



**U.S. Department of Housing and Urban  
Development**

451 Seventh Street, SW  
Washington, DC 20410  
[www.hud.gov](http://www.hud.gov)

[espanol.hud.gov](http://espanol.hud.gov)

## **Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58**

### **Project Information**

**Project Name:** Maple Beach Bridge Removal & Replacement

**Responsible Entity:** Bristol Borough

**Grant Recipient** (if different than Responsible Entity):

**State/Local Identifier:** PA

**Preparer:** Christopher Freer, P.G.

**Certifying Officer Name and Title:** James Dillon, Borough Manager

**Grant Recipient** (if different than Responsible Entity):

**Consultant** (if applicable): Gilmore & Associates, Inc.

**Direct Comments to:** Christopher Freer, P.G.

**Project Location:**

**Maple Beach Bridge Crossing Mill (Otter) Creek, Bristol, PA 19056. Lat: 40.093879 Long: -74.862725**

**Description of the Proposed Project** [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The project applicant proposes replacing the currently decommissioned Maple Beach bridge that spans Mill Creek with a pre-fabricated bridge placed on new footings and with new wingwalls. The pre-fabricated bridge will have a 10 ft. pedestrian/bicycle lane and a 12 ft. vehicular travel lane for limited municipal use. The proposed bridge has a span that is approximately 15 feet longer than the existing bridge. The subject portion of Mill Creek includes both tidal and creek flow.

**Statement of Purpose and Need for the Proposal** [40 CFR 1508.9(b)]:

Bristol Borough has proposed the removal and replacement of the Maple Beach bridge that spans Mill Creek. The current bridge is dilapidated and is unsafe to traverse. The Maple Beach bridge provides access to the Bristol Borough WWTP, access to the site is currently through an adjacent property. Reconstruction of the Maple Beach bridge would help fulfill this need and provide the residents safe access across the proposed bridge with a 10 ft pedestrian/bicycle lane.

Earthwork will be limited to that required for removal and of existing abutments, piers and wingwalls and for placement of new footings and wingwalls. Cofferdams will be required to protect construction of new footings and wingwalls from tidal flow. Rebuilt embankments will be stabilized with turf reinforcement mat and the bridge will include rip rap placement to protect from future bridge scour. Based on the above there were no findings of significant impact. Therefore, the project will not result in a significant impact on human health or the environment.

**Existing Conditions and Trends** [24 CFR 58.40(a)]:

The project site is located along Maple Beach Road, at its crossing with Mill Creek in Bristol Borough, Bucks County, Pennsylvania. The project site consists of an existing three span concrete bridge crossing Maple Creek. The Maple beach Road Bridge has historically provided the primary access to the Bristol Borough Wastewater Treatment Plant (WWTP). The Bridge has deteriorated to the point where it could no longer provide safe access to the WWTP and was closed to vehicular traffic. The replacement bridge will also provide access to pedestrians utilizing the bridge to access open space area south of the bridge.

**Funding Information**

Grant Number	HUD Program	Funding Amount
B-22-CP-PA-0797	Community Project Funding	500,000

**Estimated Total HUD Funded Amount:**  
**500,000**

**Estimated Total Project Cost** (HUD and non-HUD funds) [24 CFR 58.32(d)]:  
**2,500,000**

### **Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities**

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b>		
<b>Airport Hazards</b>  24 CFR Part 51 Subpart D	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	A preliminary screening was performed and the property is not located in a FAA-designated Airport Clear Zone and Accident Potential Zone. The property is 7.8 miles from the Eastern Philadelphia Airport. The property is not within 2,500 feet of a civilian airport or 25,000 feet from a military airport.  <b>Attachment 1</b> includes: AirNav.com – Airport Search Results & Google Map for distance.
<b>Coastal Barrier Resources</b>  Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	Bristol Borough is approximately 42 miles from the Brigantine Coastal Barrier Resources System. There will be no adverse effects on the Barrier Resources System.  <b>Attachment 2</b> includes: USFWS Coastal Barrier Resources System Map.
<b>Flood Insurance</b>  Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	According to the FEMA Community Status Book Report, Bristol Borough is not listed as a community participating in the national flood program. Additionally, the project development includes the replacement of an existing bridge and does not require flood insurance.

		<b>Attachment 3</b> includes: FEMA Cities that participate in the FEMA National Flood
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 &amp; 58.5</b>		
<b>Clean Air</b>  Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	Construction related emissions associated with the proposed project are minimal. Emissions would occur intermittently throughout the construction period and would not occur as a constant plume of emissions from the project site.  <b>Attachment 4</b> includes: US EPA Pennsylvania Nonattainment Areas Map.
<b>Coastal Zone Management</b>  Coastal Zone Management Act, sections 307(c) & (d)	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project will involve replacement of a bridge within the coastal zone. All necessary permits have been obtained. The construction permits required for this project include a GP-11 Permit from the Department of Environmental Protection, which has already been secured, and a local construction permit from Bristol Borough. The proposed bridge replacement is unlikely to have any impact on the coastal zone.  <b>Attachment 5</b> includes: Delaware Estuary Coastal Zone Map.
<b>Contamination and Toxic Substances</b>  24 CFR Part 50.3(i) & 58.5(i)(2)	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	A Phase I Environmental Site Assessment (ESA), prepared for the project site in accordance with American Society for Testing and Materials (ASTM) Standard E1527-21 and HUD standards including an ACM and LBP survey. The Phase I ESA identified two Recognized Environmental Conditions: 1) the presence of groundwater contamination due to historic dumping on nearby adjacent property, which is part of Rohm, and 2) historic fill materials adjacent to the existing bridge facility. The ACM survey did not identify any ACM. The LBP survey identified yellow marking paint on the existing bridge containing lead. These findings will be addressed as follows.

		<p>Dewatering during the project will include development of a Water Control Plan in accordance with the project manual section 31 23 19. Following construction there will be no impact from groundwater to future users of the bridge. During construction no groundwater will be pumped from the excavation area. Alternatively, the contractor has proposed installing coffer dam to prevent groundwater from entering the excavation. The only water planned to be discharged from the site is surface water that collects in the excavations.</p> <p>Soil excavated as part of the bridge construction will be tested and managed in accordance with the project manual sections 31 11 00, 31 20 00, 31 23 33, and 01 57 13. If soil is exported from the property, the soil will be managed in accordance with the PA Management of Fill Policy and disposal facility requirements. Following construction there will be no impacts from site soils on future users of the bridge.</p> <p>The demolition contractor will be notified of the presence of LBP will follow the OSHA Lead in Construction Standard practices during demolition. The cement that is coated with the lead based paint will be separated for disposal at a permitted facility as lead contaminated waste. Alternatively, a sample will be collected to determine toxicity characteristics leaching characteristics (TCLP) in order to determine if the waste can disposed of as general Construction and Demolition waste.</p> <p>The Phase I ESA is provided in <b>Attachment 6.</b></p>
<b>Endangered Species</b>	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	A Pennsylvania Natural Diversity Inventory (PNDI) review dated august 11, 2017 was

<p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>		<p>performed for the proposed bridge replacement. The inventory indicated that further review was required by the Department of Conservation and Natural Resources (DCNR) and U.S Fish and Wildlife Service (USFWS). G&amp;A contacted the USFWS and DCNR to further investigate the potential impact.</p> <p>According to the Pennsylvania Fish and Boat Commission Species impact Review dated August 24, 2017, and the DCNR's response letter dated August 25, 2017, no adverse impacts are expected to the species of special concern.</p> <p><b>Attachment 7</b> includes: Pennsylvania Fish and Boat Commission letter dated, August 24, 2017.</p>
<p><b>Explosive and Flammable Hazards</b></p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The Phase I ESA identified an active RCRA-permitted hazardous waste storage pad (EPA ID NO. 002292068) located approximately 700 feet northwest of the Maple Beach Road Bridge. Based upon on aerial review, the waste storage in located within a building. Based upon on the topography, existing natural barriers (forested area), and no clear line of site between the proposed HUD-assisted project the hazard mitigation is not required. Therefore, this area is not considered to be a risk to the construction or use of the Maple Beach Road Bridge based upon permitting with the EPA and the measured distance of the permitted storage pad to the bridge.</p> <p><b>Refer to Attachment 6:</b> Phase I Environmental Site Assessment and Acceptable Separation Distance Certification.</p>
<p><b>Farmlands Protection</b></p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The project site is in an urbanized and build environment. There is no Prime, unique or important farmland of Statewide or local importance present on or around the project site. Therefore, there would be no impact to</p>

		<p>farmland and the Farmland Protection Policy Act would not apply.</p> <p><b>Attachment 8</b> Includes: PADEP Department of Agricultural Bureau of Farmland Preservation 2021 Annual report, May 2022 and USDA FFPA form.</p>
<p><b>Floodplain Management</b></p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>According to the FEMA Flood Insurance Rate Map (FIRM) #42017C0528K, dated January 16, 2019, the site is located in the regulatory floodway. The construction permits required for this project include a GP-11 Permit from the Department of Environmental Protection, which has already been secured, and a local construction permit from Bristol Borough. Following the proposed bridge reconstruction, the floodway will not be affected by the proposed project.</p> <p><b>Attachment 9</b> includes: FEMA FIRM Map #42017C0526K, January 16, 2019.</p>
<p><b>Historic Preservation</b></p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>A response from the Pennsylvania Historical and Museum Commission (PHMC) dated, March 29, 2011 indicated that the project will have no adverse effects on historic properties.</p> <p><b>Attachment 10</b> includes: PHMC letter.</p>
<p><b>Noise Abatement and Control</b></p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The property is in proximity (7.8 miles) of the Northeast Philadelphia Airport, however is not within a distance of concern, and is not located within 3,000 feet of a railroad. Using HUD's DNL Calculator, the proposed project to replace an existing decommissioned bridge has a calculated DNL of 35 dB, which is under the maximum limit of 65 dB listed in 24 CFR Part 51.103.(c).(2). The proposed project is not expected to increase noise levels within the community upon completion.</p> <p><b>Attachment 11</b> includes: HUD Exchange DNL calculator.</p>

<p><b>Sole Source Aquifers</b></p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>Sole Source Aquifers (SSA) are mapped by the US Environmental Protection Agency (USEPA). Evaluation of the USEPA's data shows that the project site is located within a SSA (ID#SSA23b). Dewatering during the project will include development of a Water Control Plan in accordance with the project manual section 31 23 19.</p> <p><b>Attachment 12</b> includes: US EPA Sole Source Aquifers</p>
<p><b>Wetlands Protection</b></p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>A Wetlands delineation has been performed by Brand Environmental Consulting Services, Inc., dated December 12, 2018. Based on the wetland delineation, the project would not involve the new construction of wetlands or adversely impact the survival or quality of existing wetlands. Therefore, Executive Order 11990 is not applicable to the project.</p> <p><b>Attachment 13</b> includes: USFWS National Wetlands Inventory</p>
<p><b>Wild and Scenic Rivers</b></p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>This project is not located near any water course or river that is included under the Wild and Scenic Rivers Act and no Section 7 Report is required. There are no rivers designated in Bristol Borough.</p> <p><b>Attachment 14 includes:</b> National Wild and Scenic Rivers website reviewed at <a href="https://www.rivers.gov/">https://www.rivers.gov/</a>, accessed 09/06/2022.</p>
<p><b>ENVIRONMENTAL JUSTICE</b></p>		
<p><b>Environmental Justice</b></p> <p>Executive Order 12898</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>This project will not have any negative impacts on low-income and minority persons. The project will not displace or otherwise negatively impact low-income or minority persons. The project does not require the removal of any housing for its development.</p>



		This project is seen as an overall benefit to all citizens of the Borough, including low-income and minority groups.
--	--	--

**Environmental Assessment Factors** [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

**Impact Codes:** Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>LAND DEVELOPMENT</b>		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	Construction activities of demolition and reconstruction will occur on the existing lot, and in virtually the same footprint. There will be no changes to land use or zoning. There will be minor beneficial effect on the Borough.  The subject property is currently zoned as LI. The proposed development is compliant with this zoning and is compatible with the land use in the vicinity.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<b>Slope:</b> No excessive slopes exist at the site identified for project development and associated activities.  <b>Erosion/drainage</b> No erosion was evident at the Project site and the site has minimal change of significant erosion in the area of proposed development.

		<p>Construction activities have some potential to affect on-site erosion. As such, construction activities are expected to have minor to negligible impacts due to erosion and downstream siltation. Erosion and sediment control measures will be implemented order to mitigate the effects of erosion on the project site during construction.</p> <p>The majority of the project includes the removal and installation of a pre-cast concrete structure. Given that no erosion was evident at the existing site, and that the project is intended to restore the site to the existing (pre-construction) condition, no additional erosion is anticipated to be evident at the site upon completion of the project. A PADEP GP-11 permit serves as the local Erosion &amp; Sediment Control approval for the project, and has been secured as of 7/22/2022.</p> <p><b>Stormwater Runoff:</b> Given that the project is intended to remove and replace the existing precast concrete bridge, no new impervious surface is planned to be added to the site. Therefore, no increase in stormwater runoff is expected to be evident at the project site upon completion. Water pollution control measures will be implemented during the course of construction, and a water control plan will be submitted to the engineer prior to the beginning of construction for review and approval.</p>
Hazards and Nuisances including Site Safety and Noise	2	<p>The proposed project would not create a risk of explosion, release of hazardous substances or other dangers to the public health. There are nearby, permitted hazardous waste facilities that are regulated by EPA. No impact to the current project is anticipated.</p> <p>During project development, adequate public safety warning signs and construction safety personnel will be required for site development. Contractor safety and a traffic control plan will be implemented to reduce the potential impacts to a not significant level.</p> <p>The proposed development is not expected to increase day-to-day noise levels within the community after completion, and applicable health and safety standard practices will be implemented during the construction process.</p>
Energy Consumption	2	<p>Municipal utilities are already available to the subject property, and it is not expected to require additional public infrastructure.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>SOCIOECONOMIC</b>		
Employment and Income Patterns	2	The Proposed Action will have no impact on employment and income patterns in Bristol Borough or the surrounding areas. The project construction activities may have short-term benefits to local employment or income from construction workers in the Borough. However, these project related impacts are considered minor and short-term and in the long-run the project will not employ any additional workers or change any income patterns for the local community.
Demographic Character Changes, Displacement	2	The Proposed Action will have no impact on demographic character changes or displacement. The proposed project includes the re-construction of an existing bridge, therefore there will be no displacement of persons.

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>COMMUNITY FACILITIES AND SERVICES</b>		
Educational and Cultural Facilities	2	The proposed bridge reconstruction is located in an area with sufficient educational and cultural services. The proposed bridge is not expected to impact those facilities.
Commercial Facilities	2	The proposed bridge reconstruction is not likely to affect existing commercial properties in the vicinity.
Health Care and Social Services	2	The proposed bridge reconstruction is located in an area with sufficient health care and social services. The proposed bridge reconstruction is not expected to impact those services.
Solid Waste Disposal / Recycling	2	The proposed bridge reconstruction is not anticipated to generate solid waste or recycling after construction.
Wastewater / Sanitary Sewers	2	Wastewater and sanitary sewer is not required for the proposed bridge reconstruction. Replacement of the existing bridge will provide access to the Bristol Borough WWTP for their employees.
Water Supply	2	Water supply is not required for the proposed bridge reconstruction. Therefore, the proposed bridge reconstruction will not adversely impact the existing water supply resources.
Public Safety - Police, Fire and Emergency Medical	1	The proposed bridge reconstruction is located in an area with sufficient police, fire, and emergency medical services. The proposed development is not expected to impact those

		services. Additionally, in the event of an emergency the bridge will provide direct access to the Bristol Borough WWTP.
Parks, Open Space and Recreation	2	The proposed development is located in an area with sufficient parks, open space, and recreational spaces. The proposed development will provide residents safe access across Mill Creek and is not expected to impact existing parks, open space or recreational areas.
Transportation and Accessibility	1	Access to public transportation and major roadways are available in the vicinity of the subject property. The proposed bridge reconstruction would have a significant beneficial impact for the means of ingress and egress from the Bristol Borough WWTP.

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURAL FEATURES</b>		
Unique Natural Features, Water Resources	2	There are no unique natural features or water resources that would be affected by the Proposed Action.  Reference: USFWS National Wetlands Inventory
Vegetation, Wildlife	2	There are no special botanical species, vegetation communities or wildlife species that require mitigation or special consideration at the project site.
Other Factors		There are no “other factors” considered for the Proposed Action.

#### **Additional Studies Performed:**

**Wetlands Delineation**  
**Geotechnical Investigation**  
**Phase I ESA**  
**PNDI**

**Field Inspection** (Date and completed by):

#### **List of Sources, Agencies and Persons Consulted** [40 CFR 1508.9(b)]:

Airnav.com, EPA NEPassist, USFWS, PADEP, FEMA, Google Maps, National Flood insurance list, Rivers.com, National Parks Service, USDA.

**List of Permits Obtained:**

The permits required for this project include a GP-11 Permit from the Department of Environmental Protection, which has already been secured, and a local construction permit from Bristol Borough. Please see **Attachment 15** for the GP-11 approval from DEP.

**Public Outreach** [24 CFR 50.23 & 58.43]:

The citizens of Bristol Borough were notified of the project on December 12, 2016, September 14<sup>th</sup>, 2020 and August 9<sup>th</sup>, 2021, when resolutions were adopted by the Borough Council to request funds from a grant from the Multimodal Transportation Fund. The resolutions are attached as **Attachment 16**. The project was also discussed at the Borough Council meeting held on August 8, 2022.

**Cumulative Impact Analysis** [24 CFR 58.32]:

The project applicant proposes replacing the currently decommissioned Maple Beach bridge that spans Mill Creek with a pre-fabricated bridge placed on new footings and with new wingwalls. The pre-fabricated bridge will have a 10 ft. pedestrian/bicycle lane and a 12 ft. vehicular travel lane for limited municipal use. The proposed bridge has a span that is approximately 15 feet longer than the existing bridge. The subject portion of Mill Creek includes both tidal and creek flow.

**Alternatives** [24 CFR 58.40(e); 40 CFR 1508.9]

No alternative was sought.

**No Action Alternative** [24 CFR 58.40(e)]:

Foregoing redevelopment of the project site would cause the existing bridge to further deteriorate creating a hazard to the public and environment and prevents access to the WWTP.

**Summary of Findings and Conclusions:**

Finding of No Significant Impact on the human environment. The project will not have any adverse effects on the environment, nor will the environment adversely affect the end users of the project.

**Mitigation Measures and Conditions** [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.



Law, Authority, or Factor	Mitigation Measure
None	

**Determination:**

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]  
The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]  
The project may significantly affect the quality of the human environment.

Preparer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name/Title/Organization: \_\_\_\_\_

\_\_\_\_\_

Certifying Officer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name/Title: \_\_\_\_\_

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).