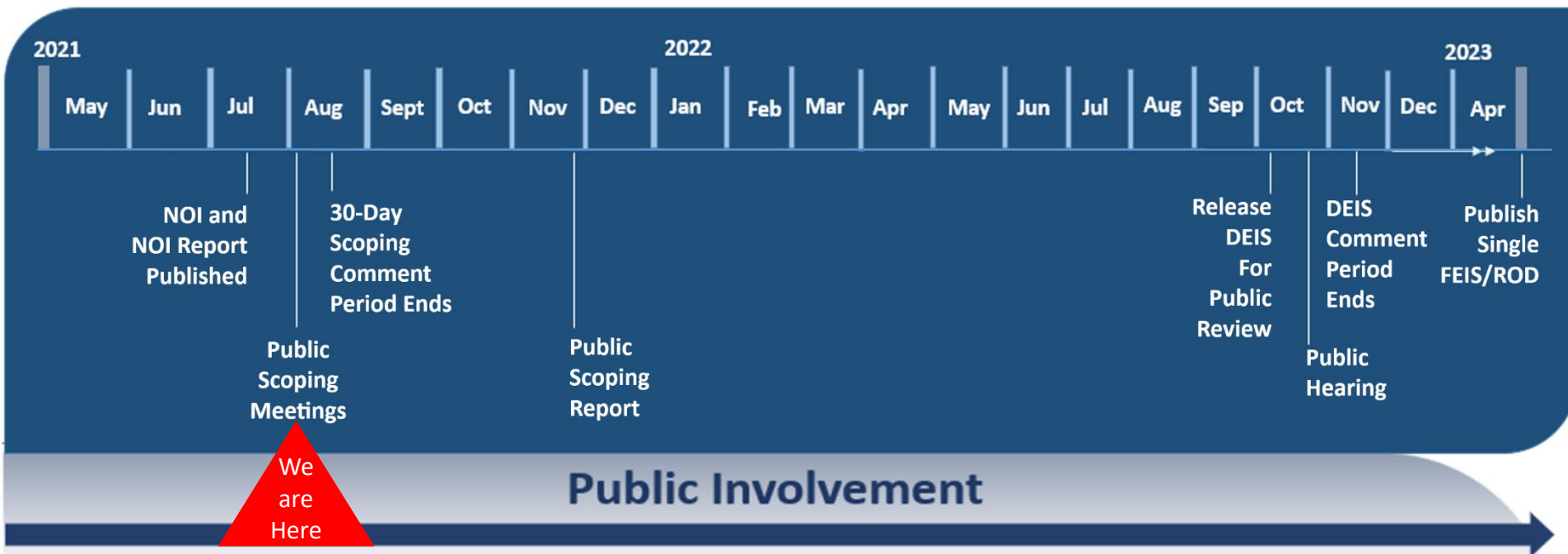
National Environmental Policy Act

- NEPA, also known as the National Environmental Policy Act, is a federal law that provides for a decision-making process to consider the effects of federally funded or permitted projects on the natural and built environment.
- NEPA provides for broad participation in decision-making by the public and those agencies having an interest related to the action. The lead agencies are required to provide opportunities for meaningful public and agency participation during the environmental process.
- Under NEPA, lead agencies consider public input about the potential effects of a project on the social, economic, and environmental conditions. Lead agencies are required to consider agency and public comments received.



NEPA Process/Project Timeline

An Environmental Impact Statement (EIS) is being prepared in accordance with NEPA and will also satisfy the requirements of the New York State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR).



ACRONYMS:

Draft Environmental Impact Statement (DEIS),
Final Environmental Impact Statement (FEIS),
Notice of Intent (NOI), Record of Decision (ROD)

What is scoping?

- Early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action
- Provides early opportunity for the joint lead agencies to distribute information and receive input from agencies and the public
- Public Scoping Meetings are the first opportunity to engage the public under the NEPA EIS process



Concept Screening / Alternatives Analysis

Reasonable Range of Alternatives



Concept Screening

(11 Concepts Currently Being Considered)



Alternatives Analysis

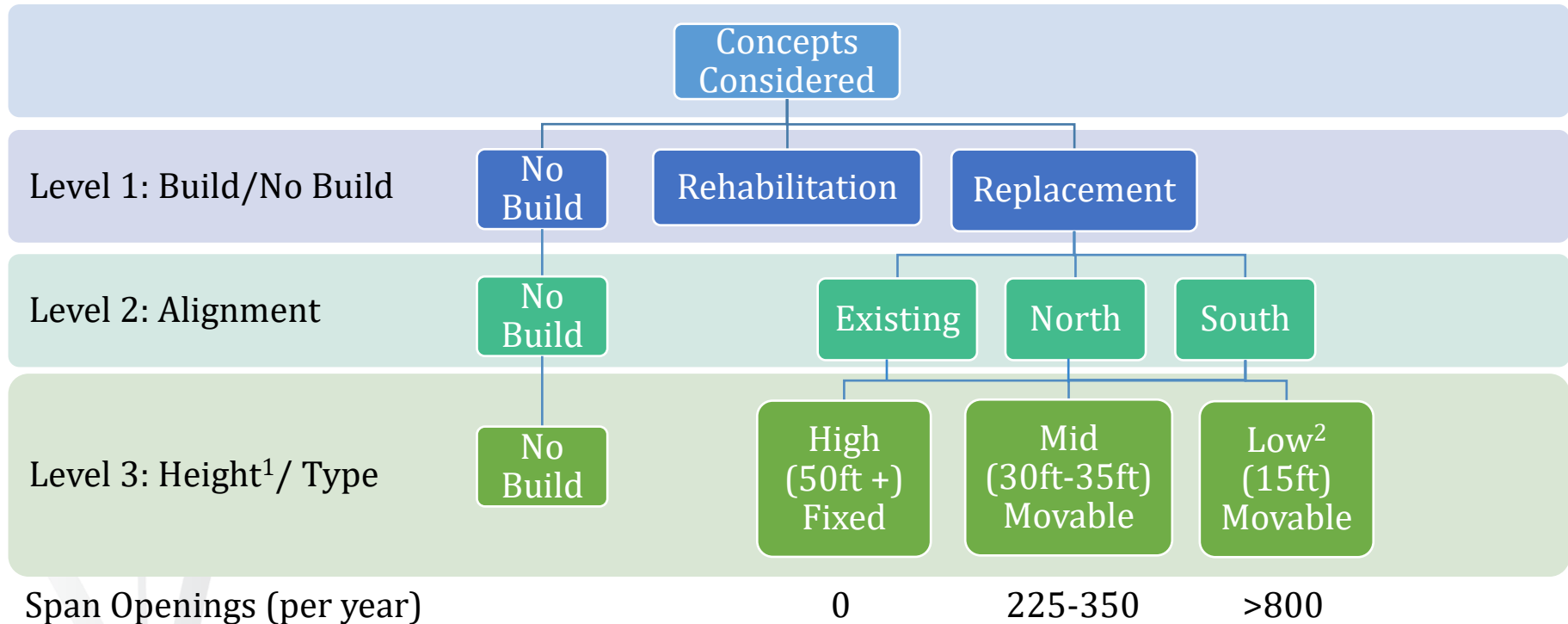
(No Action (No Build) and Build Alternative(s), documented in DEIS)



Preferred Alternative

(Identified in DEIS)

Considerations for Concepts



Notes:

1. "Height" refers to clearance above Mean High Water (MHW)
2. The existing bridge provides 13ft of clearance above MHW

Considerations for Concepts: No Action (No Build) Concept

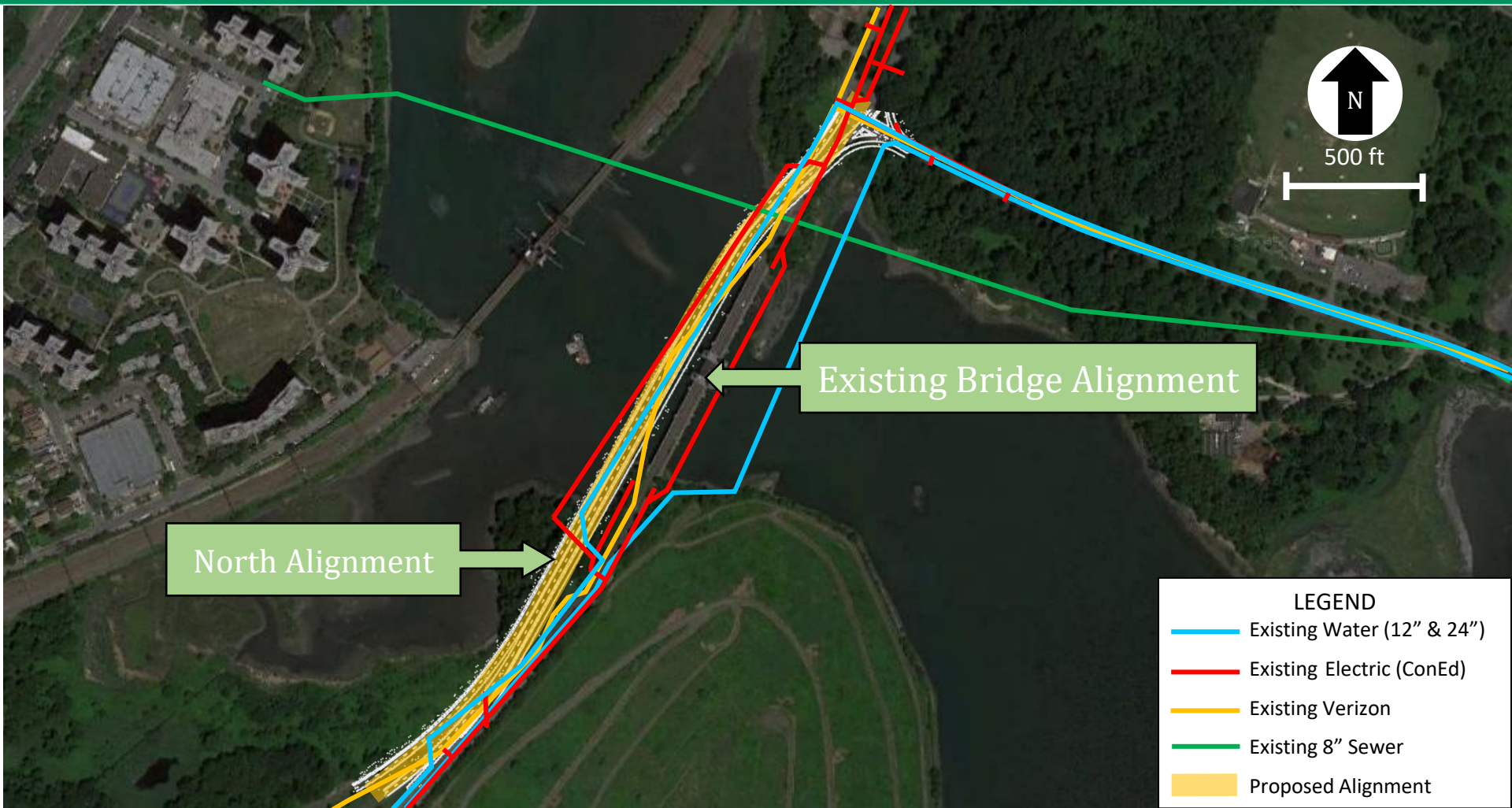
- The National Environmental Policy Act requires the analysis of a No Action (No Build) Alternative
- Serves as the baseline against which the build alternatives are compared
- Retains the Shore Road Bridge and approaches in their existing configuration
- Assumes no improvements (beyond maintenance/repairs) as part of this project



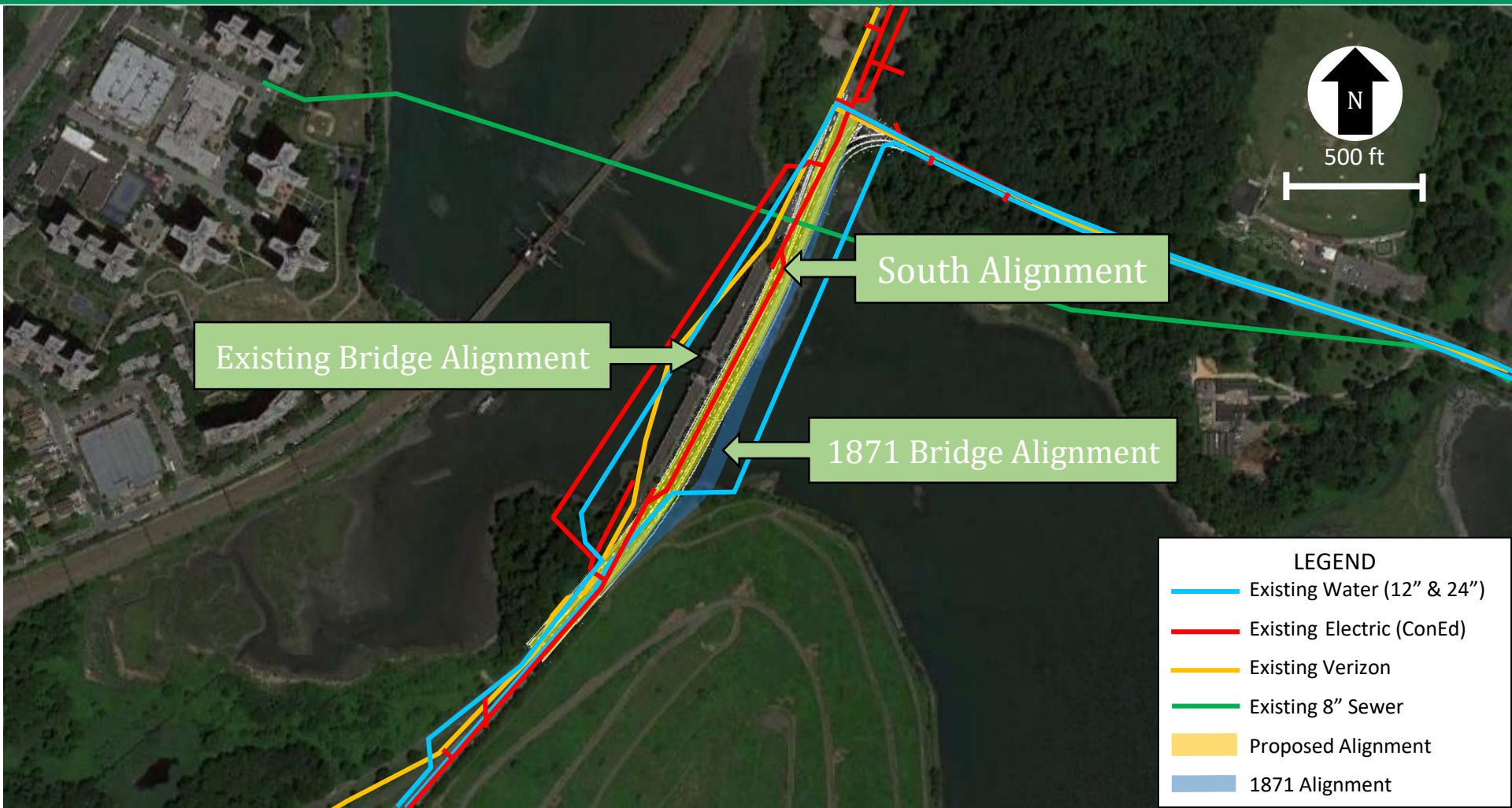
Considerations for Concepts: Rehabilitation (Repair) Concept

- Provides some extension of existing structure service life but does not address long term needs
- Partially addresses steel and concrete deterioration
- Partially addresses fatigue and seismic deficiencies
- Unreasonable to address geometric deficiencies with this approach
- Unable to address navigational clearance issues
- Requires extensive strengthening of substructures, bascule/movable span replacement, concrete repairs and underpinning of approach spans
- Requires long term disruption to vessel and vehicular traffic

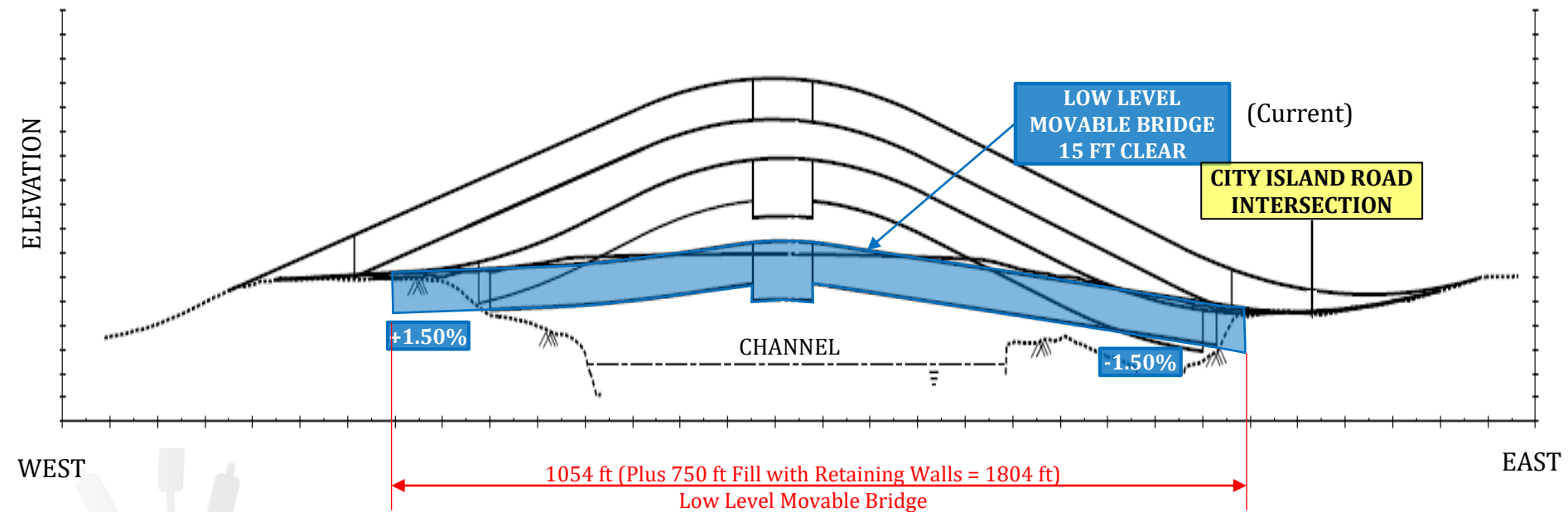
Considerations for Replacement Concepts: Existing / North Bridge Alignment



Considerations for Replacement Concepts: South Bridge Alignment

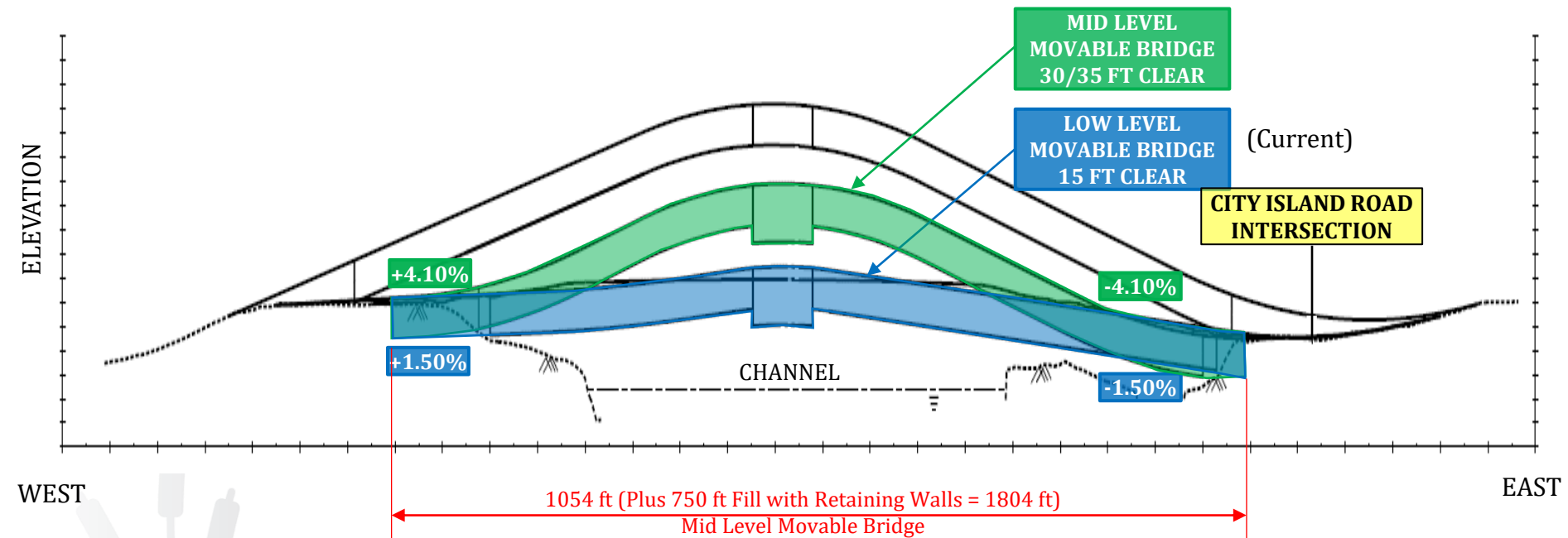


Considerations for Replacement Concepts: Low-Level Profile



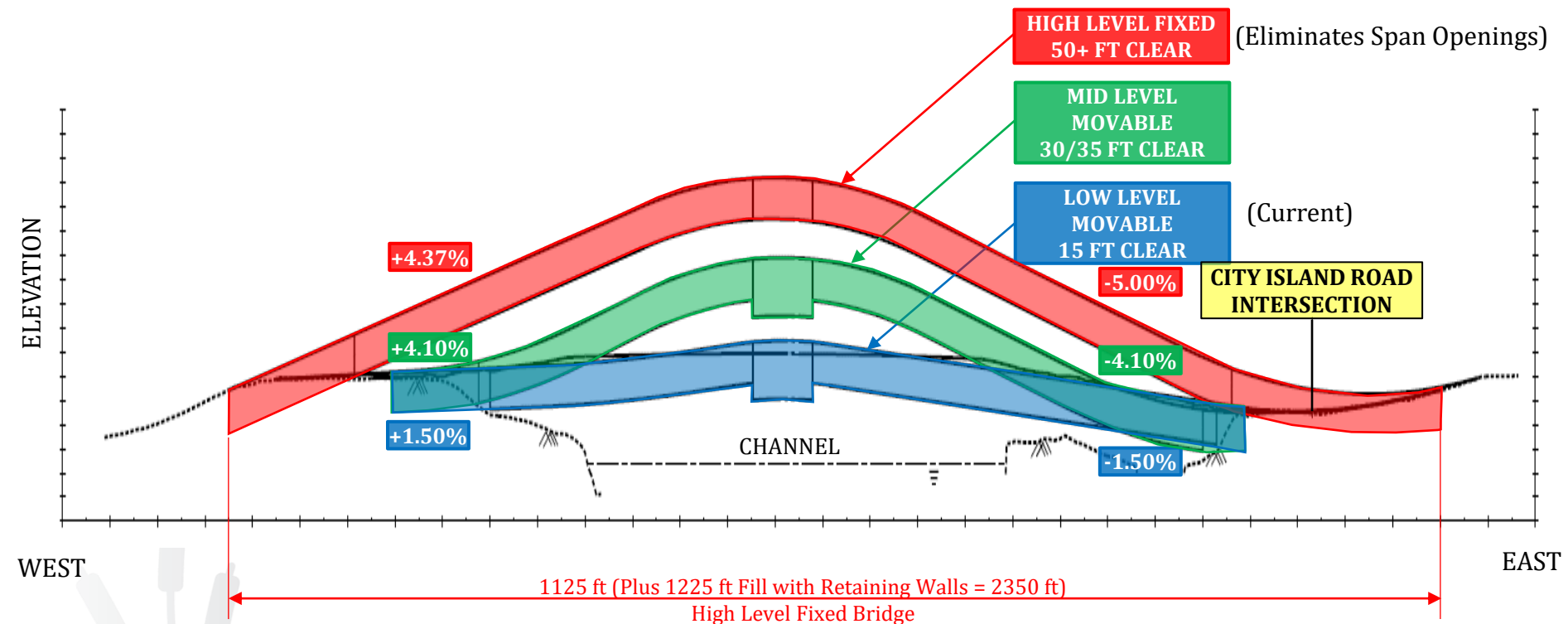
- 1.50% GRADE
- OVER 800 SPAN OPENINGS PER YEAR
- POTENTIAL FOR FLOODING

Considerations for Replacement Concepts: Mid-Level Profile



- 4.10% GRADE
- REDUCES SPAN OPENINGS BY ~60-70% (225-350 per year)
- MATCHES EXISTING GRADE AT OR BEFORE GEOMETRIC TIE IN

Considerations for Replacement Concepts: High-Level Profile



- 5.00% GRADE
- ROADWAY ELEVATION RAISED AT CITY ISLAND ROAD INTERSECTION

Social, Economic & Environmental Considerations

The EIS will include an assessment of social, economic and environmental effects resulting from the proposed action.

Key Topics/Resources include the following:

- Parkland and recreational resources;
- Cultural and historic resources;
- Surface waters, navigable waters, and wetlands;
- General Ecology, Wildlife Resources, Endangered and Threatened Species;
- Coastal zone resources;
- Construction; and
- Environmental Justice.

Additional Resource Topics to be Examined:

- Land use;
- Visual resources;
- Hazardous waste and contaminated materials;
- Traffic;
- Noise;
- Air quality;
- Economic considerations; and
- Social considerations



Regulatory Requirements

- FHWA NEPA implementing regulations (23 CFR 771): *“It is the policy of the Administration that...Alternative courses of action be evaluated and decisions be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, State, and local environmental protection goals.”*
- State Environmental Quality Review Act (ECL Article 8, 17 NYCRR Part 15, 6 NYCRR Part 617)): requires state agencies to determine whether the actions they directly undertake, fund or approve may have a significant impact on the environment
- Executive Order No. 91 (1977), City Environmental Quality Review (CEQR) as modified by the CEQR Rules of Procedure (Executive Order 149, June 2011).
- Section 106 of the National Historic Preservation Act of 1966
- Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 USC Section 138 and 49 USC Section 303)
- Section 6 (f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (16 USC 4601-4 et seq.) and the associated regulations (36 CFR Part 59.1)

Regulatory Requirements (cont.)

- FHWA traffic noise regulations (23 CFR 772)
- Federal Clean Air Act (42 USC 7401)
- Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (USDOT Order 5610.2A)
- Executive Order 11990 “Protection of Wetlands” (USDOT Order 5660.1A)
- Section 404 Clean Water Act (33 USC 1344)
- Section 10 Rivers and Harbors Act (33 USC 322)
- Coast Guard - General Bridge Act of 1946 (33 USC 525-533)
- FHWA Access Modification Approval for I-190 (as specified in 23 USC 109 and 111, 23 CFR 625.4, and 49 CFR 1.48(b)(1))
- Fish and Wildlife Coordination Act (16 U.S.C. 661-667e; the Act of March 10, 1934; Ch. 55; 48 Stat. 401), as amended

Public Outreach & Stakeholder Coordination

- The joint lead agencies will consider comments received from agencies and the public when establishing a reasonable range of alternatives to be studied in the Draft EIS
- Opportunities to provide input will include:
 - Scoping Comment Period
 - Community Events
 - Draft EIS Public Comment Period
 - Draft EIS Public Hearing
- The Scoping Report, Draft EIS, Final EIS, and other project documents will be made available in the future on the project website at www.ShoreRoadBridgeBX.com



Public Scoping Meetings

- The Public Scoping Meetings are an opportunity to engage the public under the NEPA EIS process.
- Meeting Date:
 - August 3, 2021
 - 4 pm – 6 pm with a presentation at 4:30
 - 7 pm – 9 pm with a presentation at 7:30
- Meetings will be held virtually

For more information about the Project, please visit:
www.ShoreRoadBridgeBX.com

Contact Us:

Email: ShoreRoadBridgeBX@dot.nyc.gov

Phone: 929-505-1002

