



LEAD AGENCY DECLARATION AND NOTICE OF INTENT TO CONDUCT AN ENVIRONMENTAL REVIEW

August 3, 2021

Vincent Sapienza, P.E.
Acting Commissioner

Replace of Baptist Church Road Bridge

CEQR No. 22DEP002U

Angela Licata
*Deputy Commissioner of
Sustainability*

New York City Department of Environmental Protection (DEP) proposes replace the two-lane Baptist Church Road Bridge (the Bridge) over the Hunter Brook within the Town of Yorktown in Westchester County, New York.

59-17 Junction Blvd.
Flushing, NY 11373

The scope of this project includes: 1) the removal of selected portions of the existing approach roadway, entire bridge structure, approach guiderail, and selected trees; 2) reconstruction of a new bridge; and 3) earthwork and landscaping. Replacement of the Bridge is proposed due to deterioration of the existing structure and need for improved roadway drainage. The proposed action requires approvals from the Town of Yorktown, New York State Department of Environmental Conservation, and United States Army Corps of Engineers.

The DEP Bureau of Environmental Planning and Analysis has concluded that the proposed action is classified as an Unlisted Action and is undertaking a coordinated environmental review. In accordance with the State Environmental Quality Review Act as set forth in 6NYCRR Part 617 authorized by Article 8 of the Environmental Conservation Law, and the City Environmental Quality Review process, as set forth in 62 Rules of the City of New York (RCNY) Chapter 5 and Executive Order 91 of 1977 and its amendments, DEP believes that it is the appropriate lead agency and wishes to conduct a coordinated review for the above referenced action. We request that involved agencies contact this office within 30 days from this notification should there be any objection to the Department assuming lead agency for this environmental review.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark N. Page, Jr.'.

Mark N. Page, Jr.
Managing Director, DEP – Environmental Impact Analysis &
Technical Review

Enclosures

cc:

Dan Ciarca, P.E., Acting Town Engineer, Town of Yorktown
John Tegeder, Director of Planning , Town of Yorktown
Matthew J. Slater, Town Supervisor, Town of Yorktown
John Petronella, Regional Permit Administrator, NYSDEC
Alexandra Ryan, General Engineer/Project Manager, USACE
Daniel Michaud, DEP
Edward A. Sprague, DEP
Cynthia D. Garcia, DEP
Adam R. Bosch, DEP
Paul Costa, DEP
Jeffrey A. Busse, DEP
Spencer Salzberg, DEP
Sangamithra Iyer, DEP
Kathryn Kelly, DEP
David Lee, DEP

**Replacement of Baptist Church Road Bridge
Environmental Assessment and Attachments
CEQR No. 22DEP002U**

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Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

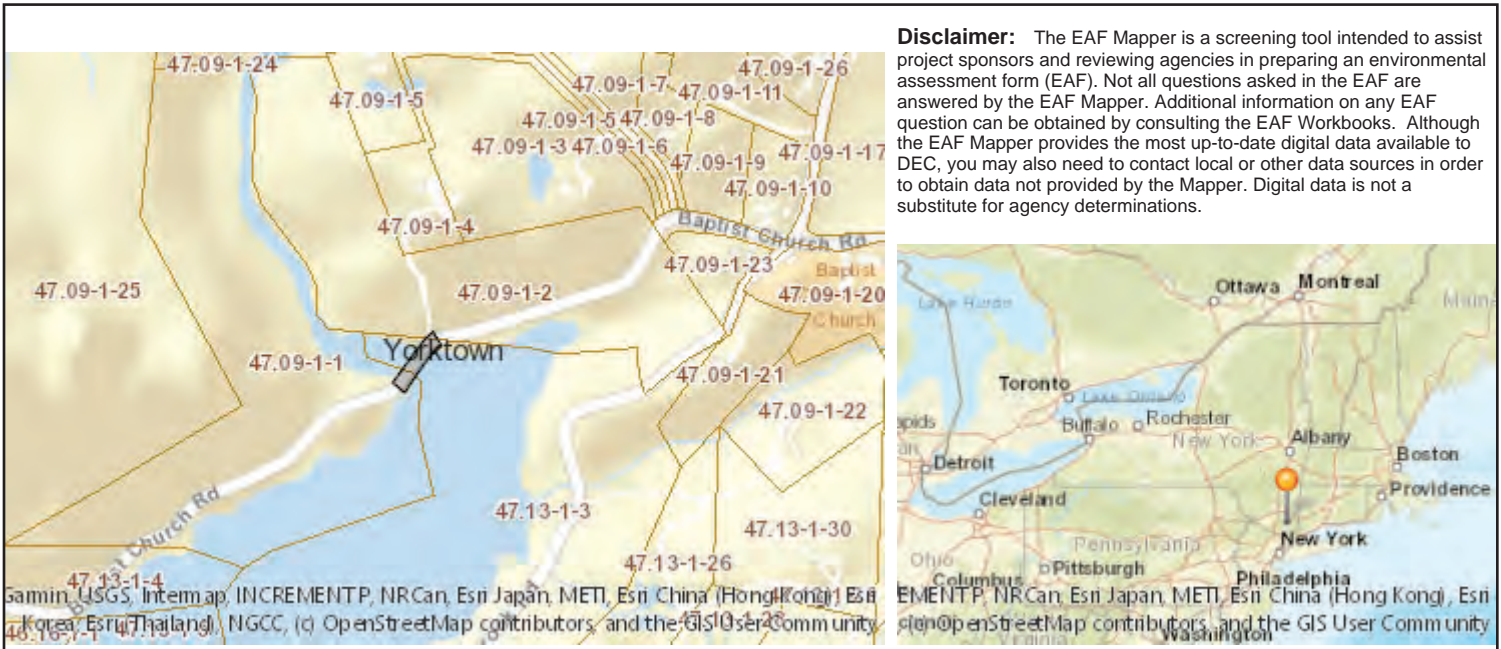
Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information			
Name of Action or Project: Replacement of Baptist Church Road Bridge			
Project Location (describe, and attach a location map): Baptist Church Road over Hunter Brook adjacent to the New Croton Reservoir in the Town of Yorktown, New York. (See Figure 1 for the Location Map)			
Brief Description of Proposed Action: New York City Department of Environmental Protection (DEP) proposes replace the existing two-lane Baptist Church Road Bridge over the Hunter Brook within the Town of Yorktown in Westchester County, New York (BIN 2-26243-0). The Baptist Church Road Bridge (the Bridge) is a 50' single span closed spandrel unreinforced concrete arch structure which carries traffic from Baptist Church Road over Hunter Brook adjacent to the New Croton Reservoir in the Town of Yorktown. The Bridge was built in 1906 and no significant repair or rehabilitation work has been performed on this bridge. The purpose of this project is to improve safety through replacement of the Baptist Church Road Bridge. Replacement of the Bridge is proposed due to deterioration of the existing structure and need for improved roadway drainage.			
Name of Applicant or Sponsor: Paul Costa - Portfolio Manager- NYCDEP BEDC		Telephone: 718-595-5470 E-Mail: pcosta@dep.nyc.gov	
Address: 96-05 Horace Harding Expressway			
City/PO: Flushing		State: NY	Zip Code: 11368
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>
			YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: See Attachment 1.			NO <input type="checkbox"/>
			YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		_____ 0.963 acres	
b. Total acreage to be physically disturbed?		_____ 0.75 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		_____ 2200 acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:			
5. <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban)			
<input checked="" type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input checked="" type="checkbox"/> Aquatic <input checked="" type="checkbox"/> Other(Specify): Bridge/Roadway (Two-Lane)			
<input type="checkbox"/> Parkland			

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: N/A _____ _____	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ This project does not require a permanent potable water supply. Construction workers will be provided with potable water during the work periods for any activities which would require water. The Contractor is anticipated to bring potable water into site by truck. _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ This project does not require connection to wastewater utilities. Workers will use portable toilets during the work periods. _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? Based on the response letter from the New York SHPO, there are no historic properties, including archaeological and/or historic resources, will be affected by this project. b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ Hunter Brook adjacent to the New Croton Reservoir. The anticipated open water disturbance area is approximately 0.03 acres. _____ _____	NO <input type="checkbox"/> <input type="checkbox"/>	YES <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input checked="" type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered? Fence Lizard, Indiana Bat, Bald Eagle, and Bog Turtle.	NO	YES
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment: _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
49. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE Applicant/sponsor/name: <u>Paul Costa, PE</u> Date: <u>07/29/2021</u> Signature: <u><i>PCosta</i></u> Title: <u>Portfolio Manager</u>		



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	No
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	Yes
Part 1 / Question 15 [Threatened or Endangered Animal - Name]	Fence Lizard
Part 1 / Question 16 [100 Year Flood Plain]	Yes
Part 1 / Question 20 [Remediation Site]	No

**Section 2:
Environmental
Assessment**

ENVIRONMENTAL ASSESSMENT

**REPLACEMENT OF BAPTIST CHURCH ROAD
BRIDGE**

TOWN OF YORKTOWN, WESTCHESTER COUNTY, NY

CONTRACT NO. CRO-530B



New York City Department of Environmental Protection

August 2021

1.0 Project Description

1.1 Introduction

New York City Department of Environmental Protection (DEP) proposes to replace the two-lane Baptist Church Road Bridge (the Bridge) over the Hunter Brook within the Town of Yorktown in Westchester County, New York (BIN 2-26243-0). **Figures 1 and 2** show the project location and the existing bridge. The purpose of this project is to improve safety through replacement of the Baptist Church Road Bridge with proposed twelve-foot (12 ft) travel lanes and two (2) ft shoulders on both sides; removal of selected trees and rock outcropping; and restoration activities.

Built in 1906, the Bridge is a 50-foot-long, closed spandrel unreinforced concrete arch with splayed wingwalls and granite capstones. The arch supports fill topped with asphalt pavement. The substructure is founded on rock. The Bridge has had no significant repair or rehabilitation work since its original construction and has numerous substandard features, including poor structural condition.

The Bridge is currently open to traffic and carries traffic over Hunter Brook. Previous bridge inspections and reports indicate cracks in the substructure and superstructure with efflorescence and water leakage and continued concrete deterioration. The presence of lead base paints was also identified. In 1995 sampling of concrete cores taken from the arch and abutments indicated that the overall performance characteristics of the concrete are in poor condition. In addition, better drainage is needed because the existing poor roadway drainage is leading to ponding on the approaches.

The overall design intent for this bridge replacement is rooted in the idea that the existing bridge aesthetic can be represented through modern materials and practices. DEP would reuse or recycle existing materials to the maximum extent possible. The proposed project is projected to achieve the Institute for Sustainable Infrastructure Envision Award of Silver based on the Envision sustainability rating system.

1.2 Description of Proposed Action

The scope of this project includes the removal of selected portions of the existing approach roadway, entire bridge structure, approach guiderail, and selected trees under clearing and grubbing; reconstruction of a new bridge with proposed twelve (12) ft travel lanes and two (2) ft shoulders on both sides; and earthwork and landscaping. The new replacement structure would consist of a single-span precast reinforced concrete arch, with splayed wing walls supported on spread footings founded on bedrock. The current roadway alignment would be shifted slightly to the west. The proposed replacement bridge would have four (4) wingwalls and two (2) retaining walls. The arch opening would be fifty-four feet (54'-0") and the full width will be thirty-four feet and two inches (34'-2"). The existing granite capstones would be cleaned, piece marked and stored on-site to be reused on the proposed bridge structure.

Replacement of the Bridge is necessary due to severe deterioration of the structure. In addition, roadway drainage is proposed to be improved and lead based materials would be removed. Following demolition of the existing structure, the Bridge replacement would be constructed. The proposed action is expected to start in November 2023 and be completed in May 2025. Traffic is anticipated to be reopened in April 2025. For the Baptist Church Road Bridge replacement, a total of eight-nine (89) trees would be removed to allow for demolition and construction activities as well as improved sight distance. The area of trees to be cleared

is approximately 0.4 acres. See Section 2.7 for the timing of tree cutting. For Baptist Church Road Bridge, the approximate area of soil disturbance for proposed grading is 0.45 acres and temporary open water disturbance from the edge of water line to the turbidity curtain is 0.3 acres.

To compensate for the proposed tree removals, native plant species including trees and bushes, would be installed at the project site. Trees would only be replanted in areas that do not restrict stopping site distance per the latest design codes and in areas that would not affect the structural integrity of the proposed bridge, wingwalls, retaining walls, and roadway. In areas where trees cannot be replanted on-site based on the aforementioned restrictions, low bushes would be planted. In areas where trees cannot be restored, payment to the Tree Bank Fund would be made in accordance with the Town of Yorktown Administrative Code.

All construction activities would be conducted such that dust, debris, waste materials, and construction materials are not released or spilled into the soil, water, and/or sediment in accordance with all applicable laws, codes, rules, and regulations. During demolition and reconstruction, best management practices would be implemented including plastic safety fencing, turbidity curtain, silt fences, cofferdam, and dust controls.

The scope of replacement and site restoration work includes the following:

- Civil demolition includes the existing roadway along the existing bridge, as well as, guide rail, and removal of trees located in the site of construction for the proposed bridge.
- Structural demolition includes the entire bridge structure, including, but not limited to the granite capstones along the fascia of the roadway and wing walls, the cast-in-place wing walls, the existing cast-in-place concrete arch, removal of the embankment in place, steel railing, and the existing foundations.
- Hazardous Materials removal includes lead-based paint that was found on the existing steel railings and containment soils found in the embankment/fill soil.
- Removal of rock outcropping on the southwest approach.
- Replacement of the existing 10 ft. travel lanes with twelve (12) ft travel lanes and two (2) ft shoulders on both sides by utilizing milling and overlay asphalt pavement.
- Grading of the existing roadway profile to improve and smooth vertical grades.
- Installation of box beam guiderail along both sides of the roadway approaches to connect to the proposed bridge barrier along the Baptist Church Road Bridge.
- Grading and protection of the roadway side slopes as needed for the proposed roadway and to minimize impact to the Hunter Brook and New Croton Reservoir.
- Installation of native plant species, including trees and low bushes, in selected areas to compensate for the proposed tree removal.
- Grading of private driveway entrance north of Baptist Church Road Bridge to facilitate a new tie in.
- Remove, rehabilitate, and reuse existing granite capstones for implementation at the fascia of the proposed arch span and atop the proposed wing walls.
- Colored concrete for arch span, wingwalls, and retaining walls.
- Addition of five (5) Rail Roadway barriers to mimic existing see-through rail type barrier as specified by NYSDOT. Coating to harmonize with the surrounding area.

1.3 Project Area

The directly affected area is approximately 0.75 acres. The Baptist Church Road is an approximately 5-mile long, rural residential roadway that connects Baldwin Road to Croton Avenue in the Town of Yorktown. Coordination with DEP Land Management during the Design Phase has verified that the land around the project area as well as Baptist Church Road Bridge is owned by DEP, as stipulated in the Facility Plan Report.

The existing Baptist Church Road is classified as a minor collector, a two-lane roadway with one lane in each direction. The roadway is approximately 20 ft wide, carrying two 10-foot-wide lanes and with no shoulders and no pedestrian accommodations within the project area. Based on a previous inspection, the railing had been impacted and displaced and has section loss from coating failure; the underside of the arch and wingwalls were in fair condition and exhibited cracks with efflorescence; and the guide railings at both sides of the approaches were in poor condition.

The existing land use of the directly affected area is categorized as Water Supply Lands, as well as Transportation, Communication and Utilities according to the online Westchester County Geographic Information Systems. The directly affected area located on the west side of the Croton River in the Town of Yorktown is classified as R1-200, permitting single-family residences on lots of 200,000 square feet or more in this district. See **Figure 3** for the current land use and **Figure 4** for the existing zoning.

At the Baptist Church Road Bridge, the general terrain is mountainous with an oak-hickory forest in proximity to the bridge site. The species of the trees that would be removed include Red Oak, Black Oak, Shagbark Hickory, Sugar Maple, Norway Maple, Sweet Birch, American Beech, White Ash, Tulip Poplar, Pignut Hickory, American Elm, Eastern Hemlock, and Black Locust. The land adjacent to the project site is mostly rural and underdeveloped. One of the main features near this site is a DEP Boat Storage Area #8. During construction, DEP would notify all DEP Recreational permit holders to retrieve their boats prior to construction, as boat access would not be permitted during construction. A private driveway is approximately 150 ft north of the Bridge. During construction, measures would be taken to mitigate any adverse impacts to the driveway and residence. Several large rock outcrops are located at various locations along Baptist Church Road on both sides of the Bridge. These rock outcrops are located very close to the existing roadway. The rock outcropping and associated trees at the southwest corner of the southern bridge approach will be removed above the proposed roadway grade to enhance horizontal sight distance for drivers going south along the Baptist Church Road.

During construction, this driveway access would be maintained to allow access for both residences and emergency services.

1.4 Discretionary Permits and Approvals

The following local, state, and federal discretionary permits and approvals are anticipated for the project:

United States Army Corps of Engineers (USACE)

- Nationwide Permit #3 - Maintenance
 - DEP anticipates that National Permit #3 - Maintenance would be applied for the proposed project. In accordance with Nationwide Permit General Condition 28, the use of more than

one NWP for a single and complete project is prohibited, except when the acreage loss of waters of the United States authorized by the NWPs does not exceed the acreage limit of the NWP with the highest specified acreage limit.

New York State Department of Environmental Conservation (NYSDEC)

- Protection of Waters Permit- Stream Disturbance (Bed and Banks)
- Protection of Waters Permit- Excavation and Fill in Navigable Waters
- Protection of Waters Permit - 401 Water Quality Certification
- State Pollutant Discharge Elimination System General Permit for Stormwater Discharges from Construction Activities (GP-0-20-001)
- Stormwater Pollution Prevention Plan (SWPPP) for Stormwater Discharges
- Beneficial Use Determination

New York City Public Design Commission (NYCPDC)

- Design Commission Approval

New York City Department of Environmental Protection (DEP)

- Stormwater Pollution Prevention Plan Approval

Town of Yorktown

- Wetland Permit
- MS4 Stormwater Management Permit
- Tree Permit
- Planning Board Approval
- Site Plan Approval

2.0 Environmental Assessment

Pursuant to the NYC's City Environmental Quality Review (CEQR) and the New York State Environmental Quality Review Act (SEQRA), DEP is performing this environmental assessment to support the proposed replacement of Baptist Church Road Bridge and to analyze the potential environmental impact of the proposed action.

The impact categories that could potentially be affected by the proposed project include Land Use, Zoning, and Public Policy; Socioeconomic Conditions, Community Facilities and Services; Open Space and Recreation; Historic and Cultural Resources; Visual Resources; Natural Resources; Hazardous Materials; Solid Waste and Sanitation Services; Transportation; Air Quality; Noise; Public Health; Neighborhood Character; and Construction Impacts. These impact categories are addressed in further detail below. For the remaining impact categories, it is anticipated that the effect on these categories would be minimal, and these were screened out from further analysis.

2.1 Land Use, Zoning, and Public Policy

The land uses adjacent to the Baptist Church Road Bridge are predominantly Water Supply Lands. The Bridge is classified as R1-200 in the Town of Yorktown. At the Baptist Church Road Bridge, the general terrain is mountainous and forested within proximity to the bridge site. The land adjacent to the project site is mostly rural and underdeveloped, one of the main features near this site is a DEP Boat Storage Area #8.

The proposed project would not affect the land use or change the zoning. In addition, this project is not within the coastal or waterfront area or local waterfront revitalization area. Therefore, the proposed project is not anticipated to result in potential significant adverse impacts to land use, zoning, or public policy.

2.2 Socioeconomic Conditions

The proposed project is not located in an area considered to have a minority or low-income population and is not anticipated to displace residential population, employees, or businesses; result in new development or add or create new retail; or affect conditions within a specific industry.

Therefore, the proposed project is not anticipated to result in potential significant adverse impacts to socioeconomic conditions.

2.3 Community Facilities and Services

The proposed project would not increase use of outpatient health care facilities or police and fire protection serving the project sites. Further, the proposed project would not result in new residential development and would not introduce a new residential population.

The proposed project is not anticipated to have a significant adverse impact on community facilities and services.

2.4 Open Space and Recreation

According to Westchester County, the open space area surrounding the Bridge is classified as “Water Supply Lands” (See **Figure 5**). The project would not result in a physical loss of public open space or change the use of an open space. In addition, the project is not anticipated to introduce new residents.

During the construction, the proposed project may temporarily affect the current use for fishing due to restricted access to the boat storage area #8. Recreational boaters would not be allowed to enter the construction zone during construction. The community and DEP recreational permit holders would be notified via the existing DEP notification system and would be required to relocate their boats to another storage facility in advance of construction. The proposed project is not anticipated to have a significant adverse impact on open spaces and recreation.

2.5 Historic and Cultural Resources

The New York State Historic Preservation Office (SHPO) Cultural Resource Information System (CRIS) database identifies the Baptist Church Road Bridge as Not Eligible to be listed on the National Register of Historic Places. Based on the response letter dated June 25, 2020, from SHPO, no historic properties or

historic resources would be affected by this project. Therefore, the proposed project is not anticipated to have a significant adverse impact on historic and cultural resources.

2.6 Visual Resources

The repair and reconstruction of the Bridge and restoration of the site to a more naturalistic condition would improve visual resources in the vicinity of the Bridge. The granite capstones on bridge would be cut, cleaned, and reset on the spandrel walls and the granite capstones on the wingwalls would be cleaned, doweled, and reset on the proposed wingwalls. The proposed arch footing, wingwall footings, and wingwalls are anticipated to be cast-in-place concrete which can be pigmented or textured for aesthetic purposes.

The proposed project would be constructed within existing site. While the new Bridge would meet current safety and transportation standards, the overall appearance and size of the Bridge would be generally similar in appearance to the existing bridge. Therefore, the proposed project is not anticipated to have significant adverse impacts on urban design and/or visual resources.

2.7 Natural Resources

A review of potential impacts to natural resources on-site and in the vicinity of the project are described below.

Wetland: The United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) maps a non-wetland water (L1UBHh – Lacustrine, Limnetic, Unconsolidated Bottom, Permanently Flooded, Diked/Impounded) on the project site. The connected, non-wetland water bodies are Hunter Brook and New Croton Reservoir. The site does not contain any mapped NWI wetlands or NYSDEC regulated wetlands although there is a mapped wetland located approximately 600 feet east of the Bridge (see **Figure 6**). The offsite NYSDEC mapped wetland is regulated pursuant to Article 24 Freshwater Wetlands Act and is identified as Wetland A-41, Class 1. Class 1 wetlands provide the most critical of the State's wetland benefits, reduction of which is acceptable only in the most unusual circumstances. This same wetland feature is also mapped by NWI as a PFO1A (Palustrine, Forested, Broad-leaved, Deciduous, Temporary Flooded) wetland.

A wetland delineation was conducted by Amy S. Greene Environmental Consultants, Inc. in January 2019. Wetlands within the study area consist of two (2) small palustrine forested freshwater wetland fringes along the edge of the reservoir, southwest of the roadway embankment (see **Figure 7**).

To avoid disturbing the existing wetland areas and waterbody, the following mitigation measures would be implemented:

- Plastic safety fencing would be installed to prevent the public from entering the waterbody during the duration of the project.
- Turbidity curtains would be installed in the waterbody to contain any turbidity caused by construction activities.
- Silt fences would be installed to retain existing soils and provide erosion and sediment control.
- A cofferdam would be installed to enable construction activities to be performed without disturbing the existing waterbody.

Finally, coordination would take place with DEP to ensure that the necessary environmental commitments relating to wetlands protections are specified within the contract documentation. Therefore, no significant impacts to wetlands are anticipated.

Water Resources and Water Quality: Hunter Brook under the Baptist Church Road Bridge is classified as Class AA source of drinking water according to NYSDEC. Most of the Hunter Brook stream, approximately 0.11 miles northwest to the project site, is categorized as a trout-spawning stream. Hunter Brook is a small stream which meanders from Mill Pond south, and eventually flows into the New Croton Reservoir under the Baptist Church Road Bridge as a part of the New York City water supply system.

The proposed project would replace the Bridge, which has the potential to impact water resources as the structure continues to deteriorate. Therefore, the project is anticipated to be beneficial to water resources and water quality after completion. Precast concrete offers the ability to reduce the amount of additional material needed on site to erect the structure which produces less site disturbance around this environmentally sensitive water source.

Construction activities would be monitored to prevent surface water pollution, protect wildlife, and minimize soil erosion. Erosion and sediment control measures would be implemented during construction to prohibit stormwater runoff from entering the reservoir. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented in accordance with the NYSDEC State Pollution Discharge Elimination Scheme (SPDES) General Permit for Stormwater Discharges from Construction Activity. During construction, silt fencing would be utilized along the toe of slope in areas of earthwork. The provision of the silt fence would prevent/reduce sediment from migrating off the construction site and entering the waterbody. All stockpiles would be located at flat areas. Stockpiles would be covered with plastic covers to prevent the erosion of the stockpile. Turbidity curtains would be installed in the waterway in the area of the existing substructure to control the disturbance caused by construction activities. Stabilized construction entrances would be established at any point where construction equipment would be entering or leaving the construction site.

In addition, rip rap swales would be placed behind the wingwalls and at low points for drainage and blaze orange safety fence will be used to define the project site. Cofferdams would be used to facilitate abutment footing construction below the waterline by pumping out the water and dewatering. Sediment filter bags & hay bales would be used to remove silt, sand & other debris from the dewatering operations. All stormwater controls would be inspected daily. Deficiencies would be brought to the attention of the contractor and corrected immediately. There would be routine monitoring of shoreline stormwater controls. Any waterway equipment would be steam cleaned prior to entering the Hunter Brook and New Croton Reservoir to prevent the spread of invasive aquatic plants and animals, e.g., zebra mussel, in accordance with the requirements according to DEP's Vessel and Equipment steam cleaning procedures.

Wild Trout: In accordance with data from NYSDEC's Environmental Resource Mapper and New York wild trout map, Hunter Brook upstream of the proposed project is a trout-spawning stream. In general, in-stream work should occur between July and September during low flow conditions and during periods to mitigate interference with bass and trout spawning. All in-water work for the project, including the installation of cofferdams and turbidity curtains, would occur between July 1 and September 30. Any additional restrictions specified by NYSDEC in the permits will be added to the project specifications.

Endangered or Threatened Species: An USFWS online consultation was completed using the Information for Planning and Consultation (IPAC) database on January 14, 2021. DEP also reviewed data from the New York Natural Heritage Program (NYNHP) (dated January 14, 2021). The purpose of the consultations is to identify any threatened species, endangered species, and critical habitats that may be within the project limits or in the vicinity.

- Indiana Bat: According to the IPaC species list, the Indiana Bat (*Myotis sodalis*) was identified as potentially present in the area. The nearest hibernaculum is over 11.5 miles from the project site. A Bridge/Structure Assessment would be conducted by DEP. If no bat presence is identified, demolition may proceed. If presence is identified, DEP Wildlife Studies Section and BEPA would coordinate a response prior to the Contractor proceeding with demolition. Bat identification would be performed between May 15 and August 15. For Baptist Church Road Bridge replacement, a total of eighty-nine (89) trees would be removed to allow for demolition and construction activities as well as improve sight distance. The area of trees to be cleared is approximately 0.4 acres. In order to avoid or minimize impacts on bats, tree cutting, or clearing would not occur between April 1 and October 31 without prior DEP approval.
- Bog Turtle: IPaC also identified Bog Turtle as a potential presence. A DEP wetland scientist determined that no indications of habitat which support Bog Turtle were present and therefore a Phase I Habitat Survey is not required.
- Fence Lizard: The project location falls within a buffer identified by NYNHP as having the potential for presence of the fence lizard, and NYS threatened species. NYNHP data identified the Fence Lizard (*Sceloporus undulates*) as a species that was last found in the vicinity in 1930. The NYSDEC Fence Lizard Fact Sheet indicates last sighting of this species in New York State in the 1950s. A DEP biologist conducted a habitat survey on February 10, 2021 and determined that no suitable habitat is present on-site. Therefore, no impacts to the fence lizard are anticipated from the proposed project.
- Bald Eagle: NYNHP also identified Bald Eagle (*Haliaeetus leucocephalus*) as a potential presence in the vicinity. The nearest Bald Eagle nest is 4.3 miles from the project site. Bald eagles might be located within or adjacent to the project area since they prefer undisturbed areas near large lakes and reservoirs, marshes and swamps, or stretches along rivers. To discourage perching by bald eagles and other raptors at the work site, flags or anti-perching devices would be provided at the high points on cranes or other tall equipment.
- Construction Activities: Construction activities would be monitored to prevent surface water pollution, protect threatened and endangered species, and reduce consumption of potable water. Following construction, disturbed landscape would be restored using native plant species, which would provide the following benefits: visual amenity, prevent establishment of invasive species, and manage post-construction storm water runoff. The proposed project is not anticipated to result in a significant adverse impact to natural resources.

2.8 Hazardous Materials

A hazardous materials investigation was conducted in July 2019 to ascertain the presence and/or absence of Asbestos Containing Materials (ACMs), Lead Based Paints (LBPs), Polychlorinated Biphenyl (PCB) containing materials, and contaminated soils within the project limits. The hazardous material identified

within the project limits is lead, which is in the paint coatings on a portion of the bridge railing. In addition, contaminated soil was identified within the project limits.

It was determined that silver paint on the bridge railings of the Baptist Church Road Bridge contains lead above thresholds that are considered hazardous. All hazardous materials would be transported in accordance with all local, state and federal laws and recycled or disposed of at a licensed facility. Handling and removal of lead painted materials would be conducted in accordance with guidelines to protect health and safety for workers, the general public and the water quality of the NYC Drinking Water Supply System. Local recycling facilities have been contacted and it is anticipated that any lead paint covered bridge members would be recycled at a local facility. A Lead Management plan has been prepared for site-specific controls. To lower the risk of exposure to hazardous materials, all relevant laws and standards would be followed.

Per 6 NYCRR Part 360, Section 360.13(c), suitable soils can be reused onsite as backfill for the excavation from which fill material was taken, or as fill in areas of similar physical characteristics on the project property. If fill material exhibits historical or visual evidence of contamination the relocated fill material will be covered with a minimum of 12 inches of soil or fill material that meets the criteria for general fill as defined by 6 NYCRR Part 360. If there is excess soil after the bridge replacement is complete, the contractor would coordinate with DEP to determine if there is another DEP facility that will accept the soil. A BUD would then be applied for and submitted in order to transport the soil to the other DEP Facility. Any soils being transported off-site would require further testing. DEP Specification Section – 02 24 20 – Soil Sampling and Analysis would be adhered to, and Field Sampling Plan would be submitted per this specification. Soils would be stockpiled onsite and sampled, as necessary, to meet offsite reuse requirements.

Based upon a review of the NYSDEC Spills Incidents Database and Remedial Site Database, there have been no reported spills at the proposed project site, and no remedial actions at or adjacent to the proposed site. The proposed project is not anticipated to result in significant adverse impacts due to hazardous materials.

2.9 Solid Waste and Sanitation Services

The proposed project is anticipated generate 1,100 cubic yards of solid waste during construction. The goal for the proposed project is 100% diversion of non-hazardous waste from landfills and achieve the Institute for Sustainable Infrastructure Envision Award of Silver based on the Envision sustainability rating system. Details impacting construction waste opportunities include:

- Demolition waste from the proposed project would be primarily asphalt, concrete, and steel. Local facilities exist to recycle asphalt, unreinforced and reinforced concrete, and steel. After completion, the proposed project would not generate waste.

The proposed project is not anticipated to have temporary or permanent impacts to solid waste and sanitation services.

2.10 Transportation

As stated earlier, Baptist Church Road Bridge was constructed for vehicular traffic over one hundred years ago. Replacement is proposed to meet current structural, traffic, and safety requirements. As recommended

for safety, concrete barriers and signage would be utilized during replacement of the Bridge. The proposed project would not generate additional vehicular travel.

A traffic study was conducted in January and February 2018. Currently, Baptist Church Road is carrying low traffic volumes, roughly 471 vehicles per day. Based on the findings of the traffic study, some trees within the project area would be removed to improve the line of sight for both drivers and pedestrians. Improved drainage would have a positive impact on driving conditions and new bridge and roadway guiderails would improve driver safety. The temporary effects on local traffic are described under the Construction section.

The project would improve safety conditions for bicyclists and pedestrians by the construction of a new five-rail guiderail and the addition of two-foot shoulders on the bridge deck. Therefore, the proposed project is not anticipated to result in significant adverse impacts to transportation.

2.11 Air Quality

The proposed project would not add long-term sources of emissions. During demolition and replacement, dust from the superstructure removal, and emissions from construction vehicles may occur. These temporary impacts would be further minimized by Best Management Practices in accordance with applicable air quality standards and the Safe Site Work Plan for the project. Additional details are described under Section 2.15 Construction.

The proposed project is not anticipated to result in significant adverse impacts to air quality.

2.12 Noise

The proposed project would not add any mobile or stationary sources of noise in an area with high ambient noise levels. A temporary increase of noise may occur when construction vehicles, machines and equipment are operating within or near the construction site. Potential construction impacts are described under Section 2.15 Construction.

The proposed project is not anticipated to result in significant adverse impacts to noise.

2.13 Public Health

The proposed project would remove a potential public health and safety concern.

Therefore, the proposed project is anticipated to improve conditions to public health and safety.

2.14 Neighborhood Character

DEP anticipates that replacement of the Bridge would enhance the neighborhood character by providing a structurally sound Bridge that meets current safety standards and is similar visually to the existing Bridge. Following construction, disturbed landscape would be restored using native plant species, which would provide visual amenity and manage post-construction stormwater runoff.

The proposed project is not anticipated to have any significant adverse impacts to neighborhood character.

2.15 Construction

The proposed project is anticipated to start in November 2023 and would take approximately twenty-four (24) months to complete. Construction activities would occur between 7:00 am and 5:00 pm. Construction activities would be conducted during weekdays and would adhere to requirements for vehicle and equipment maintenance to minimize potential air quality and noise impacts.

- **Transportation:** During construction, Baptist Church Road would be closed at the bridge location. While temporary impacts are anticipated during the construction period, the project would provide enhanced safety for vehicular and pedestrian traffic utilizing the Baptist Road Bridge. All Maintenance and Protection of Traffic (MPT) work would conform to the New York State Manual of Uniform Traffic Control Devices. The contractor would determine if they would be bringing in the vehicles from the northeast or the southwest, as well as the location of the staging area. The Town of Yorktown would be contacted when coordinating the timing of construction equipment entering the residential neighborhood and onto the project site. During construction, there are two detour routes available for the public to get around Baptist Church Road. The preferred detour would take approximately 9 minutes. All construction signs and road closure barricades would be installed prior to construction activities. Permanent concrete barriers would be installed at the bridge approaches for safety measure, as described in Section 2.6. Immediately after construction is complete, all temporary construction signs would be removed.
- **Air quality:** The disturbance of lead-containing paint and demolition activities might generate lead-containing dust and fumes during hot work. To protect the health of construction workers, air monitoring would be conducted during all paint disturbance. For all soil disturbance and bridge demolition activities, engineering controls, administrative controls, proper PPE, and warning systems would be used as the control methods for dust. To reduce airborne pollutants in emission during construction, vehicle idling times would be limited and unnecessary consumption of fuel and associated production of carbon emissions would be limited.
- **Noise:** Minor temporary noise associated with the proposed replacement is anticipated to be short-term (less than two years) and not located near highly sensitive receptors (schools, hospitals, etc.) In accordance with the Chapter 216-2 of the Town of Yorktown Code, construction generated noise shall be limited to the hours of 7:00 a.m. to 11:00 p.m. on Monday through Thursday, 7:00 a.m. to 10:00 p.m. on Friday, 8:00 a.m. to 10:00 p.m. on Saturday and 8 a.m. to 11 p.m. on Sunday. Limiting construction noise to specified hours is intended to minimize the potential impacts that may occur from construction activities and is typically considered to be a practical mitigation measure. The Town ordinance does not place numerical limits on any noise generating sources associated with construction. This project is located within a residential area, surrounded by DEP's forested watershed. The nearest receptor is one residential property located approximately 600 ft north of the project site and located uphill of the project site. There are many large trees between the project site, along with rock outcroppings up the hillside between the project and the residential property.

The noise would be limited to daytime operations only and using conventional construction equipment. No blasting is anticipated for this work. The precast arch span is expected to be trucked to the project site. At the site, it would be lifted into place using two cranes during daytime

operations. A Noise Mitigation Plan would be prepared to minimize potential noise during construction. Workers or other personnel on site near the operating noise-producing equipment would wear appropriate personal protective equipment (PPE) with earplugs or muffs to comply with relevant laws, standards, and the Safe Site Work Plan. Also, construction barriers and quieter equipment may be used to prevent or reduce noise from reaching workers. Construction would be anticipated between 7:00 am and 5:00 pm during Monday thru Friday to facilitate bridge replacement. The noise levels are not anticipated to exceed the normal construction noise thresholds. While minor, temporary impacts would occur during construction; this project is not anticipated to have any significant, negative long-term impacts related to construction of this project. Replacement of the Bridge and improvements to the roadway would have positive, long-term impacts for safety and transportation.

**Attachment 1:
List of Anticipated
Permits**

List of Anticipated Permits - Replacement of Baptist Church Road Bridge

Government Agency	Regulatory Agency and Approval(s) Required
a. City Counsel, Town Board, or Village Board of Trustees	N/A
b. City, Town or Village Planning Board or Commission	Town of Yorktown <ul style="list-style-type: none"> • Wetland Permit • MS4 Stormwater Management Permit • Tree Permit • Planning Board Approval • Site Plan Approval
c. City, Town, or Village Zoning Board of Appeals	N/A
d. Other local agencies	New York City Department of Environmental Protection (DEP) <ul style="list-style-type: none"> • Stormwater Pollution Prevention Plan Approval New York City Public Design Commission (NYCPDC) <ul style="list-style-type: none"> • Design Commission Approval
e. County agencies	N/A
f. Regional agencies	N/A
g. State agencies	New York State Department of Environmental Conservation (NYSDEC) <ul style="list-style-type: none"> • Protection of Waters Permit- Stream Disturbance (Bed and Banks) • Protection of Waters Permit- Excavation and Fill in Navigable Waters • Protection of Waters Permit - 401 Water Quality Certification • State Pollutant Discharge Elimination System General Permit for Stormwater Discharges from Construction Activities (GP-0-20-001) • Stormwater Pollution Prevention Plan (SWPPP) for Stormwater Discharges • Beneficial Use Determination
h. Federal agencies	United States Army Corps of Engineers (USACE) <ul style="list-style-type: none"> • Nationwide Permit #3 - Maintenance

Attachment 2: Figures



LEGEND:

 Project Limits



**Figure 1. Project Limits
- Baptist Church Road Bridge**



17 State Street, 36th Floor
New York, NY 10004
Phone: (646) 722-0000
Fax: (212) 785-8018

DATE:
08/28/2020



Date: 01/31/2018
Direction: NE
Comments: View of Baptist Church Road Bridge from Southern approach.

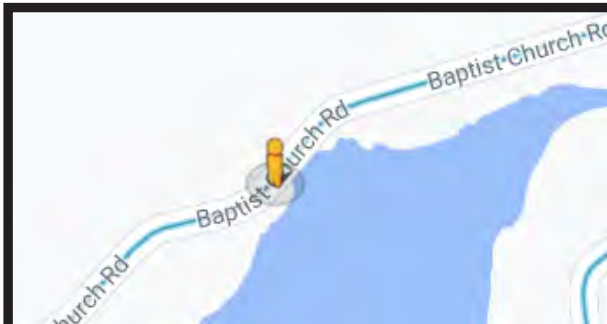


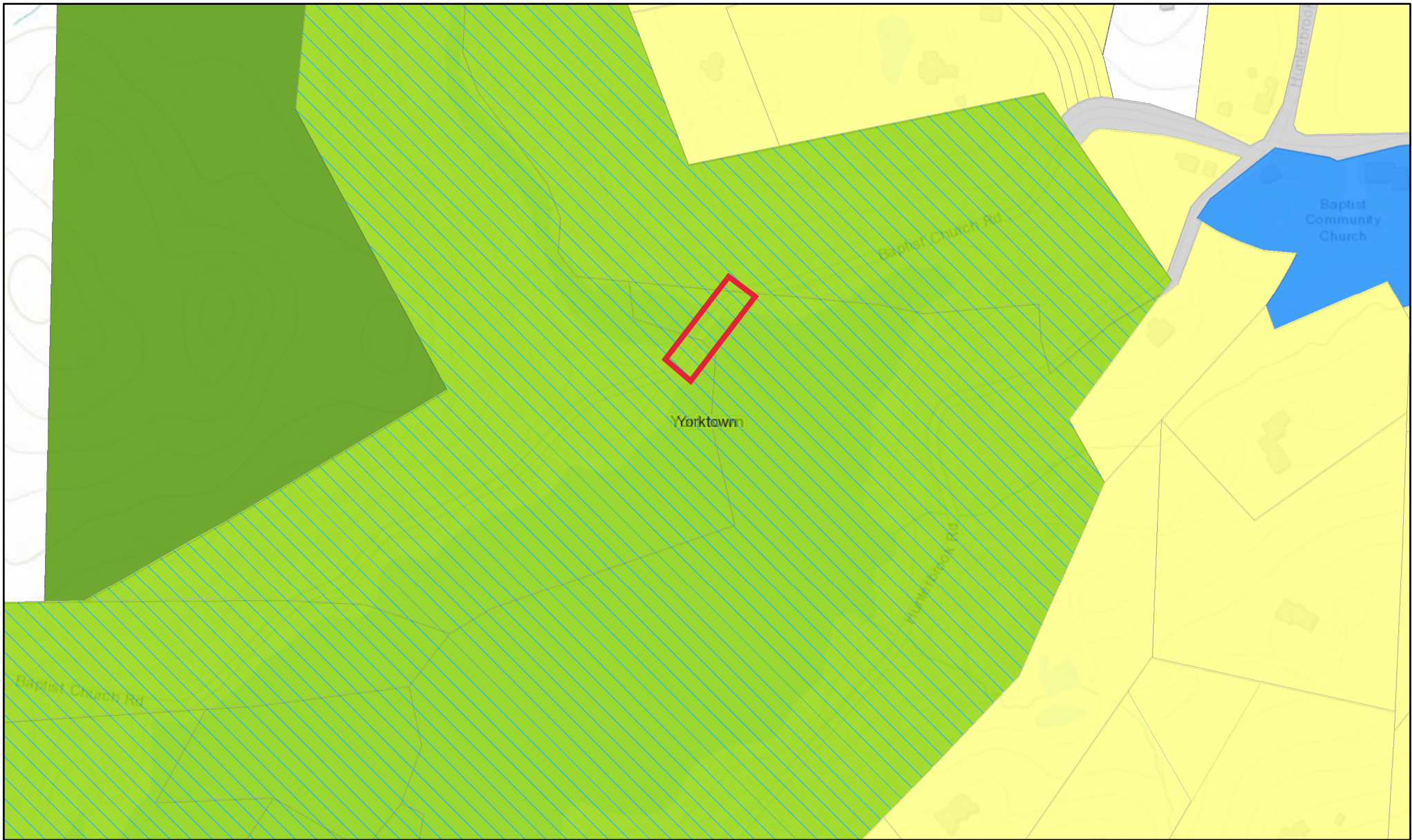
Figure 2. Site Photograph
 - Baptist Church Road Bridge



17 State Street, 36th Floor
 New York, NY 10004
 Phone: (646) 722-0000
 Fax: (212) 785-8018

DATE:
 08/28/2020

Figure 3. Land Use - Baptist Church Road Bridge



Environmental Features			
	Agricultural Uses - Farms, Stables, Nurseries		Commercial and Retail
	Single Family Residential		Manufacturing, Industrial and Warehousing
	Two & Three Family and Multi-Structure Properties		Office and Research (including Campus Office Parks)
	Condominiums, Apartments & Multi-Family Residential Use		Mixed Use
	Common Land Homeowners Assoc.		Institutional and Public Assembly
	Vacant Properties		Transportation, Communication and Utilities
			Cemeteries
			Public Parks and Parkway Lands
			Private Recreation
			Nature Preserves
			Water Supply Lands
			Interior Water Bodies

Project Limits

0 220 440 880
ft

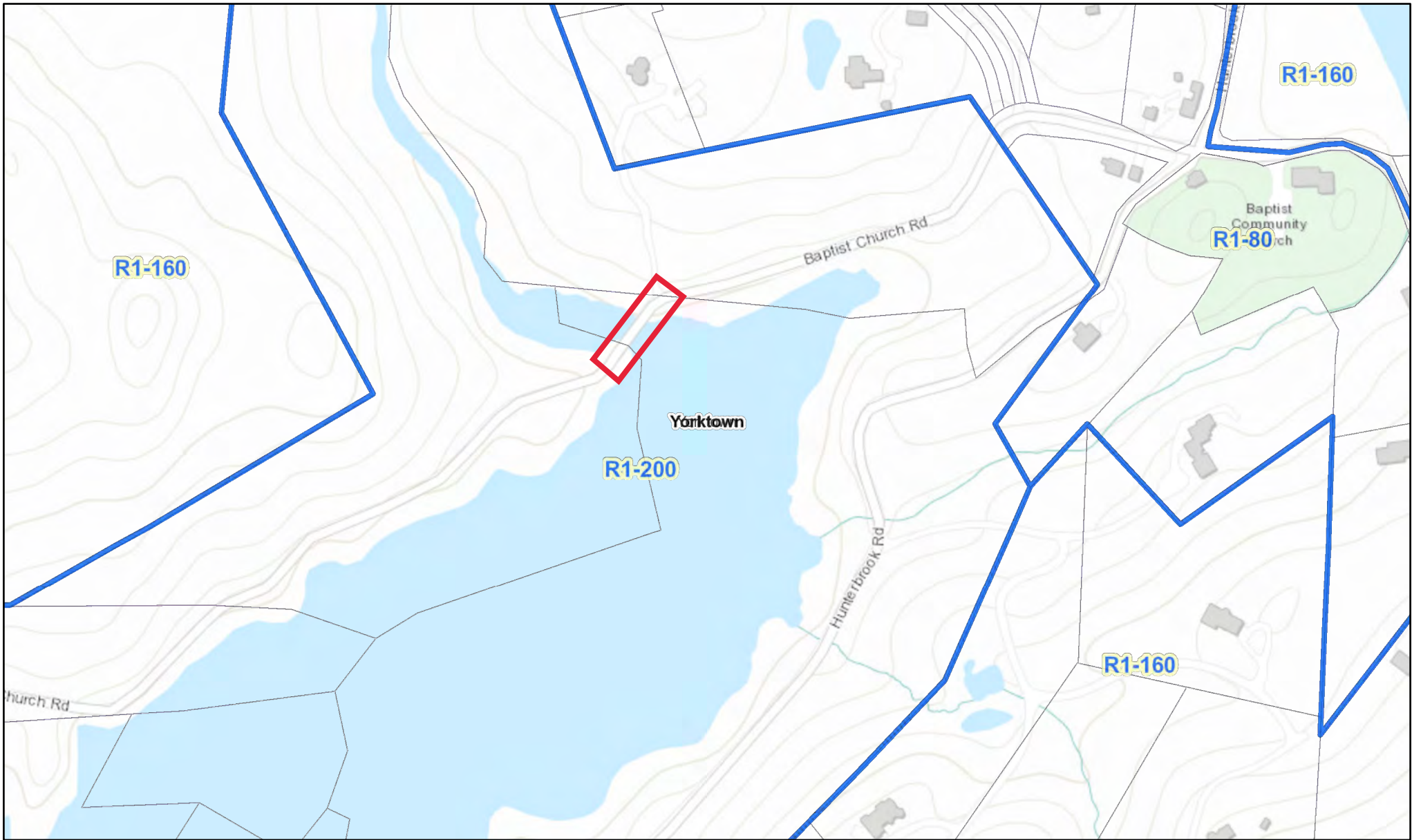
1:4,514

August 28, 2020



GIS
<http://giswww.westchestergov.com>
 Michaelian Office Building
 148 Martine Avenue Rm 214
 White Plains, New York 10601

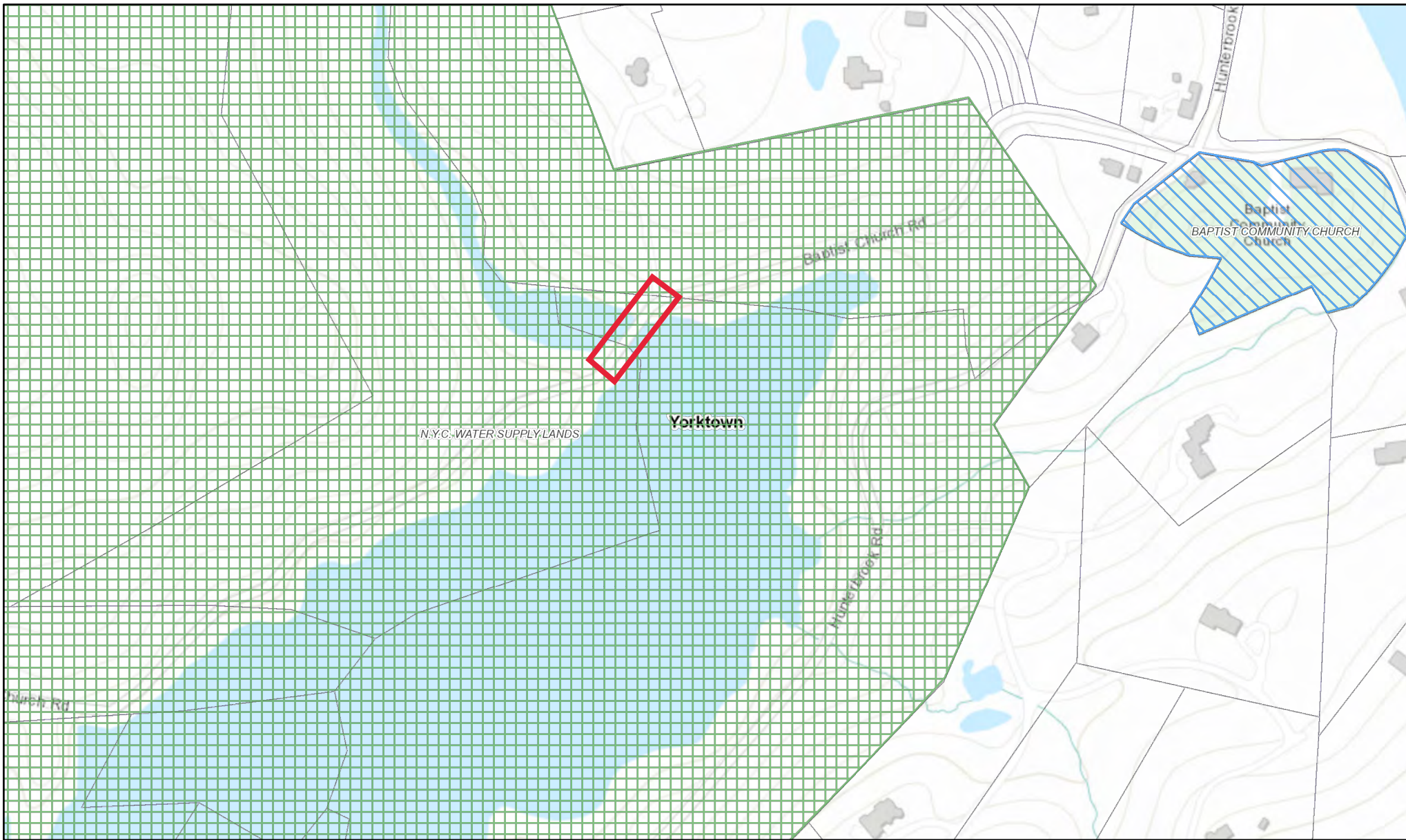
Figure 4. Zoning Map - Baptist Church Road Bridge



- District Boundaries
- Municipal Boundaries
- Generalized Zoning
- Project Limits

0 220 440 880
ft
1:4,514 August 28, 2020

Figure 5. Open Space - Baptist Church Road Bridge



- | | | | | |
|------------------------|---------------------|-----------------------|------------------------------|----------------|
| Environmental Features | Nature Preserves | Private Institutions | Water Supply Lands | Project Limits |
| County Parklands | Private Recreation | Public Non-Park Lands | Farms, Stables and Nurseries | |
| State Parklands | Public Institutions | Cemeteries | Utility Lines and Aqueducts | |
| Local Parks | | | | |

0 220 440 880

1:4,514

August 28, 2020






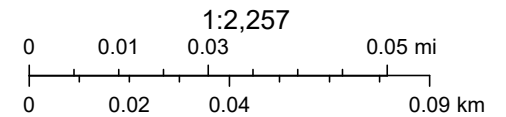
GIS
<http://giswww.westchestergov.com>
 Michaelian Office Building
 148 Martine Avenue Rm 214
 White Plains, New York 10601

Figure 6. State Regulated Freshwater Wetland - Baptist Church Road Bridge



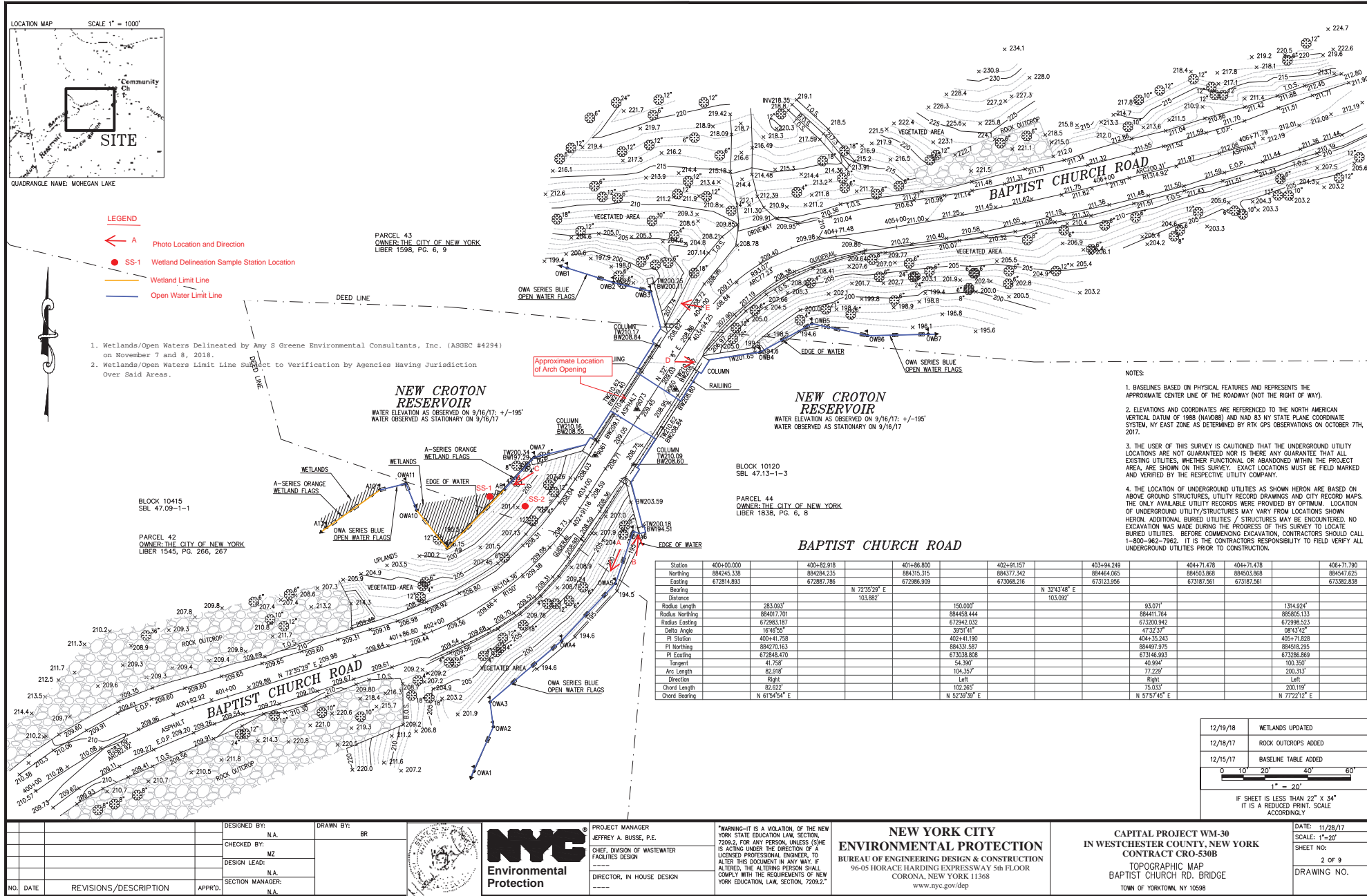
Legend

-  Project Limits
-  State Regulated Freshwater Wetlands
-  State Regulated Wetland Checkzone



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri

Figure 7. Wetland Delineation - Baptist Church Road Bridge



NO.	DATE	REVISIONS/DESCRIPTION	APPRD.

DESIGNED BY: N.A.
 CHECKED BY: MZ
 DESIGN LEAD: N.A.
 SECTION MANAGER: N.A.

DRAWN BY: BR



PROJECT MANAGER
 JEFFREY A. BUSSE, P.E.
CHIEF DIVISION OF WASTEWATER FACILITIES DESIGN
 DIRECTOR, IN HOUSE DESIGN

NEW YORK CITY ENVIRONMENTAL PROTECTION
 BUREAU OF ENGINEERING DESIGN & CONSTRUCTION
 96-05 HORACE HARDING EXPRESSWAY 5th FLOOR
 CORONA, NEW YORK 11368
 www.nyc.gov/dcp

CAPITAL PROJECT WM-30
 IN WESTCHESTER COUNTY, NEW YORK
CONTRACT CRO-530B
 TOPOGRAPHIC MAP
 BAPTIST CHURCH RD. BRIDGE
 TOWN OF YORKTOWN, NY 10598

DATE: 11/28/17
 SCALE: 1"=20'
 SHEET NO: 2 of 9
 DRAWING NO.

F:\PROJECTS\17507\DWG\BAPTIST CHURCH ROAD\17507-07-BAPTIST CHURCH ROAD.DWG