

**ASHFORD AVENUE BRIDGE
SYNOPSIS OF EMINENT DOMAIN PROCEDURE LAW
DETERMINATION AND FINDINGS**

In accordance with Section 204 of the New York Eminent Domain Procedure Law (“EDPL”), a synopsis is hereby given of the Determination and Findings of the Westchester County Board of Legislators with respect to the rehabilitation of the Ashford Avenue Bridge (BIN 5348380) (the “Bridge”), which is located within the Villages of Ardsley and Dobbs Ferry and situated over the Saw Mill River Parkway, South County Trailway, Elm Street, the New York State Thruway (Interstate 87) and the Saw Mill River, and the entrance and exit ramp between Ashford Avenue and the northbound Saw Mill River Parkway (BIN 534838A) (the “Ramp”), Westchester County, New York (the Bridge and the Ramp collectively referred to as the Ashford Avenue Bridge Project or Project”). The proposed Project is located within the Villages of Ardsley and Dobbs Ferry and situated over the Saw Mill River Parkway, South County Trailway, Elm Street, the New York State Thruway (Interstate 87) and the Saw Mill River. This location was selected because it is the site of the existing roadway and bridges sought to be rehabilitated due to poor conditions and which have required extensive repairs in recent years to keep traffic flowing.

In accordance with Article 2 of the EDPL, a public hearing for the Ashford Avenue Bridge Project was held on May 20, 2013 at 7:30 p.m. in the chambers of the Board of Legislators, Room 800, Michaelian Office Building, 148 Martine Avenue, White Plains, New York (“Public Hearing”). During the course of the oral presentation phase of the Public Hearing, all matters required by the EDPL and appropriate to such Public Hearing were identified and explained to persons then in attendance, and at the conclusion of the oral presentation, persons in attendance were given an opportunity to speak and comment on the proposed Project. There were no public speakers. At the conclusion of the public comment phase the hearing was adjourned. Additional written comments regarding the Project were accepted by the County of Westchester until the close of business on June 3, 2013 and no comments were received. A transcript of the Public Hearing, together with the exhibits and written comments, has been made available for inspection and examination by the public at the offices of the Westchester County Clerk and the Westchester County Department of Public Works and Transportation and is also available for review at: www.westchestergov.com/ashfordavenuebridge.

The proposed public use, benefit and purpose to be served by the Project are: (i) the complete removal and replacement of the concrete decking, structural steel, and abutment caps (wingwall repairs) of the Bridge; (ii) the removal of the concrete decking, bearing and abutment caps and structural steel and replacing the ramp structure with a fill structure; (iii) the replacement of piers 2 & 4 and the rehabilitation of piers 1, 3, & 5 of the Bridge; concrete abutments and wing walls to meet the Federal seismic requirements; (iv) eliminate the structural deficiencies of the Bridge and the Ramp in a cost effective manner while providing a 50 year service life and reduce potential seismic failure vulnerability and minimize future maintenance efforts in the rehabilitated structures; (v) improve vehicular safety conditions at identified locations using cost effective measures; and improve highway design features to maintain or restore acceptable operational characteristics, where appropriate, for the facility for a minimum of 30 years beyond completion of the Project.

The following alternatives were considered:

- a. No-Action/Continued Maintenance;
- b. Bridge Rehabilitation - Superstructure Repairs with Widening and Fascia Girder Replacement;
- c. Bridge Rehabilitation - Conventional Superstructure Replacement with Widening;
- d. Bridge Rehabilitation - Precast Superstructure Replacement with Widening (the "Preferred Alternative"); and
- e. Bridge Replacement.

Alternative D, the Bridge Rehabilitation – Precast Superstructure Replacement with Widening was selected as the "Preferred Alternative" because it satisfies all of the Project objectives and is considered prudent and feasible. This alternative would include replacement of the bearings, structural steel framing, concrete deck, bridge joints, and railings of the mainline superstructure with a Precast Concrete Steel Composite Superstructure (PCSCS) System rather than a conventional steel superstructure. Prefabricated bridge units will expedite construction activities thus reducing overall duration and impact to the travelling public. This is particularly important for the spans over the New York State Thruway and Saw Mill River Parkway. The entrance/exit ramp structure will be completely replaced with a modular fill-type structure. This alternative expedites construction and eliminates future maintenance costs. This alternative satisfies the project objectives and is the most cost effective. The bridge would have four 11'-0" travel lanes with no curb offsets, 7" curbing and two 5'-0" sidewalks with 10" concrete vertical parapets. Widening of the structure is maximized with a 4'-0" overhang of the deck, sidewalk, and barrier over the fascia girders.

The proposed Project will have among other things, the following effects upon the residents and/or businesses of the locality:

- (i) **Directly Affected Population** – Representatives of the County of Westchester have met with owners and interested parties who may be affected by the proposed project and have made every effort to minimize the impact that the proposed project will have on adjacent properties. One parcel is owned by the Village of Ardsley and provides parking for the South County Trailway. This parking area will be temporarily closed and the South County Trailway can be accessed at other locations. Another parcel owned by a private business entity, is currently vacant and cleared. The remaining three parcels are utilized by a private business entity and the business will need to be temporarily relocated. The occupant is a local paving and excavating company. The business uses the property to store and service construction equipment and vehicles. Several potential sites have been identified for the temporary relocation of this business. No residential structures will be impacted.
- (ii) **Local Planning** – The Project will have no adverse effects on local planning. In fact, the Project incorporates provisions such that the local desires of Ardsley and Dobbs Ferry with regard to operational improvements at the Ashford Avenue/Route 9A intersection can be implemented in the future.

- (iii) **Community Cohesion** - The Project will have no adverse effects on community cohesion. The Project, in fact, has given surrounding communities a chance to provide input toward the preferred alternative(s).
- (iv) **Changes in Travel Patterns or Accessibility** – A temporary construction detour using Route 9A will be implemented as a result of closing the entrance and exit to the Saw Mill River Parkway in order to replace the ramp structure. No significant changes to travel patterns or accessibility will result from the proposed Project.
- (v) **Impacts on School Districts, Recreational Areas, Churches or Businesses** – The Project will have no adverse effects on school districts, recreation areas, or churches.
- (vi) **Impacts on Police, Fire Protection and Ambulance Access** - The Project will not negatively affect emergency vehicle access. The Project will be coordinated with officials of the local police departments (Villages of Ardsley, Dobbs Ferry and Irvington) as well as County and State Police, local fire departments, ambulance and other emergency service providers such that Ashford Avenue is passable at all times. Emergency pre-emption devices will be added to traffic signals in the project area to enhance response time during construction.
- (vii) **Impacts on Highway Safety, Traffic Safety and Overall Public Safety** - The Project is expected to result in improved safety for all users of the corridor, predominantly due to its critical nature. Without a major rehabilitation, the bridge is at risk of eventual red flag conditions, reduced load posting and emergency closures. Slightly widened lanes will also improve safety through the Project corridor.

The Project was classified as a Type II action pursuant to the New York State Environmental Quality Review Act and its implementing regulations, 6 NYCRR Part 617 (“SEQRA”). Type II actions are those actions determined not to have a significant effect on the environment and therefore do not require further environmental review.

Copies of the complete determination and findings will be forwarded upon written request without cost and can be found at www.westchestergov.com/ashfordavenuebridge.

Jay T. Pisco, PE
Commissioner
County of Westchester Department of Public Works and Transportation