**April 2024**

**(Updated August 25, 2025)**

# Open House Public Meeting Summary & Comment Response Report For the SR 1002 (Skinners Falls Road) over Delaware River, Skinners Falls Bridge Planning and Environmental Linkages (PEL) Study

Damascus Township, Wayne County, Pennsylvania
Town of Cochecton, Sullivan County, New York



*Prepared For:*

pennsylvania DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation Federal Highway Administration

PennDOT Engineering District 4-0
NYSDOT Region 9

*Prepared By:*

AECOM

**August 2025 Update**

**Following the April 2024 public meeting on the draft PEL, PennDOT was preparing a response to the public comments when in August they were alerted to metal bridge components falling from the bridge and into the Delaware River.**

**In October 2024, a bridge inspection revealed multiple observed conditions resulting in a downgrading of the superstructure and substructure condition.**

**On December 16, 2024, Governor Shapiro issued a declaration of emergency in relation to Skinners Falls Bridge. The FHWA concurred with the emergency declaration on December 17, 2024. On December 17, 2024, PennDOT announced the Skinners Falls Bridge would be removed via demolition due to the emergency declaration and as a result of the alternatives analysis.**

**As a result of the emergency action, comments in this document regarding restoration of the bridge are no longer applicable. Other comments such as size and type of bridge replacement will be considered if the project moves forward. This document serves as a record of the community's input during the April 2024 public meeting for the Skinners Falls Bridge.**

# Table of Contents

Table of Contents ..... i

List of Figures and Tables ..... iii

Appendices ..... iii

Overview ..... 1

1 Meeting Notification and Advertisement ..... 1

1.1 Federal and State Legislators Meeting ..... 1

1.2 Agency Coordination Meeting ..... 2

1.3 Tribal Nations ..... 3

1.4 Consulting Parties ..... 3

1.5 Project Advisory Committee Meeting ..... 3

1.6 Resident and Interested Party Invitations ..... 4

1.7 Open House Public Meeting Flyers ..... 4

1.8 Media Notification ..... 6

1.9 Media Coverage ..... 7

1.10 PennDOT Project Website ..... 7

2 Open House Public Meeting Overview ..... 8

2.1 Meeting Materials ..... 9

2.2 Meeting Participation ..... 10

2.3 Concerned Citizens Group ..... 11

3 Public Comments ..... 12

3.1 Public Survey Question Response Summary ..... 12

3.2 Public Additional Comment Summary ..... 16

4 Agency Comments ..... 16

5 Project Advisory Committee (PAC) Comments ..... 17

6 Conclusion ..... 17

# List of Figures and Tables

Figure 1: PEL Process Overview shown at the ACM, PAC, and Public Officials Meeting
Figure 2: Public Meeting / Open House Flyer
Figure 3: Upper Delaware Council's Website Public Meeting Announcement
Figure 4: The River Reporter Public Meeting Announcement Newspaper Article
Figure 5: The Sullivan County Democrat Public Meeting Recap Newspaper Article
Figure 6: PennDOT's Project Website
Figure 7: Welcome Board
Figure 8: Project Overview and History Board
Figure 9: "Where Do You Live?" board, marked by meeting attendees
Figure 10: Attendees fill out comment response forms
Figure 11: Survey Question 1 Response
Figure 12: Survey Question 2 Response
Figure 13: Survey Question 3 Response
Figure 14: Survey Question 4 Response
Figure 15: Survey Question 5 Response
Figure 16: Survey Question 6 Response
Figure 17: Survey Question 7 Response
Figure 18: Survey Question 8 Response
Figure 19: Survey Question 10 Response

Table 1: Cooperating and Participating Agencies
Table 2: Project Advisory Committee Members

# Appendices

Appendix A: Public Officials Meeting Materials
Appendix B: Agency Coordination Meeting (ACM) Materials
Appendix C: Project Advisory Committee (PAC) Meeting Materials
Appendix D: Public Meeting Invitation and Invitation List
Appendix E: Flyer Graphic
Appendix F: Newspaper Advertisements
Appendix G: Media Coverage
Appendix H: Meeting Display Boards
Appendix I: Meeting Presentation Slides and Transcript
Appendix J: Public Comments and Associated Responses
Appendix K: Agency Comments and Associated Responses
Appendix L: Project Advisory Committee (PAC) Meeting Summary

# Overview

The Pennsylvania Department of Transportation (PennDOT), on behalf of the Federal Highway Administration (FHWA) and in cooperation with New York State Department of Transportation (NYSDOT), hosted an open house public meeting for the bridge carrying Pennsylvania State Route 1002 over the Delaware River (Skinners Falls Bridge). The Skinners Falls Bridge study area is in Damascus Township, Wayne County, Pennsylvania, and the Town of Cochecton, Sullivan County, New York. The purpose of the meeting was to discuss the draft Planning and Environmental Linkages (PEL) study, which had a 45-day public open comment period from April 11 through May 26, 2024. A PEL study is a planning level document that allows for the development and screening of alternatives and a preliminary evaluation of environmental impacts to assist in informing the National Environmental Policy Act (NEPA) phase.

The open house public meeting was held to provide an update on the draft PEL Report findings and the alternatives that are recommended for advancement to further study in the preliminary engineering and detailed environmental study phase. The meeting was held on April 25, 2024, at the Narrowsburg Union in Narrowsburg, New York. The PEL Study was made available on the project website on April 11, 2024, and with hard copies available to review in the following locations: Wayne County Library (Honesdale, PA), Western Sullivan Public Library Tusten-Cochecton Branch (Narrowsburg, NY), Damascus Township Building (Damascus, PA), and the Town of Tusten Building (Narrowsburg, NY). The public was invited to provide comment for 45-days from April 11 through May 26, 2024. During the 45-day comment period, both cooperating and participating agencies, as well as the Project Advisory Committee (PAC) and Section 106 consulting parties were afforded the opportunity to provide comments on the PEL.

This report documents the open house public meeting notification process, meeting contents, and public comments received at the public meeting and during the 45-day public comment period.

# 1 Meeting Notification and Advertisement

A variety of methods were used to notify citizens, stakeholders, local leaders, regulatory agencies, and elected and public officials about the Skinners Falls Bridge open house public meeting and the draft PEL availability. These notifications included:

## 1.1 Federal and State Legislators Meeting

A federal and state legislators meeting was held virtually on February 22, 2024. Letter invitations were sent via email to public officials and government partners on February 1, 2024, from the PennDOT District 4-0 Executive. The purpose of the public officials pre-meeting was to provide the opportunity to review the draft PEL findings and alternatives recommended for further study and open house meeting materials for review. Federal and state legislators were given the opportunity for questions and comments, prior to the information being made available to the public. The elected officials asked primarily about funding for the project. **Figure 1** shows the PEL study process, as displayed at the public officials meeting. The meeting presentation materials are included in **Appendix A.**

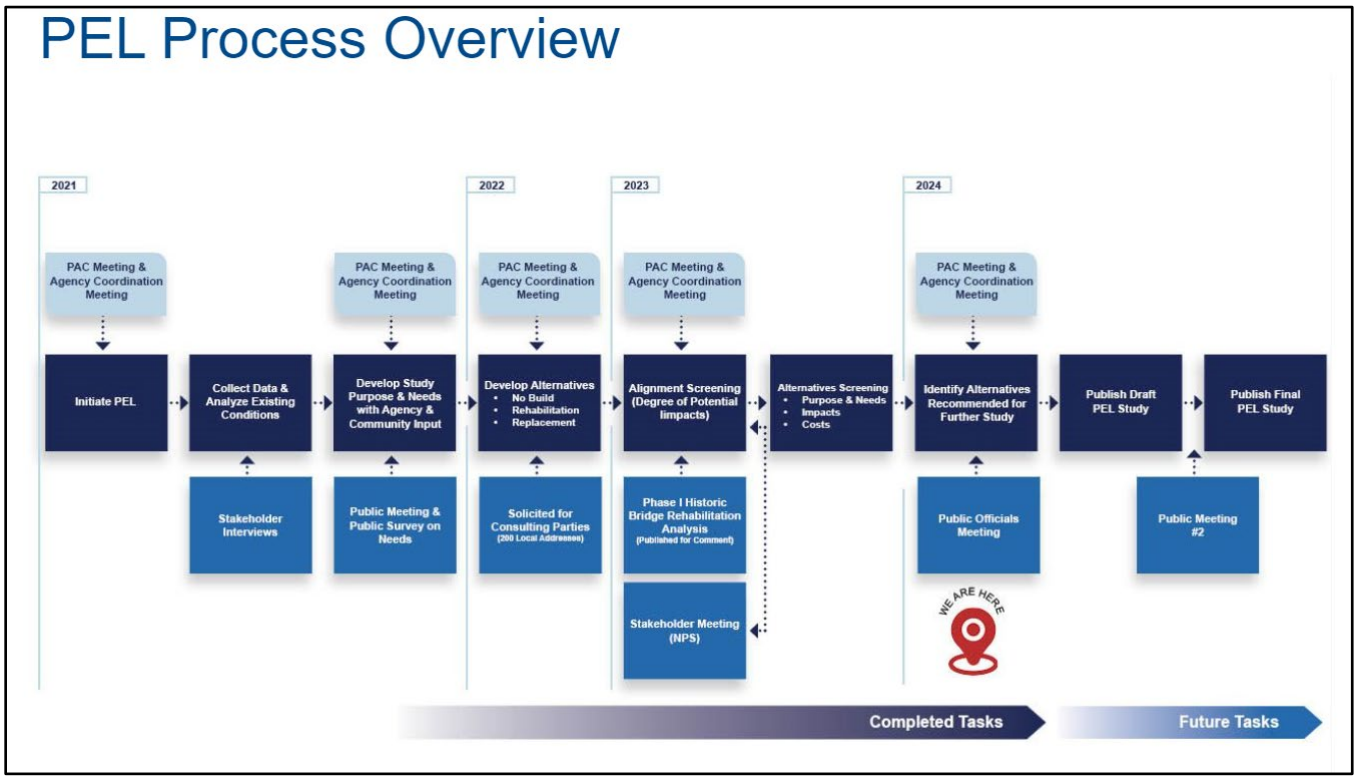



*Figure 1: PEL Process Overview shown at the ACM, PAC, and Public Officials Meeting*

## 1.2 Agency Coordination Meeting

An Agency Coordination Meeting (ACM) was held in the morning of February 28, 2024, to provide cooperating and participating agencies with the opportunity to review the draft PEL findings and alternatives recommended for further study. For a list of ACM members who accepted the role of a cooperating and participating agency, please see **Table 1**. Discussion at the ACM was primarily focused on the fiscal constraints, and the alternatives proposed to be carried forward. The ACM email invitation sent by PennDOT Bureau of Design and Delivery on February 16, 2024, agenda, and presentation is included in **Appendix B**.

**Table 1: Cooperating and Participating Agencies**

| **Cooperating Agencies** |
|---|
| National Park Service |
| New York State Department of Environmental Conservation |
| Pennsylvania Department of Environmental Protection |
| Pennsylvania Department of Conservation and Natural Resources |
| U.S. Army Corps of Engineers |
| U.S. Environmental Protection Agency |
| U.S. Fish and Wildlife Service |
| **Participating Agencies** |
| Damascus Township |

| |
|---|
| Delaware Tribe of Indians, Oklahoma |
| New York State Historic Preservation Office, Technical Preservation Bureau |
| PA Department of Conservation and Natural Resources |
| PA Fish and Boat Commission |
| Pennsylvania Historical and Museum Commission (PHMC) |
| Stockbridge-Munsee Community, Wisconsin |
| Wayne County Conservation District |

### 1.3 Tribal Nations

On April 11, 2024, PennDOT, on behalf of FHWA, made contact with the Delaware Tribe. Information provided included the PEL document availability announcement, as printed in the newspapers, and a copy of the PEL study. No response was received from the Delaware Tribe. While the Delaware Tribe did not respond, PennDOT will continue to coordinate with the Tribe as appropriate, as there will be additional opportunities for their input if/when the project moves into the environmental process.

### 1.4 Consulting Parties

The public open house meeting invitation was posted on April 10, 2024, to PennDOT's Pennsylvania Transportation and Heritage (PATH) website. PATH is a statewide database for PennDOT's Section 106 and Pennsylvania State History Code undertakings programmed on the Statewide Transportation Improvement Program (STIP). The project's specific PATH page may be found here: PATH: Project Home - PATH. In accordance with the Section 106 process, PATH provides the opportunity for the public to request consulting party status. Once consulting parties are invited to participate, PATH provides a centralized location for consulting parties to submit comments on the undertaking and for PennDOT to provide project communication to consulting parties. All the information found on PATH is publicly available. Specific materials posted to PATH on April 10, 2024, included a letter inviting consulting parties to participate in the public meeting and a copy of the draft PEL document for consulting party review and comment. A list of consulting parties and the invitation letter posted to PATH are found in **Appendix D**.

### 1.5 Project Advisory Committee Meeting

A Project Advisory Committee (PAC) meeting was held in the afternoon of February 28, 2024, to provide PAC members the opportunity to review the draft PEL findings and alternatives recommended for further study and invite them to attend the upcoming public meeting. Discussion around the PEL included fiscal constraints and alternatives presented. For PAC members, see **Table 2**. The PAC Meeting email invitation sent January 11, 2024, agenda, and presentation is included in **Appendix C**.

**Table 2: PAC Members**

| Organization |
|---|
| Town of Cochecton |
| Damascus Township Board of Supervisors |
| National Park Service (NPS) |
| Sullivan County Planning Commissioner |
| Upper Delaware Council (UDC) |
| Wayne County Board of Commissioners Chair |
| Wayne County Director of Planning |

## 1.6 Resident and Interested Party Invitations

Official public meeting invitations were sent on April 10, 2024, via mail to interested parties (e.g., property and business owners, etc.) from the study website mailing list and elected and public officials. A total of 45 invitations were mailed comprising: 22 property owners, 13 local officials, and 10 legislators. A copy of the invitation and a list of the notified elected officials, public officials, and community partners are included in **Appendix D**.

## 1.7 Open House Public Meeting Flyers

An electronic flyer was developed to advertise the open house public meeting logistics and to provide general study and study contact information. Flyers were distributed to the PAC for sharing within their network and on social media pages / websites, as shown in **Figure 2. Figure 3** shows an example of the meeting information, as posted on a PAC member (Upper Delaware Council) website. A copy of the flyer graphic which was also used as the email invitation graphic is included in **Appendix E**.




*Figure 2: Public Meeting / Open House Flyer*

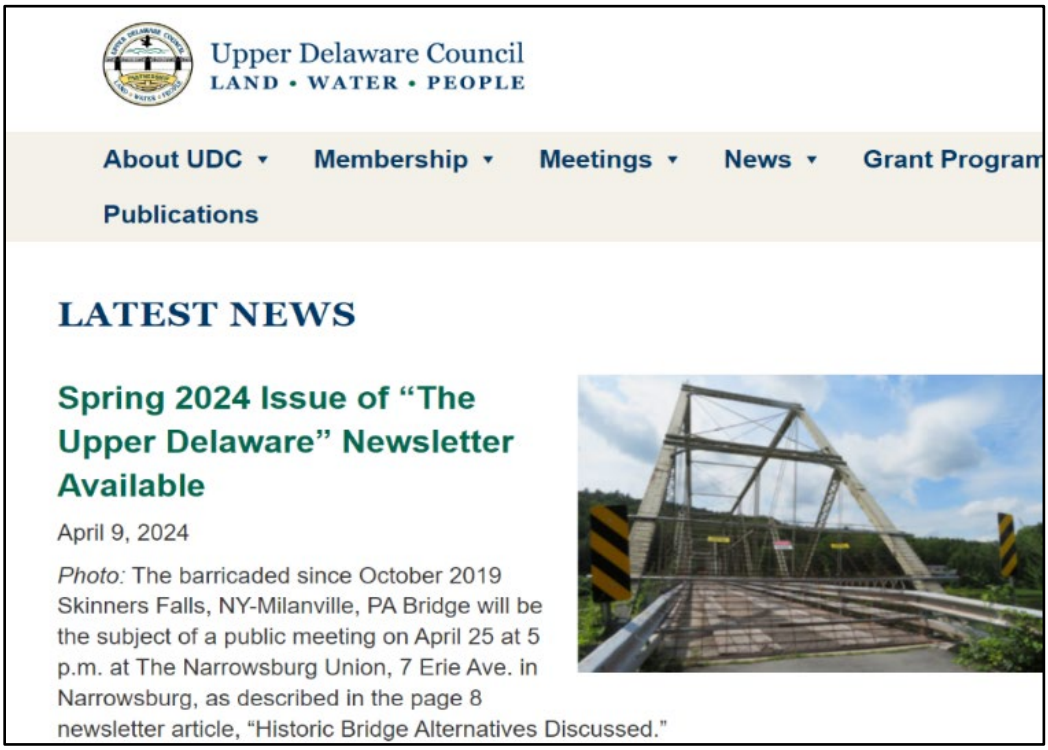



*Figure 3: Upper Delaware Council's Website Public Meeting Announcement*

## 1.8 Media Notification

The availability of the PEL Study and the open house public meeting was advertised in the Sullivan County Democrat on April 16, 2024, and the River Reporter and the Tri-County Independent ran the official announcement on April 18, 2024. **Figure 4** features the advertisement for the public meeting in the Tri-County Independent. **Appendix F** contains copies of the three newspaper advertisements.

PUBLIC COMMENT & VIRTUAL PLANS DISPLAY PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

Wayne County
Damascus Township
STATE ROUTE 1002
SECTION 651
Skinners Falls Bridge over
The Delaware River

THE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) REPORT FOR SKINNERS FALLS BRIDGE IS AVAILABLE FOR REVIEW AT THE FOLLOWING LOCATIONS:

WAYNE COUNTY LIBRARY (HONESDALE)
1406 NORTH MAIN STREET
HONESDALE, PA 18431

WESTERN SULLIVAN PUBLIC LIBRARY
TUSTEN-COCHECTON BRANCH
198 BRIDGE STREET
NARROWSBURG, NY 12764

DAMASCUS TOWNSHIP
60 CONKLIN RILL ROAD
DAMASCUS, PA 18415

TOWN OF TUSTEN
210 BRIDGE STREET
NARROWSBURG, NY 12764

IT WILL ALSO BE AVAILABE TO REVIEW OR DOWNLOAD PENNDOT.PA.GOV/DISTRICT4, CLICKING ON PUBLIC MEETINGS UNDER DISTRICT LINKS, SELECTING THE TILE FOR WAYNE COUNTY, AND THEN SELECTING THE TILE FOR SKINNERS FALLS BRIDGE PROJECT.

PUBLIC COMMENT PERIOD: APRIL 11, 2024 TO MAY 26, 2024

**Public Notices**

COMMENTS CAN BE SUBMITTED VIA EMAIL TO SKINNERSFALLSBRIDGE@AECOM.COM, OR MAILED TO AMY LOLLI, PENNDOT ASSISTANT LIAISON ENGINEER, DEPARTMENT OF TRANSPORTATION, DISTRICT OFFICE 4-0, 55 KEYSTONE INDUSTRIAL PARK, DUNMORE, PA 18512.

A PUBLIC MEETING/ PLANS DISPLAY IS SCHEDULED:
PLACE: Narrowsburg Union
7 Erie Avenue
Narrowsburg, NY 12764
DATE: April 25, 2024
TIME: 5:00 p.m. – 7:00 p.m.

THE PURPOSE OF THIS PUBLIC MEETING AND VIRTUAL PLANS DISPLAY IS AN OPPORTUNITY TO PRESENT THE FINDINGS OF THE PLANNING AND ENVIRONMENTAL LINKAGES STUDY (PEL) FOR SKINNERS FALLS BRIDGE AND ANSWER QUESTIONS.

INFORMATION WILL ALSO BE AVAILABLE ON PENNDOT'S WEBSITE

*Figure 4: Tri-County Independent Newspaper Advertisement on April 18, 2024*

## 1.9 Media Coverage

Several media outlets reported on the open house public meeting. Media coverage included articles on WVIA (PBS / NPR affiliate for northeast and central Pennsylvania) on April 25 and 26, 2024, and newspaper articles in the Delaware Currents (April 26, 2024), the River Reporter (April 11, 2024; April 29, 2024; and May 18, 2024), and Sullivan County Democrat (May 3, 2024). Finally, the Upper Delaware Council Newsletter featured an article on the open house public meeting (May 30, 2024). The Sullivan County Democrat article is shown in **Figure 5** and **Appendix G** contains copies of the news reports and articles.




*Figure 5: The Sullivan County Democrat Public Meeting Recap Newspaper Article*

## 1.10 PennDOT Project Website

As part of the public involvement process, official notice was provided on the project website hosted by PennDOT, Skinners Falls Bridge Project (pa.gov), on April 11, 2024. Information posted to the website included the dates, times, and details for the open house public meeting. In addition, the draft PEL Study was made available and the comment period for the project was open to the public on April 11, 2024. After the public meeting, the slides / presentation video, and survey were made available on the website for those that could not attend in person. The landing page of the website is seen in **Figure 6.**




*Figure 6: PennDOT's Project Website* Skinners Falls Bridge Project (pa.gov)

# 2 Open House Public Meeting Overview

The open house public meeting was held at the Narrowsburg Union building located in Narrowsburg, New York to present draft PEL Study alternatives. The first station the public arrived at featured a Welcome Board outlining logistics for the public meeting, **Figure 7**, and a sign-in sheet. Participants were invited to travel around the room to the eight stations set up within "Delaware Hall", a converted event space from a previous multipurpose gymnasium. The stations contained information boards and were staffed by project team members. This allowed the public to engage the project team and learn more about project history, PEL process, environmental constraints, information on the range of alternatives, and draft PEL Study findings and alternatives recommended for further study. A 10-minute pre-recorded presentation was played in a room near to the gymnasium so that participants could view the presentation at their convenience during the open house public meeting.




*Figure 7: Welcome Board*

## 2.1 Meeting Materials

Meeting Boards

There were 16 meeting boards, including station and directional boards, that comprised the open house public meeting displays. An example of the board content is found in **Figure 8**, featuring the Project Overview and History. Copies of all the meeting boards are included on the project website and in **Appendix H** and the meeting presentation slides and transcript may be found in **Appendix I**.

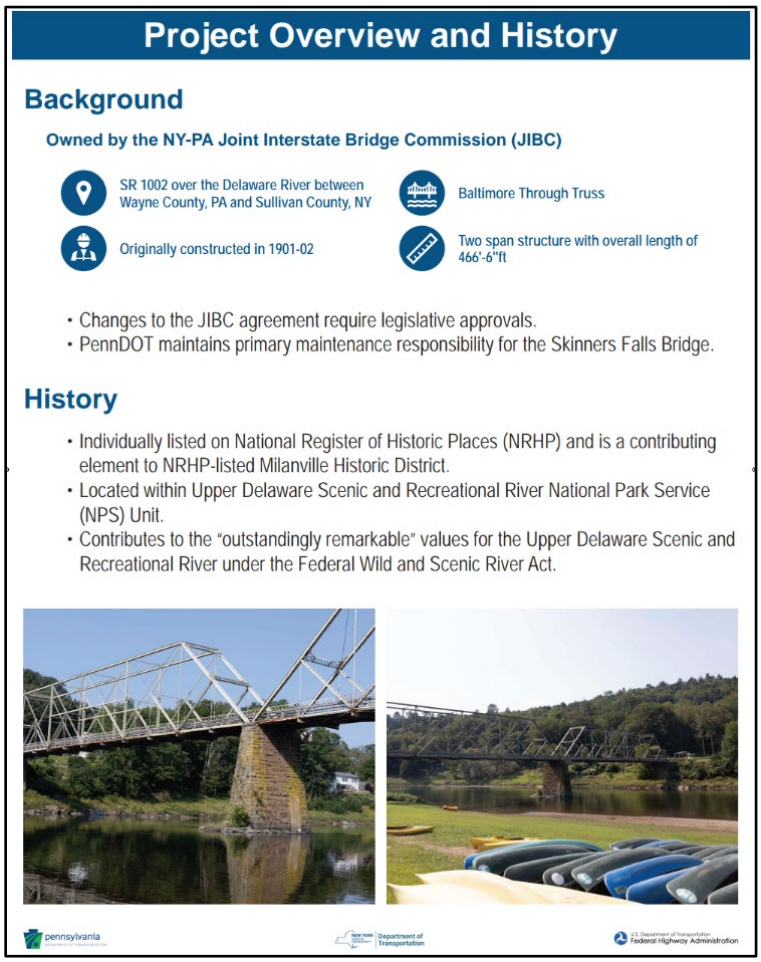



*Figure 8: Project Overview and History Board*

## 2.2 Meeting Participation

A total of 71 participants signed in at the open house public meeting. **Figure 9** shows meeting participation at the interactive "Where Do You Live?" Board.

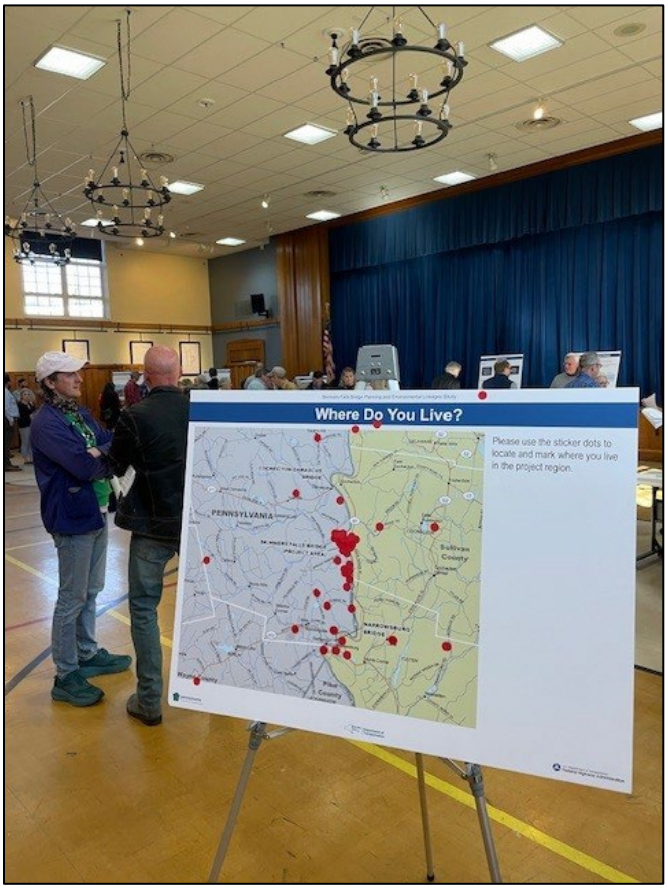



*Figure 9: "Where Do You Live?" board, marked by meeting attendees*

## 2.3 Concerned Citizens Group

Concerned citizens from the "Damascus Citizens for Sustainability" group set up a table outside of the meeting room space to provide meeting participants information on their concerns. The station and materials were independent of PennDOT's open house public meeting materials and presentation.



*Figure 10: Attendees fill out comment response forms*

# 3 Public Comments

The public comment period was open from April 11 through May 26, 2024, a total of 45 days. Comments were accepted at the meeting (Figure 10), by mail, email, and via the online survey form. A total of 56 comment forms (53 at the meeting, 2 via the online form, and 1 by mail) and 31 general comments by email were received during the public comment period. The 53 written surveys received at the meeting were scanned and entered verbatim into the online survey form by the project team. Per FHWA requirements, the paper surveys included demographic information that was not included in this document for privacy reasons. A sample of the survey, frequently asked questions, the comments, and associated responses can be found in **Appendix J**. The following section provides a general summary of the public comments.

## 3.1 Public Survey Question Response Summary

The public comment form provided public meeting participants and website visitors the opportunity to rank topics from greatest to least importance. The specific survey questions and the results are shown

below in **Figures 11-20**. The public commenter names, comments, and corresponding responses are provided in **Appendix J**.

The general comments received via emails and their corresponding responses are provided in **Appendix J**. Generally, comments and concerns included preserving the historic bridge in its current condition, safety concerns with a larger bridge, and next steps.

*Figure 11: Survey Question 1 Results*

How important is maintaining vehicular access across the Delaware River in this location?

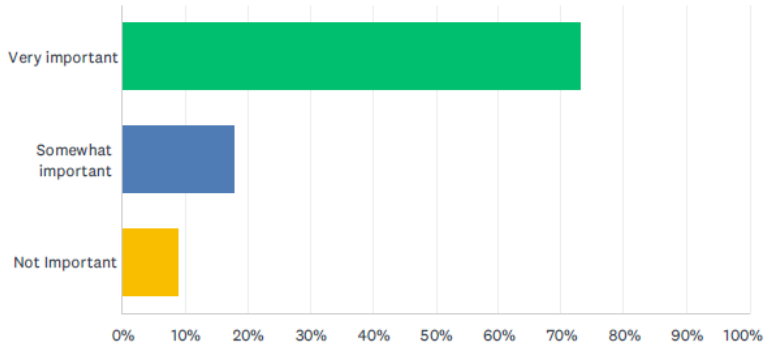



*Figure 12: Survey Question 2 Results*

How important is maintaining the bridge for recreation and tourism in the area?

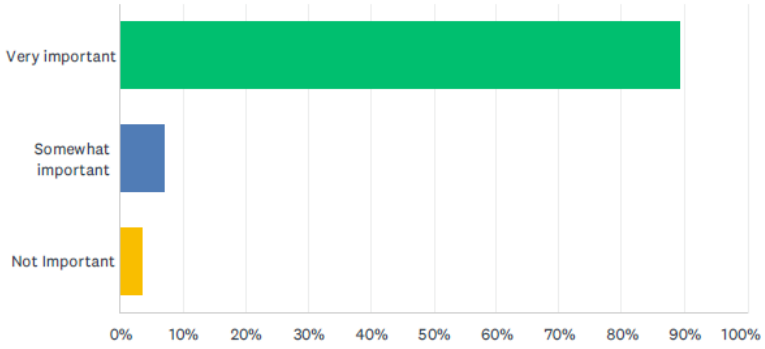


*Figure 13: Survey Question 3 Results*

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

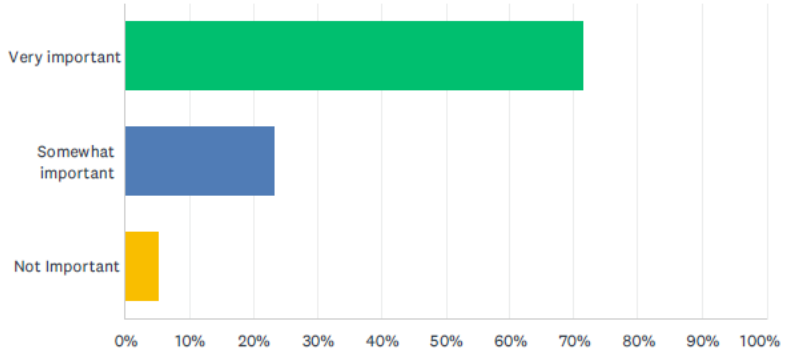



*Figure 14: Survey Question 4 Results*

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

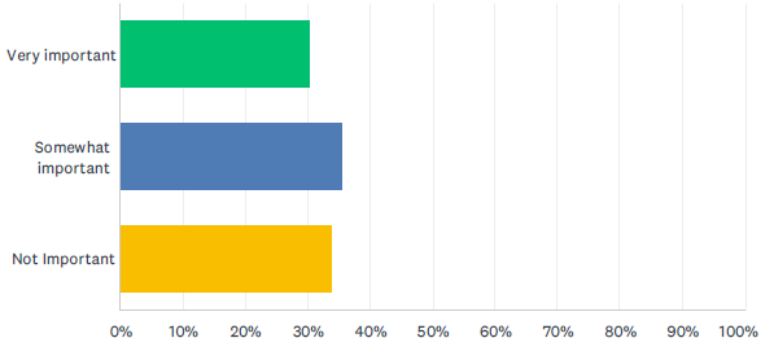



*Figure 15: Survey Question 5 Results*

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

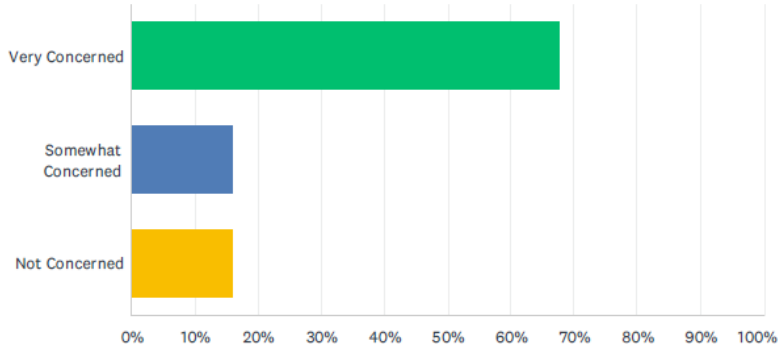


*Figure 16: Survey Question 6 Results*

How should historic preservation concerns be weighed in the selection of an alternative?

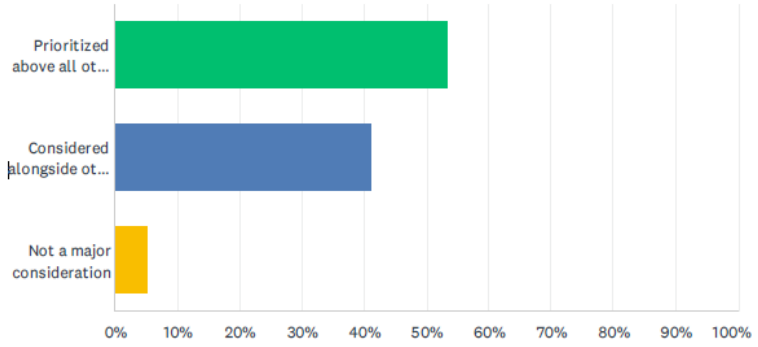



*Figure 17: Survey Question 7 Results*

How should aesthetic impacts be weighed in the selection of an alternative?

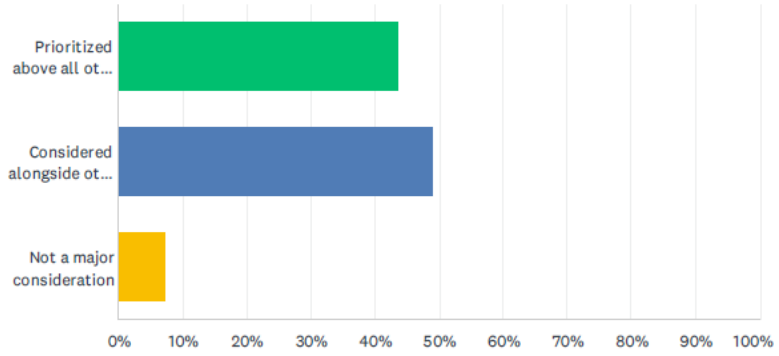



*Figure 18: Survey Question 8 Results*

Was the meeting informative?

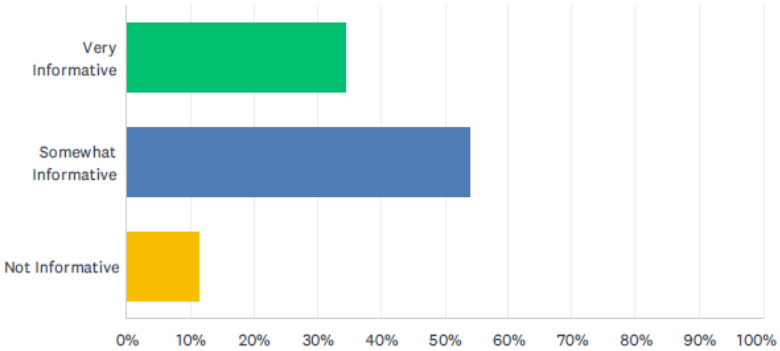
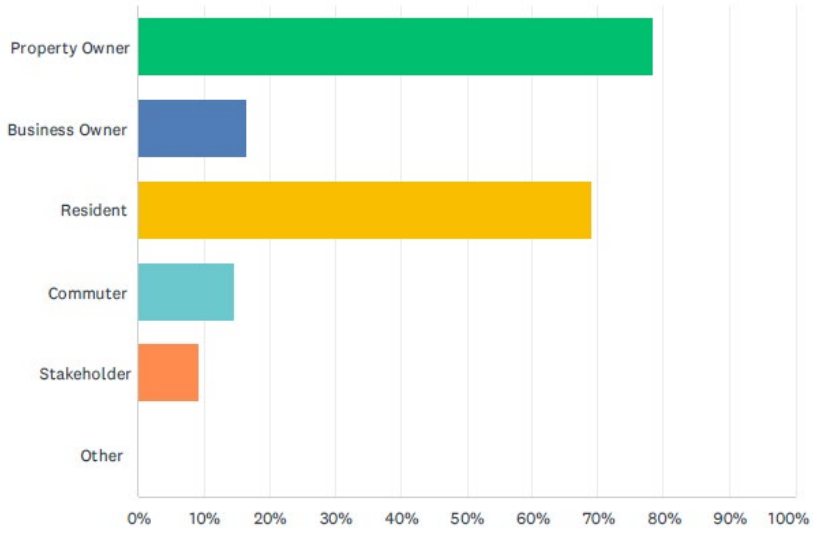


*Figure 19: Survey Question 10 Results*

What is your interest in the project? Check all that apply.




### 3.2 Public Additional Comment Summary

The survey included not only the ranking prompts outlined in 3.1, but also offered participants space to ask questions. The form was available at the public meeting and via the project website for the duration of the public comment period. A total of 56 comment forms were received via the survey and are outlined in **Appendix J**.

The public were also invited to email comments to the dedicated Skinners Falls Bridge Project email address (Skinnersfallsbridge@aecom.com). A total of 31 emails were received during the open comment period. **Appendix J** contains the emails and responses.

On April 24, 2024, the Public Meeting Display Boards, Public Meeting Stations, and Public Meeting Survey Form were uploaded to the project's PATH page for review and comment by the consulting parties. A total of 38 comments were received through PATH during the open public comment period. The comments are available for public view on the project's PATH page and in **Appendix J**, which also includes comment responses.

# 4 Agency Comments

During the 45-day comment period, the National Park Service (Cooperating Agency) and the Pennsylvania Museum and Historic Commission (PHMC) (Participating Agency) issued comments regarding the PEL. The comment letters and responses are provided in **Appendix K.**

# 5 Project Advisory Committee (PAC) Comments

During the 45-day comment period, the Upper Delaware Commission (UDC) issued comments regarding the PEL Study. The comment letter and response are provided in **Appendix L.**

# 6 Conclusion

The information presented in this report summarizes the efforts undertaken to engage the public in the Spring of 2024 for the Skinners Falls Bridge PEL Study. It includes the public's comments on the PEL study; including agency, PAC, and consulting parties; received during the public comment period (April 11 – May 26, 2024). During the public comment period, 56 surveys, 31 emailed comments, 38 consulting party comments, three agency comments, and one PAC comment for a total of 129 comments were received.

An open house public meeting presenting the PEL study alternatives was held on April 25, 2024, with a total of 71 participants. Information received from this open house public meeting and the public comments received between April 11 and May 26, 2024, will be used to guide the study team during preliminary engineering and NEPA and aid in informing future decisions.

To stay updated on the project, please continue to check the project on PennDOT's website: Skinners Falls Bridge Project (pa.gov). If you have any questions or comments or would like to be added to the project mailing list to receive future updates, please contact the project hotline at (610) 234-5148 or Skinnersfallsbridge@aecom.com.

# Appendix A: Public Officials Meeting Materials

1. Public Officials Meeting Invitation

FEDERAL ELECTED OFFICIALS
The Honorable Robert Casey, Pennsylvania United States Senate
The Honorable John Fetterman, Pennsylvania United States Senate
The Honorable Kirsten Gillibrand, New York United States Senate
The Honorable Charles Schumer, New York United States Senate
The Honorable Matt Cartwright, United States House of Representatives, Pennsylvania District 8
The Honorable Marcus Molinaro, United States House of Representatives, New York District 16

STATE ELECTED OFFICIALS
The Honorable Jonathan Fritz, Pennsylvania House District 111
The Honorable Aileen Gunther, New York House District 100
The Honorable Lisa Baker, Pennsylvania Senate District 20
The Honorable Peter Oberacker, New York Senate District 51

GOVERNMENT PARTNERS LIST
Damascus Township
Mr. Jeff Box, Northeastern Pennsylvania Alliance
Mr. Andrew Seder, Wayne County Commissioners
Wayne Independent / Wayne County Planning / GIS
Ms. Cat Scott, Sullivan County Commissioners
Mr. Larry Richardson, Town of Cochecton

2. Legislative Briefing Presentation

AECOM



# Skinners Falls Bridge

## Planning and Environmental Linkages (PEL) Study

Legislator Briefing

February 22, 2024

pennsylvania DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

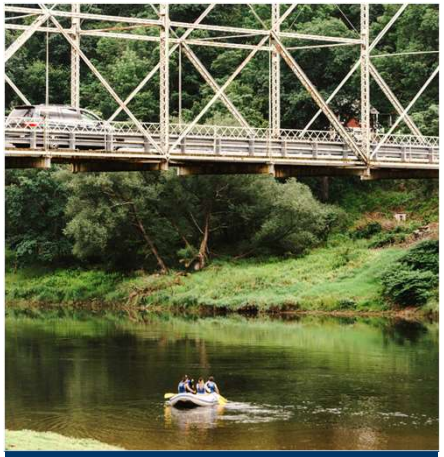
U.S. Department of Transportation Federal Highway Administration

# Agenda



**01**

Project History



**02**

Review of PEL Findings



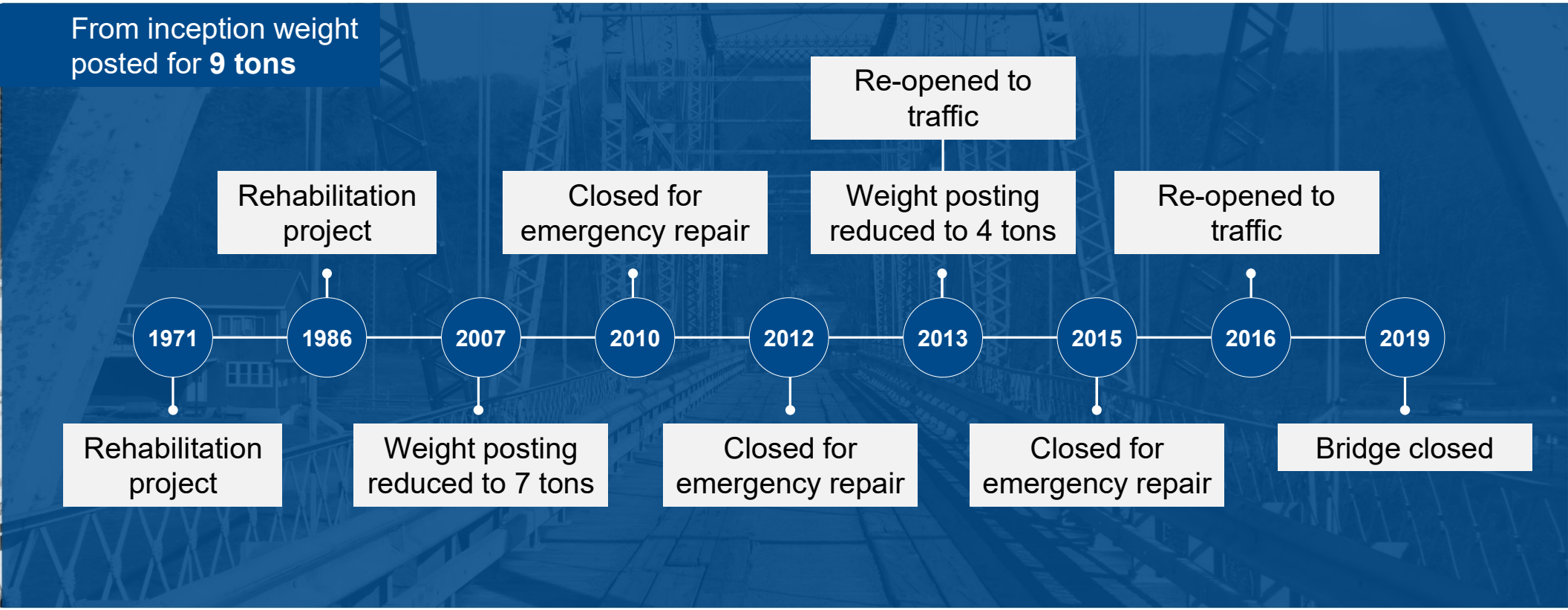
**03**

Next Steps/Schedule



# Project History

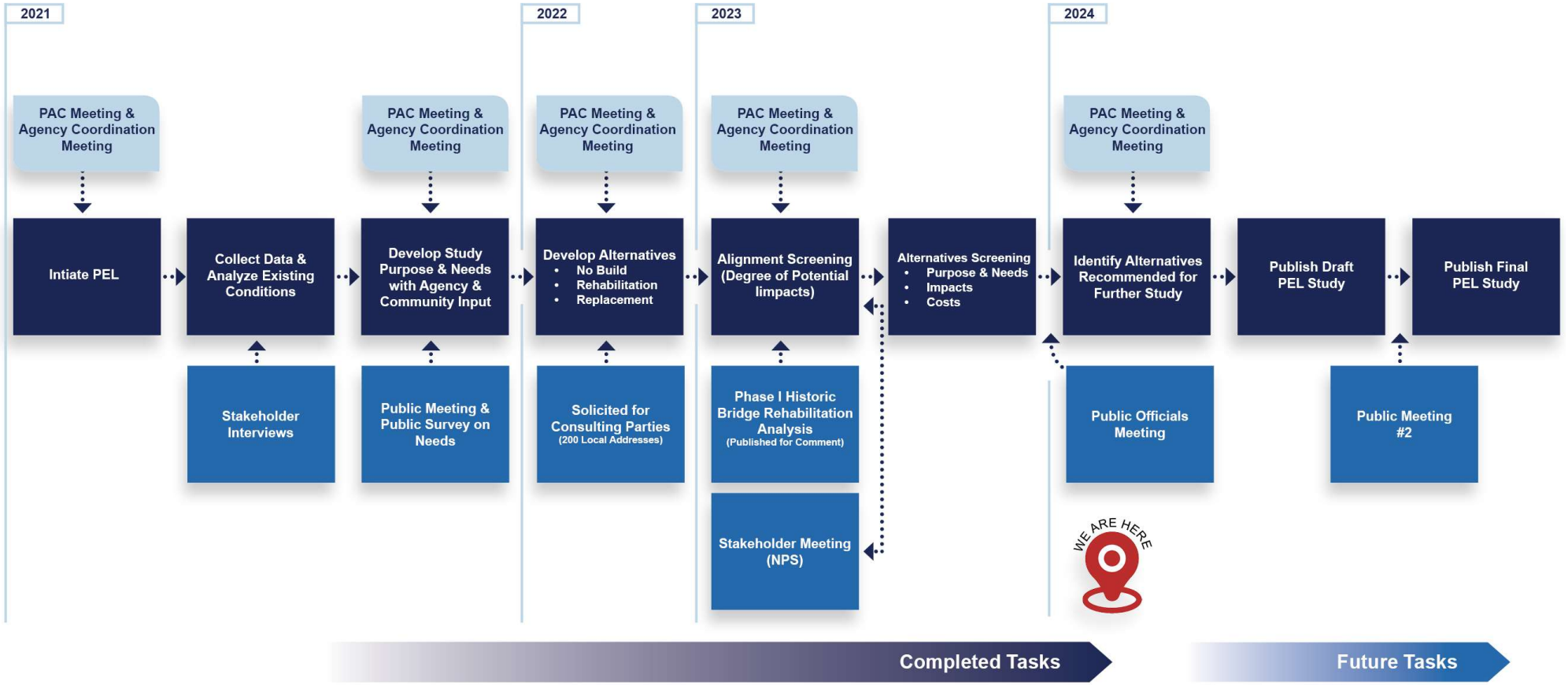
# Operational History





# Review of PEL Findings

# PEL Process Overview



# Overview of PEL

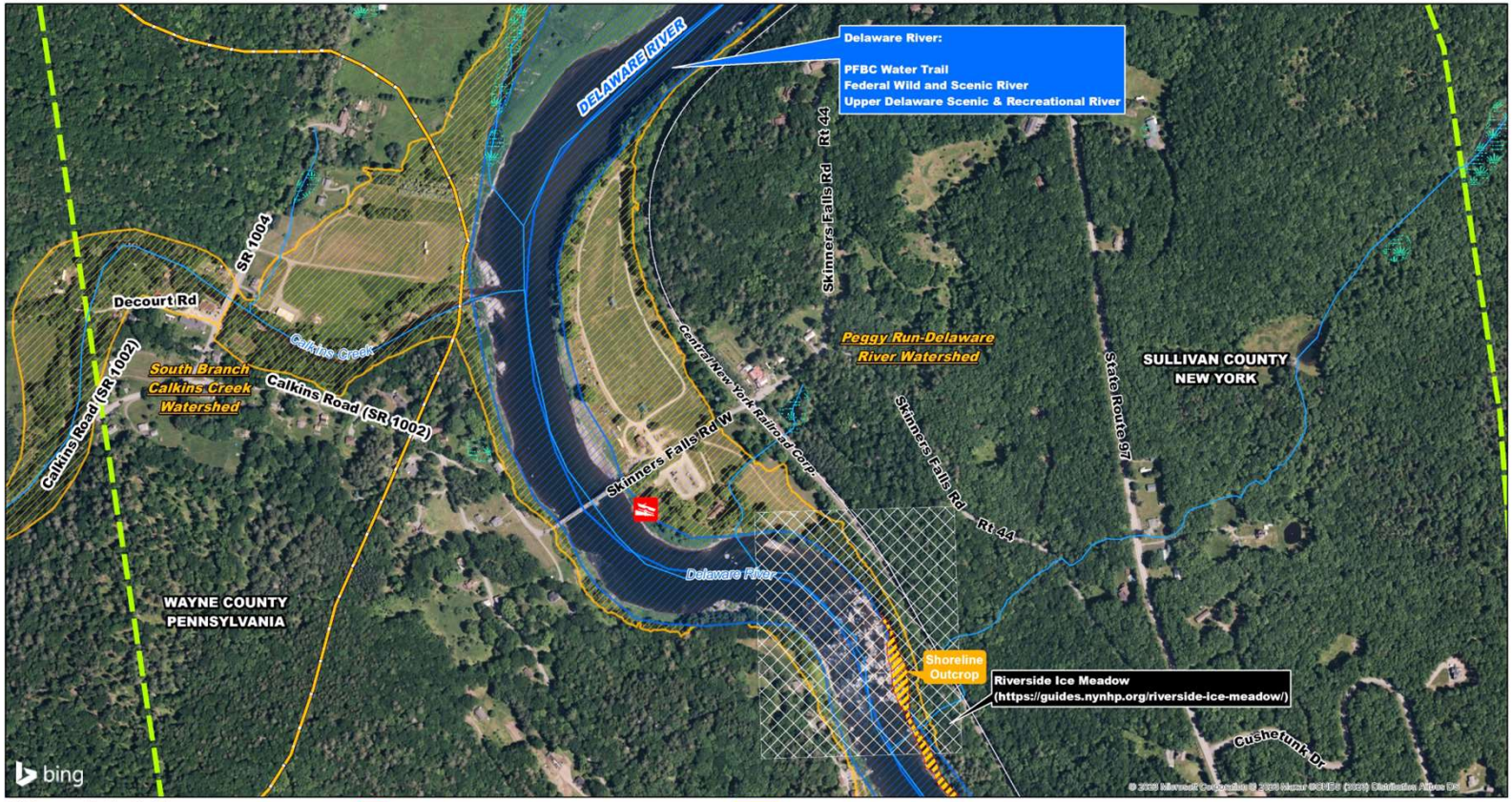
- Includes the following:
  - Study Purpose and Need
  - Environmental Overview
  - Alternatives Development & Screening
  - Public and Agency Involvement
  - Next Steps



# Study Purpose and Need

- Purpose:
  - The purpose of the project is to provide a safe and efficient crossing of the Delaware River at Skinners Falls for cars, trucks, trailers, emergency response vehicles, bicyclists, and pedestrians.
- Needs:
  - The Skinners Falls Bridge is currently closed to traffic due to its condition, which limits efficient access for residents, businesses, and recreational users.
  - River rescue is negatively affected by the absence of a functional bridge in the vicinity of Skinners Falls.
  - Fire and medical emergency response are delayed due to the lack of a crossing at Skinners Falls
  - The Skinners Falls Bridge does not provide adequate accommodations for pedestrians, bicyclists, and recreational users in the area.

# Environmental Resources




**Skinners Falls Bridge**
**SR 1002-651 over the Delaware River**
**ENVIRONMENTAL RESOURCES MAP**
**Long / Lat. 41.670139, -75.057724**

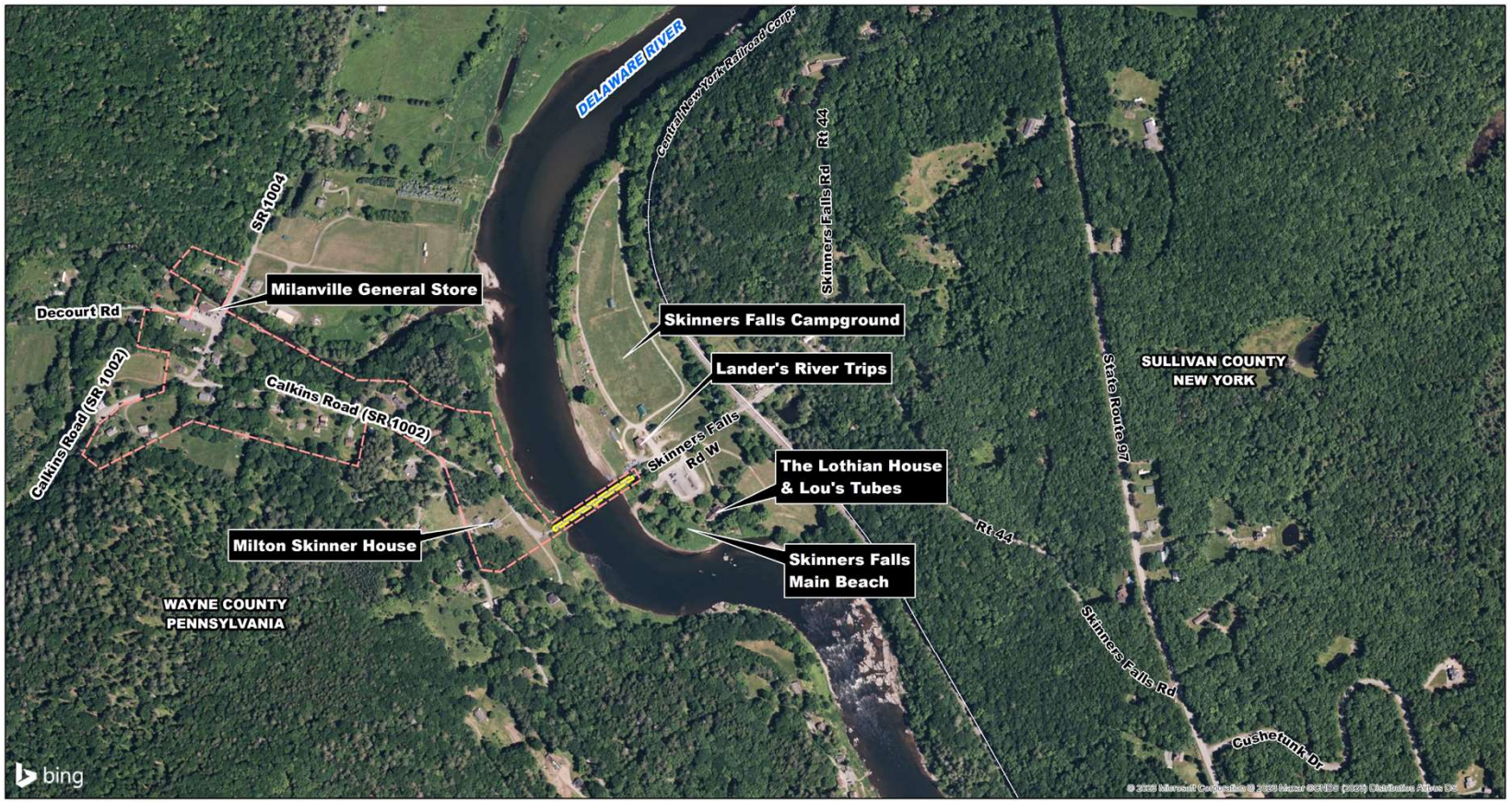
Source: USGS Earthstar Geographics SIO, 2022 Microsoft Corporation, FEMA, USGS, CRIS, PA CRGIS, NWI, NHD, NYSDEC, NY State.

- NYSDEC Skinners Falls Access Area
- NHP Natural Heritage Community Occurances
- NHP Significant Natural Community Occurance
- USGS HUC12 Watersheds
- NWI Wetlands
- FEMA Zone AE
- FEMA Floodway
- Waterway
- NPS-Upper Delaware Scenic & Recreational River Boundary

0 225 450
Feet

Date: 4/18/2023

# Cultural and Socioeconomic Resources




**Skinners Falls Bridge**
**SR 1002-230 over the Delaware River**
**CULTURAL AND SOCIAL / ECONOMIC MAP**
**Long / Lat. 41.670139, -75.057724**

Milanville-Skinners Falls Bridge - National Register Listed

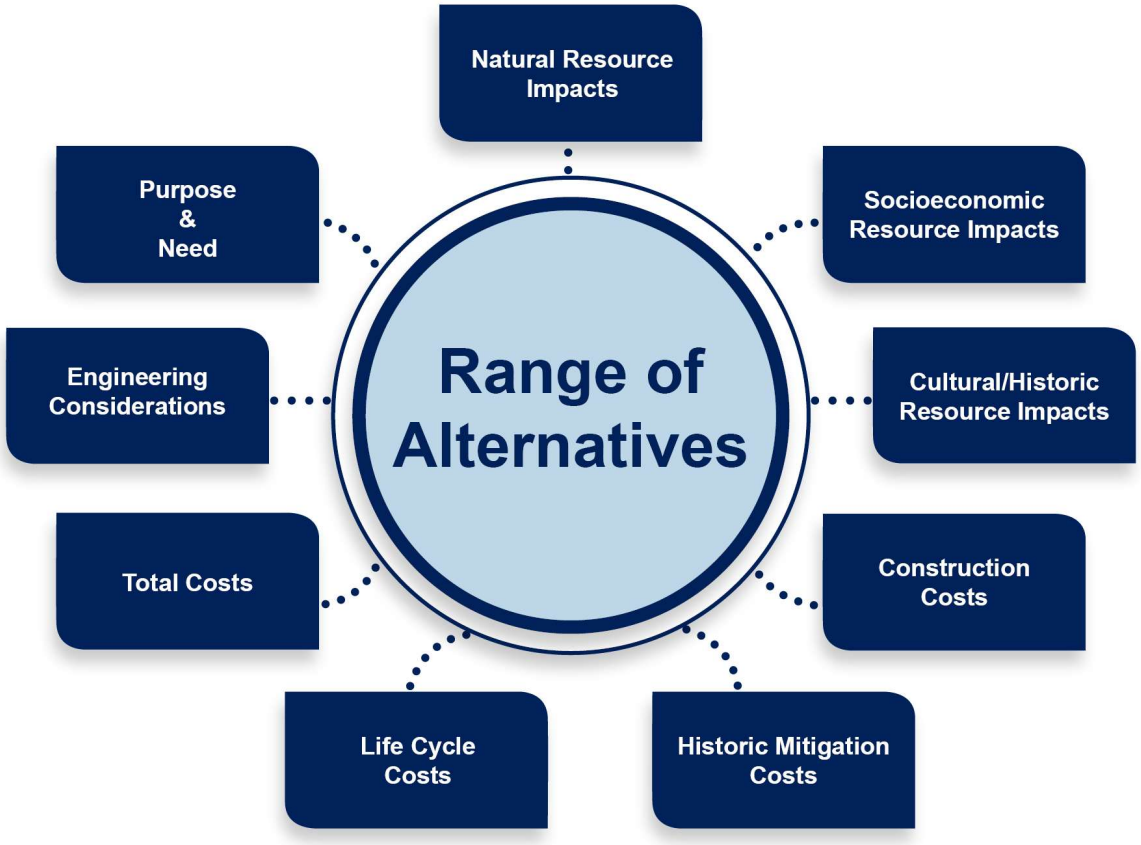
Milanville Historic District - National Register Listed

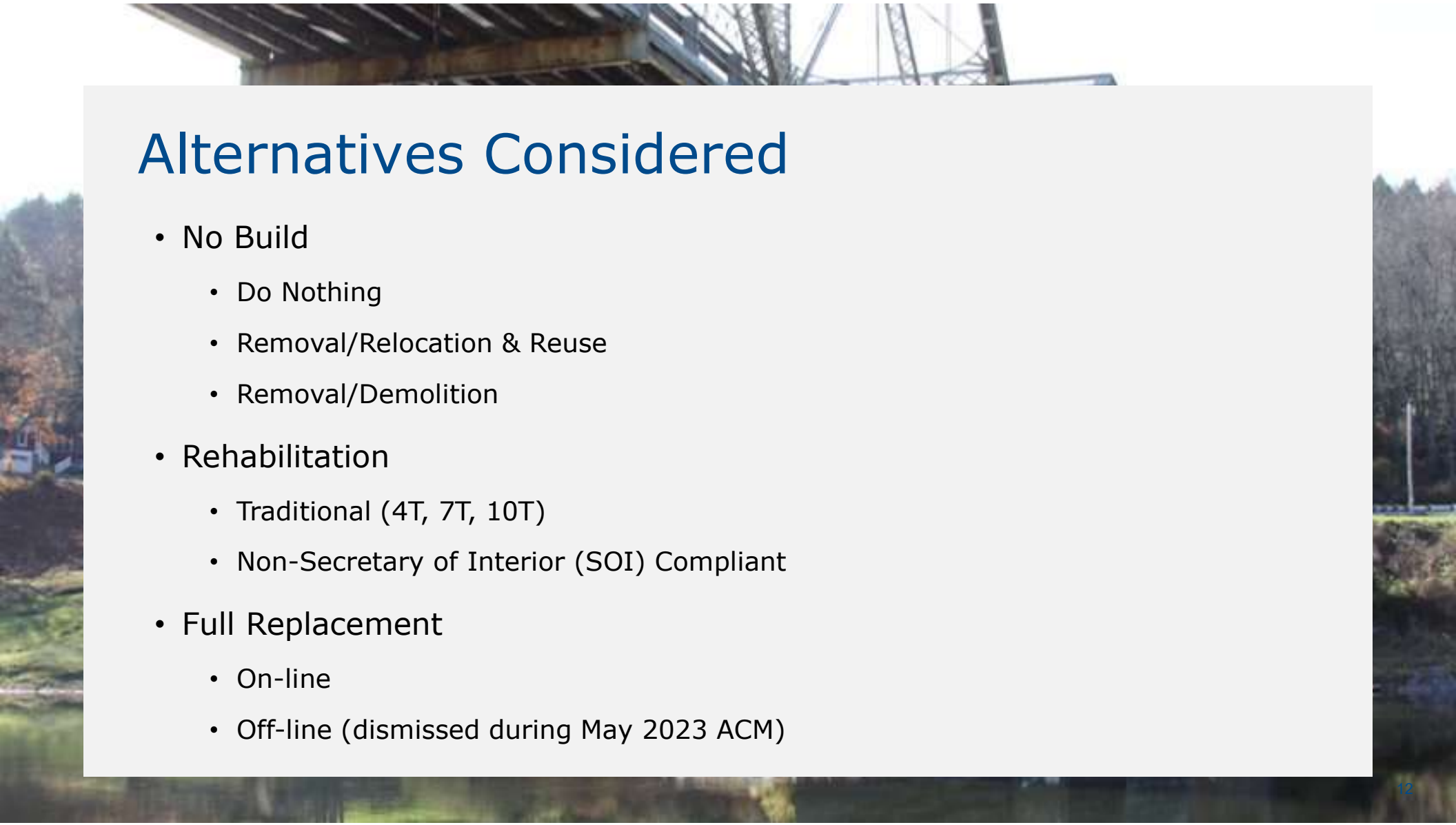
Source: USGS Earthstar Geographics SIO, 2022 Microsoft Corporation, FEMA, USGS, CRIS, PA CRGIS, NWI, NHD, NYSDEC, NY State.

0 225 450
Feet

Date: 4/18/2023

# Alternatives Analysis Process

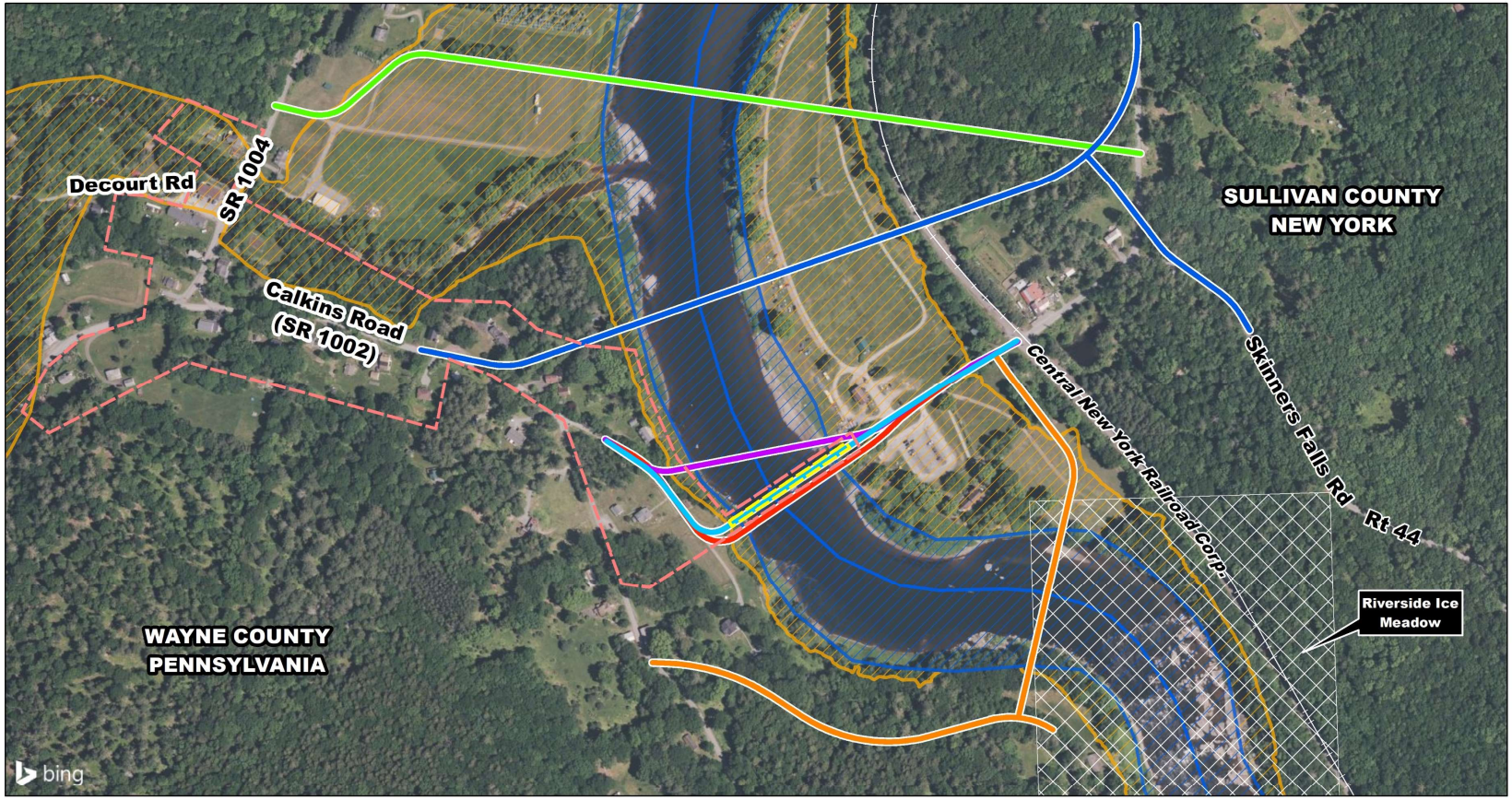




# Alternatives Considered

- No Build
  - Do Nothing
  - Removal/Relocation & Reuse
  - Removal/Demolition
- Rehabilitation
  - Traditional (4T, 7T, 10T)
  - Non-Secretary of Interior (SOI) Compliant
- Full Replacement
  - On-line
  - Off-line (dismissed during May 2023 ACM)

# Conceptual Alignment Locations




**Skinners Falls Bridge**
**SR 1002-230 over the Delaware River**
**ENVIRONMENTAL RESOURCES MAP**
**Long / Lat. 41.670139, -75.057724**

Source: USGS Earthstar Geographics SIO, 2022 Microsoft Corporation, FEMA, USGS, CRIS, PA CRGIS, NWI, NHD, NYSDEC, NY State.

- Milanville-Skinners Falls Bridge - National Register Listed
- Milanville Historic District - National Register Listed
- NHP Significant Natural Community Occurance
- FEMA Zone AE
- FEMA Floodway
- Alignment 1
- Alignment 2 - North Shift
- Alignment 3A
- Alignment 3B
- Alignment 4
- Alignment 5

0 150 300
Feet

Date: 4/18/2023

# Alternatives Matrix

| Proposed Alternative | Description | Meet Purpose and Need | Potential Section 106 Effects | Estimated Construction Costs* | Estimated Mitigation Costs* | Lifecycle Costs for 100 years* | Over all Cost * |
|---|---|---|---|---|---|---|---|
| **No Build- Do Nothing** | No permanent or maintenance work. Bridge eventually fails. Meets none of the needs and presents safety hazard. | No | Adverse Effect to bridge and historic district. | $2-2.5 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $0 | $4-5 M |
| **No Build Removal/ Demolition** | Demolish and scrap bridge, dead end PA/NY approaches | No | Adverse Effect to bridge and historic district. | $2.7 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $0 | $4-5 M |
| **No Build Removal/ Relocation and Reuse** | Disassemble-(does not include restoration or relocation) bridge available for adaptive re-use | No | Potential for No Adverse Effect to the bridge, but Adverse Effect to the historic district. | $6.9 M | $500K to $1M for adverse effect to Historic District | $0 | $7.4-7.9M |

*Costs in 2023 Dollars

# Alternatives Matrix

| Proposed Alternative | Description | Meet Purpose and Need | Potential Section 106 Effects | Estimated Construction Costs* | Estimated Mitigation Costs* | Lifecycle Costs for 100 years* | Overall Cost* |
|---|---|---|---|---|---|---|---|
| **Traditional Rehabilitation (4,7,10 tons)** | SOI-compliant rehab. Retain current width. Move running boards for motorized vehicles to one side. Create pedestrian/bicycle lane on other side. Signalize on both ends. Add a dry hydrant adjacent to bridge. | TBD** | Potential for No Adverse Effect to the bridge and historic district. | $16.9-19.1 M | $0 | $32 M | $48.9-51.1 M |
| **Non-SOI Compliant Rehabilitation** | Explore retaining some historic materials while providing a bridge meeting Needs. (Assume 2 span modern steel bridge with truss attached as a decorative element) | TBD** | Adverse effect to the bridge and historic district. Assume no other historic impacts. | $22.7-35.1 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $40 M | $64.7-77.6 M |
| **Full Replacement (On-Line)** | Assumes an online or immediately adjacent replacement. Carries full loads. Accommodates pedestrians and cyclists. Addresses sight distance challenges. | Yes | Adverse effect to the bridge and historic district. Likely additional impacts to the historic district with removal of barn in historic district. | $11.5-26.5 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $29-55M | $42.5-84 M |

*Costs in 2023 Dollars

** Additional enhancements which may include dry hydrant and signalization could be included to potentially meet project needs and are shown for cost consideration.

# Alternatives Recommended for Further Study

| Proposed Alternative | Comment |
|---|---|
| No Build-Do Nothing | While it does not meet the purpose and needs, it is carried as the baseline against which to compare all other alternatives. |
| No Build Removal/ Demolition | While it does not meet the purpose and needs, it is recommended for further study to determine if it is an economically reasonable option. |
| No Build Removal/ Relocation & Reuse | While it does not meet the purpose and needs, it is recommended for further study to determine if it is an economically reasonable option. |
| Traditional Rehabilitation (4,7,10 tons) | The 3 Rehabilitation Alternative Options are compliant with the Secretary of Interior requirements and meet the project purpose. They will be recommended for further study to determine which needs are met and to determine impacts and reasonableness of the alternatives. |
| Non-SOI Compliant Rehabilitation | The Non-SOI Compliant Rehabilitation Alternative meet the project purpose. It will be recommended for further study to determine which needs are met and to determine impacts and reasonableness of the alternatives. |
| Full Replacement | The Full Replacement Alternative can meet the purpose and needs. It is recommended for further study to determine impacts and reasonableness of the alternatives. |

# Funding for Future Phases

- Transportation funding is limited
- Joint Interstate Bridge Commission Agreement – PA & NY share burden of costs
  - Wayne County TIP
  - New York Regional STIP for Region 9
- Investigated possible Infrastructure Investment and Jobs Act (IIJA) grants
- Project must be *fiscally constrained** prior to NEPA approval
  - *Fiscal constraint is the demonstration of sufficient funding (Federal, State, local and private) to operate and maintain transportation facilities and to implement planned and programmed transportation system improvements.

# Next Steps

- Determine available funding.
  - If project is fiscally constrained:
    - Conduct preliminary engineering
    - Conduct detailed environmental investigations and analysis
    - Complete HBRA Phase 2
    - Continue public and agency coordination
  - If project is not fiscally constrained within the TIP:
    - Planning Regions and DOTs need to evaluate transportation priorities for their areas

# Schedule

- Project Advisory Committee Meeting – Feb. 28, 2024
- Draft PEL Report Available for comment – Spring 2024
- Public Meeting – Spring 2024
- Final PEL – Summer 2024





# Discussion

# Thank You!

Contact Information

Lisa Brozey via Project Email Address
Skinnersfallsbridge@aecom.com
610-234-5148

# Appendix B: Agency Coordination Meeting (ACM) Materials

1. ACM Meeting Invitation
2. ACM Meeting Agenda
3. ACM Presentation

OS-600C (12-15)

pennsylvania
DEPARTMENT OF TRANSPORTATION

# MEMO

**DATE:** February 16, 2024

**SUBJECT:** Wednesday, February 28, 2024 ACM Agenda

**TO:** ACM Member List

**FROM:** Drew Ames, Chief /s/
Bureau of Design and Delivery
Environmental Policy and Development Division

The next Agency Coordination Meeting (ACM) will be held on **Wednesday, February 28, 2024 at 9:30 a.m. through Teams**. Please respond through the meeting invite.

Enclosed are the 1) ACM Agenda, 2) 2024 Field View Reserved Dates, 3) 2024 ACM Schedule, 4) Meeting minutes from the January 24, 2024 ACM will be sent out for review within the next week.

Please direct questions or comments to Nicole Auker at nauker@pa.gov or Madeline Giamarino at mgiamarino@pa.gov.

Attachments

cc: Larry Shifflet, P.E., 8th Floor KB
M. Rebert, P.E. 8th Floor KB
C. Spangler, P.E. 7th Floor KB
J.D. Bucher, P.E., 7th Floor KB
Project Development Engineers, 7th Floor KB
N.A. Vivian, 7th Floor KB
K. Russell, 7th Floor KB

# AGENCY COORDINATION MEETING

## AGENDA FOR WEDNESDAY, FEBRUARY 28, 2024

Teams Call
Call-In Number: 267-332-8737
Conference ID: 915464657#

1. General Business (9:30 am – 9:40 am)
    a. Call to Order and Introductions
    b. Review Agency Field View Reserved Dates
    c. Next ACM – Wednesday, March 28, 2024
    d. Other Topics
2. Skinners Falls Bridge (9:40 am – 10:00 am)
3. S.R. 30 A10 EA (10:00 am – 12:00 am)



# Skinners Falls Bridge

## Planning and Environmental Linkages (PEL) Study

Agency Coordination Meeting Presentation #5

February 28, 2024

pennsylvania DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation Federal Highway Administration

# Agenda



**01**

HBRA Phase 1 Comments



**02**

Review of PEL Findings



**03**

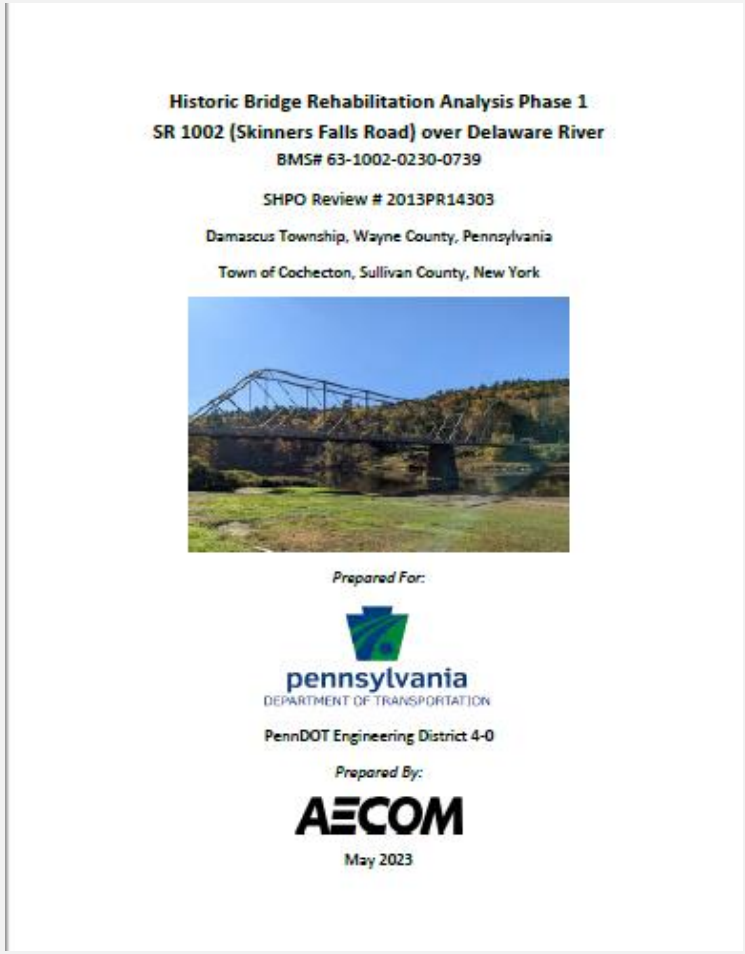
Next Steps/Schedule



# HBRA Phase 1 Comments

# Historic Bridge Rehabilitation Analysis Phase 1

- HBRA Phase 1
  - Identified preservation priorities and the character defining features
  - Determined how much load can the rehabilitated bridge carry while still meeting SOI standards
- Published on May 25, 2023 with a 30-day comment period
- 41 comments received


Historic Bridge Rehabilitation Analysis Phase 1
SR 1002 (Skinners Falls Road) over Delaware River
BMS# 63-1002-0230-0739
SHPO Review # 2013PR14303
Damascus Township, Wayne County, Pennsylvania
Town of Cochecton, Sullivan County, New York
Prepared For:
pennsylvania
DEPARTMENT OF TRANSPORTATION
PennDOT Engineering District 4-0
Prepared By:
AECOM
May 2023

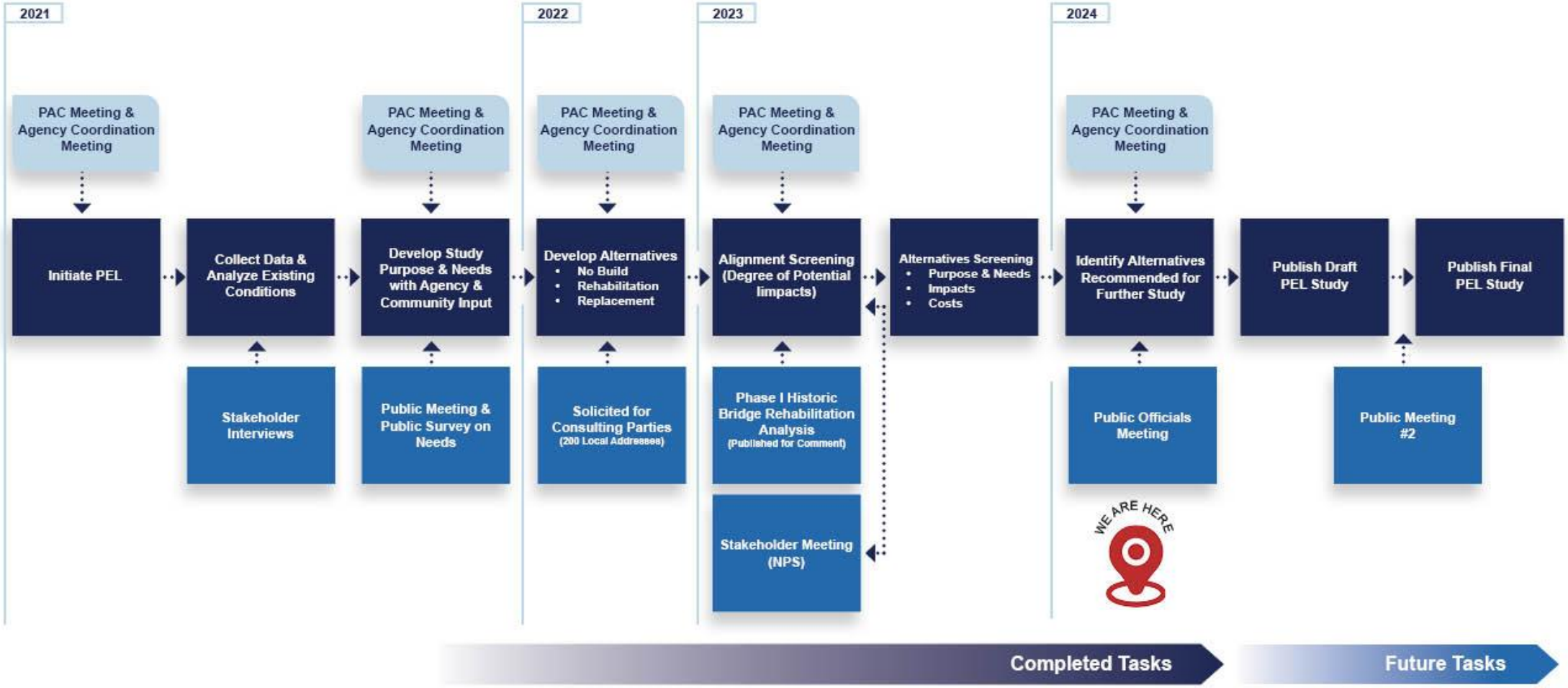
# HBRA Phase 1 Comments

- Summary of Comments (41 total)
  - All favored the rehabilitation
  - 15 noted recreation and tourism
  - 11 mentioned the connection between PA & NY communities
  - 15 were concerned with heavy trucks and increased traffic
  - 5 noted concern for adequate emergency services
  - 4 feel emergency services are currently adequate for the area
  - 5 noted general environmental impacts



# Review of PEL Findings

# PEL Process Overview



# Overview of PEL

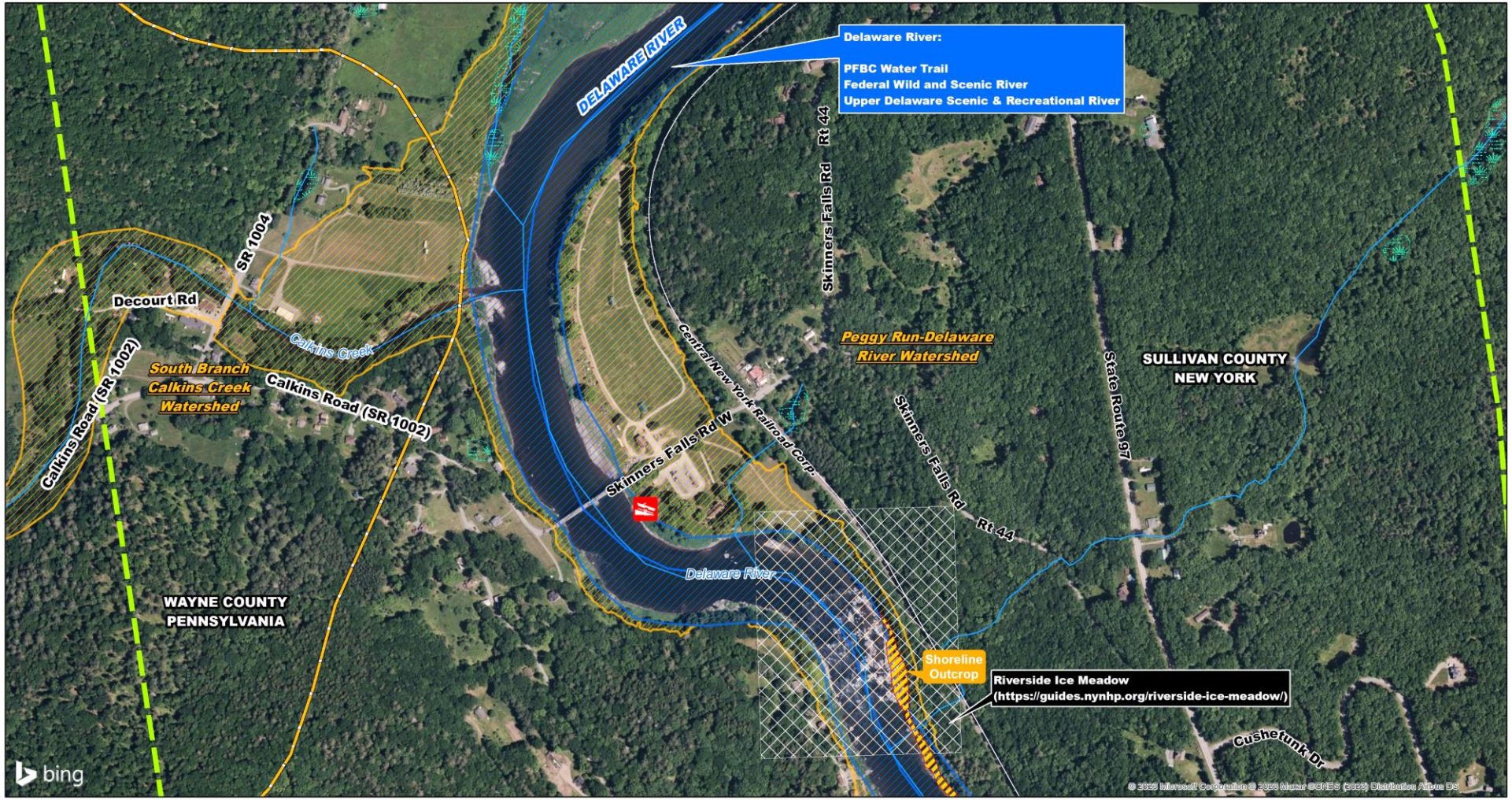
- Includes the following:
  - Study Purpose and Need
  - Environmental Overview
  - Alternatives Development & Screening
  - Public and Agency Involvement
  - Next Steps



# Study Purpose and Need

- Purpose:
  - The purpose of the project is to provide a safe and efficient crossing of the Delaware River at Skinners Falls for cars, trucks, trailers, emergency response vehicles, bicyclists, and pedestrians.
- Needs:
  - The Skinners Falls Bridge is currently closed to traffic due to its condition, which limits efficient access for residents, businesses, and recreational users.
  - River rescue is negatively affected by the absence of a functional bridge in the vicinity of Skinners Falls.
  - Fire and medical emergency response are delayed due to the lack of a crossing at Skinners Falls
  - The Skinners Falls Bridge does not provide adequate accommodations for pedestrians, bicyclists, and recreational users in the area.

# Environmental Resources




**Skinners Falls Bridge**
**SR 1002-651 over the Delaware River**
**ENVIRONMENTAL RESOURCES MAP**
**Long / Lat. 41.670139, -75.057724**

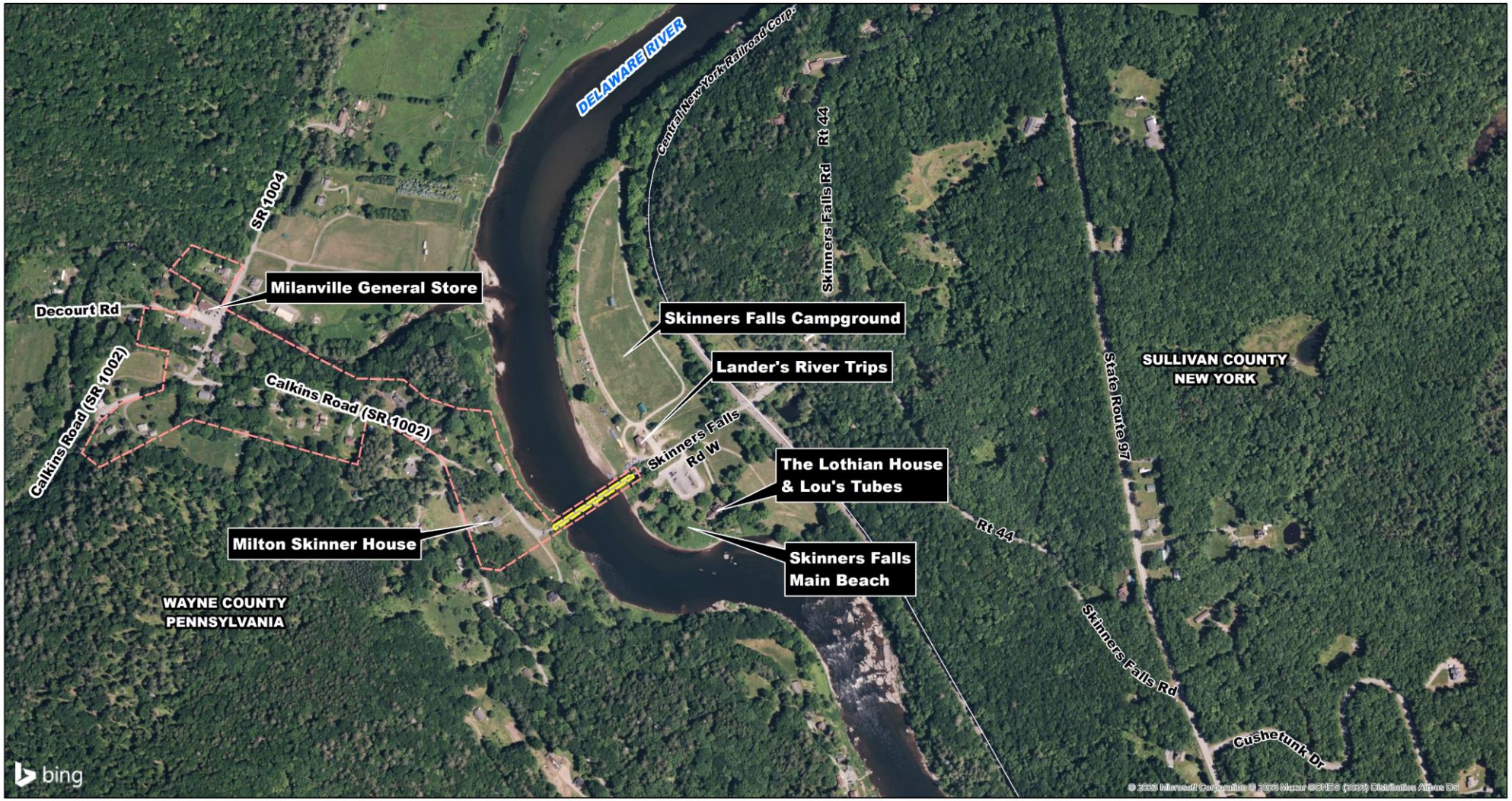
Source: USGS Earthstar Geographics SIO, 2022 Microsoft Corporation, FEMA, USGS, CRIS, PA CRGIS, NWI, NHD, NYSDEC, NY State.

- NYSDEC Skinners Falls Access Area
- NHP Natural Heritage Community Occurances
- NHP Significant Natural Community Occurance
- USGS HUC12 Watersheds
- NWI Wetlands
- FEMA Zone AE
- FEMA Floodway
- Waterway
- NPS-Upper Delaware Scenic & Recreational River Boundary

0 225 450
Feet

Date: 4/18/2023

# Cultural and Socioeconomic Resources




**Skinners Falls Bridge**
**SR 1002-230 over the Delaware River**
**CULTURAL AND SOCIAL / ECONOMIC MAP**
**Long / Lat. 41.670139, -75.057724**

Milanville-Skinners Falls Bridge - National Register Listed

Milanville Historic District - National Register Listed

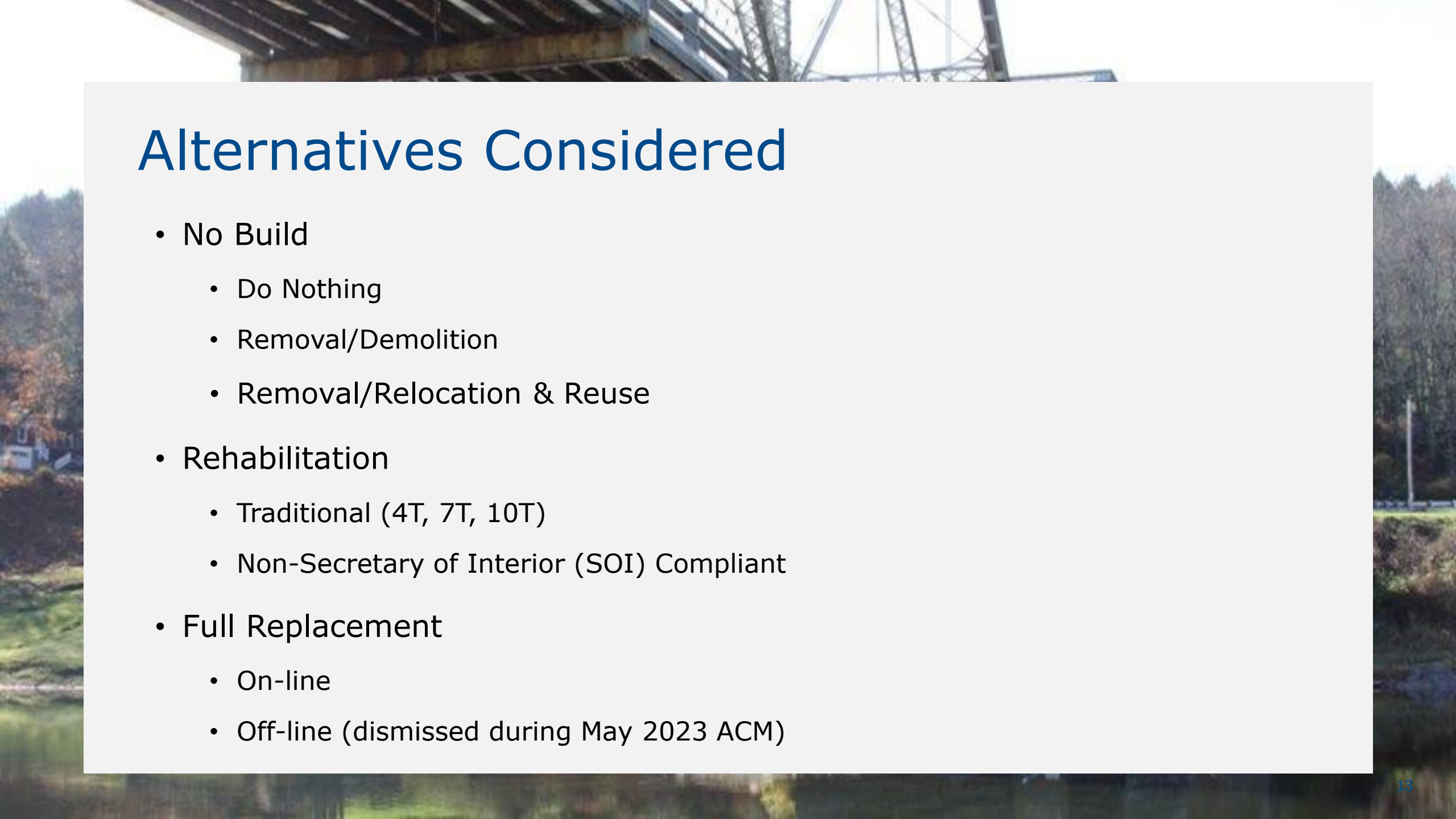
0 225 450
Feet

Source: USGS Earthstar Geographics SIO, 2022 Microsoft Corporation, FEMA, USGS, CRIS, PA CRGIS, NWI, NHD, NYSDEC, NY State.

Date: 4/18/2023

# Alternatives Analysis Process

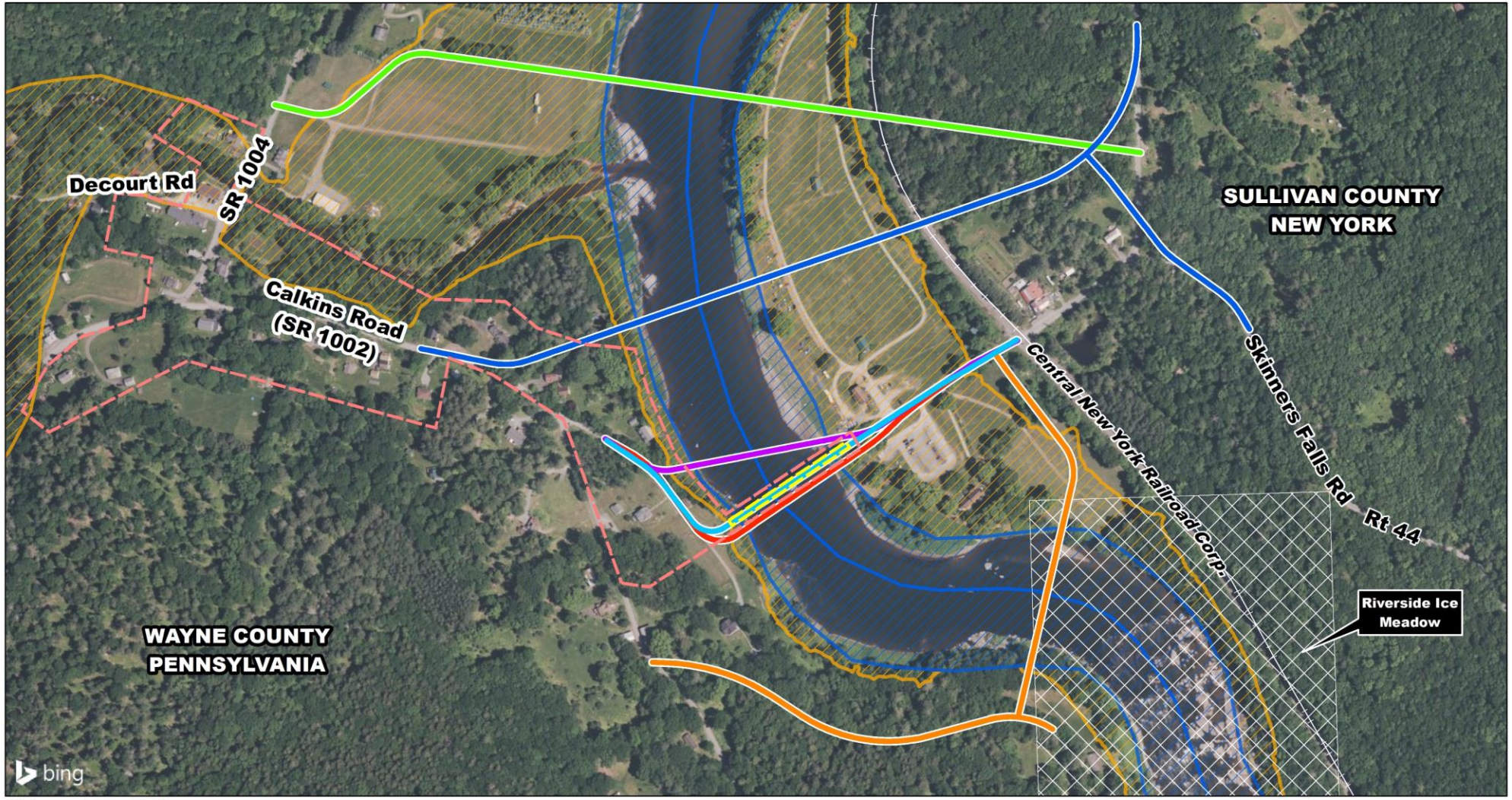




# Alternatives Considered

- No Build
  - Do Nothing
  - Removal/Demolition
  - Removal/Relocation & Reuse
- Rehabilitation
  - Traditional (4T, 7T, 10T)
  - Non-Secretary of Interior (SOI) Compliant
- Full Replacement
  - On-line
  - Off-line (dismissed during May 2023 ACM)

# Conceptual Alignment Locations




**Skinners Falls Bridge**
**SR 1002-230 over the Delaware River**
**ENVIRONMENTAL RESOURCES MAP**
**Long / Lat. 41.670139, -75.057724**

Source: USGS Earthstar Geographics SIO, 2022 Microsoft Corporation, FEMA, USGS, CRIS, PA CRGIS, NWI, NHD, NYSDEC, NY State.

- Milanville-Skinners Falls Bridge - National Register Listed
- Milanville Historic District - National Register Listed
- NHP Significant Natural Community Occurance
- FEMA Zone AE
- FEMA Floodway
- Alignment 1
- Alignment 2 - North Shift
- Alignment 3A
- Alignment 3B
- Alignment 4
- Alignment 5

0 150 300
Feet

Date: 4/18/2023

# Alternatives Matrix

| Proposed Alternative | Description | Meet Purpose and Need | Potential Section 106 Effects | Estimated Construction Costs* | Estimated Mitigation Costs* | Lifecycle Costs for 100 years* | Over all Cost * |
|---|---|---|---|---|---|---|---|
| **No Build- Do Nothing** | No permanent or maintenance work. Bridge eventually fails. Meets none of the needs and presents safety hazard. | No | Adverse Effect to bridge and historic district. | $2-2.5 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $0 | $4-5 M |
| **No Build Removal/ Demolition** | Demolish and scrap bridge, dead end PA/NY approaches | No | Adverse Effect to bridge and historic district. | $2.7 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $0 | $4-5 M |
| **No Build Removal/ Relocation and Reuse** | Disassemble (does not include restoration or relocation) bridge available for adaptive re-use | No | Potential for No Adverse Effect to the bridge, but Adverse Effect to the historic district. | $6.9 M | $500K to $1M for adverse effect to Historic District | $0 | $7.4-7.9M |

*Costs in 2023 Dollars

# Alternatives Matrix

| Proposed Alternative | Description | Meet Purpose and Need | Potential Section 106 Effects | Estimated Construction Costs* | Estimated Mitigation Costs* | Lifecycle Costs for 100 years* | Overall Cost* |
|---|---|---|---|---|---|---|---|
| **Traditional Rehabilitation (4,7,10 tons)** | SOI-compliant rehab. Retain current width. Move running boards for motorized vehicles to one side. Create pedestrian/bicycle lane on other side. Signalize on both ends. Add a dry hydrant adjacent to bridge. | TBD** | Potential for No Adverse Effect to the bridge and historic district. | $16.9-19.1 M | $0 | $32 M | $48.9-51.1 M |
| **Non-SOI Compliant Rehabilitation** | Explore retaining some historic materials while providing a bridge meeting Needs. (Assume 2 span modern steel bridge with truss attached as a decorative element) | TBD** | Adverse effect to the bridge and historic district. Assume no other historic impacts. | $22.7-35.1 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $40 M | $64.7-77.6 M |
| **Full Replacement (On-Line)** | Assumes an online or immediately adjacent replacement. Carries full loads. Accommodates pedestrians and cyclists. Addresses sight distance challenges. | Yes | Adverse effect to the bridge and historic district. May have additional impacts to the historic district. | $11.5-26.5 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $29-55M | $42.5-84 M |

*Costs in 2023 Dollars

** Additional enhancements which may include dry hydrant and signalization could be included to potentially meet project needs and are shown for cost consideration.

# Alternatives Recommended for Further Study

| Proposed Alternative | Comment |
|---|---|
| No Build-Do Nothing | While it does not meet the purpose and needs, it is carried as the baseline against which to compare all other alternatives. |
| No Build Removal/ Demolition | While it does not meet the purpose and needs, it is recommended for further study to determine if it is an economically reasonable option. |
| No Build Removal/ Relocation & Reuse | While it does not meet the purpose and needs, it is recommended for further study to determine if it is an economically reasonable option. |
| Traditional Rehabilitation (4,7,10 tons) | The 3 Rehabilitation Alternative Options are compliant with the Secretary of Interior requirements and meet the project purpose. They will be recommended for further study to determine which needs are met and to determine impacts and reasonableness of the alternatives. |
| Non-SOI Compliant Rehabilitation | The Non-SOI Compliant Rehabilitation Alternative meets the project purpose. It will be recommended for further study to determine which needs are met and to determine impacts and reasonableness of the alternatives. |
| Full Replacement | The Full Replacement Alternative can meet the purpose and needs. It is recommended for further study to determine impacts and reasonableness of the alternative. |

# PEL Results

- Approved Purpose and Needs
- Eliminated Off-Line Replacement Options
- Completed Phase 1 HBRA
- Determined Alternatives to be carried into a future preliminary engineering (PE)/NEPA study

# Funding for Future Phases

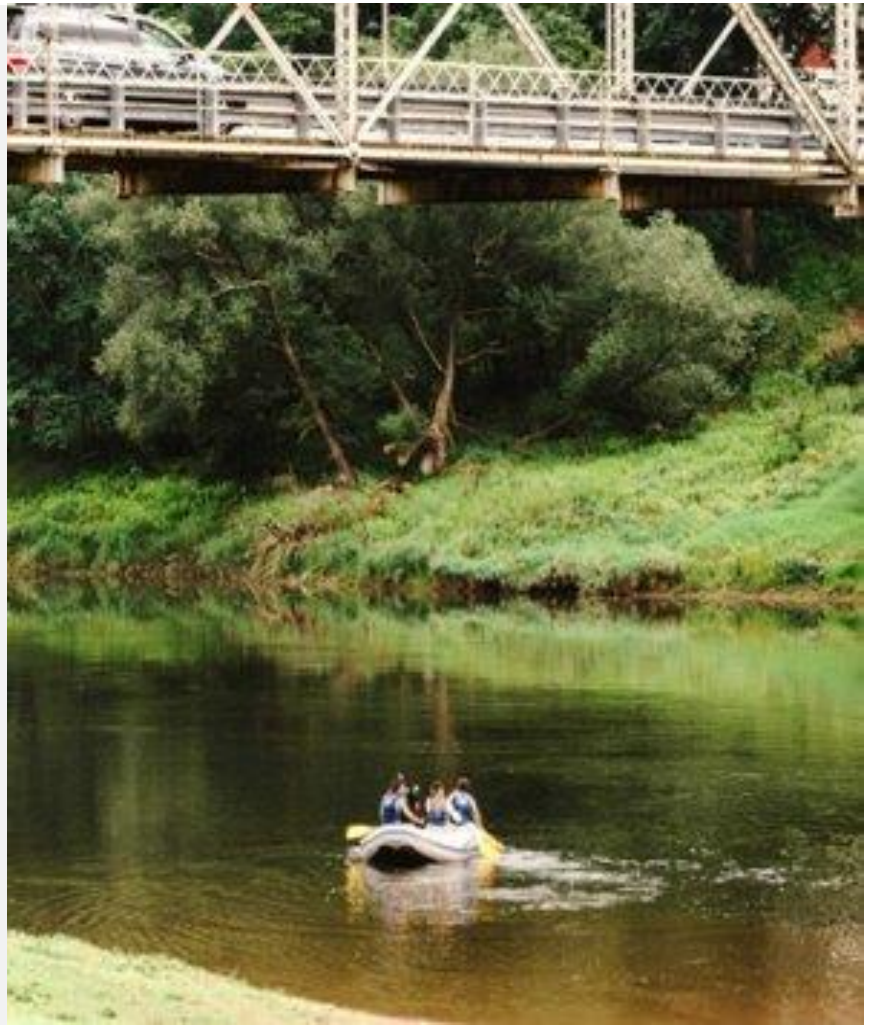
- Joint Interstate Bridge Commission Agreement – PA & NY share burden of costs
  - Wayne County TIP
  - New York Regional STIP for Region 9
- Transportation funding is limited
- Project must be *fiscally constrained** prior to NEPA approval
  - *Fiscal constraint is the demonstration of sufficient funding (Federal, State, local and private) to operate and maintain transportation facilities and to implement planned and programmed transportation system improvements.
- Investigated possible Infrastructure Investment and Jobs Act (IIJA) grants

# Next Steps

- Determine available funding-
  - If project is fiscally constrained:
    - Conduct preliminary engineering
    - Conduct detailed environmental investigations and analysis
    - Complete HBRA Phase 2
    - Continue public and agency coordination
  - If project is not fiscally constrained within the TIP:
    - Planning Regions and DOTs need to evaluate transportation priorities for their areas

# Schedule

- Project Advisory Committee Meeting – Feb. 28, 2024
- Draft PEL Report Available for comment – Spring 2024
- Public Meeting – Spring 2024
- Final PEL – Summer 2024





# Discussion

# Thank You!

Contact Information

Lisa Brozey via Project Email Address
Skinnersfallsbridge@aecom.com
610-234-5148

# Appendix C: Project Advisory Committee (PAC) Meeting Materials

1. PAC Meeting Invitation
2. PAC Meeting Agenda
3. PAC Presentation

Greetings:

Thank you for your time and participation as a Project Advisory Committee (PAC) member for the Skinners Falls Bridge (SFB) Planning and Environmental Linkages (PEL) Study, undertaken by the Pennsylvania Department of Transportation (PennDOT) in cooperation with the Federal Highway Administration (FHWA) and New York State Department of Transportation (NYSDOT).

This email serves as a **Save the Date** request for our upcoming PAC virtual meeting on **February 28, 2024**. A detailed Teams meeting invitation will follow this email to secure the proposed date and time on your calendar.

To fast-track the meeting coordination, the date and time of this meeting were pre-selected based on the previously shared schedule preferences of PAC members. If you are unable to attend, or if you have questions or require special accommodations for the meeting, please contact the study team by e-mail at Skinnersfallsbridge@aecom.com or phone 610.234.5148.

For more information about the PEL and NEPA processes, visit the project website and go to **Other Resources.**

Thank you!

**From:** Sabree-Marshall, Sadiyah
**To:** damascus@ptd.net; TwpDamascus@gmail.com; Heather.Brown@sullivanny.us; alejandro_garcia-maldonado@partner.nps.gov; Don_Hamilton@nps.gov; supervisor@townofcochectonny.org; Laurie@upperdelawarecouncil.org; crickard@waynecountypa.gov; bsmith@waynecountypa.gov; smc@shepstone.net; Brozey, Lisa; Kern, Keyleigh; Wittig, Steve; Amy Lolli; Katherine Farrow; Gretchen Yarnall; Radle Jr, Daniel; Sabree-Marshall, Sadiyah; Semple, David; Klein, Christine E. (DOT)
**Subject:** Skinners Falls Bridge: PAC Meeting

---

Dear Committee members and attendees:

Thank you for your time and participation as a Project Advisory Committee (PAC) member for the Skinners Falls Bridge (SFB) Planning and Environmental Linkages (PEL) Study. The meeting agenda will be distributed closer to the meeting date. Please see below for the Microsoft Teams link. If you have questions or require special accommodations for the meeting, please send me an email.

Best,

Sadiyah Sabree

Communications and Outreach Specialist, Greater Pennsylvania

AECOM

1635 Market Street
Suite 1000
Philadelphia, PA, 19103, United States

aecom.com <https://aecom.com/>

Delivering a better world
LinkedIn <https://www.linkedin.com/company/aecom/> | Twitter <https://twitter.com/AECOM> | Facebook <https://www.facebook.com/AecomTechnologyCorporation/> | Instagram <https://www.instagram.com/aecom/>

---

Microsoft Teams meeting

Join on your computer, mobile app or room device

Click here to join the meeting <https://teams.microsoft.com/l/meetup-join/19%3ameeting_NjE4YzkxYzUtYmFmMi00MzJjLWI5MDAtODVjMGQ5ZTJhMTQw%40thread.v2/0?context=%7b%22Tid%22%3a%2216ed5ab4-2b59-4e40-806d-8a30bdc9cf26%22%2c%22Oid%22%3a%2213fd6604-3852-4166-83fb-f14d91bb6a5a%22%7d>

Meeting ID: 274 985 994 120
Passcode: gfUvsE

Download Teams <https://www.microsoft.com/en-us/microsoft-teams/download-app> | Join on the web <https://www.microsoft.com/microsoft-teams/join-a-meeting>

Join with a video conferencing device

176484854@teams.bjn.vc

Video Conference ID: 114 627 136 8

Alternate VTC instructions <https://support.bluejeans.com/knowledge/vtc-dial-in-options-for-teams>

Or call in (audio only)

+1 332-249-0605,,63542444# <tel:+13322490605,,63542444#> United States, New York City

(877) 286-5733,,63542444# <tel:8772865733,,63542444#> United States (Toll-free)

Phone Conference ID: 635 424 44#

Find a local number <https://dialin.teams.microsoft.com/3eb932f5-f487-43ca-a873-24f566835cd2?id=63542444> | Reset PIN

<https://dialin.teams.microsoft.com/usp/pstnconferencing>

Learn More <https://aka.ms/JoinTeamsMeeting> | Meeting options <https://teams.microsoft.com/meetingOptions/?organizerId=13fd6604-3852-4166-83fb-f14d91bb6a5a&tenantId=16ed5ab4-2b59-4e40-806d-8a30bdc9cf26&threadId=19_meeting_NjE4YzkxYzUtYmFmMi00MzJjLWI5MDAtODVjMGQ5ZTJhMTQw@thread.v2&messageId=0&language=en-US>

---

# Welcome to the Skinners Falls Project Advisory Committee Meeting!

- This meeting will be recorded.
- Please log in using your first and last names.
- Use either your computer or phone for audio, not both.
  - Everyone is muted by default when they enter the room. If you are on a phone for audio - press *6 to unmute when you are ready to speak.
- Using video is encouraged, if available, especially when you are speaking.
- “Raise” your hand if you’d like to speak next. 
- Email Sadiyah.Sabree-Marshall@aecom.com if you are having technical trouble.



# Skinners Falls Bridge

## Planning and Environmental Linkages (PEL) Study

Project Advisory Committee Meeting Presentation #5

February 28, 2024

pennsylvania DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation Federal Highway Administration

# Agenda



**01**

HBRA Phase 1 Comments



**02**

Review of PEL Findings



**03**

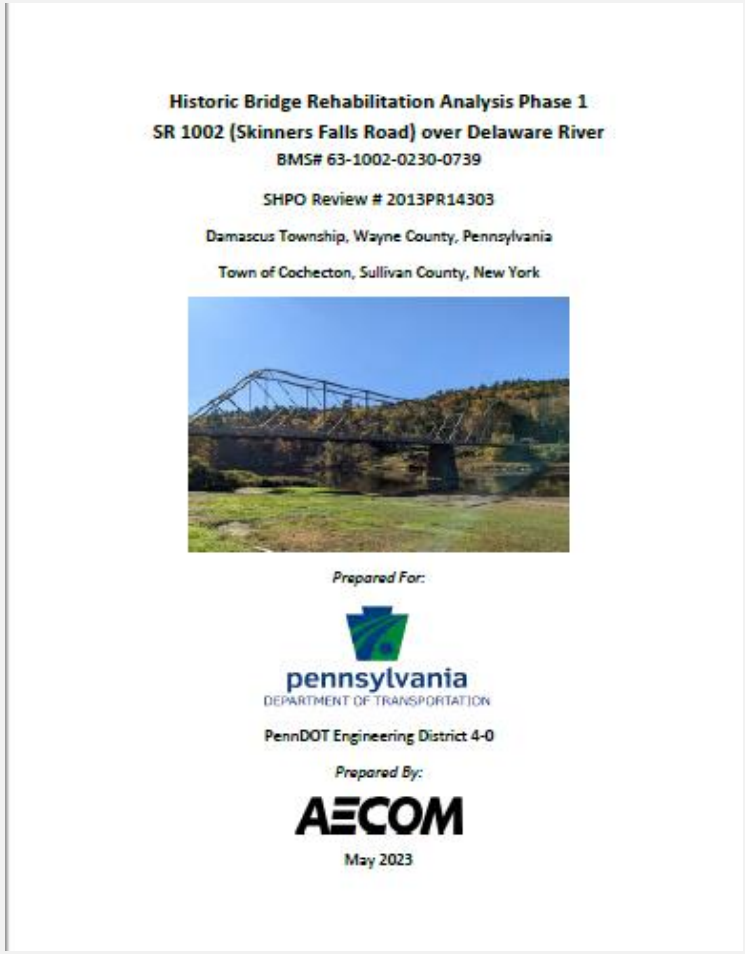
Next Steps/Schedule



# HBRA Phase 1 Comments

# Historic Bridge Rehabilitation Analysis Phase 1

- HBRA Phase 1
  - Identified preservation priorities and the character defining features
  - Determined how much load can the rehabilitated bridge carry while still meeting SOI standards
- Published on May 25, 2023 with a 30-day comment period
- 41 comments received


Historic Bridge Rehabilitation Analysis Phase 1
SR 1002 (Skinners Falls Road) over Delaware River
BMS# 63-1002-0230-0739
SHPO Review # 2013PR14303
Damascus Township, Wayne County, Pennsylvania
Town of Cochecton, Sullivan County, New York
Prepared For:
pennsylvania
DEPARTMENT OF TRANSPORTATION
PennDOT Engineering District 4-0
Prepared By:
AECOM
May 2023

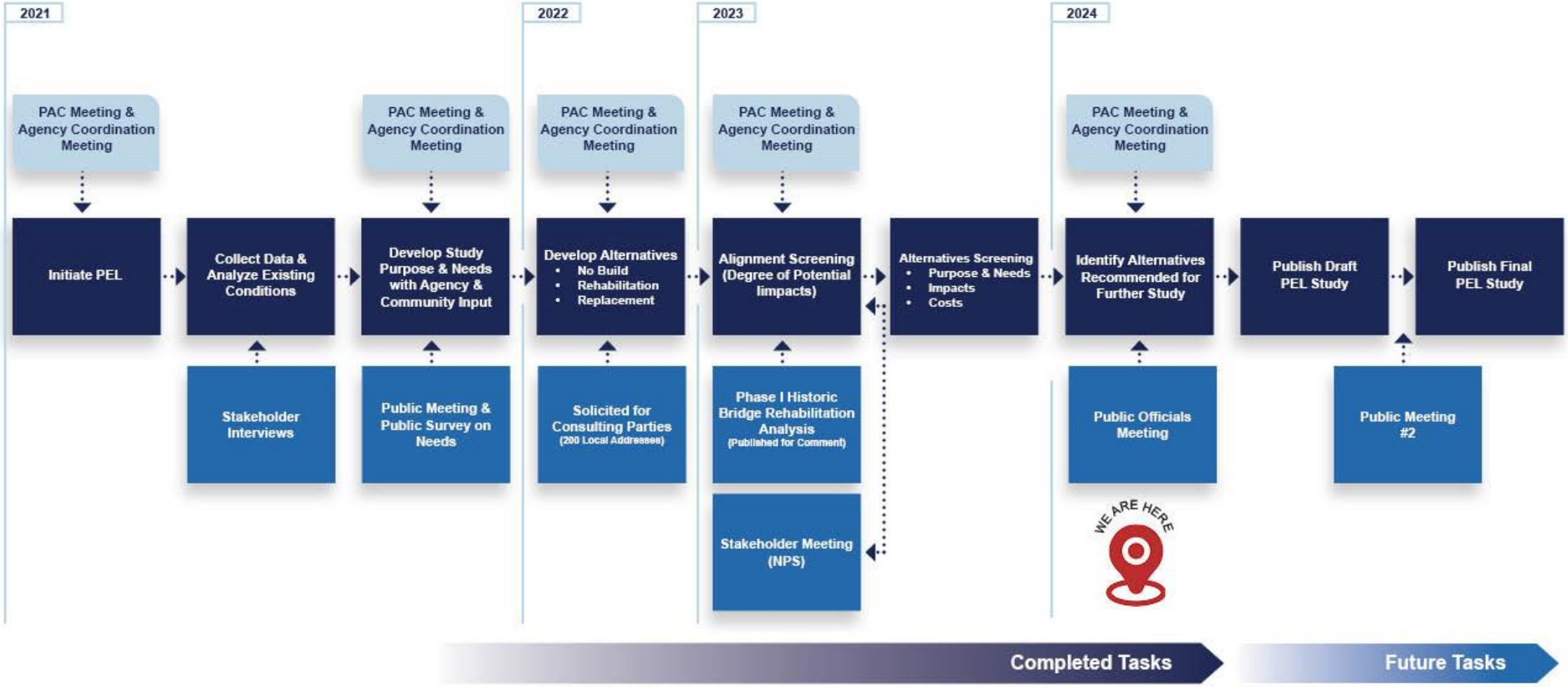
# HBRA Phase 1 Comments

- Summary of Comments (41 total)
  - All favored the rehabilitation
  - 15 noted recreation and tourism
  - 11 mentioned the connection between PA & NY communities
  - 15 were concerned with heavy trucks and increased traffic
  - 5 noted concern for adequate emergency services
  - 4 feel emergency services are currently adequate for the area
  - 5 noted general environmental impacts



# Review of PEL Findings

# PEL Process Overview



# Overview of PEL

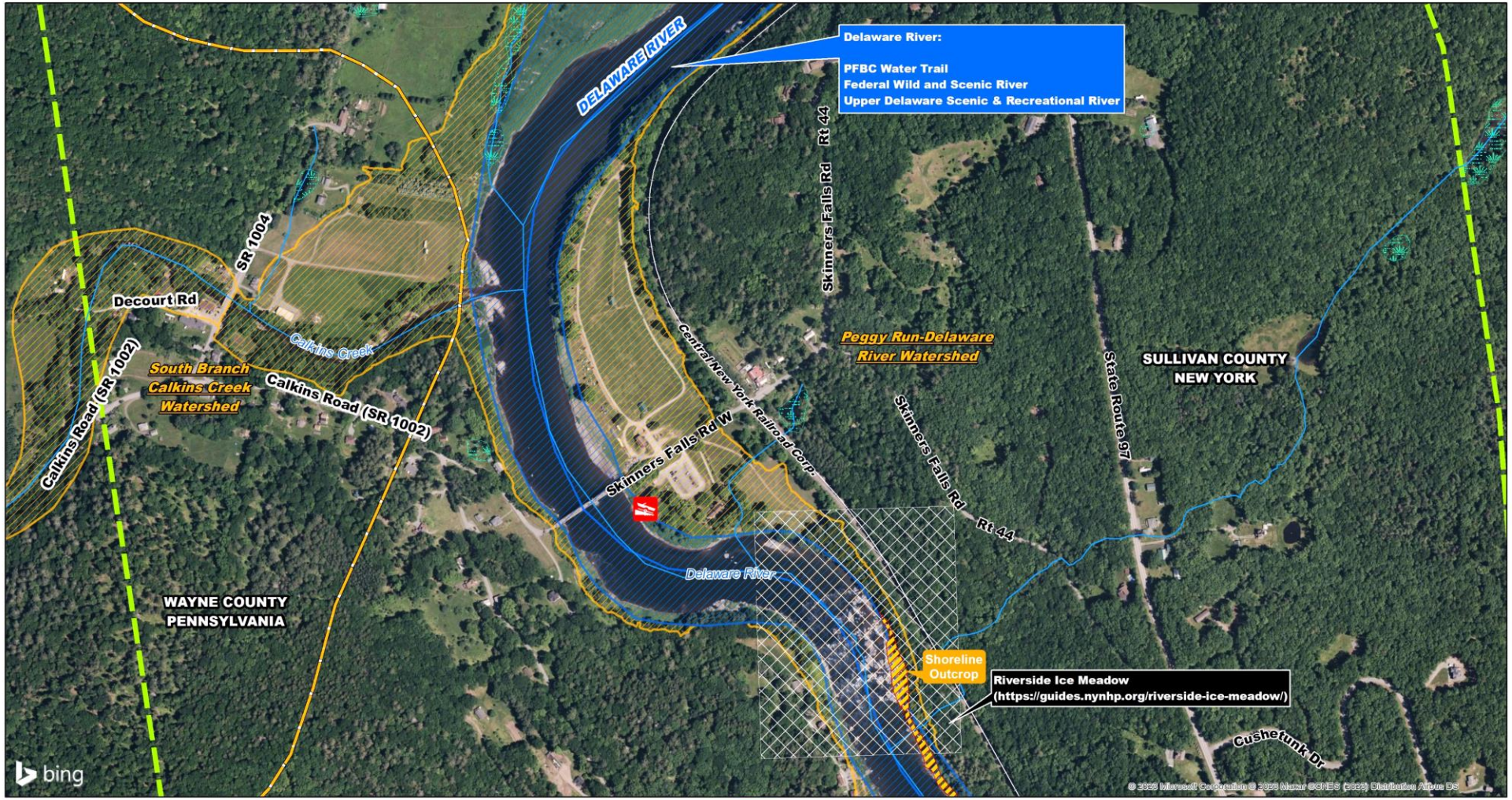
- Includes the following:
  - Study Purpose and Need
  - Environmental Overview
  - Alternatives Development & Screening
  - Public and Agency Involvement
  - Next Steps



# Study Purpose and Need

- Purpose:
  - The purpose of the project is to provide a safe and efficient crossing of the Delaware River at Skinners Falls for cars, trucks, trailers, emergency response vehicles, bicyclists, and pedestrians.
- Needs:
  - The Skinners Falls Bridge is currently closed to traffic due to its condition, which limits efficient access for residents, businesses, and recreational users.
  - River rescue is negatively affected by the absence of a functional bridge in the vicinity of Skinners Falls.
  - Fire and medical emergency response are delayed due to the lack of a crossing at Skinners Falls
  - The Skinners Falls Bridge does not provide adequate accommodations for pedestrians, bicyclists, and recreational users in the area.

# Environmental Resources




**Skinners Falls Bridge**
**SR 1002-651 over the Delaware River**
**ENVIRONMENTAL RESOURCES MAP**
**Long / Lat. 41.670139, -75.057724**

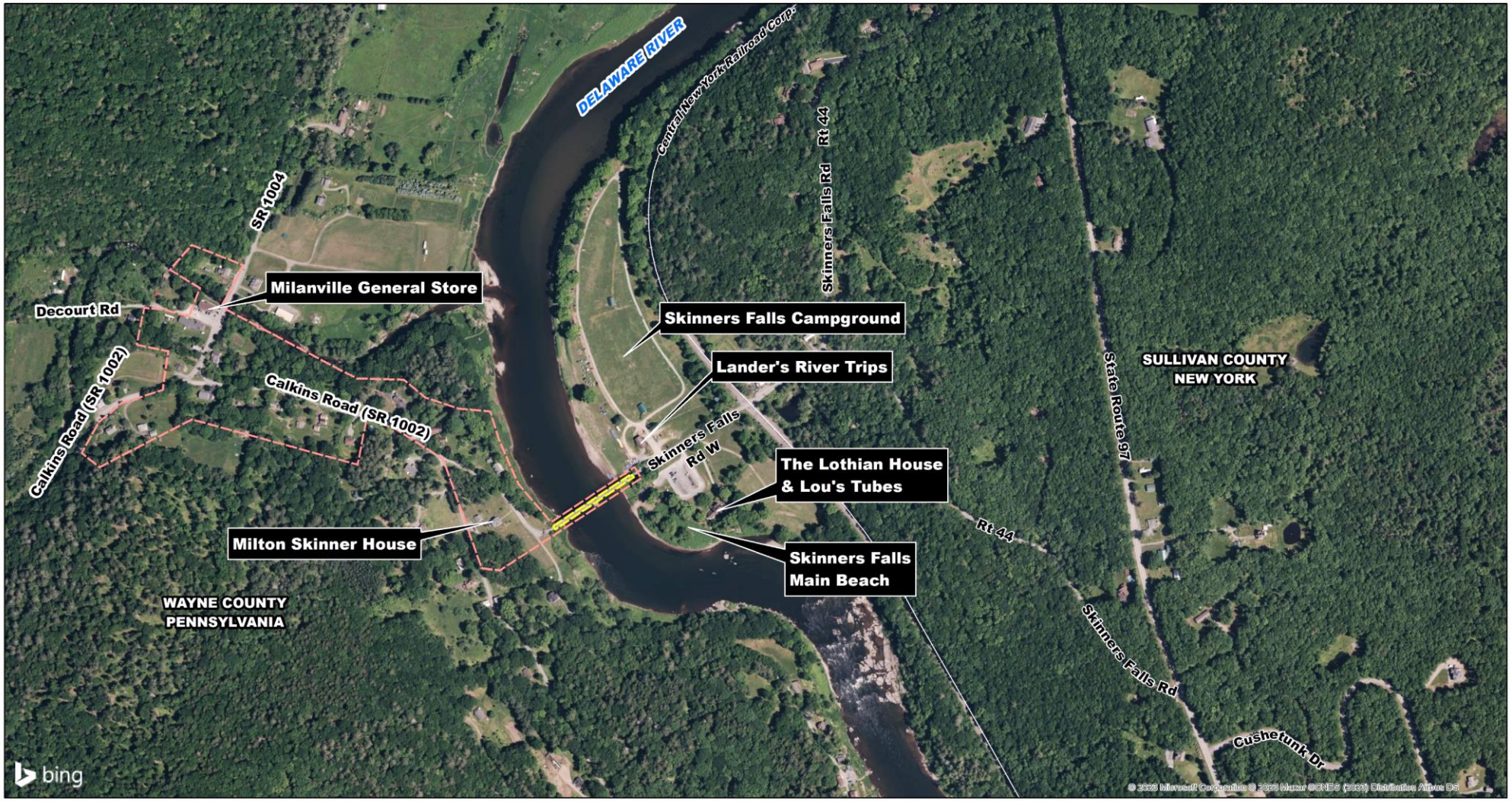
Source: USGS Earthstar Geographics SIO, 2022 Microsoft Corporation, FEMA, USGS, CRIS, PA CRGIS, NWI, NHD, NYSDEC, NY State.

- NYSDEC Skinners Falls Access Area
- NHP Natural Heritage Community Occurances
- NHP Significant Natural Community Occurance
- USGS HUC12 Watersheds
- NWI Wetlands
- FEMA Zone AE
- FEMA Floodway
- Waterway
- NPS-Upper Delaware Scenic & Recreational River Boundary

0 225 450
Feet

Date: 4/18/2023

# Cultural and Socioeconomic Resources




**Skinners Falls Bridge**
**SR 1002-230 over the Delaware River**
**CULTURAL AND SOCIAL / ECONOMIC MAP**
**Long / Lat. 41.670139, -75.057724**

Milanville-Skinners Falls Bridge - National Register Listed

Milanville Historic District - National Register Listed

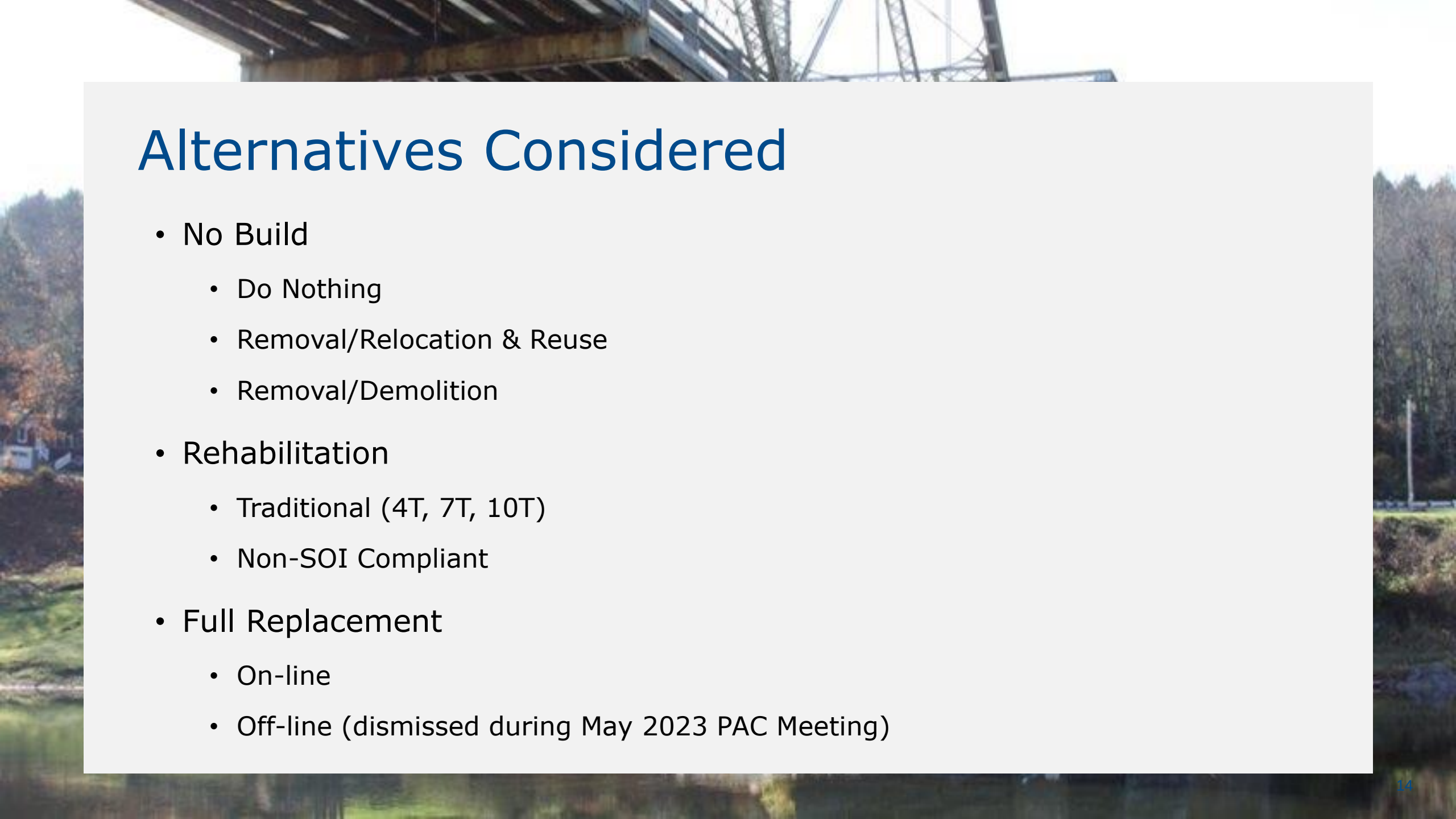
0 225 450
Feet

Source: USGS Earthstar Geographics SIO, 2022 Microsoft Corporation, FEMA, USGS, CRIS, PA CRGIS, NWI, NHD, NYSDEC, NY State.

Date: 4/18/2023

# Alternatives Analysis Process

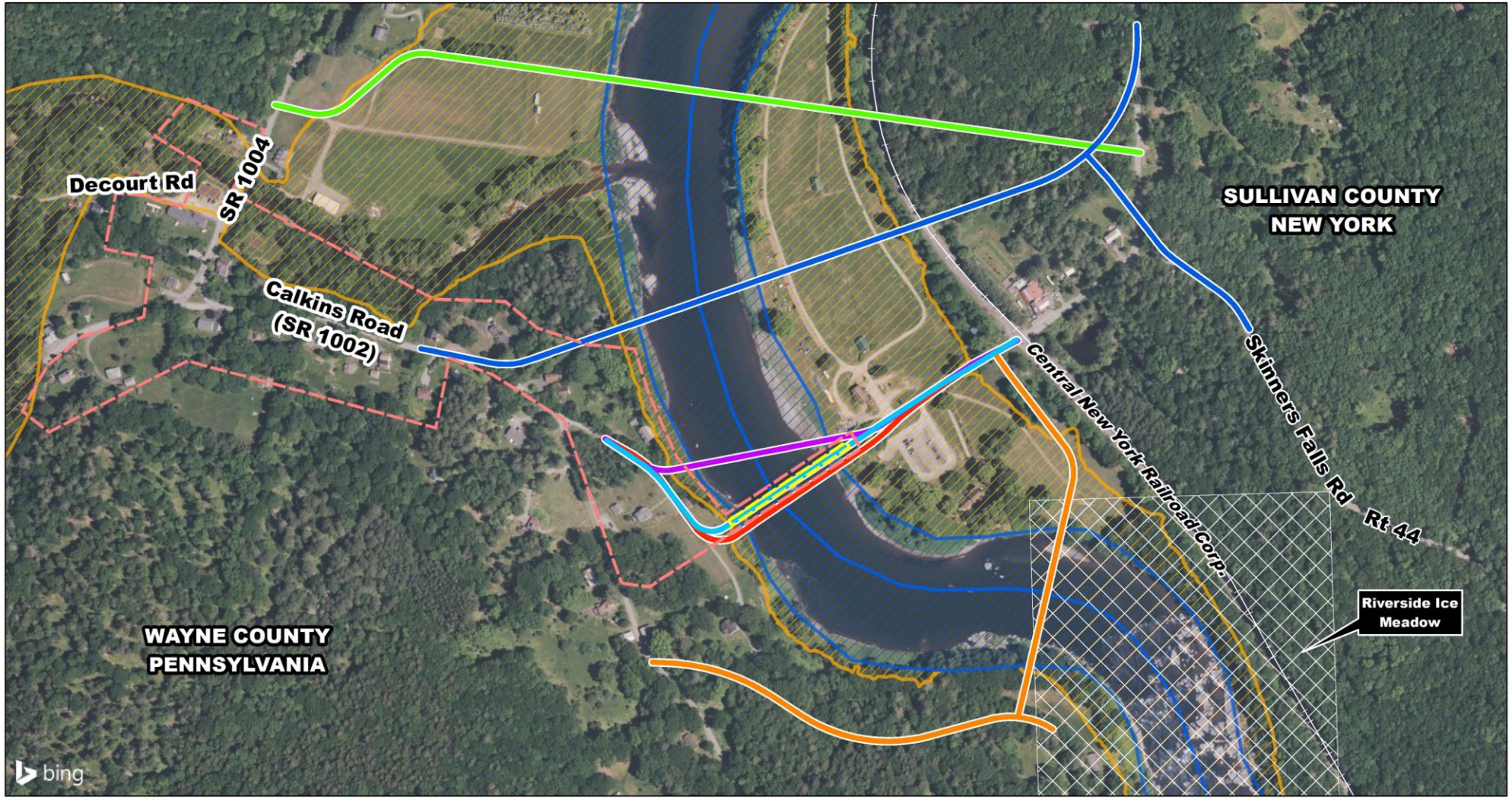




# Alternatives Considered

- No Build
  - Do Nothing
  - Removal/Relocation & Reuse
  - Removal/Demolition
- Rehabilitation
  - Traditional (4T, 7T, 10T)
  - Non-SOI Compliant
- Full Replacement
  - On-line
  - Off-line (dismissed during May 2023 PAC Meeting)

# Conceptual Alignment Locations




**Skinners Falls Bridge**
**SR 1002-230 over the Delaware River**
**ENVIRONMENTAL RESOURCES MAP**
**Long / Lat. 41.670139, -75.057724**

Source: USGS Earthstar Geographics SIO, 2022 Microsoft Corporation, FEMA, USGS, CRIS, PA CRGIS, NWI, NHD, NYSDEC, NY State.

- Milanville-Skinners Falls Bridge - National Register Listed
- Milanville Historic District - National Register Listed
- NHP Significant Natural Community Occurance
- FEMA Zone AE
- FEMA Floodway
- Alignment 1
- Alignment 2 - North Shift
- Alignment 3A
- Alignment 3B
- Alignment 4
- Alignment 5

0 150 300
Feet

Date: 4/18/2023

# Alternatives Matrix

| Proposed Alternative | Description | Meet Purpose and Need | Potential Section 106 Effects | Estimated Construction Costs* | Estimated Mitigation Costs* | Lifecycle Costs for 100 years* | Over all Cost * |
|---|---|---|---|---|---|---|---|
| **No Build Do Nothing** | No permanent or maintenance work. Bridge eventually fails. Meets none of the needs and presents safety hazard. | No | Adverse Effect to bridge and historic district. | $2-2.5 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $0 | $4-5 M |
| **No Build Removal/ Demolition** | Demolish and scrap bridge, dead end PA/NY approaches | No | Adverse Effect to bridge and historic district. | $2.7 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $0 | $4-5 M |
| **No Build Removal/ Relocation and Reuse** | Disassemble (does not include restoration or relocation) bridge available for adaptive re-use | No | Potential for No Adverse Effect to the bridge, but Adverse Effect to the historic district. | $6.9 M | $500K to $1M for adverse effect to Historic District | $0 | $7.4-7.9M |

*Costs in 2023 Dollars

# Alternatives Matrix

| Proposed Alternative | Description | Meet Purpose and Need | Potential Section 106 Effects | Estimated Construction Costs* | Estimated Mitigation Costs* | Lifecycle Costs for 100 years* | Overall Cost* |
|---|---|---|---|---|---|---|---|
| **Traditional Rehabilitation (4,7,10 tons)** | SOI-compliant rehab. Retain current width. Move running boards for motorized vehicles to one side. Create pedestrian/bicycle lane on other side. Signalize on both ends. Add a dry hydrant adjacent to bridge. | TBD** | Potential for No Adverse Effect to the bridge and historic district. | $16.9-19.1 M | $0 | $32 M | $48.9-51.1 M |
| **Non-SOI Compliant Rehabilitation** | Explore retaining some historic materials while providing a bridge meeting Needs. (Assume 2 span modern steel bridge with truss attached as a decorative element) | TBD** | Adverse effect to the bridge and historic district. Assume no other historic impacts. | $22.7-35.1 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $40 M | $64.7-77.6 M |
| **Full Replacement** | Assumes an online or immediately adjacent replacement. Carries full loads. Accommodates pedestrians and cyclists. Addresses sight distance challenges. | Yes | Adverse effect to the bridge and historic district. Likely additional impacts to the historic district with removal of barn in historic district. | $11.5-26.5 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Historic District | $29-55M | $42.5-84 M |

*Costs in 2023 Dollars

** Additional enhancements which may include dry hydrant and signalization could be included to potentially meet project needs and are shown for cost consideration.

# Alternatives Recommended for Further Study

| Proposed Alternative | Comment |
|---|---|
| No Build Do Nothing | While it does not meet the purpose and needs, it is carried as the baseline against which to compare all other alternatives. |
| No Build Removal/ Demolition | While it does not meet the purpose and needs, it is recommended for further study to determine if it is an economically reasonable option. |
| No Build Removal/ Relocation & Reuse | While it does not meet the purpose and needs, it is recommended for further study to determine if it is an economically reasonable option. |
| Traditional Rehabilitation (4,7,10 tons) | The 3 Rehabilitation Alternative Options are compliant with the Secretary of Interior requirements and meet the project purpose. They will be recommended for further study to determine which needs are met and to determine impacts and reasonableness of the alternatives. |
| Non-SOI Compliant Rehabilitation | The Non-SOI Compliant Rehabilitation Alternative meets the project purpose. It will be recommended for further study to determine which needs are met and to determine impacts and reasonableness of the alternatives. |
| Full Replacement | The Full Replacement Alternative can meet the purpose and needs. It is recommended for further study to determine impacts and reasonableness of the alternative. |

# PEL Results

- Approved Purpose and Needs
- Eliminated Off-Line Replacement Options
- Completed Phase 1 HBRA
- Determined Alternatives to be carried into a future preliminary engineering (PE)/NEPA study

# Funding for Future Phases

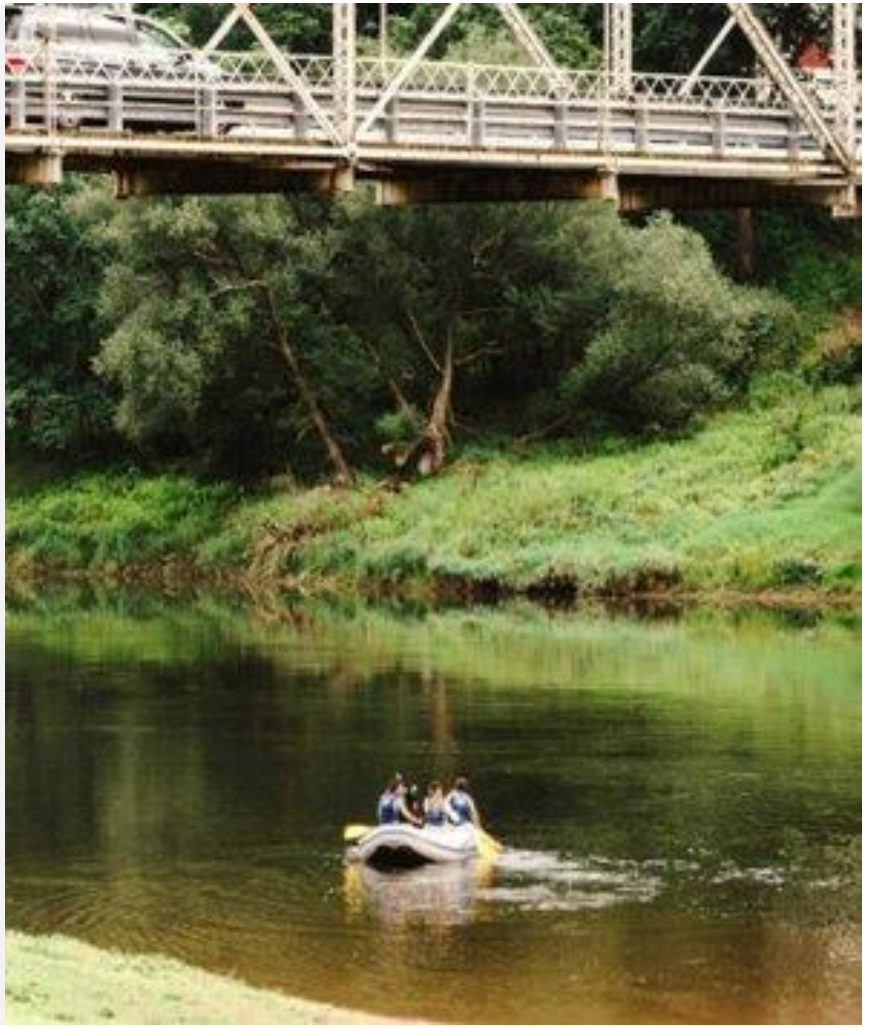
- Transportation funding is limited
- Joint Interstate Bridge Commission Agreement – PA & NY share burden of costs
  - Wayne County TIP
  - New York Regional STIP for Region 9
- Investigated possible Infrastructure Investment and Jobs Act (IIJA) grants
- Project must be *fiscally constrained** prior to NEPA approval
  - *Fiscal constraint is the demonstration of sufficient funding (Federal, State, local and private) to operate and maintain transportation facilities and to implement planned and programmed transportation system improvements.

# Next Steps

- Determine available funding.
  - If project is fiscally constrained:
    - Conduct preliminary engineering
    - Conduct detailed environmental investigations and analysis
    - Complete HBRA Phase 2
    - Continue public and agency coordination
  - If project is not fiscally constrained within the TIP:
    - MPOs and DOT need to evaluate transportation priorities in the region

# Schedule

- Draft PEL Report Available for comment - Spring 2024
- Public Meeting - Spring 2024
- Final PEL - Summer 2024





# Discussion

# Thank You!

Contact Information

Lisa Brozey via Project Email Address
Skinnersfallsbridge@aecom.com
610-234-5148

# Appendix D: Public Meeting Invitation and Invitation List

FEDERAL ELECTED OFFICIALS
The Honorable Robert Casey, Pennsylvania United States Senate
The Honorable John Fetterman, Pennsylvania United States Senate
The Honorable Kirsten Gillibrand, New York United States Senate
The Honorable Charles Schumer, New York United States Senate
The Honorable Matt Cartwright, United States House of Representatives, Pennsylvania District 8
The Honorable Marcus Molinaro, United States House of Representatives, New York District 16

TRIBAL NATIONS
The Delaware Tribe

STATE ELECTED OFFICIALS
The Honorable Jonathan Fritz, Pennsylvania House District 111
The Honorable Aileen Gunther, New York House District 100
The Honorable Lisa Baker, Pennsylvania Senate District 20
The Honorable Peter Oberacker, New York Senate District 51

GOVERNMENT PARTNERS
Ms. Kaety Jackson, National Park Service Ranger Station
Central New York Railroad Corporation
New York State Department of Environmental Conservation Bureau of Fisheries
Ms. Laurie Ramie, Upper Delaware Council
Mr. Jeff Box, Northeastern Pennsylvania Alliance

CENTRE COUNTY
Ms. Heather Brown, Commissioner

SULLIVAN COUNTY
The Honorable Cat Scott, County Legislator

WAYNE COUNTY
Mr. Craig Rickard, Director
Mr. Brian Smith, Chairman
Mr. Andrew Seder, Chief Clerk

DAMASCUS TOWNSHIP
Mr. Steve Adams, Supervisor

TOWN OF COCHECTON
Mr. Gary Maas, Supervisor
Mr. Larry Richardson, Cochecton Representative

SECTION 106 CONSULTING PARTIES
Steven Adams
Aimee Andrews
Barbara Arrindell
Bach Steel
Colette Ballew
Rose Biondi
Kali Bunn
Julie Cassese Valentin
Colleen Clarke Rizzo
Ista Clarke
Ron Cohen
Jason Corriveau
Adam B. Curtis
Damascus Citizens for Sustainability
Damascus Township
Damascus Township Historical Society
Paul Deppe
Sheila Dugan
Equinunk Historical Society
Josh Fox
Friends of the Upper Delaware River
Randy Harris
Kitty Henderson
Historic Bridge Foundation
HistoricBridges.org
Nathaniel Holth
Steven Ircha
Teresa Kehagias
Vincent & MaryAnn Krzywosz
Joe Levine
Dave Lieber
Connie Lloyd
Mary Louise Lothian
William Lothian
Lou's Tubes
Edward V. McCormack
Karen L. Meneghin
Millman and Goodman, Stacey and Scott
NPS Upper Delaware Scenic & Recreational River
NYS Dept. of Environmental Conservation
NYS Dept. of Trans Region 9

Pocono Mountains Visitors Bureau
Laurie Ramie
Robert Robbin
Thomas Rue
Skinners Falls Campground
Jared Snyder
Susan Sullivan
The Chamber of the Northern Poconos
Town of Cochecton
Upper Delaware Council
Upper Delaware Preservation Coalition
Upper Delaware Scenic Byway
Warner, Christopher & Holly Dang
Louise Washer
Joanne Wasserman Brinkerhoff
Wayne County Commissioners
Wayne County Historical Society
Wayne County Planning Commission
Gene Wolff
Michael & Amy Wood
Alice Zinnes
Alice Zinnes

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 8, 2024

Wayne County
Damascus Township
State Route 1002, Section 651
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

ES # - Obtain from DE's Admin Assistant

The Honorable Matt Cartwright
US House of Representatives
[redacted]

Dear Representative Cartwright:

The Pennsylvania Department of Transportation Engineering District 4-0 announces the publication of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 651, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County and invites you to attend a public meeting and plans presentation to discuss the study.

The PEL report will be available on April 11, 2024 to review at the following locations:

Wayne County Library (Honesdale)

1406 North Main Street

Honesdale, PA 18431

Western Sillivan Public Library

Tusten-Cochecton Branch

198 Bridge Street, Narrowsburg, NY 12764

Damascus Township

60 Conklin Rill Road

Damascus, PA 18415

Town of Tusten

210 Bridge Street

Narrowsburg, NY 12764

It will also be available to review or download from the Skinners Falls website Skinners Falls Bridge Project (pa.gov). A 45-day comment period will commence on April 11, 2024 and conclude May 26, 2024.

pennsylvania
DEPARTMENT OF TRANSPORTATION

PennDOT staff and their design consultant will host a plans display meeting. Staff will be available to explain the project and answer questions during the public comment period. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

Date: April 25, 2024
Time: 5:00 p.m. – 7:00 p.m.
Location: Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 26, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Richard N. Roman, P.E.
District Executive

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 8, 2024

Wayne County
Damascus Township
State Route 1002, Section 651
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

ES # - Obtain from DE's Admin Assistant

The Honorable Marcus Molinaro
US House of Representatives
[redacted]

Dear Representative Molinaro:

The Pennsylvania Department of Transportation Engineering District 4-0 announces the publication of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 651, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County and invites you to attend a public meeting and plans presentation to discuss the study.

The PEL report will be available on April 11, 2024 to review at the following locations:

Wayne County Library (Honesdale)

1406 North Main Street

Honesdale, PA 18431

Western Sillivan Public Library

Tusten-Cochecton Branch

198 Bridge Street, Narrowsburg, NY 12764

Damascus Township

60 Conklin Rill Road

Damascus, PA 18415

Town of Tusten

210 Bridge Street

Narrowsburg, NY 12764

pennsylvania
DEPARTMENT OF TRANSPORTATION

It will also be available to review or download from the Skinners Falls website Skinners Falls Bridge Project (pa.gov). A 45-day comment period will commence on April 11, 2024 and conclude May 26, 2024.

PennDOT staff and their design consultant will host a plans display meeting. Staff will be available to explain the project and answer questions during the public comment period. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

Date: April 25, 2024
Time: 5:00 p.m. – 7:00 p.m.
Location: Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 26, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Richard N. Roman, P.E.
District Executive

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 8, 2024

Wayne County
Damascus Township
State Route 1002, Section 651
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

ES # - Obtain from DE's Admin Assistant

The Honorable Robert P. Casey
United States Senate
[redacted]

Dear Senator Casey:

The Pennsylvania Department of Transportation Engineering District 4-0 announces the publication of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 651, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County and invites you to attend a public meeting and plans presentation to discuss the study.

The PEL report will be available on April 11, 2024 to review at the following locations:

Wayne County Library (Honesdale)

1406 North Main Street

Honesdale, PA 18431

Western Sillivan Public Library

Tusten-Cochecton Branch

198 Bridge Street, Narrowsburg, NY 12764

Damascus Township

60 Conklin Rill Road

Damascus, PA 18415

Town of Tusten

210 Bridge Street

Narrowsburg, NY 12764

pennsylvania
DEPARTMENT OF TRANSPORTATION

It will also be available to review or download from the Skinners Falls website Skinners Falls Bridge Project (pa.gov). A 45-day comment period will commence on April 11, 2024 and conclude May 26, 2024.

PennDOT staff and their design consultant will host a plans display meeting. Staff will be available to explain the project and answer questions during the public comment period. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

Date: April 25, 2024
Time: 5:00 p.m. – 7:00 p.m.
Location: Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 26, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Richard N. Roman, P.E.
District Executive

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 8, 2024

Wayne County
Damascus Township
State Route 1002, Section 651
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

ES # - Obtain from DE's Admin Assistant

The Honorable John Fetterman
United States Senate
[redacted]

Dear Senator Fetterman:

The Pennsylvania Department of Transportation Engineering District 4-0 announces the publication of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 651, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County and invites you to attend a public meeting and plans presentation to discuss the study.

The PEL report will be available on April 11, 2024 to review at the following locations:

Wayne County Library (Honesdale)

1406 North Main Street

Honesdale, PA 18431

Western Sillivan Public Library

Tusten-Cochecton Branch

198 Bridge Street, Narrowsburg, NY 12764

Damascus Township

60 Conklin Rill Road

Damascus, PA 18415

Town of Tusten

210 Bridge Street

Narrowsburg, NY 12764

pennsylvania
DEPARTMENT OF TRANSPORTATION

It will also be available to review or download from the Skinners Falls website Skinners Falls Bridge Project (pa.gov). A 45-day comment period will commence on April 11, 2024 and conclude May 26, 2024.

PennDOT staff and their design consultant will host a plans display meeting. Staff will be available to explain the project and answer questions during the public comment period. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

Date: April 25, 2024
Time: 5:00 p.m. – 7:00 p.m.
Location: Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 26, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Richard N. Roman, P.E.
District Executive

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 8, 2024

Wayne County
Damascus Township
State Route 1002, Section 651
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

ES # - Obtain from DE's Admin Assistant

The Honorable Kirsten E. Gillibrand
United States Senate
[redacted]

Dear Senator Gillibrand:

The Pennsylvania Department of Transportation Engineering District 4-0 announces the publication of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 651, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County and invites you to attend a public meeting and plans presentation to discuss the study.

The PEL report will be available on April 11, 2024 to review at the following locations:

Wayne County Library (Honesdale)

1406 North Main Street

Honesdale, PA 18431

Western Sillivan Public Library

Tusten-Cochecton Branch

198 Bridge Street, Narrowsburg, NY 12764

Damascus Township

60 Conklin Rill Road

Damascus, PA 18415

Town of Tusten

210 Bridge Street

Narrowsburg, NY 12764

pennsylvania
DEPARTMENT OF TRANSPORTATION

It will also be available to review or download from the Skinners Falls website Skinners Falls Bridge Project (pa.gov). A 45-day comment period will commence on April 11, 2024 and conclude May 26, 2024.

PennDOT staff and their design consultant will host a plans display meeting. Staff will be available to explain the project and answer questions during the public comment period. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

Date: April 25, 2024
Time: 5:00 p.m. – 7:00 p.m.
Location: Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 26, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Richard N. Roman, P.E.
District Executive

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 8, 2024

Wayne County
Damascus Township
State Route 1002, Section 651
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

ES # - Obtain from DE's Admin Assistant

The Honorable Charles E. Schumer
United States Senate
[redacted]

Dear Senator Schumer:

The Pennsylvania Department of Transportation Engineering District 4-0 announces the publication of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 651, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County and invites you to attend a public meeting and plans presentation to discuss the study.

The PEL report will be available on April 11, 2024 to review at the following locations:

Wayne County Library (Honesdale)

1406 North Main Street

Honesdale, PA 18431

Western Sillivan Public Library

Tusten-Cochecton Branch

198 Bridge Street, Narrowsburg, NY 12764

Damascus Township

60 Conklin Rill Road

Damascus, PA 18415

Town of Tusten

210 Bridge Street

Narrowsburg, NY 12764

pennsylvania
DEPARTMENT OF TRANSPORTATION

It will also be available to review or download from the Skinners Falls website Skinners Falls Bridge Project (pa.gov). A 45-day comment period will commence on April 11, 2024 and conclude May 26, 2024.

PennDOT staff and their design consultant will host a plans display meeting. Staff will be available to explain the project and answer questions during the public comment period. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

Date: April 25, 2024
Time: 5:00 p.m. – 7:00 p.m.
Location: Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 26, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Richard N. Roman, P.E.
District Executive

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 8, 2024

Wayne County
Damascus Township
State Route 1002, Section 651
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

ES # - Obtain from DE's Admin Assistant

The Honorable Jonathan Fritz
Pennsylvania House of Representatives
[redacted]

Dear Representative Fritz:

The Pennsylvania Department of Transportation Engineering District 4-0 announces the publication of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 651, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County and invites you to attend a public meeting and plans presentation to discuss the study.

The PEL report will be available on April 11, 2024 to review at the following locations:

Wayne County Library (Honesdale)

1406 North Main Street

Honesdale, PA 18431

Western Sillivan Public Library

Tusten-Cochecton Branch

198 Bridge Street, Narrowsburg, NY 12764

Damascus Township

60 Conklin Rill Road

Damascus, PA 18415

Town of Tusten

210 Bridge Street

Narrowsburg, NY 12764

pennsylvania
DEPARTMENT OF TRANSPORTATION

It will also be available to review or download from the Skinners Falls website Skinners Falls Bridge Project (pa.gov). A 45-day comment period will commence on April 11, 2024 and conclude May 26, 2024.

PennDOT staff and their design consultant will host a plans display meeting. Staff will be available to explain the project and answer questions during the public comment period. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

Date: April 25, 2024
Time: 5:00 p.m. – 7:00 p.m.
Location: Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 26, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Richard N. Roman, P.E.
District Executive

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 8, 2024

Wayne County
Damascus Township
State Route 1002, Section 651
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

ES # - Obtain from DE's Admin Assistant

The Honorable Aileen Gunther
New York State Assembly
[redacted]

Dear Assemblywoman Gunther:

The Pennsylvania Department of Transportation Engineering District 4-0 announces the publication of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 651, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County and invites you to attend a public meeting and plans presentation to discuss the study.

The PEL report will be available on April 11, 2024 to review at the following locations:

Wayne County Library (Honesdale)

1406 North Main Street

Honesdale, PA 18431

Western Sillivan Public Library

Tusten-Cochecton Branch

198 Bridge Street, Narrowsburg, NY 12764

Damascus Township

60 Conklin Rill Road

Damascus, PA 18415

Town of Tusten

210 Bridge Street

Narrowsburg, NY 12764

pennsylvania
DEPARTMENT OF TRANSPORTATION

It will also be available to review or download from the Skinners Falls website Skinners Falls Bridge Project (pa.gov). A 45-day comment period will commence on April 11, 2024 and conclude May 26, 2024.

PennDOT staff and their design consultant will host a plans display meeting. Staff will be available to explain the project and answer questions during the public comment period. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

Date: April 25, 2024
Time: 5:00 p.m. – 7:00 p.m.
Location: Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 26, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Richard N. Roman, P.E.
District Executive

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 8, 2024

Wayne County
Damascus Township
State Route 1002, Section 651
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

ES # - Obtain from DE's Admin Assistant

The Honorable Lisa Baker
Pennsylvania State Senate
[redacted]

Dear Senator Baker:

The Pennsylvania Department of Transportation Engineering District 4-0 announces the publication of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 651, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County and invites you to attend a public meeting and plans presentation to discuss the study.

The PEL report will be available on April 11, 2024 to review at the following locations:

Wayne County Library (Honesdale)

1406 North Main Street

Honesdale, PA 18431

Western Sillivan Public Library

Tusten-Cochecton Branch

198 Bridge Street, Narrowsburg, NY 12764

Damascus Township

60 Conklin Rill Road

Damascus, PA 18415

Town of Tusten

210 Bridge Street

Narrowsburg, NY 12764

pennsylvania
DEPARTMENT OF TRANSPORTATION

It will also be available to review or download from the Skinners Falls website Skinners Falls Bridge Project (pa.gov). A 45-day comment period will commence on April 11, 2024 and conclude May 26, 2024.

PennDOT staff and their design consultant will host a plans display meeting. Staff will be available to explain the project and answer questions during the public comment period. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

Date: April 25, 2024
Time: 5:00 p.m. – 7:00 p.m.
Location: Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 26, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Richard N. Roman, P.E.
District Executive

pennsylvania
DEPARTMENT OF TRANSPORTATION

April 8, 2024

Wayne County
Damascus Township
State Route 1002, Section 651
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

ES # - Obtain from DE's Admin Assistant

The Honorable Peter Oberacker
New York Senate
[redacted]

Dear Senator Oberacker:

The Pennsylvania Department of Transportation Engineering District 4-0 announces the publication of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 651, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County and invites you to attend a public meeting and plans presentation to discuss the study.

The PEL report will be available on April 11, 2024 to review at the following locations:

Wayne County Library (Honesdale)

1406 North Main Street

Honesdale, PA 18431

Western Sillivan Public Library

Tusten-Cochecton Branch

198 Bridge Street, Narrowsburg, NY 12764

Damascus Township

60 Conklin Rill Road

Damascus, PA 18415

Town of Tusten

210 Bridge Street

Narrowsburg, NY 12764

pennsylvania
DEPARTMENT OF TRANSPORTATION

It will also be available to review or download from the Skinners Falls website Skinners Falls Bridge Project (pa.gov). A 45-day comment period will commence on April 11, 2024 and conclude May 26, 2024.

PennDOT staff and their design consultant will host a plans display meeting. Staff will be available to explain the project and answer questions during the public comment period. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

Date: April 25, 2024
Time: 5:00 p.m. – 7:00 p.m.
Location: Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 26, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Richard N. Roman, P.E.
District Executive

pennsylvania
DEPARTMENT OF TRANSPORTATION

March 27, 2024

Wayne County
Damascus Township
State Route 1002, Section 570
Skinners Falls Bridge over The Delaware River
Notice of Public Meeting with Virtual Plans Display

«First_Name» «Last_Name»
«Address»
«City_», «State»
«Zip»

Dear Property Owner:

The purpose of this letter is to announce the availability of the Planning and Environmental Linkages Study (PEL) report for State Route 1002, Section 570, Skinners Falls Bridge over the Delaware River project located in Damascus Township, Wayne County. The Pennsylvania Department of Transportation Engineering District 4-0 invites you to attend a public meeting and plans presentation to discuss the study.

| | |
|---|---|
| Date: | April 25, 2024 |
| Time: | 5:00 p.m. – 7:00 p.m. |
| Location: | Narrowsburg Union, 7 Erie Ave., Narrowsburg, NY 12764 |

PennDOT staff and their design consultant will explain the project and answer questions on an informal basis. Preliminary results from the Planning and Environmental Linkages (PEL) study will be available for review. Your participation and input will be appreciated.

A virtual plans display that includes a PowerPoint presentation, digital plans and an online comment form will be made available to the public from April 25, 2024 to May 25, 2024. It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4, and by clicking on Public Meetings under District Links, selecting tile for Wayne County, and then selecting the tile for the Skinners Falls Bridge Project.

If you are unable to attend the public meeting and wish to arrange a meeting to discuss the project, please notify the PennDOT Project Manager, Amy M. Lolli at 570.614.2958 or email amlolli@pa.gov.

We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

Susan E. Hazelton, P.E.
Assistant District Executive – Design

# Cultural Resources Submission

DATE: April 11th, 2024

SUBJECT:

District: 4-0
County: Wayne Municipality: Damascus Township
SR: 1002 Section: 651
Project Name: Ov. Delaware #5 Skinners
MPMS Number: 09983
SHPO Review Number: 2013PR14303
SHPO Concurrence Requested: YES

FROM: Heather Gerling
PennDOT District 4-0
Bureau of Project Delivery, Environmental Policy and Development Division

The Pennsylvania Department of Transportation (PennDOT) Engineering District 4-0 is holding a public meeting for the Skinners Falls PEL study on **April 25th, 2024.** The meeting will be held at the Narrowsburg Union Building located at **7 Erie Ave. Narrowsburg, NY.** This will be a display meeting with different stations set up with PennDOT and AECOM staff available to answer questions. The meeting will be held from **5:00 P.M.-7:00 P.M.** A Google Map screen shot of the Narrowsburg Union Building location is provided below.

PennDOT is also providing the draft PEL document for review and comment as part of this meeting invitation. A **45-day comment period** will commence for the report beginning on **April 11th, 2024,** and closing on **May 26th, 2024.** Comments can be submitted to the Skinners Falls project email at: skinnersfallsbridge@aecom.com, to PennDOT project manager Amy Lolli at: PennDOT Assistant Liaison Engineer, Department of Transportation, District Office 4-0, 55 Keystone Industrial Park, Dunmore, PA 18512, or to the District 4-0 Cultural Resource Professional (CRP) at: hgerling@pa.gov.

If you have any questions about this posting, please contact Heather Gerling at 570-368-4414 or at hgerling@pa.gov.

cc:
Greg Augustine, 4-0 EM
Emme Diehl, SHPO
Ryan Shiffler, BOPD
Ben Harvey, FHWA
District 4-0 file




Narrowsburg Union Building Location, 7 Erie Ave. Narrowsburg, NY

# Appendix E: Flyer Graphic

# You Are Invited!

**Skinners Falls Bridge Public Meeting/Open House**

**Date: April 25, 2024**
**Time: 5:00PM - 7:00PM**

**The Narrowsburg Union**
**7 Erie Avenue**
**Narrowsburg, NY 12764**

**PennDOT District 4-0, together with the Federal Highway Administration (FHWA) and New York State Department of Transportation (NYSDOT) Region 9, invites you to attend a public meeting to review the results of the Planning and Environmental Linkages (PEL) Study and provide your feedback.**

**Members of the design team will be available to answer your questions and collect feedback.**

**For more information, visit the project website: http://tinyurl.com/SkinnersFalls**

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

FHWA

# Appendix F: Newspaper Advertisements

1. Sullivan County Democrat on 04/16/2024
2. River Reporter on 04/18/2024
3. Tri-County Independent on 04/18/2024

# DECADES: Looking back

FROM PAGE 4A

ward Pankonin is taking steps to help eliminate teenage alcohol and drug use by supporting the efforts of Tri-Valley High School in the '94 Nationwide Insurance Prom Promise program. Students are asked to sign a pledge not to use alcohol and drugs. In 1993, more than two million students were reached and it is hoped that Prom Promise will affect more than three million students in 3,000 schools this year. April has been declared as Drug Awareness Month in Sullivan County.

The Callicoon Center Fire Department is celebrating its 80th anniversary this year. The kickoff for events during the year to note the milestone will be their annual roast beef dinner on April 9.

"Good Morning, America," the popular morning news show, featured a live remote from Roscoe's famed Junction Pool during yesterday's broadcast. A gourmet trout breakfast was enjoyed by Rick Moonen, executive chef of The Water Club, a critically-acclaimed seafood restaurant near the East River in New York City. The trout was cooked along the banks of the Beaverkill.

The White Lake Fire Department has just recently completed construction of a firehouse on Route 17B in White Lake. The structure will also serve as a community meeting place for special events and even town board meetings, when necessary, as well as housing the fire fighting equipment.

**20 YEARS AGO - 2004**

Fremont Center Postmistress Ida Rosenberger was looking forward to her retirement after 31 years of serving the public in her small town. But two days after she left office, Rosenberger received a letter that stated that the postal service has decided to terminate its lease for the current post office, located in Rosenberger's home. According to a Postal Service spokesperson, no decision has been made [to close the post office] but the main concern is the restroom for the post office – the bathroom is actually located in Rosenberger's home, not in the office.

*Both Rasmussen's Furniture and Rasmussen Sons Funeral Home on Main Street in Narrowsburg have been sold, taking the two businesses out of the Rasmussen family's hands for the first time since the furniture store opened 95 years ago. New furniture store owners are Patrick and Peggy Harrison of Matamoras, PA and Narrowsburg.*

Both Rasmussen's Furniture and Rasmussen Sons Funeral Home on Main Street in Narrowsburg have been sold, taking the two businesses out of the Rasmussen family's hands for the first time since the furniture store opened 95 years ago. New furniture store owners are Patrick and Peggy Harrison of Matamoras, PA and Narrowsburg. The funeral home has been sold to Patrick Harrison, who is also a licensed funeral director.

Dozens of youth soccer players, coaches, parents and other family members gathered recently to reflect upon the Liberty United Soccer Club's 2003-2004 indoor soccer season. The club began three years ago with approximately a dozen players. But Don Viele, who coached the Under 10 team and is one of the club's organizers, proudly noted that a total of 110 boys and girls participated in the club this past winter.

New York State Department of Environmental Conservation (DEC) Commissioner Erin M. Crotty recently announced that two days are being set aside for a new youth hunt before this spring's turkey season. Spring turkey hunting has become a popular outdoor activity for many New Yorkers, and this year looks like it will be another good one.

**10 YEARS AGO - 2014**

Virginia "Ginger" Rasulo of Long Eddy was presumably headed home Friday afternoon when her 2010 Hyundai Elantra veered across Route 97, struck a utility pole and slid down a small embankment around 4:30 p.m., according to the State Police, who are awaiting autopsy results to determine what may have caused the crash. She was the town of Fremont's "Senior of the Year" in 2009. A Dec. 19, 1984 article in the New York Times was titled, "In the Delaware Valley, Christmas is at 'Ginger's'". It detailed Rasulo's transforming "an annex of her restaurant into a vision of Santa's workshop that would rival any window on Fifth Avenue. Then, through newspaper notices, she invited children from along the river to visit the workshop and receive a free toy."

One of the highlights of the Annual Bagel Festival press conference was the unveiling of Hurleyville native Louis Wichinsky's original bagel making machine. Perfected in our county after two decades of tinkering, it was patented in the 1960s by Wichinsky. Festival organizer Jeff Siegel had no idea that it was still around until he learned about it from Steve Lerner of Quickway Metal Fabricators in Monticello. Lerner related that it had been sitting in the shop for decades.


## Public Notice

NYSEG has filed tariff revisions October 27, 2023 with the New York State Public Service Commission (PSC) for new electricity and natural gas delivery rates to become effective May 1, 2024. These tariff revisions cover the second annual delivery rate increase under the terms of a three-year rate plan approved by the PSC in October 2023 and they include a $160.7 million increase in electricity revenue and a $12.4 million increase in natural gas revenue. These tariff revisions also recover revenue shortfalls for the electric service classes for the period May 1, 2023 to November 1, 2023.

A residential electricity customer with an average use of 600 kilowatt-hours/month can expect an average monthly bill increase of $8.88. A residential natural gas heating customer using 100 therms/month can expect an average monthly bill increase of $2.13.

Customers may see some charges prorated on your May or June bill to take into account energy delivered before and after the new electricity and natural gas delivery rates went into effect.

**RESIDENTIAL CUSTOMERS**

Regular Residential Customers: The electricity delivery charge will increase 1.479 cents per kilowatt-hour. The per-therm natural gas delivery charge for the 4-to-50-therms block will increase 4.149 cents per therm and 0.386 cents for the block rate over 50 therms. The customer charges for electricity and natural gas will not change.

Day/Night and Time-of-Use Customers: The electricity delivery charge will increase 1.359 cents per kilowatt-hour for Service Class 8 and 1.028 cents per kilowatt-hour for Service Class 12. The Service Class 8 and Service Class 12 customer charges will not change.

Additional information about changes in residential electricity and natural gas delivery charges is available at nyseg.com (click on the Account tab and select "Electric Pricing" or "Natural Gas Pricing" in the "Understand Your Bill" column).

**NONRESIDENTIAL CUSTOMERS**

Information about changes in nonresidential electricity customer charges, electricity demand and energy charges (where applicable), natural gas minimum charges and natural gas therm charges is available at nyseg.com. Changes are also in effect for standby, street lighting and economic development rates. Please check page 2 of your bill for bill messages and nyseg.com for detailed information.
Regarding energy supply: If you purchase energy supply from NYSEG, your price will continue to be based on market prices; if you purchase your energy supply from a supplier other than NYSEG (also known as an energy services company or ESCO), your energy supply price depends on your agreement with your ESCO.

121441



# PUBLIC COMMENT & VIRTUAL PLANS DISPLAY

PENNSYLVANIA DEPARTMENT

OF TRANSPORTATION

Wayne County
Damascus Township
STATE ROUTE 1002 SECTION 651
Skinners Falls Bridge over The Delaware River

THE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) REPORT FOR SKINNERS FALLS BRIDGE IS AVAILABLE FOR REVIEW AT THE FOLLOWING LOCATIONS:

WAYNE COUNTY LIBRARY (HONESDALE)
1406 NORTH MAIN STREET
HONESDALE, PA 18431

WESTERN SULLIVAN PUBLIC LIBRARY
TUSTEN-COCHECTON BRANCH
198 BRIDGE STREET
NARROWSBURG, NY 12764

DAMASCUS TOWNSHIP
60 CONKLIN RILL ROAD
DAMASCUS, PA 18415

TOWN OF TUSTEN
210 BRIDGE STREET
NARROWSBURG, NY 12764

IT WILL ALSO BE AVAILABE TO REVIEW OR DOWNLOAD PENNDOT.PA.GOV/DISTRICT4, CLICKING ON PUBLIC MEETINGS UNDER DISTRICT LINKS, SELECTING THE TILE FOR WAYNE COUNTY, AND THEN SELECTING THE TILE FOR SKINNERS FALLS BRIDGE PROJECT.

PUBLIC COMMENT PERIOD: APRIL 11, 2024 TO MAY 26, 2024

COMMENTS CAN BE SUBMITTED VIA EMAIL TO SKINNERSFALLSBRIDGE@AECOM.COM, OR MAILED TO AMY LOLLI, PENNDOT ASSISTANT LIAISON ENGINEER, DEPARTMENT OF TRANSPORTATION, DISTRICT OFFICE 4-0, 55 KEYSTONE INDUSTRIAL PARK, DUNMORE, PA 18512.

A PUBLIC MEETING/PLANS DISPLAY IS SCHEDULED:

*PLACE:* Narrowsburg Union
7 Erie Avenue
Narrowsburg, NY 12764

*DATE:* April 25, 2024

*TIME:* 5:00 p.m. – 7:00 p.m.

THE PURPOSE OF THIS PUBLIC MEETING AND VIRTUAL PLANS DISPLAY IS AN OPPORTUNITY TO PRESENT THE FINDINGS OF THE PLANNING AND ENVIRONMENTAL LINKAGES STUDY (PEL) FOR SKINNERS FALLS BRIDGE AND ANSWER QUESTIONS..

INFORMATION WILL ALSO BE AVAILABLE ON PENNDOT'S WEBSITE FOR REVIEW, PENNDOT.PA.GOV/DISTRICT4, CLICKING ON PUBLIC MEETINGS UNDER DISTRICT LINKS, SELECTING THE TILE FOR WAYNE COUNTY, AND THEN SELECTING THE TILE FOR SKINNERS FALLS BRIDGE PROJECT.

THE PUBLIC MEETING LOCATION IS ACCESSIBLE TO PERSONS HAVING DISABILITIES. ANY PERSONS HAVING SPECIAL NEEDS OR REQUIRING SPECIAL AIDS ARE REQUESTED TO CONTACT AMY M. LOLLI at 570.614.2958 OR AMLOLLI@pa.gov PRIOR TO THE MEETING EVENT IN ORDER THAT SPECIAL DISABILITY NEEDS MAY BE ACCOMMODATED.

122313

## Legal Notice

**COUNTY OF SULLIVAN NOTICE OF FORMATION OF A LIMITED LIABILITY COMPANY**

FRAU FAMILY, LLC. Arts .Of Org. filed with SSNY on 03/14/2024.Office location: Sullivan. SSNY desg. as agent of LLC upon whom process against it may be served. SSNY mail process to 195 BAER ROAD, FORESTBURGH, NY, 12777. Any lawful purpose.

**COUNTY OF SULLIVAN NOTICE OF FORMATION OF A LIMITED LIABILITY COMPANY**

Notice of Formation of EMM Trading Solutions. Articles of Organization filed with Secretary of State of NY (SSNY) on 03/11/2024. Office location: Sullivan County. SSNY designated as agent of Limited Liability Company (LLC) upon whom process against it may be served. SSNY should mail process to Ellen Miele: 32 Mahogany Lane, Liberty, NY 12754. Purpose: Any lawful purpose.

**LEGAL NOTICE NOTICE OF FORMATION OF A LIMITED LIABILITY COMPANY**

Notice of Formation of Basbousa LLC. Articles of Organization filed with Secretary of State of NY (SSNY) on 03/26/2024. Office location: Sullivan County. SSNY designated as agent of Limited Liability Company (LLC) upon whom process against it may be served. SSNY should mail process to Samara Ferris: P.O. Box 6, Mountain Dale, NY 12763. Purpose: Any lawful purpose.




**COUNTY OF SULLIVAN NOTICE OF FORMATION OF A LIMITED LIABILITY COMPANY**

D. BURY LOGGING LLC Articles of Org. filed NY Sec. of State (SSNY) 1/22/24. Office in Sullivan Co. SSNY desig. agent of LLC whom process may be served. SSNY shall mail process to 5214 State Route 52, Jeffersonville, NY 12748 which is also the principal business location. Purpose: Any lawful purpose.

## Legal Notice

## Legal Notice

**ELDRED CENTRAL SCHOOL DISCTRICT**
**ADVERTISEMENT FOR BID**

ELDRED CENTRAL SCHOOL DISTRICT
600 Route 55, Eldred, NY 12732
PUBLIC NOTICE is hereby given that sealed bids will be received for the following project:

Contract 1: Eldred Junior & Senior High School at 600 Route 55 Eldred, NY 12732 and George Ross MacKenzie Elementary School, 1045 Proctor Road, Glen Spey, NY 12737

The Scope of Work described in the documents consists of the following:

Eldred Junior & Senior High School and George Ross MacKenzie Elementary School
- Contract 1 GC: General Construction

The bids shall be in accordance with the Specifications, Drawings, and Terms of this Contract. Bids will be received by Eldred Central School District, until 3:00 p.m. prevailing time on Thursday, April 29, 2024 at which time they will be publicly opened and read aloud. The bid opening will take place at the Eldred Central School District's Office at 600 State Route 55, Eldred, NY 12732. The Eldred Central School District will make the bid opening available at the Eldred Junior & Senior High School, location in school to be determined.

OBTAINING DOCUMENTS

Complete sets of Bidding Documents, drawings and specifications, may be obtained from Fellenzer Engineering, LLP, 22 Mulberry Street, Suite 2A, Middletown, NY 10940 Tel: (845) 343-1481. A deposit check for six hundred dollars ($600.00) will be required for each set of plans and specifications distributed, which amount will be refunded only to those submitting formal bids and if said plans and specifications are returned in good condition within two (2) weeks after their bids have been received. Checks or money orders shall be made payable to Fellenzer Engineering, LLP. Any bidder requiring documents to be shipped shall provide a separate check for one hundred dollars ($100.00) for postage and shipping costs. Complete digital sets of Bidding Documents, drawings, and specifications can be viewed and downloaded upon request and receipt of deposit(s).

For further information about obtaining the documents, contact Maria Baptista at Savin Engineers. P.C.
3 Campus Drive
Pleasantville, NY 10570
203.273.7117 (mobile) or mbaptista@savinengineers.com

BID SUBMISSIONS
Each proposal must be accompanied by security in the amount of not less than five percent (5%) of the bid, in the form and subject to the conditions stipulated in the Information to Bidders. No Bidders shall withdraw his/her bid within sixty days (60) after the formal opening thereof.

The Owner reserves the right to waive any informalities in any proposals, or to reject any or all proposals and to advertise for new proposals. The accepted low bidder(s) will be required to furnish a one-hundred percent (100%) Performance Bond, Labor and Material Payment Bond, and produce all insurance in amounts not less than specified under the General Conditions and Special Provisions.

Site Inspection: A pre-bid walkthrough with the bidders will not be required.

REQUESTS FOR INFORMATION
All Pre-bid "Requests for Information" (RFI) or Clarification must be submitted NO LATER THAN
Friday, April 19, 2024, @ 3:00 p.m.

The Eldred Central School District reserves the right to reject any and all bids and to make bid awards that are consistent with its purchasing policy/regulations and which are in the best interests of the School District.

too much
GOT STUFF?
RIVER REPORTER.com 845.252.7414

# PUBLIC COMMENT & VIRTUAL PLANS DISPLAY

PENNSYLVANIA DEPARTMENT

OF TRANSPORTATION
Wayne County
Damascus Township
STATE ROUTE 1002 SECTION 651
Skinners Falls Bridge over The Delaware River

THE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) REPORT FOR SKINNERS FALLS BRIDGE IS AVAILABLE FOR REVIEW AT THE FOLLOWING LOCATIONS:

**Wayne County Library (Honesdale)**
1406 North Main Street
Honesdale, PA 18431

**Damascus Township**
60 Conklin Rill Road
Damascus, PA 18415

**Western Sullivan Public Library**
**Tusten-Cochecton Branch**
198 Bridge Street
Narrowsburg, NY 12764

**Town of Tusten**
210 Bridge Street
Narrowsburg, NY 12764

IT WILL ALSO BE AVAILABLE TO REVIEW OR DOWNLOAD. AT PENNDOT.PA.GOV/REGIONALOFFICES/DISTRICT-4, CLICKING ON PUBLIC MEETINGS UNDER DISTRICT LINKS, SELECTING THE TILE FOR WAYNE COUNTY, AND THEN SELECTING THE TILE FOR SKINNERS FALLS BRIDGE PROJECT.

PUBLIC COMMENT PERIOD: APRIL 11, 2024 TO MAY 26, 2024

Comments can be submitted via email to skinnersfallsbridge@aecom.com, or mailed to Amy Lolli, PennDOT Assistant Liaison Engineer, Department of Transportation, District Office 4-0, 55 Keystone Industrial Park, Dunmore, PA 18512.

A PUBLIC MEETING/PLANS DISPLAY IS SCHEDULED:
PLACE: Narrowsburg Union
7 Erie Avenue
Narrowsburg, NY 12764
DATE: April 25, 2024
TIME: 5:00 p.m. – 7:00 p.m.

THE PURPOSE OF THIS PUBLIC MEETING AND VIRTUAL PLANS DISPLAY IS AN OPPORTUNITY TO PRESENT THE FINDINGS OF THE PLANNING AND ENVIRONMENTAL LINKAGES STUDY (PEL) FOR SKINNERS FALLS BRIDGE AND ANSWER QUESTIONS.

INFORMATION WILL ALSO BE AVAILABLE ON PENNDOT'S WEBSITE FOR REVIEW, PENNDOT.PA.GOV/DISTRICT4, CLICKING ON PUBLIC MEETINGS UNDER DISTRICT LINKS, SELECTING THE TILE FOR WAYNE COUNTY, AND THEN SELECTING THE TILE FOR SKINNERS FALLS BRIDGE PROJECT.

THE PUBLIC MEETING LOCATION IS ACCESSIBLE TO PERSONS HAVING DISABILITIES. ANY PERSONS HAVING SPECIAL NEEDS OR REQUIRING SPECIAL AIDS ARE REQUESTED TO CONTACT AMY M. LOLLI at 570.614.2958 OR AMLOLLI@pa.gov PRIOR TO THE MEETING EVENT IN ORDER THAT SPECIAL DISABILITY NEEDS MAY BE ACCOMMODATED.

## Govt Public Notices

*LEGAL NOTICE*

Notice is hereby given that a Conditional Use Hearing is scheduled for Thursday, May 9, 2024 at 5:45 p.m. at the Paupack Township Municipal Building, Lakeville, PA, to consider the following request

*ALL APPLICANTS MUST APPEAR AT THE HEARING*

The *CONDITIONAL USE.* Hearing to be conducted at the Paupack Township Municipal Building, located at 25 Daniels Road, Lakeville, PA on Thursday May 9, 2024, at 5:45 p.m. is a request by the property owner to add the Short-Term Rental use to the Single-Family Dwelling located at 15 Hawleywood Road Hawley, PA being Tax Map parcel 19¬0-0013-0101. The applicant is seeking Conditional Use Approval per Article VI, Section 125-57 of the Paupack Township Zoning Ordinance as amended.

The application as submitted for this *CONDITIONAL USE APPLICATION* is available for public review at the Paupack Township Municipal Building located on Daniels Road in Lakeville, during regular Township Office hours from 7:30 a.m. to 12:00 noon and 1:00 p.m. to 3:30 p.m. Monday through Friday.

---

PIKE COUNTY CONSERVATION DISTRICT
MEETING CHANGE

Pike County Conservation District Board of Directors May meeting will now be held on May 13, 2024 at 9:00 am at the Pike County Conservation District office at 556 Route 402, Hawley, PA. A Zoom link is located on the District website. In the event of a meeting cancellation, meetings may be held on the day immediately following the scheduled meeting date. The public is welcome to attend.

---

The Dreher Township Board of Supervisors will hold a Spring Cleanup Program on Saturday, April 27, 2024, from 8:00 AM until 2:00 PM, at the Dreher Township Municipal Building.

The items that will NOT be accepted are HOUSEHOLD TRASH, HAZARDOUS MATERIALS, CONTAINERS CONTAINING LIQUID, TIRES ON THE RIMS. Tires will be charged on a sliding rate starting at $8.00 depending on the size of the tire. Electronics will NOT be taken.

The cost for a trunk load will be $8.00 and a Pickup Truck will be $20.00 each. One Ton truck loads will be charged $35.00.

Proof of residency will be needed, and the township has the right to reject any item they feel necessary.

## Notice LLC & PLC

Notice is hereby given that **Wahoo Heavenly Scoops, LLC** has filed its Certificate of Organization with the Pennsylvania Department of State. This notice is given in accordance with 15 Pa. Cons. Stat. Section 8821. This Limited Liability Company has been filed under the provisions of the Pennsylvania Uniform Limited Liability Company Act of 2016, and has been formed for the expressed purpose of owning and operating an Ice Cream Stand within the Commonwealth of Pennsylvania and generally within the United States.

The address at which the LLC will maintain its principal place of business is as follows: 50 Edwards Road, Damascus, PA 18415

## Notice To Creditors

ESTATE NOTICE

Estate of Grace Parrino, lateof Solebury, Bucks County, PA. Any person or persons having claim against or indebted to estate present same to Executor
3670 W. Long Lane
Doylestown, PA 18902
April 4,11,18 2024
LSOM0082048

## Notice To Creditors

ESTATE NOTICE

Estate of GEORGE PHILLIP IRISH, SR.
aka GEORGE P. IRISH, lateof PALMYRA TOWNSHIP, PIKE County, PA. Any person or persons having claim against or indebted to estate present same to Executor SANDRA IRISH
PO BOX 225
TAFTON, PA 18464
JOHN F. SPALL, ESQUIRE
2573 ROUTE 6
HAWLEY, PA 18428
April 18,25,May 2 2024
LSOM0087701

---

EXECUTOR NOTICE - Estate of Paul Karnick a/k/a Paul A. Karnick, late of Scranton, Lackawanna County, PA. Any person or persons having claim against or indebted to estate present same to Executor: William J. Karnick, 608 Maple Street, Mayfield, PA 18433; Attorney for Estate: Timothy P. Barna, Esq., 207 Tenth Street, Honesdale, PA 18431.
10031402

---

ESTATE NOTICE

ESTATE OF Richard A. Jones, a.k.a. Dick Jones late of the Borough of Clarks Summit, Lackawanna County, Pennsylvania, died on September 5, 2021. Letters of Administration having been granted to Everett Jones, Jr. Creditors shall make demands and debtors shall make payment without delay to Thomas J. Jones, Jr., Esquire, Attorney for the Estate, Thomas J. Jones, Jr., PC, Jones Building, 410 Biden Street, Suite 301, Scranton, PA 18503.

---

Notice is hereby given that Letters Testamentary have been granted to Laurann T. Hoover, and Diane Liuzzo, Co-Executors of the **Estate of Thomas H. Liuzzo**, late of Gouldsboro, PA, who died on January 12, 2024. All persons indebted to the Estate are required to make payment and those having claims or demands are to present the same without delay to the Co-Executors or to Carl J. Poveromo, Esquire, of Rinaldi & Poveromo, P.C., P.O. Box 826, Scranton, PA 18501.
RINALDI & POVEROMO, P.C., Attorneys

---

LEGAL AD

**Estate of Howard W. Mackay**, late of Scranton, Pennsylvania, (Died: December 28, 2022) Notice is hereby given that Letters Testamentary on the above Estate have been granted to Robert K. Mackay, Executor. All persons indebted to the said Estate are required to make payment and those

## Notice To Creditors

having claims to present the same without delay to the Executor named herein, or to Neil F. MacDonald, Esquire, Durkin MacDonald, LLC, Attorney for this Estate, 536 East Drinker Street, Dunmore, Pennsylvania 18512.

## Public Notices

ESTATE NOTICE

NOTICE IS HEREBY GIVEN, that Letters of Administration have been issued in the Estate of Geraldine M. Berninger, a/k/a Geraldine Berninger, a/k/a Gerri Berninger, who died on January 3, 2024, late resident of Hawley, PA 18428, to Sarah A. Schwindt and Noah Riley Berninger, Co-Administrators of the Estate. All persons indebted to said estate are required to make payment and those having claims or demands are to present the same without delay to Sarah A. Schwindt and Noah Riley Berninger, Co-Administrators c/o Law Offices of ALFRED J. HOWELL, Attorney for the Estate, at 109 Ninth Street, Honesdale, PA 18431.
ALFRED J. HOWELL, ESQUIRE ATTORNEY FOR THE ESTATE

---

ESTATE NOTICE

NOTICE IS HEREBY GIVEN, that Letters of Administration have been issued in the Estate of Frank Charles Brigante, a/k/a Frank C. Brigante, a/k/a Frank Brigante, who died on March 9, 2024, late resident of Newfoundland, PA 18445, to Anthony J. Brigante, Administrator of the Estate. All persons indebted to said estate are required to make payment and those having claims or demands are to present the same without delay to Anthony J. Brigante, Administrator, c/o Law Offices of ALFRED J. HOWELL, Attorney for the Estate, at 109 Ninth Street, Honesdale, PA 18431.
ALFRED J. HOWELL, ESQUIRE
ATTORNEY FOR THE ESTATE

---

ESTATE OF JOAN A. WINTERS, Late of Scranton, PA (died March 4, 2024), Kathy Terry, Administratrix. Paul A. Kelly, Jr., Esq. 201 Lackawanna Avenue, Suite 306
Scranton, PA 18503

---

ESTATE NOTICE

NOTICE IS HEREBY GIVEN, that Letters Testamentary have been issued in the Estate of Nellie E. Crompton, a/k/a Nellie Crompton, who died on February 13, 2024, late resident of Preston Township, Wayne County, PA, to Charles Brown, a/k/a Charles Eugene Brown, Executor of the Estate. All persons

## Public Notices

indebted to said estate are required to make payment and those having claims or demands are to present the same without delay to Charles Brown, a/k/a Charles Eugene Brown, Executor c/o Law Offices of ALFRED J. HOWELL, Attorney for the Estate, at 109 Ninth Street, Honesdale, PA 18431.

ALFRED J. HOWELL, ESQUIRE
ATTORNEY FOR THE ESTATE

---

PUBLIC COMMENT & VIRTUAL PLANS DISPLAY PENNSYLVANIA DEPARTMENT OF TRANSPORTATION



Wayne County
Damascus Township
STATE ROUTE 1002
SECTION 651
Skinners Falls Bridge over The Delaware River

THE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) REPORT FOR SKINNERS FALLS BRIDGE IS AVAILABLE FOR REVIEW AT THE FOLLOWING LOCATIONS:

WAYNE COUNTY LIBRARY (HONESDALE)
1406 NORTH MAIN STREET
HONESDALE, PA 18431

WESTERN SULLIVAN PUBLIC LIBRARY
TUSTEN-COCHECTON BRANCH
198 BRIDGE STREET
NARROWSBURG, NY 12764

DAMASCUS TOWNSHIP
60 CONKLIN RILL ROAD
DAMASCUS, PA 18415

TOWN OF TUSTEN
210 BRIDGE STREET
NARROWSBURG, NY 12764

IT WILL ALSO BE AVAILABE TO REVIEW OR DOWNLOAD PENNDOT.PA.GOV/DISTRICT4, CLICKING ON PUBLIC MEETINGS UNDER DISTRICT LINKS, SELECTING THE TILE FOR WAYNE COUNTY, AND THEN SELECTING THE TILE FOR SKINNERS FALLS BRIDGE PROJECT.

PUBLIC COMMENT PERIOD: APRIL 11, 2024 TO MAY 26, 2024

## Public Notices

COMMENTS CAN BE SUBMITTED VIA EMAIL TO SKINNERSFALLS-BRIDGE@AECOM.COM, OR MAILED TO AMY LOLLI, PENNDOT ASSISTANT LIAISON ENGINEER, DEPARTMENT OF TRANSPORTATION, DISTRICT OFFICE 4-0, 55 KEYSTONE INDUSTRIAL PARK, DUNMORE, PA 18512.

A PUBLIC MEETING/ PLANS DISPLAY IS SCHEDULED:
PLACE: Narrowsburg Union
7 Erie Avenue
Narrowsburg, NY 12764
DATE: April 25, 2024
TIME: 5:00 p.m. – 7:00 p.m.

THE PURPOSE OF THIS PUBLIC MEETING AND VIRTUAL PLANS DISPLAY IS AN OPPORTUNITY TO PRESENT THE FINDINGS OF THE PLANNING AND ENVIRONMENTAL LINKAGES STUDY (PEL) FOR SKINNERS FALLS BRIDGE AND ANSWER QUESTIONS.

INFORMATION WILL ALSO BE AVAILABLE ON PENNDOT'S WEBSITE

## Govt Bids & Proposals

INVITATION TO BID

The Wayne County Commissioners are looking to purchase a mid-sized pickup truck for use by the Wayne County Conservation District. The county will receive sealed bids for such a sale until 4:00 PM prevailing time on Wednesday, April 24, 2024 at the office of the Commissioners on the Third Floor of the Court House Annex at 925 Court Street, Honesdale, PA 18431. Bids will be publicly opened and read aloud during the regular meeting of the Commissioners that begins at 10:30 AM on Thursday, April 25, 2024.

Bids are invited on a mid-sized 4X4 pickup truck with the following minimum features: Standard four wheel drive, automatic transmission with a minimum of 8 speeds, Daytime Running Lights, Fog Lamps, a Full Size Spare Tire/Wheel, Fully-Boxed Steel Frame, Remote Tailgate Lock, Under-Seat Storage, Carpet Flooring, Digital Instrument Cluster, Locking Glove Box, Power Locks and Power Windows, Power points -12v, USB A & C, Tilt/Telescope Steering Column, 6 Speaker audio, Anti-lock Brake System, Rear View Camera, Remote Keyless Entry, Remote Start System, Driver and Passenger Airbags, Belt-Minder Chime, Center High Mount Stop Lamp, Latch Child Safety System, Passive Anti-theft System, Tire Pressure Monitoring System, Trailer Tow Package, spray in bed liner, and the following minimum warranties: 3yr/36,000-mile Bumper / Bumper, 5yr/60,000-mile Powertrain and 5yr/60,000-mile Roadside Assistance. In addition, the bidder must guarantee the ability for the county to take possession of the vehicle within one calendar week of the bid opening.

The Commissioners reserve the right to reject any or all bids or waive any informalities in the Bidding. Bids may be held by the Commissioners for a period not to exceed 45 days from the date of the bid opening for the purpose of reviewing the bids and investigating the bids, prior to the award of the sale.

Andrew M. Seder,
Wayne County Chief Clerk

## Public Notices

FOR REVIEW, PENNDOT.PA.GOV/DISTRICT4, CLICKING ON PUBLIC MEETINGS UNDER DISTRICT LINKS, SELECTING THE TILE FOR WAYNE COUNTY, AND THEN SELECTING THE TILE FOR SKINNERS FALLS BRIDGE PROJECT.

THE PUBLIC MEETING LOCATION IS ACCESSIBLE TO PERSONS HAVING DISABILITIES. ANY PERSONS HAVING SPECIAL NEEDS OR REQUIRING SPECIAL AIDS ARE REQUESTED TO CONTACT AMY M. LOLLI at 570.614.2958 OR AMLOLLI@pa.gov PRIOR TO THE MEETING EVENT IN ORDER THAT SPECIAL DISABILITY NEEDS MAY BE ACCOMMODATED.
April 18 2024
LSOM0087613

---

Homes



## Govt Bids & Proposals

## Notice of Special Election in the 139th Legislative District

A Special Election for Representative in the General Assembly 139th District will be held simultaneously with the April 23, 2024, Primary Election to fill the vacant seat caused by the resignation of Representative Joseph Adams.

The winner of the Special Election will be elected to fulfill the unexpired term ending 12-31 -2024.

The Special Election will appear at the end of the Democratic and Republican Ballots.

A separate Non-Partisan Ballot will be available for non-affiliated voters.

The 139th District includes the municipalities of:

| | |
|---|---|
| Blooming Grove Township | Milford Boro |
| Dingman Township | Milford Township |
| Greene Township | Palmyra Township |
| Lackawaxen Township | Shohola Township |
| Matamoras Boro | Westfall Township |

All registered voters residing in the 139th are eligible to vote in the Special Election.

**Important Dates:**

April 8 - Last day to REGISTER to vote for the Primary Election
April 16- Last day to APPLY for a mail-in or absentee ballot
April 23 - Last day to RETURN voted mail-in/absentee ballots to county election office (must be received by 8:00 pm)

Polls are open from 7:00 am until 8:00 pm on Election Day, Tuesday, April 23, 2024

Sample Special Election Ballot

**SPECIAL ELECTION**

**REPRESENTATIVE IN THE GENERAL ASSEMBLY**
139th District
Unexpired Term
Vote for ONE

| | |
|---|---|
| Robin Schooley Skibber<br>Democratic | ○ |
| Jeff Olsommer<br>Republican | ○ |
| Walk in | ○ |

Please contact the Pike County Elections Office if you have any questions.
570-296-3427

HP-39234694


**HAWLEY VILLAGE APARTMENTS**
711 Barker St. Hawley, PA 18428

**ACCEPTING APPLICATIONS FOR THE WAITING LIST**
1 Bedroom and 1 Bedroom barrier-free units
For persons 62 & older or disabled of any age

**RENTS ARE BASED ON INCOME**
Rental assistance may be available to those who qualify

Contact the Community Manager at (570) 226-9121
hawleyvillage@tmamgroup.com
TDD: 711
This institution is an Equal Housing Opportunity Provider and Employer.
HP-35544046


**Request for Proposals (RFP)**
**Fiscal Management Services**

The Pocono Counties Workforce Development Board is excited to announce the release of a Request for Proposals (RFP) to solicit services for the Pocono Counties Workforce Development Area. The area is seeking experienced and qualified service providers to support the following programs: Fiscal Management Services.

The RFP and RFP Application Packets can be accessed on the Pocono Counties website at www.pcwia.org/rfps or by contacting the Pocono Counties Workforce Development Area by phone at 484-464-2506.

Please note that all proposals must be submitted no later than May 17th, 2024. This is a great opportunity for organizations and individuals who have a passion for providing services to our local community and supporting workforce development initiatives.

We encourage all interested parties to review the RFP and application packets to familiarize themselves with the requirements, guidelines, and expectations for each program. The Pocono Counties Workforce Development Board is committed to promoting economic growth and providing essential workforce development services in our region, and we look forward to reviewing your proposals.
April 18, 23, 25 2024
LSOM0088177


"To you, it's the perfect lift chair. To me, it's the best sleep chair I've ever had." — J. Fitzgerald, VA




Pictured is Luxurious & Lasting Miralux™.
Ask about our 5 Comfort Zone chair.

You can't always lie down in bed and sleep. Heartburn, cardiac problems, hip or back aches – and dozens of other ailments and worries. Those are the nights you'd give anything for a comfortable chair to sleep in: one that reclines to exactly the right degree, raises your feet and legs just where you want them, supports your head and shoulders properly, and operates at the touch of a button.

Our Perfect Sleep Chair® does all that and more. More than a chair or recliner, it's designed to provide total comfort. Choose your preferred heat and massage settings, for hours of soothing relaxation. Reading or watching TV? Our chair's recline technology allows you to pause the chair in an infinite number of settings. And best of all, it features a powerful lift mechanism that tilts the entire chair forward, making it easy to stand. You'll love the other benefits, too. It helps with correct spinal alignment and promotes back pressure relief, to prevent back and muscle pain. The overstuffed, oversized biscuit style back and unique seat design will cradle you in comfort. Generously filled, wide armrests provide enhanced arm support when sitting or reclining. It even has a battery backup in case of a power outage.

White glove delivery included in shipping charge. Professionals will deliver the chair to the exact spot in your home where you want it, unpack it, inspect it, test it, position it, and even carry the packaging away! You get your choice of Luxurious and Lasting Miralux, Genuine Italian Leather, stain and liquid repellent Duralux with the classic leather look, or plush MicroLux microfiber, all handcrafted in a variety of colors to fit any decor. Call now!

journey perfect sleep chair
888-717-9419
Please mention code 116687 when ordering.



REMOTE-CONTROLLED EASILY SHIFTS FROM FLAT TO A STAND-ASSIST POSITION
Now available in a variety of colors, fabrics and sizes.

*Genuine Italian Leather* — classic beauty & style
Chestnut

*Long Lasting DuraLux™* — stain & liquid repellent
*MicroLux™ Microfiber* — breathable & amazingly soft
Burgundy | Tan | Chocolate | Blue

New *Miralux™* — luxurious & lasting
Light Gray | Saddle | Chocolate

mobility | sleep | comfort | safety
enjoying life never gets old™
journey HEALTH & LIFESTYLE

Because each Perfect Sleep Chair is a made-to-order bedding product it cannot be returned, but if it arrives damaged or defective, at our option we will repair it or replace it. © 2022 Journey Health and Lifestyle.
ACCREDITED BUSINESS A+
46635

# Appendix G: Media Coverage

1. River Reporter on 04/11/2024
2. WVIA News on 04/25/2024
3. WVIA News on 04/26/2024
4. Delaware Currents on 04/26/2024
5. River Reporter on 04/29/2024
6. Sullivan County Democrat on 05/03/2024
7. River Reporter on 05/18/2024
8. Upper Delaware Council Newsletter on 05/30/2024

You have **4 free items** remaining before a subscription is required. Subscribe now! | Log in

# Hear about the Skinners Falls bridge study

## Consultants will discuss their findings at the Narrowsburg Union on April 25



*RR file photo by Owen Walsh*

**The Milanville/Skinners Falls Bridge**

Posted Thursday, April 11, 2024 11:08 am

NARROWSBURG, NY — The findings of the Milanville/Skinners Falls Bridge study will be presented at a public meeting from 5 to 7 p.m. on Thursday, April 25, at the Narrowsburg Union, 7 Erie Avenue, Narrowsburg.

Consultants from AECOM will lead the presentation, announced Susan Sullivan, an alternate to the Upper Delaware Council representing the Town of Tusten. AECOM is an infrastructure consulting firm hired by the PA Department of Transportation (PennDOT) to study the bridge,

The 470-foot-long bridge spans the Upper Delaware and connects Milanville, PA, and Skinners Falls, NY. It's been closed for emergency repairs since October 2019, when structural problems were found, including rotting deck timbers and deteriorating truss braces, which prevent the bridge from shifting. The bridge is also closed to pedestrians and bicyclists.

The study set out to identify the bridge's role in the community's transportation needs. Members of the public may review the report online at https://tinyurl.com/2wjzs544 or the following locations:

Wayne County Library (Honesdale branch), 1406 North Main Street, Honesdale, PA
Western Sullivan Public Library (Tusten-Cochecton branch), 198 Bridge Street, Narrowsburg, NY
Damascus Township Hall, 60 Conklin Rill Road, Damascus, PA
Town of Tusten Hall, 210 Bridge Street, Narrowsburg, NY

A 45-day comment period begins today, Thursday, April 11, and ends on May 26. Comments may be emailed to skinnersfallsbridge@aecom.com, or mailed to Amy Lolli, PennDOT Assistant Liaison Engineer, Department of Transportation, District Office 4-0, 55 Keystone Industrial Park, Dunmore, PA 18512.

The next steps include: planning for a historic rehabilitation, doing technical studies, and offering alternatives. These steps will be followed by an environmental review.

PennDOT developed six conceptual alignment locations for a replacement bridge and studied how each would affect the area's historical, socioeconomic, and environmental resources. More information about the three




Facebook

alignments recommended for further study may be found at https://tinyurl.com/4yrdd8rj.

A historic legacy

The Milanville/Skinners Falls Bridge is part of the Milanville Historic District and is listed on the National Register of Historic Places. It was built in 1902 to replace a ferry operated by the Skinner family.

It is a Baltimore through truss bridge, a type of bridge developed in the late 19th century to handle heavy loads carried over wide spans. The truss members, with their intersecting diagonals, form an X-shaped pattern in each panel, creating a distinctive look. One famous example of a Baltimore through truss bridge is the Francis Scott Key Bridge in Baltimore, also built in 1902, which collapsed into the Patapsco River on March 26.

Other historic bridges spanning the Upper Delaware have been involved in controversial projects over the years. The 1849 Roebling Bridge/Aqueduct, which connects Minisink Ford, NY, and Lackawaxen, PA, was refurbished in the 1980s to achieve greater historical accuracy, while the 1903 Pond Eddy Bridge, which connected Pond Eddy, NY, and Pond Eddy, PA, was removed and replaced in 2015 with a modern bridge.

To receive updates on the Milanville/Skinners Falls Bridge study, call the project hotline at 610-234-5148 or email Skinnersfallsbridge@aecom.com.

### Keywords

Milanville/Skinners Falls Bridge, Narrowsburg Union, Narrowsburg, AECOM, Susan Sullivan, Upper Delaware Council, Town of Tusten, AECOM, PA Department of Transportation (PennDOT), Milanville, PA, Skinners Falls, NY

### Comments

1 COMMENT ON THIS ITEM PLEASE LOG IN TO COMMENT BY CLICKING HERE

**ircha**

When Aecom began talking about the idea of replacing or refurbishing the Skinner's Fall bridge around 10 years ago, I signed on as an interested party as my property surrounds both sides of the bridge on the Pennsylvania side. Later , around October of 2022, PennDot emailed me that I would be added as a Consulting Party to the going ons regarding the Skinner's Falls bridge. I am outraged that I did not receive notification from either Aecom or PennDot about the upcoming meeting in Narrowsburg on April 25th. I actually had to hear about this meeting from a friend who noticed this article. It worries me that something here seems amiss. Why hide meetings from interested parties? Why have a meeting on a Thursday night and not on the weekend when second homeowners are more readily available? This is shameful behavior in my opinion. What are your opinions???

THURSDAY, APRIL 18 REPORT THIS

## RELATED STORIES



**Bethel to hold open house on comprehensive plan**



**Caterpillars everywhere**



**Millions for housing vouchers in Monticello, Port Jervis**



**No care centers for drug-addicted babies**




© COPYRIGHT 2024 STUART COMMUNICATIONS, INC. | PRIVACY POLICY / TERMS OF USE

POWERED BY CREATIVE CIRCLE MEDIA SOLUTIONS

News News Briefs

# PennDOT displays project on historic bridge

By WVIA News
Published April 25, 2024 at 11:04 PM EDT

*Isabela Weiss | WVIA News | Report For America*

The Pennsylvania Department of Transportation held a meeting on the Skinners Falls Bridge Project on April 25, 2024 in Narrowsburg, New York.

The Pennsylvania Department of Transportation (PennDOT) held its final environmental planning meeting for a historic bridge.

Residents protested plans to tear down the existing Skinners Falls Bridge for a modern bridge. The bridge is one of the last standing Baltimore truss bridges and is recognized under the National Register of Historic Places (NRHP).

The one-lane bridge connects Damascus Township, Wayne County, Pennsylvania to Cochecton, Sullivan County, New York.

PennDOT, the New York State Department of Transportation (NYSDOT) and the Federal Highway Administration (FHWA) displayed a Draft Planning and Environmental Linkages (PEL)study on Thursday night. Officials played a pre-recorded presentation on the project and answered questions in another room.

PELs allow transportation authorities to assess possible ways to restore, demolish or replace existing structures. The PEL will influence the engineering and design process, according to PennDOT.

People can submit public comments until May 26, 2024 via email to skinnersfallsbridge@aecom.com, or mail to Amy Lolli, PennDOT Assistant Liaison Engineer, Department of Transportation, District Office 4-0, 55 Keystone Industrial Park, Dunmore, PA 18512.

Tags News Briefs PennDOT Wayne Damascus Township Skinners Falls Bridge

WVIA News
See stories by WVIA News

More Like This

Reconstructed dams will help provide more fishing opportunities in Wayne County

New center enhances purpose at sanctuary in the Poconos

Getting a closer look at hatchery as Walleye season begins

Plans for replacement of Pittston bridges to be displayed on May 8

Protesting residents to PennDOT: “Whose bridge? Our bridge!”

Afterschool programs face closure after funding loss; lawmakers say state forgot NEPA

100 WVIA Way
Pittston, PA 18640

Phone: 570-826-6144
Fax: 570-655-1180

Copyright © 2024 WVIA, all rights reserved. WVIA is a 501(c)(3) not-for-profit organization.

Local

# Protesting residents to PennDOT: “Whose bridge? Our bridge!”

By Isabela Weiss | WVIA News | Report for America
Published April 26, 2024 at 11:13 PM EDT

LISTEN • 2:03

*Isabela Weiss | WVIA News | Report For America*

Residents protested the possible demolition of the Skinners Falls Bridge, a historical Baltimore truss bridge. It connects part of Wayne County to Sullivan County, New York.

Residents protested potential plans to tear down a historic bridge from the early 1900s.

A group held up a poster with “Save the Skinner’s Falls Bridge” splayed across it. They chanted “Whose bridge? Our bridge!” to the Pennsylvania Department of Transportation (PennDOT), New York State Department of Transportation (NYSDOT) and the Federal Highway Administration (FHWA).

Transportation officials held their last Planning and Environmental Linkages (PEL) meeting on Thursday night. They played a pre-recorded presentation on the project and answered questions in another room.

PELs assess possible ways to restore, demolish or replace existing structures. The PEL will influence the engineering and design process, according to PennDOT.

The Skinners Falls Bridge is one of the nation’s last Baltimore truss bridges, according to PennDOT. It connects Damascus Township, Wayne County, Pennsylvania to Cochecton, Sullivan County, New York.

Steven Ircha protested plans to demolish the bridge. He owns the house next door, which was built by the bridge’s engineer.

“Milton Skinner erected a bridge, he erected a toll booth and he used to charge people whatever, five cents, ten cents, 25 cents to cross the river,” said Ircha.



1 of 2

## Join the WVIA News Spotlight Newsletter

Sign up for the WVIA News Spotlight and keep up with what the WVIA news team has been working on this week and every week. Sent out every Tuesday and Friday.

Enter your email here...

SUBSCRIBE

We do not sell or share your information with anyone.

Meet Our News Team

More Like This

Reconstructed dams will help provide more fishing opportunities in Wayne County

New center enhances purpose at sanctuary in the Poconos

Getting a closer look at hatchery as Walleye season begins

Plans for replacement of Pittston bridges to be displayed on May 8

Afterschool programs face closure after funding loss; lawmakers say state forgot NEPA

PennDOT displays project on historic bridge

News Briefs

Overdose-reversing medicine and kits available in Wayne County

May 15, 2024

Festival returns to Eckley Miners’ Village next month

May 15, 2024

Kids bicycle safety symposium

1 of 2

TheIrcha family stands on their property beside the Skinners Falls Bridge. They own the Milton Skinner House, a shed, and the land surrounding the bridge entrance.

PennDOT closed the bridge in 2019 due to infrastructure deterioration. Chris Tomaszewski, the project's design consultant manager, broke down PennDOT's options.

"Well, a new modern bridge of course would be the most safe structure for this crossing," said Tomaszewski. "Y'know, this structure was built about a hundred years ago at a capacity of nine tons. It's very narrow. But, we understand the significance to the historical district."

Milanville, the Pennsylvania side of the bridge, is a historic village. Residents fear the community will lose its historical charm if the bridge is demolished.

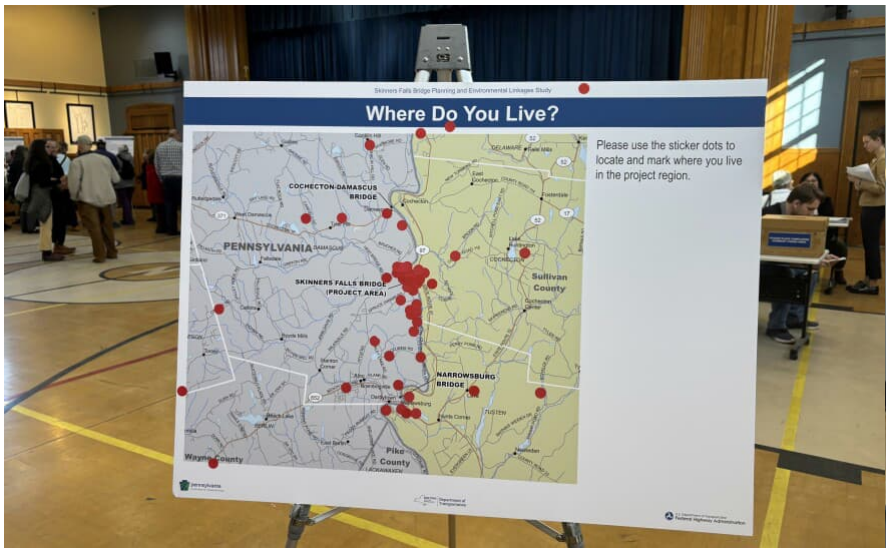
*Isabela Weiss | WVIA News | Report For America*

Barbara Arrindell is the Director of Damascus Citizens for Sustainability. Her organization and other residents demand PennDOT restore the Skinners Falls Bridge.

However, PennDOT's architectural historian worries restoration will not be enough to protect the bridge. Heather Gerling said the bridge could still lose its spot on the National Register of Historic Places (NRHP).

"There comes a certain point where you've replaced too much historic fabric, and the structure kind of becomes what we would consider a replica and not exactly the original historic bridge," said Gerling. "So, we don't want to cross that line, but we also want to make sure we can get as much sort of weight tonnage out of the bridge as possible while we're rehabbing, so we do a fine dance."

Thursday's meeting was the last preliminary stage of the project, according to PennDOT's Chris Tomaszewski. AECOM, PennDOT's engineer, will use public comment and the environmental study to start the design phase of the project.




1 of 2

PennDOT, the New York State Department of Transportation (NYSDOT) and the Federal Highway Administration (FHWA) held their final environmental planning meeting for a historic bridge. Officials played a pre-recorded presentation on the project and answered questions in another room.

Tomaszewski added that it could take several years until residents see final project plans. He said each project, from demolition to restoration, will cost tens of millions of dollars. PennDOT does not have enough funding for the project.

"Well, I think it might have to go through more of a legislative avenue to see if additional funds can be provided for this project, because, y'know, there's only so much funding available. And so,...different areas are allocated a certain amount of funding. So, a project like this would take funding that is allocated for the next five to ten years," said

Kids bicycle safety symposium

Saturday at the James V. Brown Library

May 9, 2024

Lackawanna County commissioner to serve on PSU Board

May 3, 2024

Employee found dead behind Pittston Township Car Dealership

April 30, 2024

WVIA News wants to hear from you! If you have a story idea for one of our journalists, it's as simple as sending an e-mail. Reach out anytime at wvianews@wvia.org.

a project like this would take funding that is allocated for the next five to ten years," said Tomaszewski.

Residents can submit public comments until May 26, 2024 via email to skinnersfallsbridge@aecom.com, or mail to Amy Lolli, PennDOT Assistant Liaison Engineer, Department of Transportation, District Office 4-0, 55 Keystone Industrial Park, Dunmore, PA 18512.

For more information on the project, visit PennDOT's Skinners Falls Bridge webpage.

Tags Local Skinners Falls Bridge Damascus Township Wayne PennDOT



Isabela Weiss | WVIA News | Report for America

Isabela Weiss is a storyteller turned reporter from Athens, GA. She is WVIA News's Rural Government Reporter and a Report for America corps member. Weiss lives in Wilkes-Barre with her fabulous cats, Boo and Lorelai.

You can email Isabella at isabelaweiss@wvia.org

See stories by Isabela Weiss | WVIA News | Report for America



Copyright © 2024 WVIA, all rights reserved. WVIA is a 501(c)(3) not-for-profit organization.



Residents gathered on Thursday in Narrowsburg to learn more about the future of the Skinners Falls Bridge. PHOTO BY MEG MCGUIRE

# Residents get the skinny on the Skinners Falls Bridge

By Chris Mele | April 26, 2024

For Delaware Currents

The potential future of the Skinners Falls Bridge, which connects Sullivan County in New York with Wayne County in Pennsylvania, was distilled to posters on easels on Thursday night in Narrowsburg in a setting that resembled a science fair.

The Pennsylvania Department of Transportation eschewed a customary public hearing to gain input from residents and instead invited members of the public to roam among various stations to ask questions of contractors and PennDOT representatives stationed at informational boards at the Narrowsburg Union.

The future of the bridge, which has been closed since October 2019 after years of emergency repairs, closings and re-openings, has been the source of angst among some residents who revere the piece of infrastructure as both practical and historical.

Beverly Sterner of Milanville, Pa., carried a sign that said “Support Traditional Rehabilitation.”

“It needs to respect the history of the bridge and its relevancy,” she said. “We don’t want it to be a commercial bridge. This area is building up so much. We want to keep the small-town nature of it.”

Among supporters of a traditional rehabilitation, the bridge represents a certain aesthetic that they believe should be preserved.

Nels Raynor, president of Bach Ornamental and Structural Steel, described it in a leaflet as “ornately decorated,” with original lattice railings that feature “beautiful decorative flower motifs.”

“This is to say nothing of the geometric beauty of the complex Baltimore truss configuration combined with the complexity of the riveted built-up beam that contain V lacing and lattice,” he added.

Bridge preservationists have embraced the first phase of a new report, a Historic Bridge Rehabilitation Analysis, which found that it can be restored.

“Restore the bridge! Restore the bridge!” was the refrain from Barbara Arrindell, the director of Damascus Citizens for Sustainability, who set up a table outside the meeting room.

Unlike conventional public hearings, residents were encouraged to fill out questionnaires to express their opinions. A 45-day comment period about the future of the bridge closes on May 26.

Search

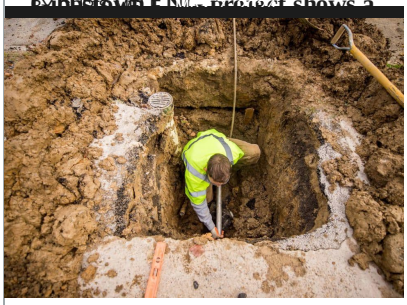


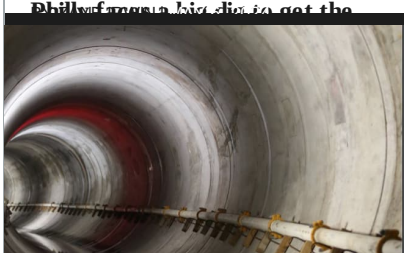

Recent Stories












Beverly Sterner carries her sign supporting a traditional rehabilitation of the bridge. PHOTO BY CHRIS MELE

## Series of repairs

The bridge, which is more than 466 feet long and has one lane, connects the communities of Skinners Falls, N.Y., and Milanville, Pa., over the Delaware River.

It is among the oldest known bridges associated with the American Bridge Company, and features a Baltimore truss design, which is known for its short sections of additional bracing in the lower part of the truss to give it extra strength.

Built in the early 1900s, the bridge is listed on the National Register of Historic Places. It is also considered a "contributing resource" to the Milanville Historic District and is within the Upper Delaware Scenic and Recreational River, which is managed by the National Park Service.

Beyond its historical significance, the bridge is of keen interest to business owners who cater to visitors and recreational users, such as Lou's Tubes on the New York side of the river and the Milanville General Store.

The bridge has had two major rehabilitations, in 1974-75 and 1986, in addition to undergoing emergency repairs in 2010, 2012, 2013 and 2016. It was originally constructed with a capacity of nine tons, which was reduced to seven tons in 2007, and reduced again to four tons in 2013.

Read more: Report: What is to become of the historic Skinners Falls Bridge?

Possible alternatives range from doing nothing ("bridge eventually fails") to a full replacement, according to a report prepared by PennDOT.

Middle-of-the-range alternatives include a bridge that retains "some historic materials while providing a bridge" that meets the needs for traffic and safety, according to the report.

Posters on display on Thursday outlined the construction costs: $2.5 million to do nothing to as much as $26 million for a bridge to address sight lines, carry bicyclists and pedestrians and full loads. A middle estimate, which would keep the current width of the bridge and create bicyclist and pedestrian lanes, would cost up to $19.1 million.

The authorities are considering three potential options: eliminate the crossing entirely, restore it, or remove it and replace it with a new bridge. PHOTO BY MEG McGUIRE

## Questions of carrying capacity

Some residents worried that a larger bridge built to support a greater capacity could mean a two-lane bridge and heavier traffic for the roads leading to it, which are rated for 10 tons.

“What’s going to happen to the 10-ton roads?” asked Susan Sullivan. “They will be destroyed and the taxpayers will have to pay the bill.”

She noted that the bridge connects to a river access for tubers, kayaker and canoers and a campground that draws 20,000 visits per summer. A bigger bridge could mean a more dangerous crossing for pedestrians, she said.

With its timber wooden deck and ornamental features, the bridge, before its closure, blended with the area’s rural setting. It was a place that visitors were happy to see.

But the bridge has deteriorated to such a state that it is has been closed to all traffic. No crossings of any kind — pedestrian, vehicle or bicycle — are permitted.

Alternate routes between Milanville and the businesses on the eastern shore of the Delaware require a drive of more than six miles, or a 12-minute detour.

Lyle Hocker, whose great-grandfather was once an owner of the bridge when it was still in private hands, does landscaping on both sides of the river and said that since the bridge closed in 2019, the detour has cost him an extra $500 in gas.

As a fiscal conservative, he balked at the idea of spending tens of millions of dollars to replace it with a higher-capacity bridge.

“The bridge has been here for 100 years. It’s served its purpose,” he said. “It will still serve its purpose even if it’s one lane.”

Comments can be submitted to the Skinners Falls project email at: skinnersfallsbridge@aecom.com, to PennDOT project manager Amy Lolli at: PennDOT Assistant Liaison Engineer, Department of Transportation, District Office 4-0, 55 Keystone Industrial Park, Dunmore, PA 18512, or to the District 4-0 Cultural Resource Professional (CRP) at: hgerling@pa.gov.

Facebook Twitter Email

← How’m I doin’?

Delaware Aqueduct shutdown plans set again, for October →



**Chris Mele**

Chris Mele is a reporter and editor with more than 30 years of experience in news, specializing in investigative and enterprise reporting.

View Posts

## 6 Comments

**Susan Sullivan`** on April 26, 2024 at 10:46 am

Well Done! Thank you.

Reply

**Thomas Gray** on May 5, 2024 at 7:54 am

I live in the area. They just redid the Cochecton bridge and it terrible. The railings they put up block the view of the river. Isn’t that part of the beauty of crossing these bridges..The Skinners Bridge needs to be restored to its original self.

Reply

**Rose Tyler** on April 27, 2024 at 6:02 am

Please repair the bridge. It crucial to the community.My family has lived here for 13 generations.And with the price of gas today The Skinner’s Bridge is a shortcut for several people. That is why I beg you to please repair it.And keep it the way it has been for over 100 years..

Reply

**Tim Kowles** on May 3, 2024 at 6:00 pm

Restore it to its original 1 lane design. It needs to be kept to its historic design.

Reply

**Tom Rue** on May 6, 2024 at 11:29 pm

Well written, good work.

Reply

**Catherine Hopkins** on May 13, 2024 at 8:33 am

Whatever happened to the survey done about 2 years ago with input from residents? I feel like we are going in a circle, every couple of years there is another survey. Please stop procrastinating and just fix the bridge so it can be useful again!!

Reply

## Leave a Comment

**Comment**

**Name (required)**

**Email (will not be published) (required)**

**Website**

Submit Comment

# Our Mission

We are better custodians of the river when we understand the river. All voices are welcome to this conversation.

# Get In Touch!

845-741-8146

PO Box 306 Port Jervis, NY 12771

delawarecurrents@gmail.com

# Social Media

Search

Copyright © 2023 Delaware Currents | All Rights Reserved | Login

You have **3 free items** remaining before a subscription is required. Subscribe now! | Log in

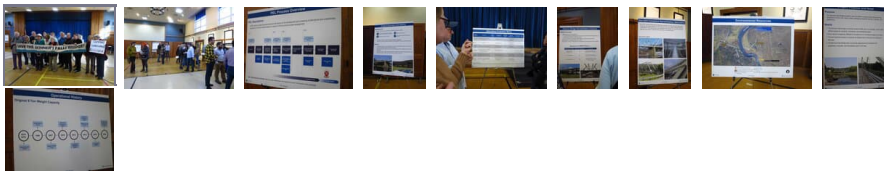
# Preserve history, say Skinners bridge advocates

## Public comment period ends May 26




*RR photo by Pamela Chergotis*

**Supporters of traditional rehabilitation held up a banner while chanting, "Whose bridge? Our bridge!"**



Posted Monday, April 29, 2024 12:38 am

**By PAMELA CHERGOTIS**

NARROWSBURG, NY — Something will be done about the Skinners Falls-Milanville Bridge, that much is for sure. And that something will fall into one of these categories:

A faithful restoration of the historic bridge;
A modern new bridge with elements of the 1902 original tacked on so that it looks like the old bridge;
A modern new bridge that looks like a modern new bridge;
No bridge at all, and the old one removed.

The “do nothing” option is not actually an option since it would result in the bridge collapsing into the Delaware, said Kate Farrow of NTM Engineering. Of the alternatives, the “traditional rehabilitation option comes first,” she said.

It was also the runaway favorite Thursday night among the crowd at the Narrowsburg Union, where they gathered to hear about plans for the beloved but decrepit bridge connecting Skinners Falls and Milanville. Lest anyone fail to get their message, a group of local residents marched in with a banner that said SAVE THE SKINNERS FALLS BRIDGE! as they merrily chanted, “Whose bridge? Our bridge!”

Not everyone was a fan of the all-historic, all-the-way option.

Gabriel and Floarea Vladu live right next to the bridge on the New York side. Gabriel said his preference for the middle option—a new bridge that looks like the original—comes from his experience in construction. “This business I know,” he said. “The bridge will look beautiful.”




Facebook

The middle option will be cheaper, he said, and more practical. “You want the same stone and have it wash away?” he said. “It will look the same but be strong—stronger like it’s never been before.”

The information session had an open house format. Engineers and planners from the PA Department of Transportation (PennDOT), which has just published a commissioned study on the bridge, stood near easels that held posters with flow charts, photographs, and timelines. Members of the public skimmed the posters and chatted with PennDOT representatives and one other.

There wasn’t a chair to be found. Some attendees had expected a more conventional format—presenters facing an audience—and had come prepared to deliver statements.

“Divide and conquer,” said one attendee.

### ‘Outstandingly remarkable’

The bridge is listed on the National Register of Historic Places and contributes to the “outstandingly remarkable values” of the Upper Delaware Scenic and Recreational River. Nels Raynor of Bach Ornamental and Structural Steel described the bridge as “an extremely rare example of a multi-span pin-connected Baltimore truss bridge” and “one of the oldest known bridges associated with the American Bridge Company.” She notes the geometric beauty of the truss configuration and ornate flower motifs and other decoration.

The bridge was built with a nine-ton capacity that, as it deteriorated, was lowered to seven tons in 2007 and four tons in 2013. The bridge was closed to all traffic in 2019.

William Lothian has property on the New York and Pennsylvania sides of the river in the immediate vicinity of the bridge. In a prepared statement, he called the bridge “a historic treasure and one of probably only a few left in existence.” As a retired highway and traffic engineer, he believes the bridge could be reopened without delay: “The expertise of today’s engineers and contractors could have this existing bridge open to light traffic in a lot less time than doing years of study to satisfy some regulation that was not intended for a structure of this type.”

Of the options currently on the table, each has its benefits and drawbacks:

> **Traditional rehabilitation:** To comply with standards set by the U.S. Secretary of the Interior (SOI), a rehabilitation that gave the bridge a capacity of four to seven tons would have a life of 10 to 15 years. An extensive rehabilitation that brought the capacity to 10 tons will have a 25-year life. Traditional rehabilitation is the only option that the study found would not have an adverse effect on the Milanville Historic District.
> **Non-SOI-compliant rehabilitation**: This middle option would add the original trusses, which were built to support bridge, as a decorative element to the outside of a two-space steel girder. It would have no weight limit. Heather Gerling, an architectural historian with PennDOT, said the stone abutments would be difficult to preserve but that the original stones might be used as decorative facing on new abutments.
> **Full replacement:** The full replacement option would also have no weight limit. Although no one seemed to be supporting this option, it’s the only one that would accommodate pedestrians and cyclists. The study says the current bridge “does not provide adequate accommodations for pedestrians, bicyclists, and recreational users.”

The public comment period for the bridge study began on April 11 and will conclude on May 26. Submit comments to skinnersfallsbridge@aecom.com, or mail them to Amy Lolli, PennDOT Assistant Liaison Engineer, Department of Transportation, District Office 4-0, 55 Keystone Industrial Park, Dunmore, PA 18512.

The study may be viewed online at https://tinyurl.com/2wjzs544 or at the following locations:

> Wayne County Library (Honesdale branch), 1406 North Main Street, Honesdale, PA
> Western Sullivan Public Library (Tusten-Cochecton branch), 198 Bridge Street, Narrowsburg, NY
> Damascus Township Hall, 60 Conklin Rill Road, Damascus, PA
> Town of Tusten Hall, 210 Bridge Street, Narrowsburg, NY


### Keywords

Skinners Falls-Milanville Bridge, Kate Farrow, NTM Engineering, Gabriel and Floarea Vladu, nPA Department of Transportation (PennDOT), National Register of Historic Places, Upper Delaware Scenic and Recreational River, Nels Raynor, Bach Ornamental and Structural Steel, Baltimore truss bridge, American Bridge Company, William Lothian, New York, Pennsylvania, traditional rehabilitation, Milanville Historic District, Heather Gerling, Amy Lolli



### Comments

NO COMMENTS ON THIS ITEM PLEASE LOG IN TO COMMENT BY CLICKING HERE



## RELATED STORIES



**Bethel to hold open house on comprehensive plan**



**Caterpillars everywhere**



**Millions for housing vouchers in Monticello, Port Jervis**



**No care centers for drug-addicted babies**

RIVER REPORTER.com
PO Box 150,
93 Erie Avenue
Narrowsburg NY 12764
(845) 252-7414

## Sections

**NEWS**
**ARTS & LEISURE**
**OBITUARIES**
**OPINION**
**COMMUNITY LIVING**
**CALENDAR**
**CLASSIFIEDS**
**LIFESTYLE MAGAZINES**
**SUBMIT NEWS**

## Services

Advertising Rates
Contact Us
TRR newsletter
Subscribe
Online Bill Pay
Our Mission

## Connect with us

© COPYRIGHT 2024 STUART COMMUNICATIONS, INC. | PRIVACY POLICY / TERMS OF USE
POWERED BY CREATIVE CIRCLE MEDIA SOLUTIONS




You have **2 free items** remaining before a subscription is required. Subscribe now! | Log in

# Hanging in the balance

## Skinners Falls Bridge future depends on PEL study




**The Skinners Falls Bridge has been closed to all traffic, including to pedestrians and bicycles, since 2019.**
DEREK KIRK | DEMOCRAT

Posted Friday, May 3, 2024 6:10 am

**Derek Kirk**

NARROWSBURG — Five years ago, the Skinners Falls Bridge was deemed too dangerous and was closed. Since then, residents have been concerned with what the future of the 466' long, Baltimore truss bridge may look like.

Held at the Narrowsburg Union on April 25, an inter-agency meeting was put on in an effort to gather public input and answer looming questions.

Those agencies included Pennsylvania Department of Transportation (PennDOT), New York State Department of Transportation (NYSDOT) and the Federal Highway Administration (FHWA), as well as AECOM, the multinational infrastructure consulting firm. They presented six possible outcomes for the bridge as part of their Planning and Environmental Linkages Study (PEL) meeting. PELs assess possible courses of action.

The six proposed alternatives recommended for further study include:

No build, do nothing




## MORE LOCAL NEWS



### 1st Way Life keeps old promise with new home

MONTICELLO – 1st Way Life Center recently moved locations to 435 Broadway in Monticello and has made good use of its new location to provide help to low-income mothers and children who are in …



### Auxiliary idea ignites in Fremont Center

FREMONT CENTER — It was a brush fire that sparked an idea for Tanya Hubbert. With the help of crews from surrounding departments, members of the Hankins-Fremont Fire Department spent two …

### Sullivan County Memorial Day parades and services

SULLIVAN COUNTY — Sullivan County will be hosting many parades this upcoming Memorial Day. Keep an eye out for ones in your area. Saturday, May 25th Mamakating: 9:00 …



### Legislature honors this year's valedictorians

SULLIVAN COUNTY — This year's valedictorians from Sullivan County's eight public schools were honored during Thursday's Legislature Meeting. Joined by the County …

### A century of service above self

MONTICELLO — In 1924, Port Jervis Rotarians

No build, demolition

No build, removal and relocation

Traditional rehabilitation

Non-SOI compliant rehabilitation

Full replacement

Each of these options have various physical and financial outcomes.

With the possibility of demolition on the table, many residents asserted their protest to ensure restoration to the closed bridge. Some residents displayed their desire to have the bridge receive traditional rehabilitation, chanting in unison, “Whose bridge? Our bridge!”

According to the presenters, a 45 day comment period began on April 11. The next step following the completion and publication of the PEL survey is to identify and secure funding.

Residents can submit public comments until May 26 at skinnersfallsbridge@aecom.com. Letters can also be mailed to Amy Lolli, PennDOT Assistant Liaison Engineer, Department of Transportation, District Office 4-0, 55 Keystone Industrial Park, Dunmore, PA 18512.

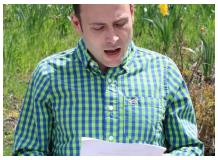
## Comments

NO COMMENTS ON THIS ITEM PLEASE LOG IN TO COMMENT BY CLICKING HERE

### OTHER ITEMS THAT MAY INTEREST YOU



**Sapraicone makes upstate swing as he campaigns for …**



**Daniel Pierce Library welcomes Poetry Plaque**



**Man airlifted to Westchester Medical after minivan, …**



**A century of service above self**



sponsored a new chapter in Monticello. One hundred years later, its ten-decade long dedication to service above self was recognized by Rotarians of …

Read more news






Facebook








© COPYRIGHT 2024 SULLIVAN COUNTY DEMOCRAT

POWERED BY CREATIVE CIRCLE MEDIA SOLUTIONS

RIVER REPORTER.COM

(/)

Main menu

Log in (/login.html)

Subscribe (/subscribe/)

You have **4 free items** remaining before a subscription is required. Subscribe now! (/subscribe/?town_id=0&lcid=148038) | Log in (/login.html)

# Calling all creatives

# Express your connection to the Skinners Falls bridge in an artistic comment



(/uploads/original/20240518-041418-d07-IMG_8651.jpg)

*Photo by Cynthia Nash*

**All are invited to express their feelings about the Skinners Falls bridge in a creative comment, due May 26.**





Posted Saturday, May 18, 2024 3:43 am

REGION — All who care about the preservation of the Skinners Falls bridge are invited to express their connection to this elemental part of the Upper Delaware River Valley and its history through art forms: music, poetry, prose, and visual arts. The comments can be sent to Amy Lolli, PennDOT assistant liaison engineer, by Friday, May 26.

Submissions by children are also welcomed, as are contributions from those who have visited the area and experienced the simple majesty of this iconic one lane bridge.

Anyone wishing to visit the bridge for inspiration must not trespass, as access has been blocked by PennDOT at the New York and PA entrances. It can still be appreciated from the banks of the Delaware River at the National Park Service boat launch and from the river itself.

Tom Rue, long an advocate for the preservation of the bridge says, *"Creative art and poetry speak to the cultural heritage of the bridge in a way that descriptive prose cannot."*

Submit copies of creative commentary no later than May 26 to skinners-fallsbridge@aecom.com (mailto:skinners-fallsbridge@aecom.com) or by mail to Amy Lolli, PennDOT Assistant Liaison Engineer, Department of Transportation, District Office 4-0, 55 Keystone Industrial Park, Dunmore, PA 18512

Share your work on social media with the hashtag #saveskinnersfallsbridge

And you can post it on Facebook at Innisfree PA.

For further information about the bridge, find the most recent article in the River Reporter at Preserve history, say Skinners bridge advocates | The River Reporte (https://riverreporter.com/stories/preserve-history-say-skinners-bridge-advocates,145376)r.

*Contributed by Innisfree PA.*

### Keywords

Skinners Falls Bridge, Innisfree PA

### Comments

NO COMMENTS ON THIS ITEM PLEASE LOG IN TO COMMENT BY CLICKING HERE (/LOGIN.HTML?REFERER=%2FSTORIES%2FCALLING-ALL-CREATIVES%2C148038)

## RELATED STORIES

**Junior Ranger Program to start at Grey Towers National Historic Site (/stories/junior-ranger-program-to-start-at-grey-towers-national-historic-site,150041)**

**Liberty CSD unveils new logos (/stories/liberty-csd-unveils-new-logos,150038)**

**'Wayne Memorial therapists saved my life' (/stories/wayne-memorial-therapists-saved-my-life,150026)**

**Premium books available for the Wayne County Fair (/stories/premium-books-available-for-the-wayne-county-fair,150014)**



(https://riverreporterbanners.creativecirclemedia.com/www/delivery/ck.php?oaparams=2__bannerid=237__zoneid=18__cb=304def0bc6__oadest=http%3A%2F%2Friverreporter.com%2Fsubscribe)



# WHAT'S OPEN

VIEW ALL | ADD MY BUSINESS

**WE'RE OPEN** Tavern on Main JEFFERSONVILLE We have safely distanced all of our tables for dining and we have opened an additional room. We ask ...



**WE'RE OPEN** Inn at Starlight Lake & Restaurant STARLIGHT We are a full service restaurant offering carry out breakfast, lunch & dinner & carry out beer and ...

**WE'RE OPEN** RTS Truck Center, Inc HONESDALE

Pet Central HONESDALE Pet Central has been serving the greater Honesdale area, Pocono Lakes region since 1997.

**CARRYOUT ONLY** The Raleigh CALLICOON Our hours are 4-8 Wednesday - Sunday.

**COM**

(/)

PO Box 150,
93 Erie Avenue
Narrowsburg NY 12764
(845) 252-7414 (tel:(845) 252-7414)

## Sections

NEWS **(/NEWS/)**
ARTS & LEISURE **(/ARTS-LEISURE/)**
OBITUARIES **(/OBITUARIES/)**
OPINION **(/OPINION/)**
COMMUNITY LIVING **(/COMMUNITY/)**
CALENDAR **(/CALENDAR/)**
CLASSIFIEDS **(/CLASSIFIEDS/)**
LIFESTYLE MAGAZINES **(/SPECIALSECTIONS/)**
SUBMIT NEWS **(/FORMS/)**

## Services

Advertising Rates (/advertise/)
Contact Us (/contact/)
TRR newsletter (/stories/sign-up-for-our-newsletter,32728)
Subscribe (/subscribe/)
Online Bill Pay (/pay-bill-online/)
Our Mission (/our-mission/)

## Connect with us

(https://www.facebook.com/theriverreporter/)
(https://www.twitter.com/trrnews)
(https://www.instagram.com/theriverreporter/)

© COPYRIGHT 2024 STUART COMMUNICATIONS, INC. | PRIVACY POLICY (/PRIVACY-POLICY/) / TERMS OF USE (/TERMS-OF-USE/)
POWERED BY CREATIVE CIRCLE MEDIA SOLUTIONS (HTTP://CREATIVECIRCLEMEDIA.COM)

Upper Delaware Council
P.O. Box 192, 211 Bridge Street, Narrowsburg, New York 12764-0192 • (Tel.) 845-252-3022 • (Fax) 845-252-3359
www.upperdelawarecouncil.org

Issued May 30, 2024 with photo
*Contact*: Laurie Ramie, UDC Executive Director, (845) 252-3022 or laurie@upperdelawarecouncil.org

# Callicoon-Damascus Bridge Rehab Starts in July; Skinners Falls-Milanville Bridge Future Uncertain

**By Laurie Ramie,**
**Upper Delaware Council**

RIVER VALLEY – A nearly $18 million rehabilitation of the 1961 **Callicoon, NY-Damascus, PA Bridge** will get underway this July, while the study of alternatives for the closed 1902 **Skinners Falls, NY-Milanville, PA Bridge** is expected to wrap up by the end of summer.

The New York-Pennsylvania Joint Interstate Bridge Commission also approved $5,899,000 to repair the 1939 **Port Jervis, NY-Matamoras, PA Bridge** and $1,750,000 to finish painting the 1953 **Cochecton, NY-Damascus, PA Bridge** during its May 29 annual meeting to review inspection findings and vote on expenditures for the 10 bridges under its purview.

The contract for the Callicoon-Damascus Bridge rehabilitation was awarded on March 28 to Bette & Cring LLC of Latham, NY based on their bid of $17,859,059.

The contractor expects to start the job in early July. Work will continue through November 2027, during which time at least one lane will remain open to traffic. A causeway will be set up in the river to stage equipment as needed under a Boater Safety Plan to be monitored by the National Park Service (NPS) Upper Delaware Scenic and Recreational River unit.

Deficiencies identified in the most recent inspection on March 30 found that the bridge's deck has widespread potholes and large cracks, railing sections suffered damage, the concrete piers and abutments are in poor condition with exposed and missing reinforcing bars, and the NY and PA approaches each need work. Steel members are deteriorating, and multiple joint headers, seals, and bearings require repair or replacement. The paint is at the end of its life cycle.

In 2021, the Commission had approved $2,212,000 to design the Callicoon-Damascus Bridge upgrade but two original contract-letting dates with plans to start construction last fall were delayed.

The nearly $6 million Port Jervis, NY-Matamoras, PA Bridge capital project is to rehabilitate substructure and superstructure elements, as well as analyze re-decking options. It was recently announced that U.S. Congressman Matt Cartwright (PA-8) secured $980,000 in federal funding to replace the open grate steel deck on this State Route 6 (Pennsylvania Avenue) two-span crossing with a reinforced concrete deck, along with making steel truss repairs. Work is due to begin this August through Spring 2025.

The Joint Interstate Bridge Commission approved another $460,000 to complete the Planning and Environmental Linkages (PEL) study and do preliminary engineering for the Skinners Falls-Milanville Bridge, which was shut down to all vehicular and pedestrian usage on October 16, 2019 after failing an emergency inspection.

The Commissioners had allocated $1,092,500 in 2023; $2 million in 2022; $400,000 in 2021; and $200,000 in 2020 for the PEL study and preliminary engineering.

A 45-day public comment period on the draft PEL study recently ended on May 26 and a summary report will be issued by late summer to guide decision-making over the bridge's future. Alternatives are to preserve the existing bridge through traditional rehabilitation (repair), tear it down and build a new structure (replace), or eliminate the crossing entirely (remove).

Once the option is determined and a funding source is identified, it could take two years to obtain permits and environmental clearances for any type of construction to begin.

The bridge has been listed on the National Register of Historic Places since 1988 for its engineering significance and status as the oldest intact example of a two-span American Bridge Company pin-connected Baltimore Truss bridge in the United States. The NPS cites the 467-foot-long, ornamental steel bridge with a single-lane wooden plank deck as a vital contributing Cultural element to the Upper Delaware Scenic and Recreational River's Outstandingly Remarkable Values that qualified it for national designation.

As the final scheduled capital project, rehabilitation of the Cochecton-Damascus Bridge that began in 2021 and resulted in a new deck, sidewalks, railing, pedestrian fence, and roadway approaches has only painting the second half of the bridge to wrap up by the end of June.

The Commissioners earmarked $115,000 for general maintenance, and snow and ice control, for the 10 bridges from April 1, 2024-March 31, 2025, compared to the $88,852 spent during that 2023-24 timeframe. The highest maintenance need tallies then were for the Port Jervis-Matamoras Bridge at $41,026 and the Callicoon-Damascus Bridge at $14,931.

The largest amount of anticipated maintenance dollars this fiscal year will be dedicated to the Port Jervis-Matamoras Bridge at $33,000; the 1992 **Lordville, NY-Equinunk, PA Bridge** at $25,000 to replace compressed joints, repair rail pedestals and the NY downstream fascia beam pedestal, and clean the deck; and the 2018 **Narrowsburg, NY-Damascus, PA Bridge** at $17,500 to address collision damage on the NY approach, spalling on sidewalk curbs, and graffiti, after having completed repair of the bridge lights that were illuminated during the daytime.

The other Delaware River interstate bridges and the dates of their establishment or major rebuilds are **Pond Eddy, NY-Pond Eddy, PA Bridge** (2018), **Barryville, NY-Shohola, PA Bridge** (2006), **Kellams, NY-Stalker, PA Bridge** (2018), and **Hancock, NY-Buckingham, PA Bridge** (1937).

###

# Appendix H: Meeting Display Boards

1. Welcome
2. PEL Process Description
3. Project Location Maps
4. “Where Do You Live” Interactive Board
5. Project Overview and History
6. Operational History Timeline
7. Project Purpose and Need Statement
8. Social and Cultural Resources Map
9. Environmental Resources Map
10. Historic Bridge Rehabilitation Analysis Overview
11. Non-Secretary of the Interior Compliant Rehabilitation Alternative
12. New Bridge Alternatives Map
13. Alternatives Evaluation Matrix
14. Next Steps Timeline
15. Funding for Future Phases
16. Wayfinding Sign

# Skinners Falls Bridge
# Planning and Environmental Linkages (PEL) Study

# Welcome

Please remember to sign-in.

Visit the display boards around the room for project information.

Please Provide Feedback By Completing a Comment Form at Station #8!

pennsylvania
DEPARTMENT OF TRANSPORTATION

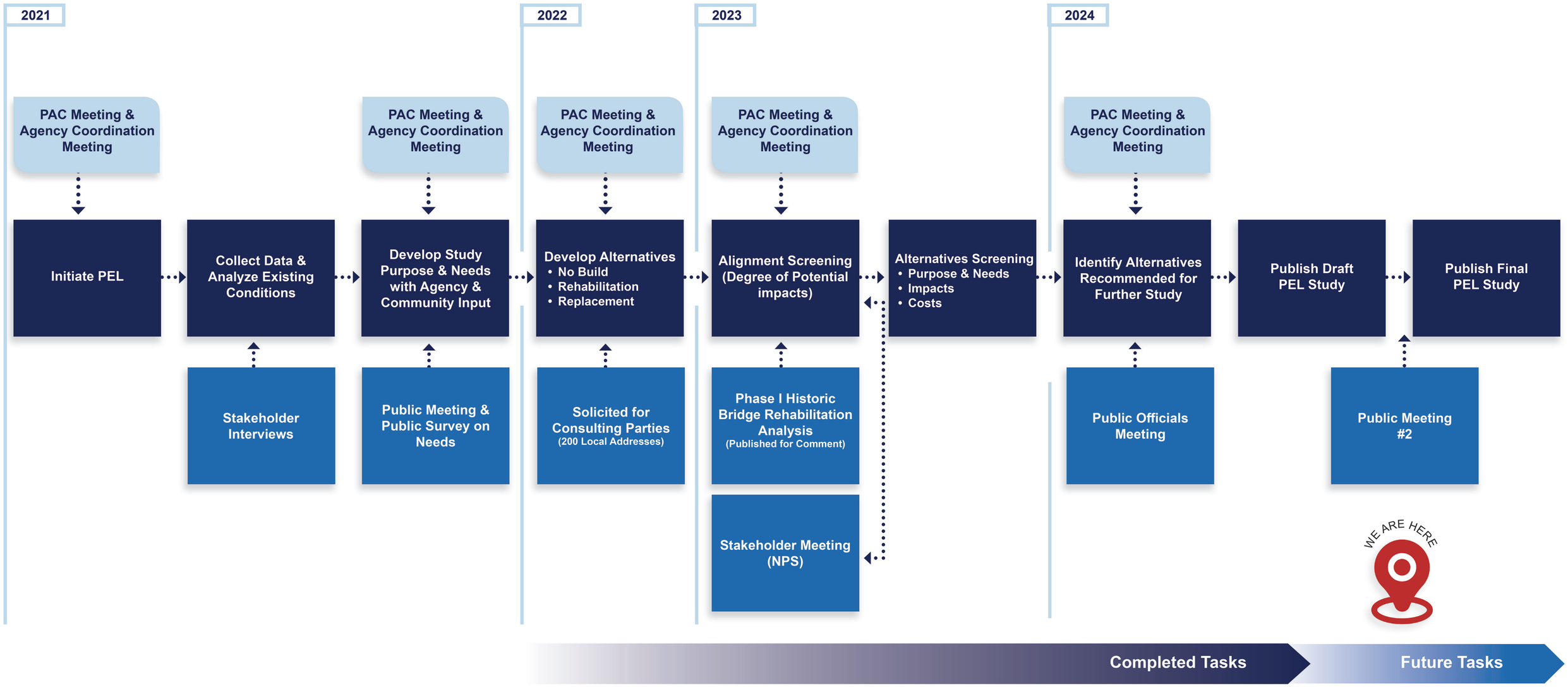
NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

# PEL Process Overview

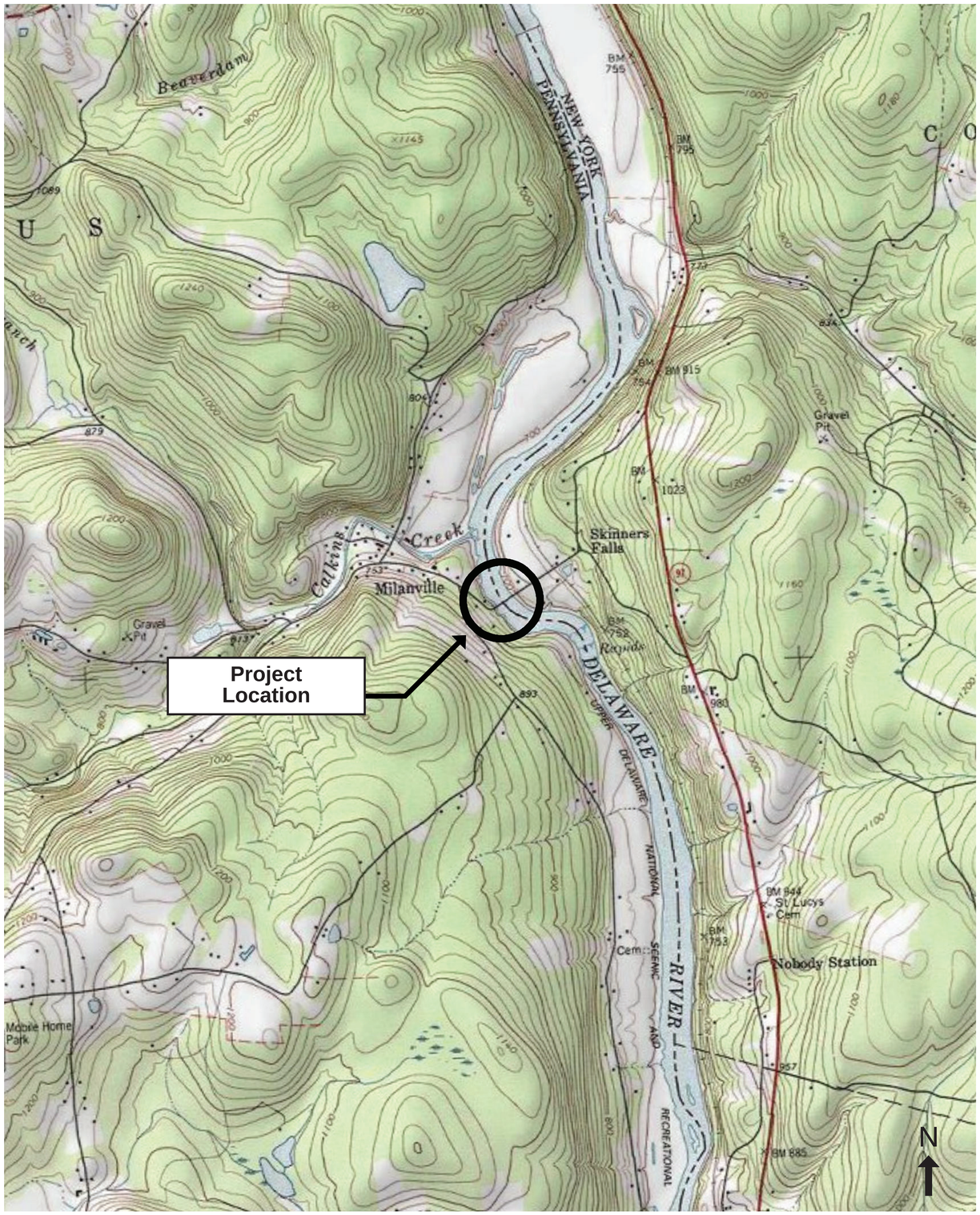
## PEL Description

A PEL study is a planning level document that allows for the development and screening of alternatives and a preliminary evaluation of environmental impacts to assist in informing future project development.

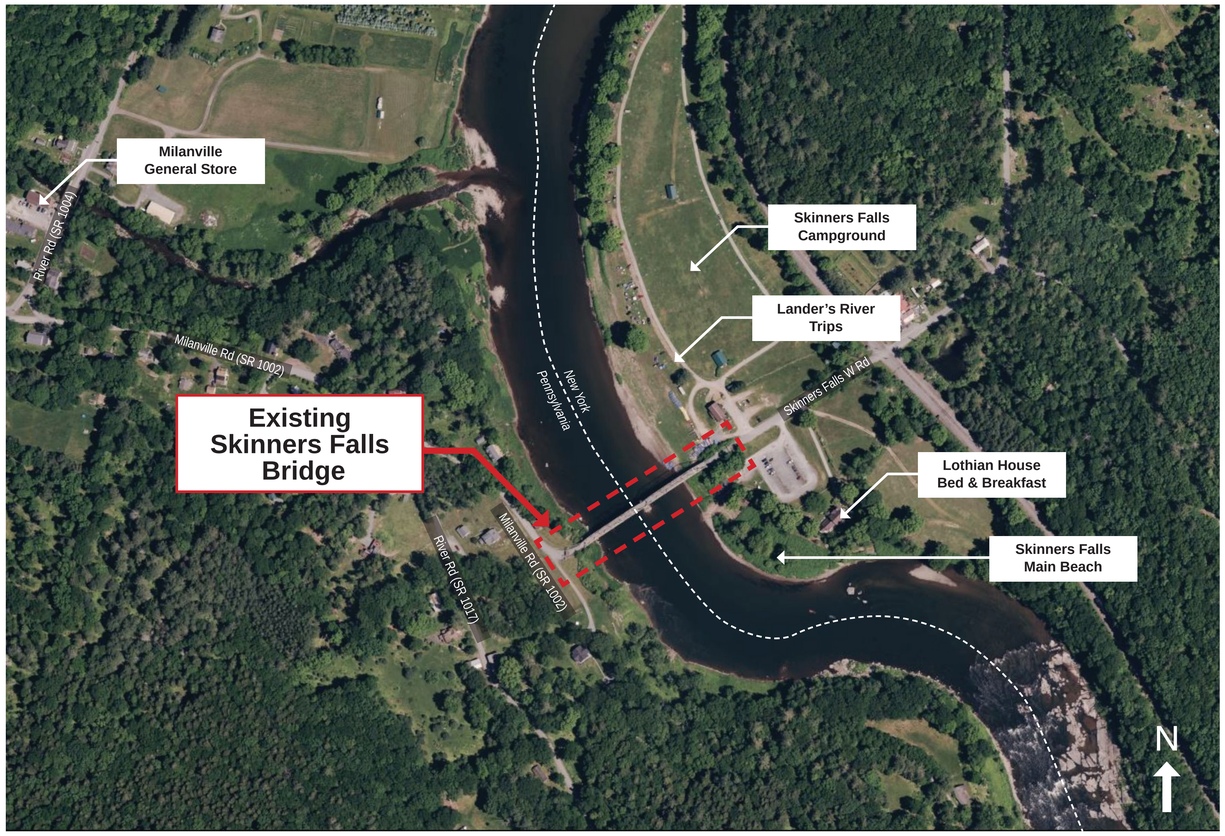



*PAC: Project Advisory Committee. Made up of major stakeholders who represent the needs and priorities of the community.*

# Project Location




## Project Location Map



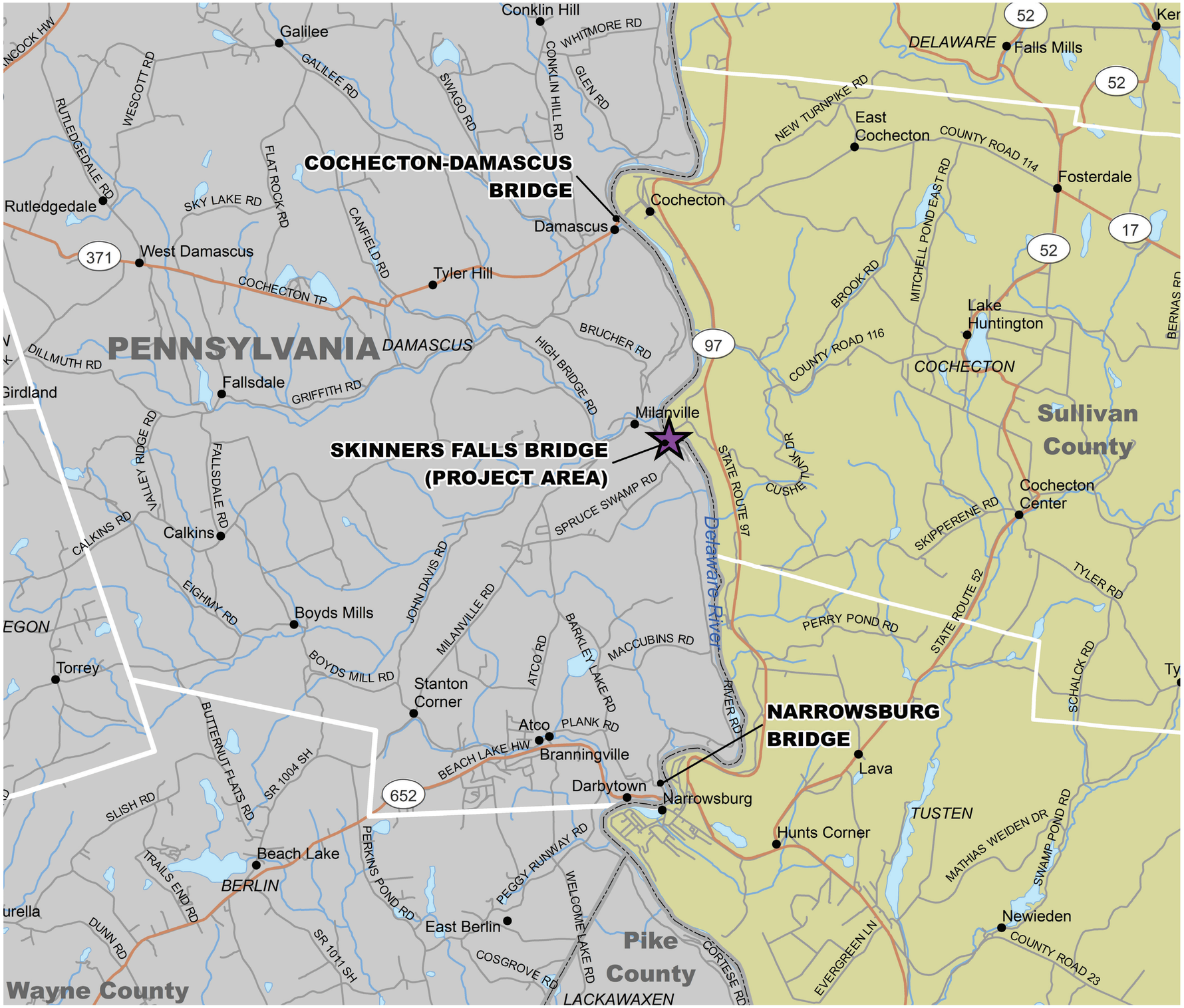

## Aerial Location Map

pennsylvania
DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

# Where Do You Live?




Please use the sticker dots to locate and mark where you live in the project region.

pennsylvania DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation Federal Highway Administration

# Project Overview and History

## Background

### Owned by the NY-PA Joint Interstate Bridge Commission (JIBC)

SR 1002 over the Delaware River between Wayne County, PA and Sullivan County, NY

Baltimore Through Truss

Originally constructed in 1901-02

Two span structure with overall length of 466'-6"ft

- Changes to the JIBC agreement require legislative approvals.
- PennDOT maintains primary maintenance responsibility for the Skinners Falls Bridge.

## History

- Individually listed on National Register of Historic Places (NRHP) and is a contributing element to NRHP-listed Milanville Historic District.
- Located within Upper Delaware Scenic and Recreational River National Park Service (NPS) Unit.
- Contributes to the “outstandingly remarkable” values for the Upper Delaware Scenic and Recreational River under the Federal Wild and Scenic River Act.





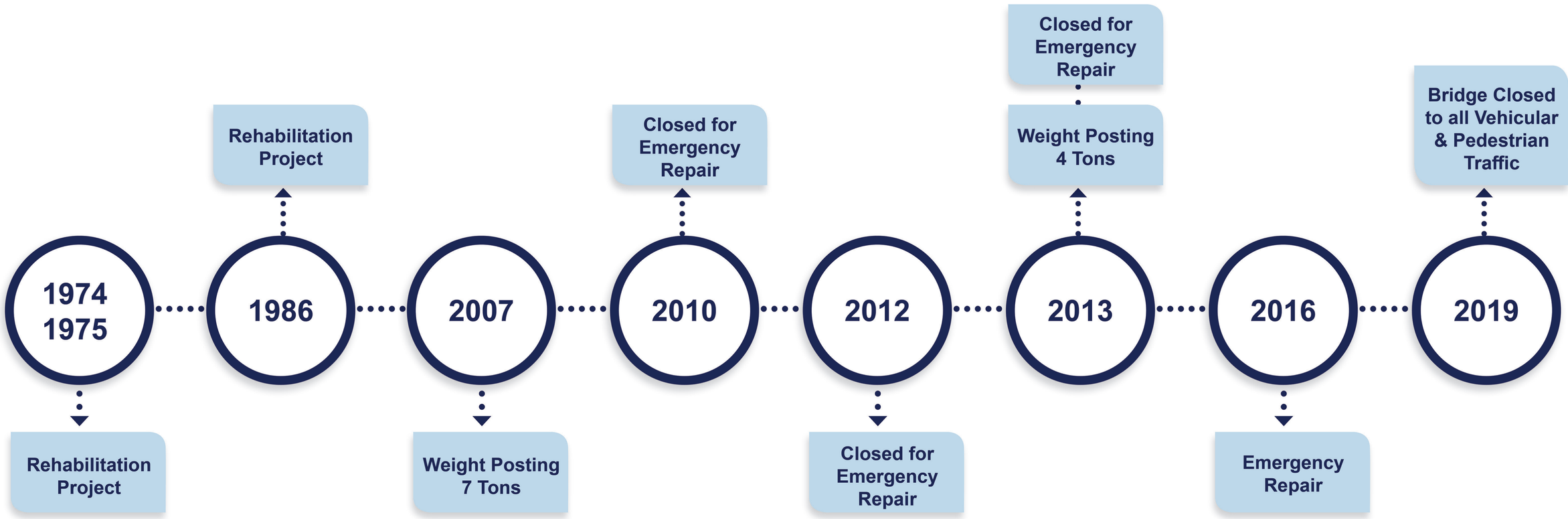
pennsylvania DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation Federal Highway Administration

# Operational History

## Original 9-Ton Weight Capacity



# Project Purpose and Need

## Purpose

The Skinners Falls Bridge provides a safe and efficient crossing of the Delaware River at Skinners Falls for cars, trucks, trailers, emergency response vehicles, bicyclists, and pedestrians.

## Needs

1. The Skinners Falls Bridge is currently closed to traffic due to its condition, which limits efficient access for residents, businesses, and recreational users.
2. River rescue is negatively affected by the absence of a functional bridge in this area.
3. Fire and medical emergency response are delayed due to the lack of a crossing in this area.
4. The Skinners Falls Bridge does not provide adequate accommodations for pedestrians, bicyclists, and recreational users in the area.





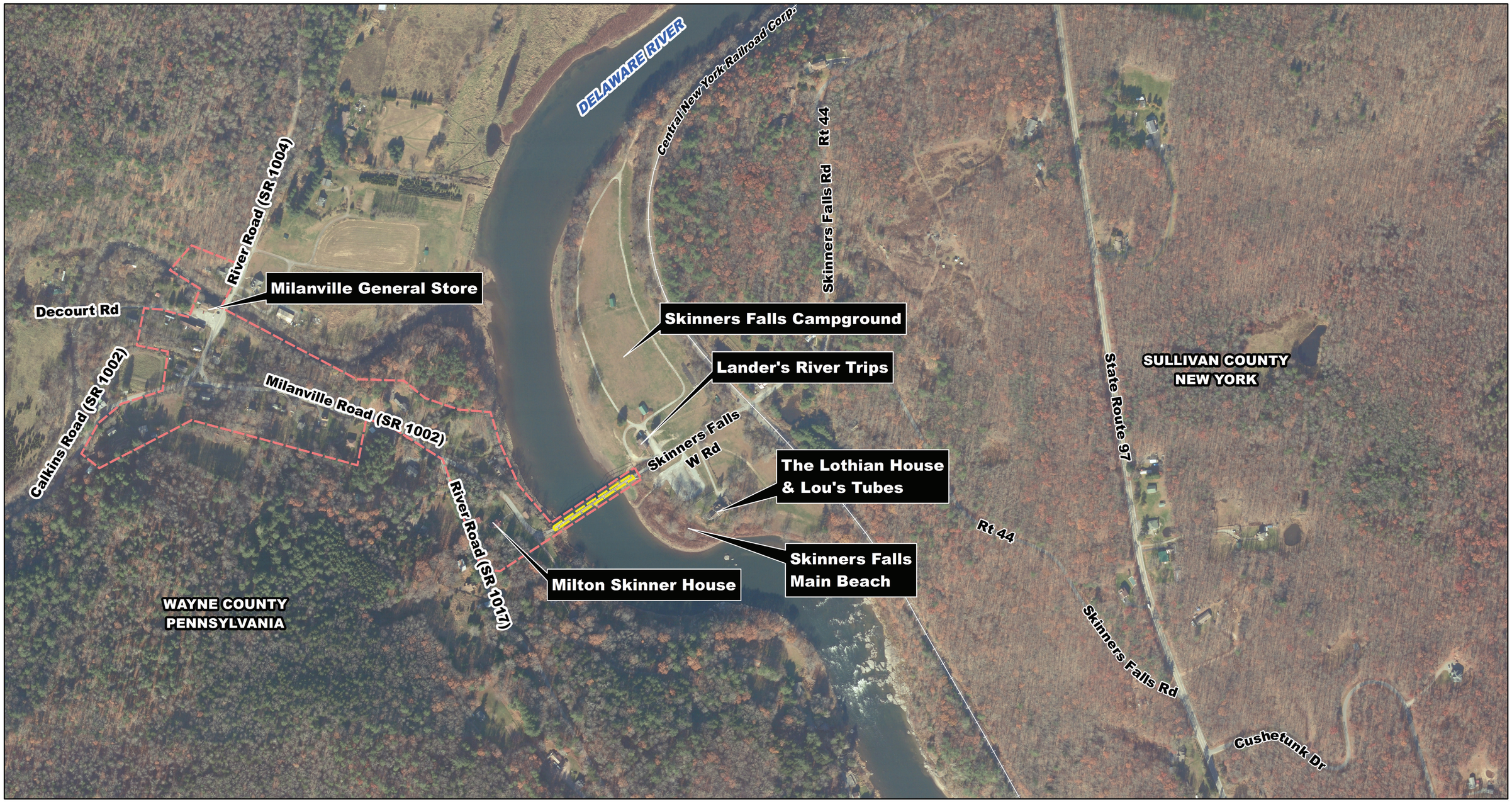
pennsylvania
DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

Display_Boards.indd 7 4/11/2024 3:13:46 PM

# Social and Cultural Resources




Skinners Falls Bridge - National Register Listed

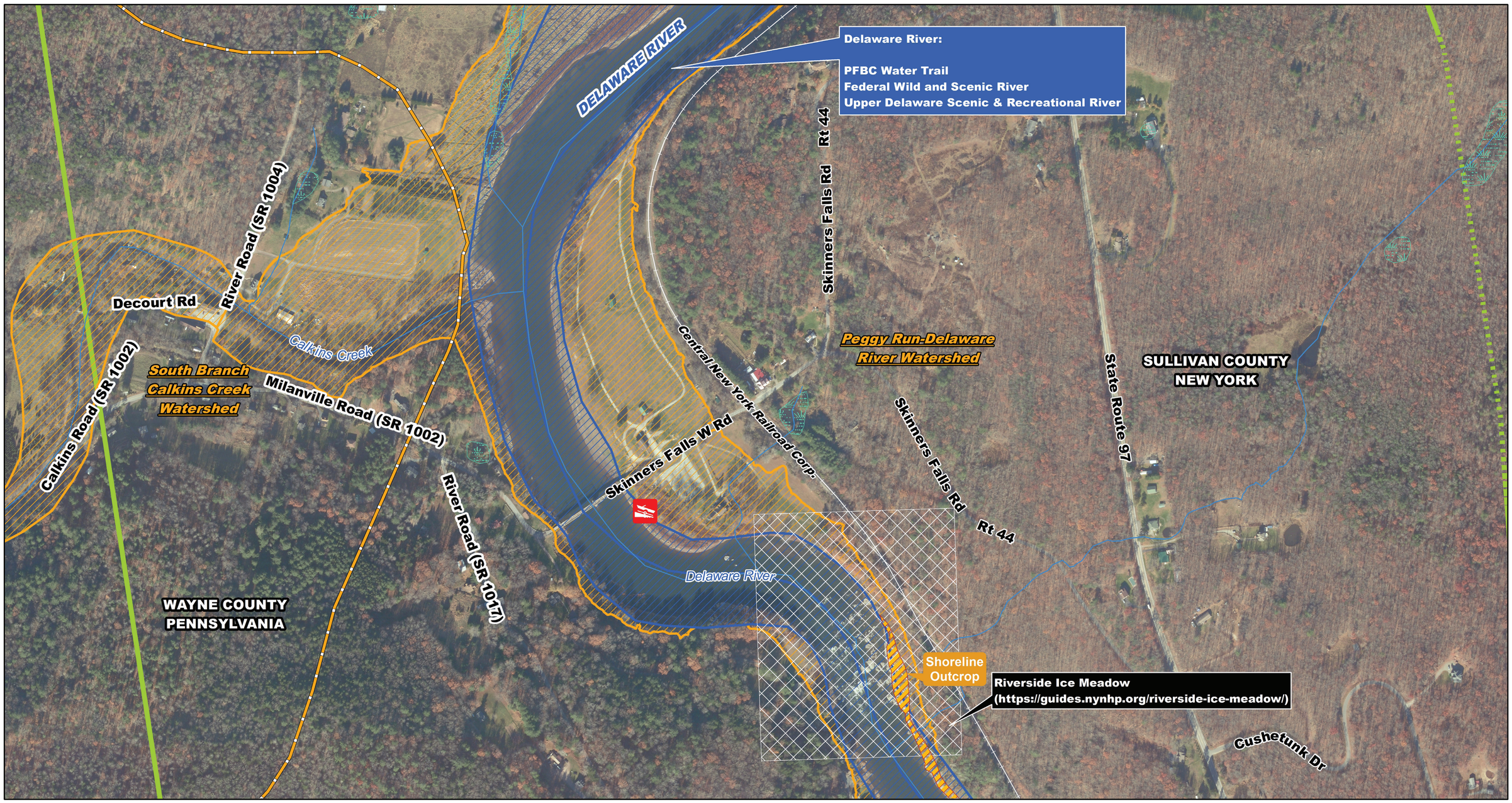
Milanville Historic District - National Register Listed

pennsylvania DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation Federal Highway Administration

# Environmental Resources




- NYSDEC Skinners Falls Access Area
- NHP Natural Heritage Community Occurances
- NHP Significant Natural Community Occurance
- USGS HUC12 Watersheds
- NWI Wetlands
- FEMA Zone AE
- FEMA Floodway
- Waterway
- NPS-Upper Delaware Scenic & Recreational River Boundary

pennsylvania DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation Federal Highway Administration

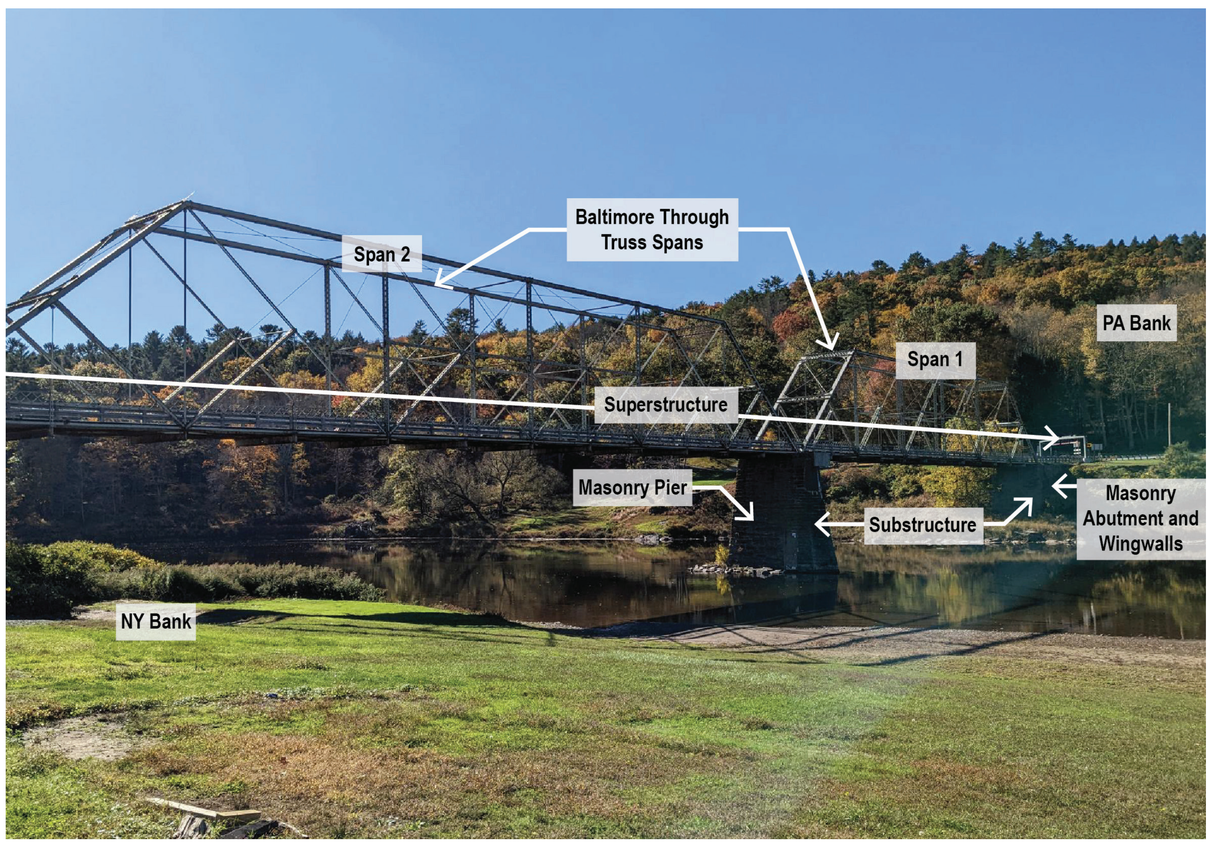
# Historic Bridge Rehabilitation Analysis

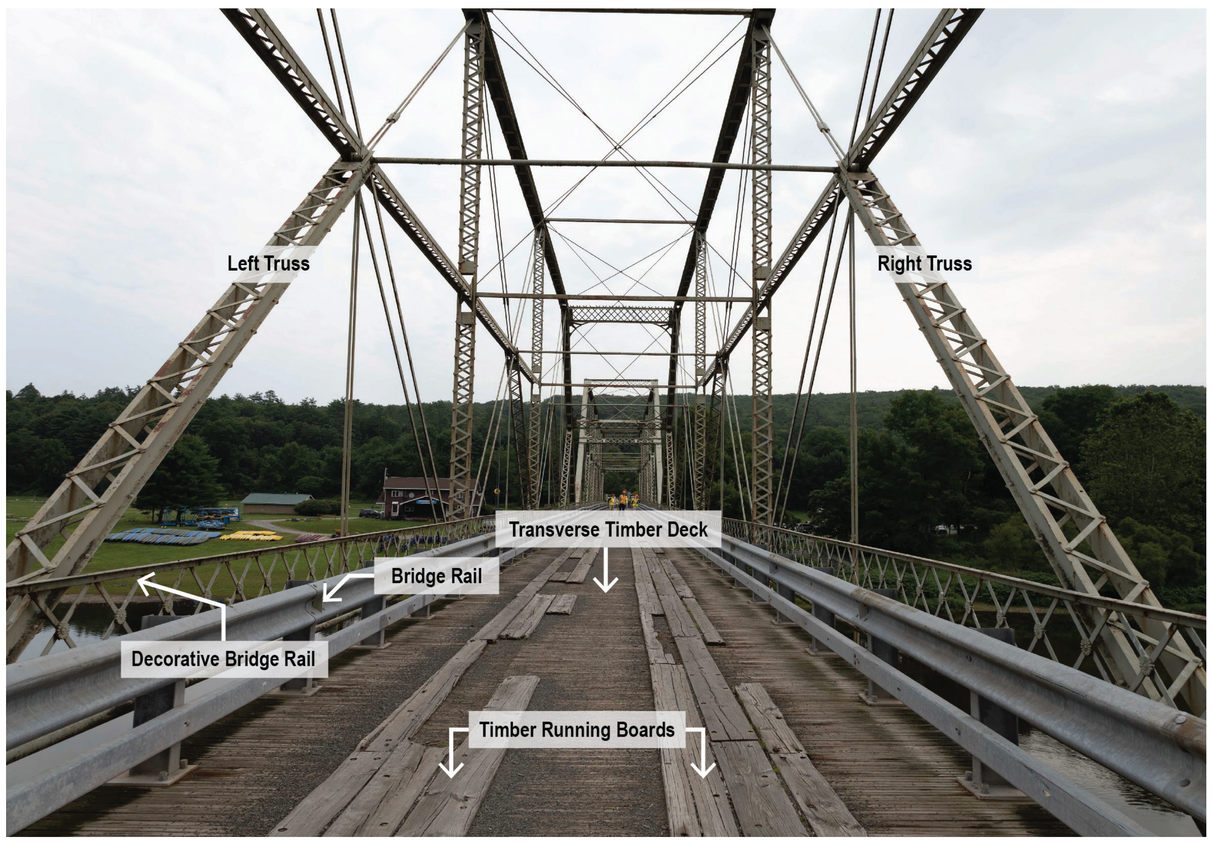
## HBRA Overview

- HBRA examines two main questions:
  1. Can the bridge be rehabilitated while still retaining its character defining features per the Secretary of Interior's (SOI) Standards?
  2. How well will the rehabilitated bridge meet the project purpose and need?
- HBRA typically conducted in NEPA not in a PEL.
- For the PEL, a Phase I HBRA specific to rehabilitation to SOI Standards was completed.

## Summary of HBRA Phase 1

| Rehabilitation Option | Meets SOI Standards | Comments |
|---|---|---|
| Minimum (4-ton) Rehabilitation | Yes | 10–15 Year Design Life, Maintenance Plan Required |
| 7-ton Rehabilitation | Yes | 10–15 Year Design Life, Maintenance Plan Required |
| 10-ton Rehabilitation | Yes | Extensive Rehab, 25 Year Design Life, Maintenance Plan Required |



# Non-SOI Compliant Rehabilitation Alternative

Non-SOI* Compliant Rehabilitation Alternative consists of a modern two-span steel girder bridge with the trusses added as a decorative element to the outside of the superstructure, in recognition of the historic nature and aesthetics of the setting. This alternative explores retaining some historic materials while providing an unposted bridge.

**SOI: Secretary of Interior.*







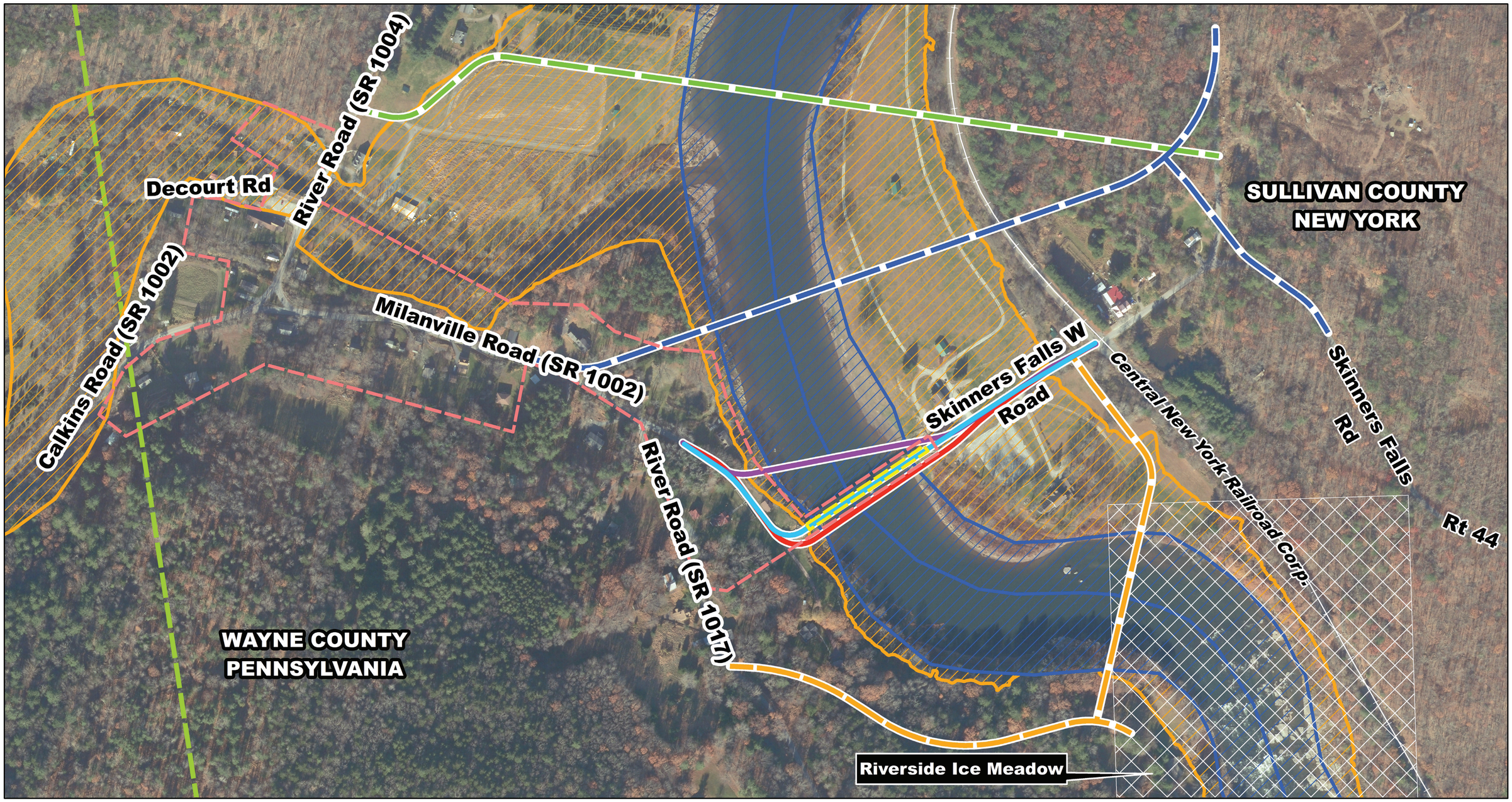



pennsylvania
DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

# New Bridge Alternatives




- Skinners Falls Bridge - National Register Listed
- Milanville Historic District - National Register Listed
- NHP Significant Natural Community Occurance
- FEMA Zone AE
- FEMA Floodway
- Alignment 1
- Alignment 2 - North Shift
- Alignment 3A
- Alignment 3B
- Alignment 4
- Alignment 5

pennsylvania
DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

# Alternatives Evaluation Matrix

| Proposed Alternatives | Description | Meet Purpose & Need | Potential Section 106 Effects | Estimated Construction Costs* | Estimated Mitigation Costs* | Lifecycle Costs for 100 years* | Overall Cost* |
|---|---|---|---|---|---|---|---|
| No Build Do Nothing | No permanent or maintenance work. Bridge eventually fails. Meets none of the needs and presents safety hazard. | No | Adverse Effect to bridge and Milanville Historic District. | $2-2.5 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Milanville Historic District. | $0 | $4-5 M |
| No Build Removal/ Demolition | Demolish and scrap bridge, dead end PA/NY approaches | No | Adverse Effect to bridge and Milanville Historic District. | $2.7 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Milanville Historic District. | $0 | $4-5 M |
| No Build Removal/ Relocation & Reuse | Disassemble (does not include restoration or relocation) bridge available for adaptive re-use | No | Potential for No Adverse Effect to the bridge, but Adverse Effect to the historic district. | $6.9 M | $500K to $1M for adverse effect to Milanville Historic District. | $0 | $7.4-7.9M |
| Traditional Rehabilitation (4,7,10 tons) | SOI-compliant rehab. Retain current width. Move running boards for motorized vehicles to one side. Create pedestrian/bicycle lane on other side. Signalize on both ends. Add a dry hydrant adjacent to bridge. | TBD** | Potential for No Adverse Effect to the bridge and Milanville Historic District. | $16.9-19.1 M | $0 | $32 M | $48.9-51.1 M |
| Non-SOI Compliant Rehabilitation | Explore retaining some historic materials while providing a bridge meeting Needs. (Assume 2 span modern steel bridge with truss attached as a decorative element within the context of the setting) | TBD** | Adverse Effect to the bridge and Milanville Historic District. Assume no other historic impacts. | $22.7-35.1 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Milanville Historic District. | $40 M | $64.7-77.6 M |
| Full Replacement (Alignments 1, 2, and 4) | Assumes an online or immediately adjacent replacement. Carries full loads. Accommodates pedestrians and cyclists. Addresses sight distance challenges. | Yes | Adverse Effect to the bridge and Milanville Historic District. Likely additional impacts to other contributing elements of the historic district. | $11.5-26.5 M | $2-2.5 M for adverse effect to Bridge; $500K to $1M for adverse effect to Milanville Historic District. | $29-55M | $42.5-84 M |

** Costs in 2023 Dollars*

*** Additional enhancements which may include dry hydrant and signalization could be included to potentially meet project needs and are shown for cost consideration.*

# Next Steps

## Status

**Update PEL to Document Agency and Public Input** → **Final PEL Study Published** → **Identify Available Funding**

## PEL Results

- Approved Purpose and Needs.
- Considered Build Alignments, Recommended Removal of Off-Line Replacement Options.
- Completed Phase 1 HBRA.
- Determined Alternatives to be carried into future project development.



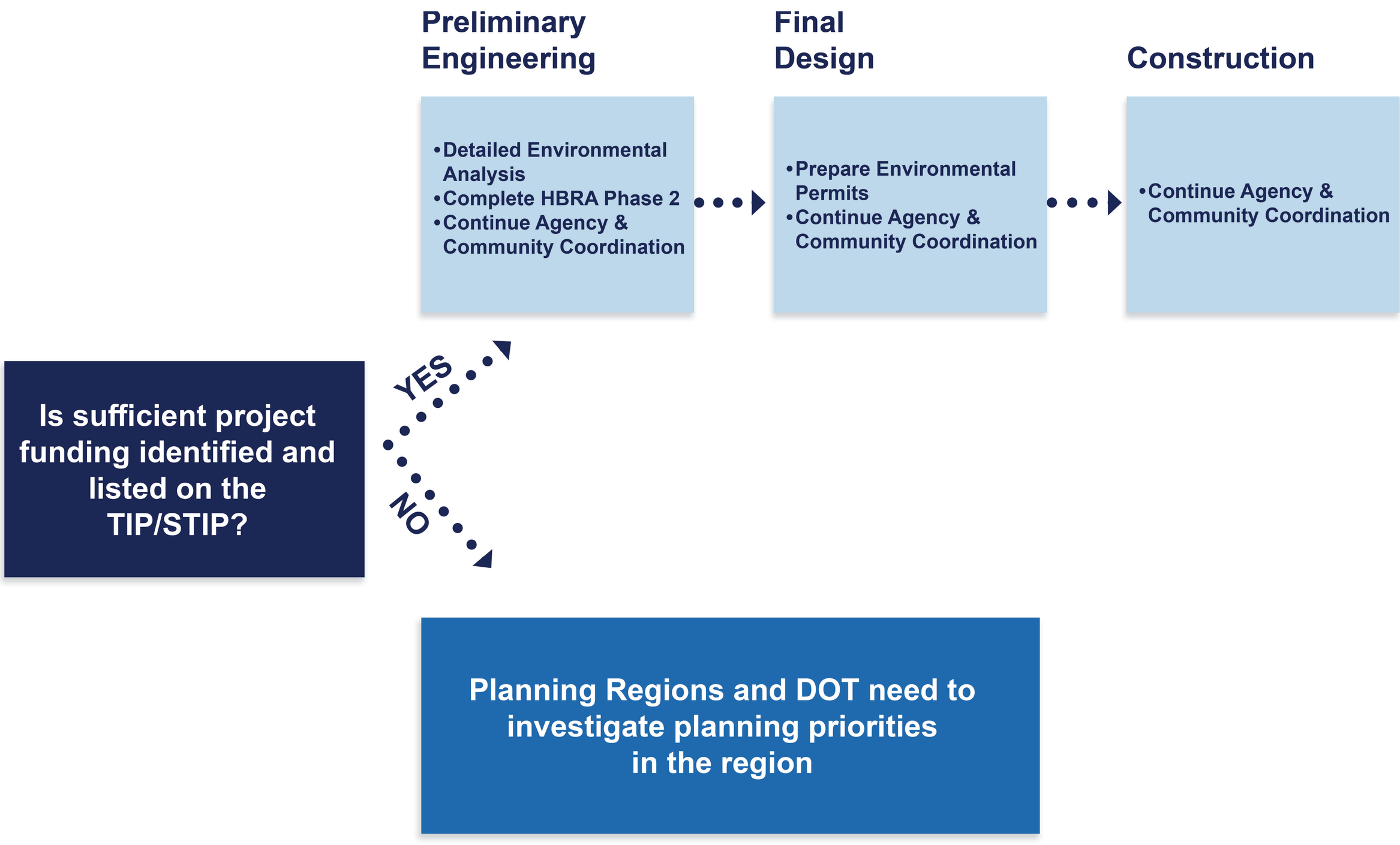





Display_Boards.indd 14 4/11/2024 3:14:04 PM

# Funding for Future Phases

- Transportation funding is limited.
- Joint Interstate Bridge Commission Agreement – PA & NY share burden of costs.
  - Wayne County TIP (Transportation Improvement Plan)
  - New York Regional STIP (Statewide Transportation Improvement Program) for Region 9
- Investigated possible Infrastructure Investment and Jobs Act (IIJA) grants.






Display_Boards.indd 15 4/11/2024 3:14:05 PM

# Skinners Falls Bridge Planning & Environmental Study (PEL)

# PUBLIC MEETING THIS WAY

# Appendix I: Meeting Presentation Slides and Transcript



# Skinners Falls Bridge

## Planning and Environmental Linkages (PEL) Study

Public Meeting #2

April 25, 2024

pennsylvania DEPARTMENT OF TRANSPORTATION

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation Federal Highway Administration



# Public Meeting Overview

- Open House Format
- PowerPoint Presentation and Display Boards
- Project team is available to answer your questions
- Provide Feedback--Complete Survey!

# What is a PEL Study?

A **Planning and Environmental Linkages (PEL) Study** is a U.S. Department of Transportation tool used during the planning process to identify transportation issues and develop potential solutions for corridors and large geographic areas.



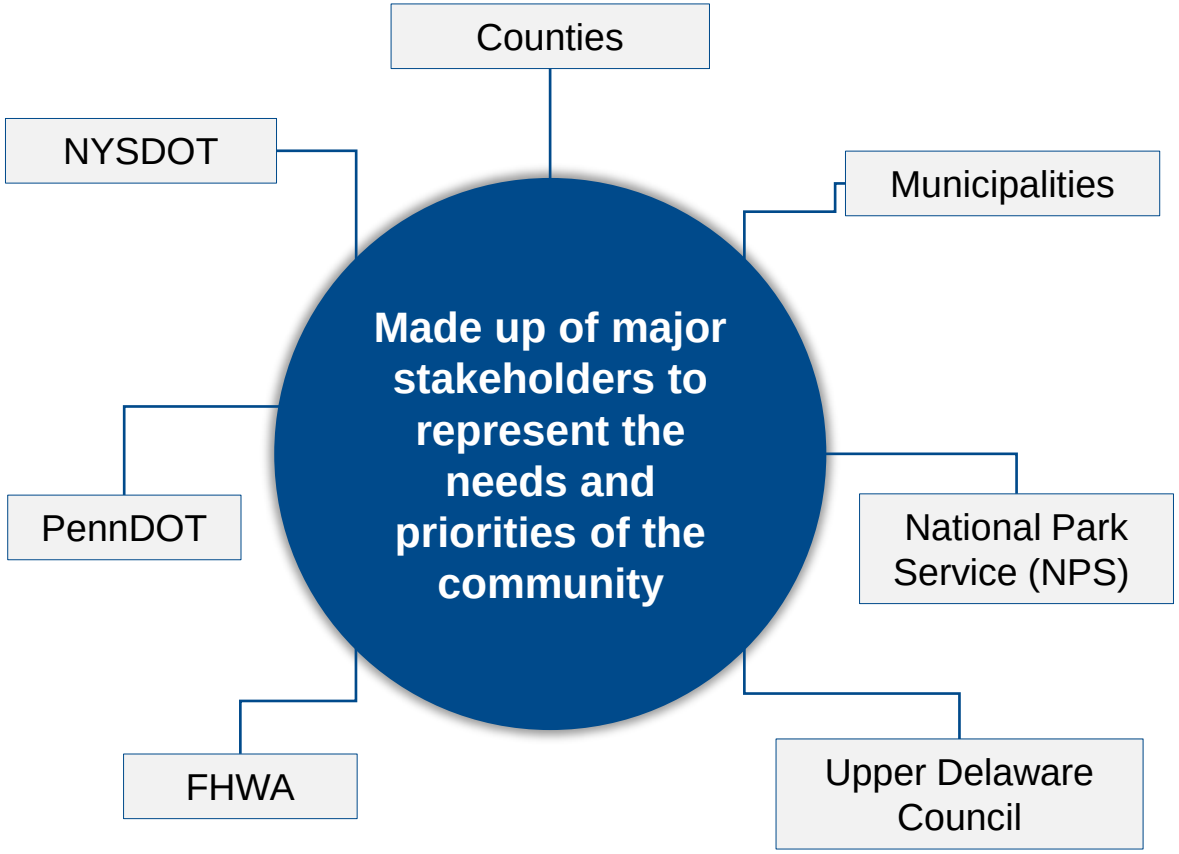
Evaluates traffic operations, safety, and engineering criteria



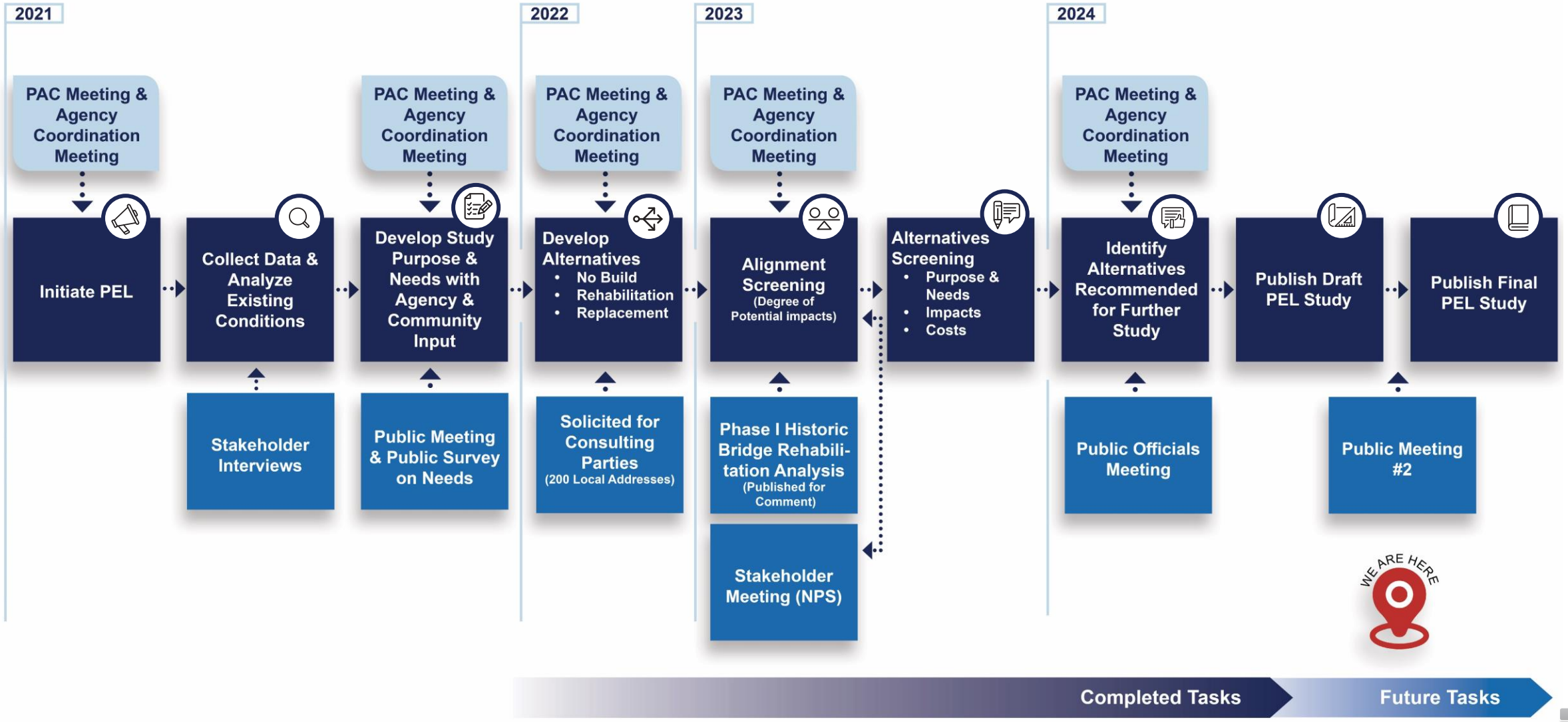
Assesses benefits and impacts on the environment, local community, and economy

*Source: PennDOT*

# Skinners Falls Bridge Project Advisory Committee




**FHWA:** Federal lead agency
**PennDOT:** Co-owner, primary responsibility for maintenance, manages the planning process and partner in the Joint Interstate Bridge Commission (JIBC)
**NYSDOT:** Co-owner and partner in JIBC
**AECOM:** Consultant completing technical work on behalf of PennDOT


2021
2022
2023
2024
PAC Meeting & Agency Coordination Meeting
Initiate PEL
Collect Data & Analyze Existing Conditions
Stakeholder Interviews
Develop Study Purpose & Needs with Agency & Community Input
Public Meeting & Public Survey on Needs
Develop Alternatives
• No Build
• Rehabilitation
• Replacement
Solicited for Consulting Parties
(200 Local Addresses)
Alignment Screening
(Degree of Potential impacts)
Phase I Historic Bridge Rehabili-tation Analysis
(Published for Comment)
Stakeholder Meeting (NPS)
Alternatives Screening
• Purpose & Needs
• Impacts
• Costs
Identify Alternatives Recommended for Further Study
Public Officials Meeting
Publish Draft PEL Study
Public Meeting #2
Publish Final PEL Study
WE ARE HERE
Completed Tasks
Future Tasks

# Skinners Falls Bridge: Background and History

- Individually listed on National Register of Historic Places (NRHP) and is a contributing element to NRHP-listed Milanville Historic District
- Located within Upper Delaware Scenic and Recreational River National Park Service (NPS) Unit
- Contributes to the "outstandingly remarkable" values for the Upper Delaware Scenic and Recreational River under the Federal Wild and Scenic River Act

# Background and History

**Owned by the NY-PA Joint Interstate Bridge Commission (JIBC)**

- Established by legislatures of both states
- Joint ownership of 10 bridges over the Delaware River
- Changes to the agreement require legislative approvals
- PennDOT maintains primary maintenance responsibility for the Skinners Falls Bridge

**SR 1002 over the Delaware River between Wayne County, PA and Sullivan County, NY**

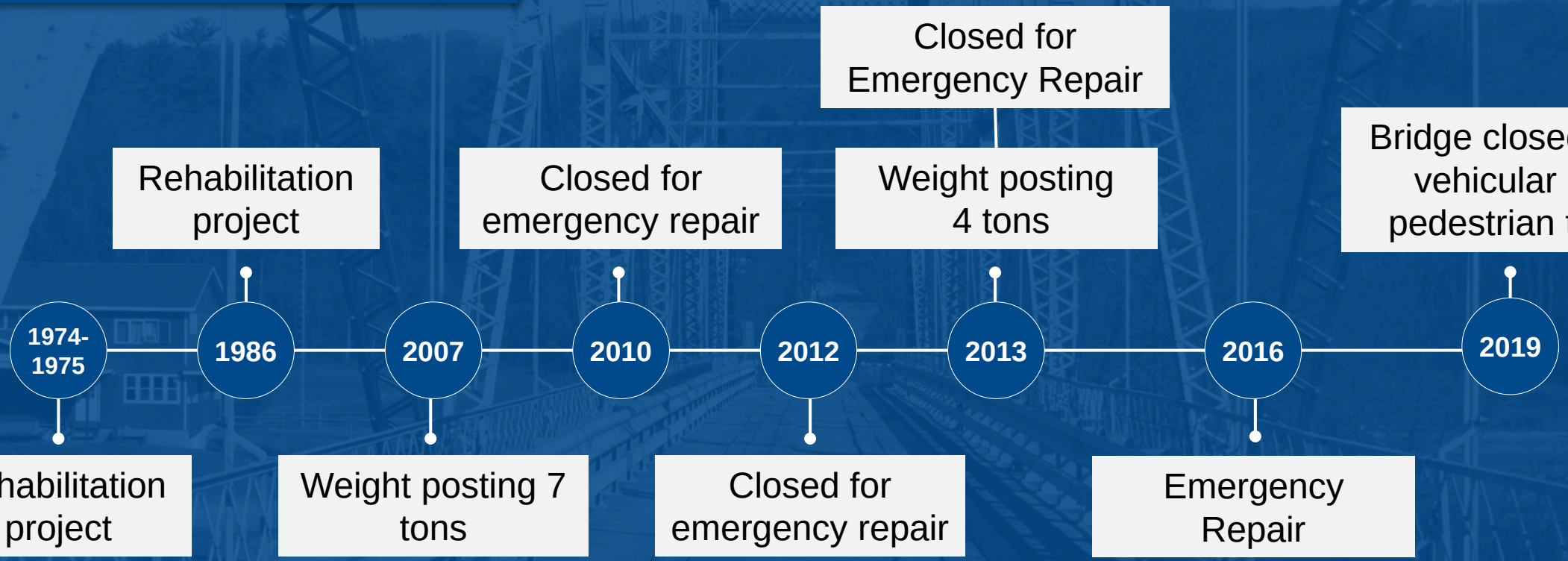
**Originally constructed in 1901-02**

**Baltimore Through Truss**

**Two span structure with overall length of 466-ft**

# Operational History

**Original 9-ton weight capacity**




Plans for the rehabilitation conducted in 1974-1975 were developed in 1971



# Public Coordination

- Stakeholder Meetings
  - NPS – 2019 and 2023
  - Emergency Responders - 2021
  - Local Businesses - 2021
- Public Meetings
  - Virtual Public Meeting – March 30, 2021
    - Approx. 145 people participated
  - Public Meeting – April 25, 2024
    - To review PEL findings and provide opportunity for feedback
- Elected Officials Coordination

# Purpose and Need

**Purpose**: provide a safe and efficient crossing of the Delaware River at Skinners Falls for cars, trucks, trailers, emergency response vehicles, bicyclists, and pedestrians.

**Needs**:

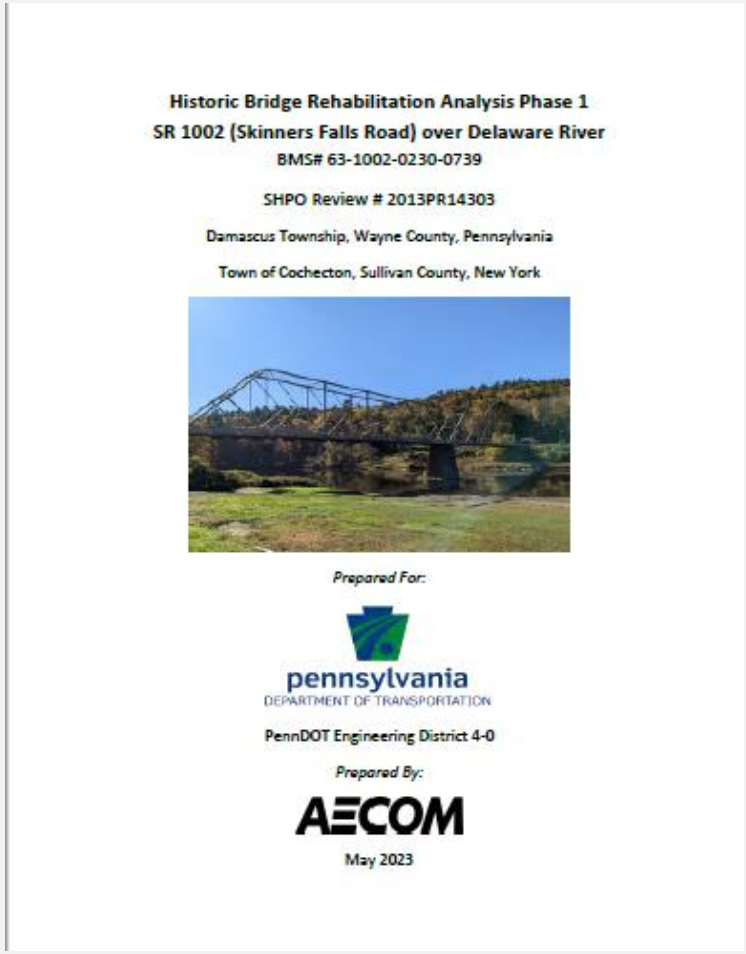
1. The Skinners Falls Bridge is currently closed to traffic due to its condition, which limits efficient access for residents, businesses, and recreational users.
2. River rescue is negatively affected by the absence of a functional bridge in this area.
3. Fire and medical emergency response are delayed due to the lack of a crossing in this area.
4. The Skinners Falls Bridge does not provide adequate accommodations for pedestrians, bicyclists, and recreational users in the area.

# Alternatives Analysis



# Historic Bridge Rehabilitation Analysis Phase 1

- HBRA Phase 1
  - Presented the character defining features of the bridge
  - Determined how much load can the rehabilitated bridge carry while still meeting Secretary Of the Interior's (SOI) standards
- Published on May 25, 2023 with a 30-day comment period
- 41 comments received


Historic Bridge Rehabilitation Analysis Phase 1
SR 1002 (Skinners Falls Road) over Delaware River
BMS# 63-1002-0230-0739
SHPO Review # 2013PR14303
Damascus Township, Wayne County, Pennsylvania
Town of Cochecton, Sullivan County, New York
Prepared For:
pennsylvania
DEPARTMENT OF TRANSPORTATION
PennDOT Engineering District 4-0
Prepared By:
AECOM
May 2023

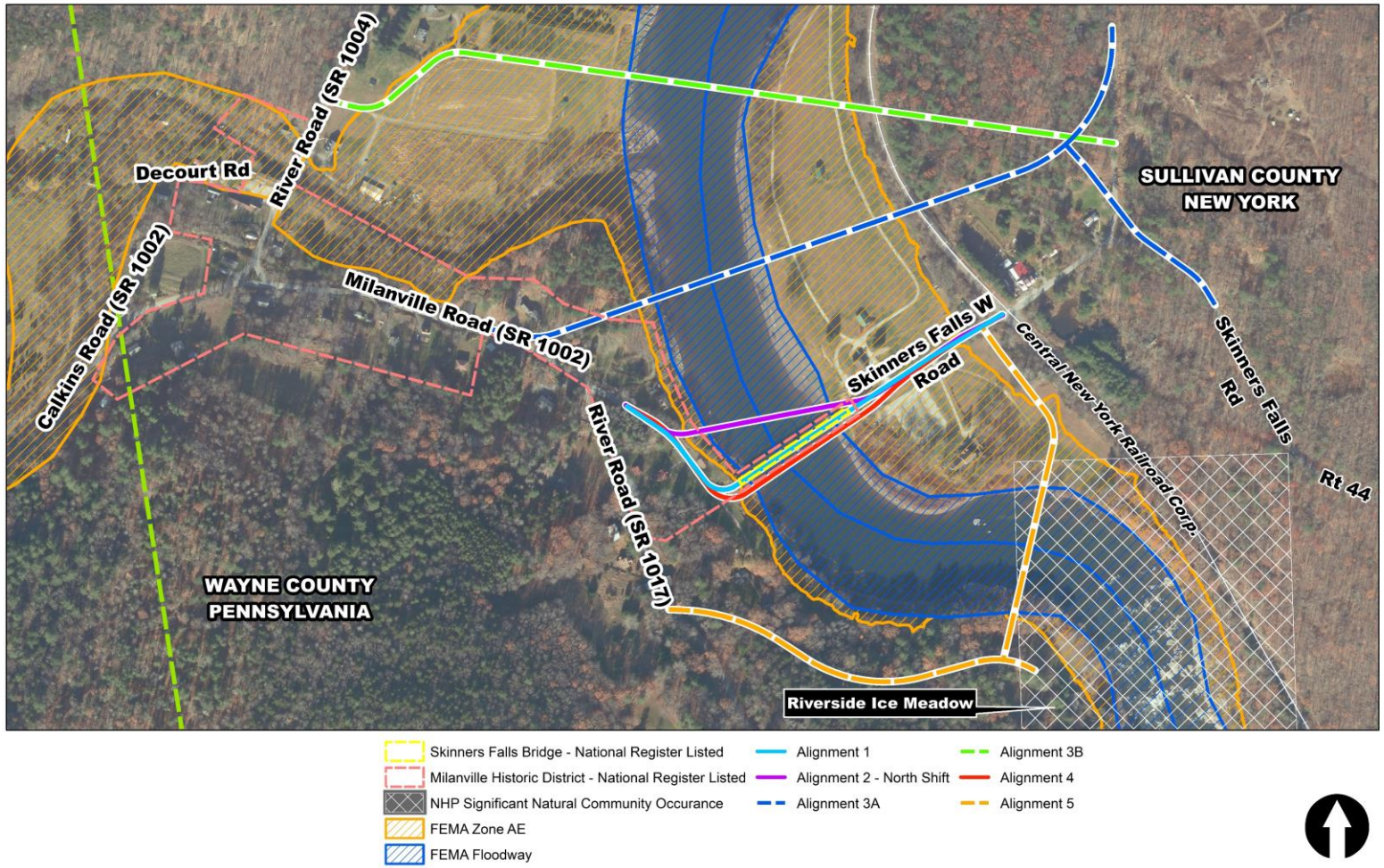
# Example of a Non-SOI* Compliant Rehabilitation

Modern two-span steel girder bridge with the trusses added as a decorative element to the outside of the superstructure, in recognition of the historic nature and aesthetics of the setting.



*SOI: Secretary of Interior

# Conceptual Replacement Alignments



# Alternatives Screening Process




Components of Alternatives Analysis:

- Historic Bridge Rehabilitation Analysis (HBRA)
- Non-SOI Compliant Rehabilitation
- Full Replacement

# Alternatives Recommended for Further Study

Proposed Alternatives:

- No Build
  - Do Nothing
  - Removal/Demolition
  - Removal/Relocation and Reuse
- Traditional Rehabilitation (4, 7, 10 tons)
- Non-SOI Compliant Rehabilitation
- Full Replacement



# PEL Study Results

- Approved Purpose and Needs
- Completed Phase 1 HBRA
- Eliminated Off-Line Replacement Options
- Determined Alternatives to be carried into future project development.

# Status and Next Steps

Update PEL to reflect agency and public input

Final PEL Study Published

Identify Available Funding



# Funding for Future Project Development

- Transportation funding is **limited**
- **If project funding is identified and listed on the TIP/STIP**:
  - Conduct preliminary engineering
  - Conduct detailed environmental investigations and analysis
  - Complete HBRA Phase 2
  - Continue public and agency coordination
- **If project funding *is not* identified and listed on the TIP/STIP:**
  - MPOs and DOT need to evaluate transportation priorities in the region

# For More Information

**Project Website**

https://www.penndot.gov/RegionalOffices/district-4/PublicMeetings/Wayne County/Pages/default.aspx

**Project Hotline**

(610) 234-5148 or Skinnersfallsbridge@aecom.com



**Presentation will restart in 1 minute**

**SFB Public Meeting Presentation Script**

Welcome to our second public meeting for the Skinners Falls Bridge Planning and Environmental Linkages, or PEL, Study.

The goal of today's meeting is to present an update on PEL Study and share key findings and recommendations.

**Slide 2: Public Meeting Overview**
Today's meeting is an open-house format. Feel free to read through the presentation boards at your own pace, and if you have any questions, please let a member of our team know. You are welcome to leave comments on the feedback forms at the Comment Station. We thank you in advance for your participation.

The PEL Study results will be used to inform future studies and present a range of alternatives for the Skinners Falls Bridge. We will start with some background on the project and identify the key stakeholders.

**Slide 3**: **What is a PEL Study?**

A Planning and Environmental Linkages Study, or PEL study, is used to identify transportation issues in a corridor and develop potential solutions. It evaluates factors like traffic, safety, engineering, and both environmental and community impacts. Its goal is to streamline future project development by getting early input from agencies and the public.

**Slide 4: Skinners Falls Bridge Study Team**

To help guide our analysis, we have coordinated with various agencies and stakeholders who represent diverse interests in the area. This includes representatives from PennDOT, NYSDOT, the local counties and municipalities and the National Park Service.

**Slide 5: PEL Process Overview**

This slide presents an overview of the PEL study process for the Skinners Falls Bridge. PennDOT initiated the PEL study process in 2021 to determine the transportation and community needs for the project.

In 2021, the project team collected data, analyzed existing conditions, and developed the Purpose and Need for the project. Stakeholder interviews, public meeting number 1 and two Agency Coordination Meetings (ACM) and 2 Project Advisory Committee (PAC) meetings were held to solicit public input on the project needs.

In 2022, the no build, rehabilitation and possible replacement alternatives were developed. Stakeholder coordination included solicitations for Consulting Parties and meetings with the Project Advisory Committee and Agencies.

In 2023, a Phase 1 Historic Bridge Rehabilitation Analysis was completed, along with the screening of potential bridge replacement alignments. Ongoing stakeholder coordination included a meeting with the National Park Service, along with one PAC meeting and one ACM.

In early 2024, a public officials briefing, ACM and PAC meeting were held to review the information and key findings of the PEL study. The draft PEL report was released for public review on April 11, 2024, and

the purpose of today's public meetings is to share the information contained within the PEL and gather feedback.

**Slide 6: Skinners Falls Bridge: Background and History**

The Skinners Falls Bridge has both cultural and historical significance and is listed on the National Register of Historic Places (NRHP). It is also a contributing element to the NRHP-listed Milanville Historic District. The bridge is located within the Upper Delaware Scenic and Recreational River, which is managed by the National Park Service. The bridge contributes to the outstandingly remarkable values for the area.

**Slide 7: Background and History**

The Skinners Falls Bridge is a 466 foot-6 inch two span Baltimore through truss bridge carrying State Route 1002 over the Delaware River between Wayne County, Pennsylvania and Sullivan County, New York. It has been in service since 1902 and is owned by the PA-NY Joint Interstate Bridge Commission, known as the JIBC. As part of the JIBC, PennDOT maintains primary maintenance responsibility for the Skinners Falls Bridge.

**Slide 8: Operational History**

Since 2007, the bridge's weight capacity has been reduced, and it has required several emergency closures for repairs. The bridge has been closed to all vehicular and pedestrian traffic since 2019.

**Slide 9: Public Coordination**

The project has coordinated with various stakeholders during the PEL study process, including elected officials, emergency responders, local business owners, and the national park service.

This is our second public meeting; a previous public meeting was held virtually in 2021.

**Slide 10:**

The project's purpose and need were developed in 2021, in collaboration with agency and community input. We sought feedback from the PAC, and from community members at our virtual stakeholder meeting and in stakeholder interviews. Public comments were incorporated in the development of the purpose and needs statement.

The approved project purpose is to provide a safe and efficient crossing of the Delaware River at Skinners Falls for cars, trucks, trailers, emergency response vehicles, bicyclists, and pedestrians.

The project needs are identified as

> The Skinners Falls Bridge is currently closed to traffic due to its condition, which limits efficient access for residents, businesses, and recreational users.
>
> River rescue is negatively affected by the absence of a functional bridge in this area.
>
> Fire and medical emergency response are delayed due to the lack of a crossing in this area.

The Skinners Falls Bridge does not provide adequate accommodations for pedestrians, bicyclists, and recreational users in the area.

**Slide 11-Analysis**

**The project team considered a variety of options including rehabilitating the bridge as well as building a new bridge. These next few slides will provide an overview. Please visit our stations for more information and to ask questions.**

**Slide 12: Historic Bridge Analysis Phase 1**

The purpose of the Historic Bridge Rehabilitation Analysis (HBRA) is to evaluate whether bridge rehabilitation options can be performed in compliance with the Secretary of Interior's Standards for Rehabilitation, which requires that the historic character of the bridge be retained and preserved wherever possible. Phase 1 of the HBRA presented the character defining features of the bridge. The report determined how much load could be carried by the rehabilitated bridge while still meeting the Secretary of Interior Standards. The report determined 4-ton, 7-ton and 10-ton rehabilitation alternatives met the Secretary of Interior Standards.

**Slide 13: Non-SOI Compliant Rehabilitation**

The team considered a Non-Secretary of Interior-Compliant rehabilitation alternative that would include a new modern steel girder bridge while retaining the truss elements of the existing bridge as a decorative element. This alternative maintains the look and feel of the existing bridge but can carry heavier vehicles and safely accommodate bicycles and pedestrians. The

**Slide 14: Conceptual Replacement Alignments**

Six alignments were considered for a replacement structure.

Three off-route alignments were recommended for dismissal. These alignments consisted of Alignment 3A, in blue, Alignment 3B, in green and Alignment 5, in orange and are shown on the map as a dashed line. The alternatives were dismissed due to floodway/floodplain impacts, business impacts, and right of way impacts, as well as the size of bridge and length of roadway improvements.

The on-route alignments, which are located in the general vicinity of the existing bridge were recommended for further study. These alignments consisted of Alignment 1, in blue, Alignment 2 in purple, and an alignment 4, in red.

**Slide 15: Alternatives Screening Process**

The graphic on screen shows the components of the alternatives screening process. We evaluated the purpose and need for the project while considering environmental, engineering, and cost factors. Conceptual level engineering was performed to develop the build alternatives. Conceptual level costs for all the alternatives were developed to assist with planning and programming funds for future stages of the project. Additionally, an impact analysis considering economic, cultural, and socioeconomic resources was conducted to evaluate the degree of impacts associated with each build alternative.

**Slide 16: Alternatives Recommended for Further Study**

We are hoping to gather your input either during this meeting or during the 45-day comment period on the alternatives presented tonight.

In sum, the alternatives consist of:

No Build/ Do Nothing: In this alternative, no permanent or maintenance work would occur. As a result, the bridge eventually fails

Removal/demolition: In this alternative, the bridge would be demolished and scrapped, and both the PA and NY approaches would be dead ended.

Removal/Relocation and Reuse: In this alternative, the bridge would be disassembled, making the bridge available for adaptive reuse

Traditional Rehabilitation: In this alternative, the bridge would be rehabilitated to 4, 7, or 10 tons while remaining compliant with secretary of the interior standards and retaining the current bridge width

Non-secretary of the interior Compliant Rehabilitation: This alternative Explores retaining the historic look and feel of the current bridge while providing a new bridge that can carry modern vehicle types

Full Replacement: This alternative involves constructing a new bridge, designed to carry full loads and accommodate pedestrians and cyclists. The full replacement explored alignment options including replacement in or near the existing location, or replacement upstream or downstream.

**Slide 17: PEL Results**

The PEL Study for the Skinners Falls Bridge has resulted in:

- The development of approved Purpose and Needs
- Conceptual Level Alternatives Analysis including completion of a Phase 1 HBRA and recommendations for dismissal of offline bridge replacement alternatives
- Selection of a range of alternatives recommended to be advanced to further study

**Slide 18: Status and Next Steps**

Our next steps are to incorporate your input into the PEL before publishing the Final PEL Report. When complete, the Final PEL report will be available on the PennDOT District 4-0 project website.

**Slide 19: Funding for Future Phases**

PennDOT and NYSDOT must demonstrate that there is available funding to initiate next steps. If funding is identified, then preliminary engineering and the subsequent NEPA study can be conducted, along with phase two of the HBRA and continuation of public and agency outreach and coordination. If funding is not identified, then the MPO's, the planning agencies, PennDOT and NYSDOT would have to evaluate the transportation priorities in the region.

**Slide 20: For More Information**

We are hopeful the PEL study will provide necessary information and insights to help shape the future of Skinners Falls Bridge.

Thank you for your participation. Please stay involved by visiting our project website or calling our hotline with any questions or comments.

# Appendix J: Public Comments and Associated Responses

**SFB Public Comments Responses**

**Frequently Asked Questions**

**1. Why can't the bridge just be rehabilitated? Why do you have to do another study?**

In 2019, Pennsylvania Department of Transportation (PennDOT) initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

Federal Highway Administration (FHWA) requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. For the Skinners Falls Bridge, the Planning and Environmental Linkages (PEL) is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation
- on-line replacement
- no build

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns, as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) both Pennsylvania and New York Departments of Transportation must examine if there is a prudent and feasible alternative that avoids impacting bridge. That determination requires a very rigorous study of the rehabilitation alternatives and includes much public outreach.

**2. What is the difference between non-SOI compliant rehabilitations vs the other rehabilitation options?**

The Secretary of the Interior's Standards for Rehabilitation (SOI Standards) form the basis for work on historic properties. The Traditional Rehabilitation Alternatives (the 4-, 7-, and 10-ton) are SOI-compliant and would retain the current bridge width. To comply with SOI standards, in-kind replacement or repair of character defining features will be performed where possible. These three rehabilitation options, as described in the Historic Bridge Rehabilitation Analysis Phase 1 (HBRA), would result in an anticipated Section 106 finding of No Adverse Effect to the Skinners Falls Bridge as an individually National Register of Historic Places (NHRP)-listed resource and as a contributing resource to the NRHP-listed Milanville Historic District.

Types of Non-SOI complaint rehabilitations would not meet the SOI standards but would still preserve some of the historic characteristics of the bridge. These alternatives would explore retaining some historic materials while providing a bridge that meets the transportation needs (i.e two-span modern steel bridge with trusses attached as decorative elements). The Non-SOI compliant rehabilitations would result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District. The Non-SOI compliant rehabilitations will be refined and evaluated during the preliminary engineering and detailed environmental study phase.

Both the Traditional (SOI Compliant) Rehabilitation Alternatives and the Non-SOI Rehabilitation Alternatives will be carried into future phases of the project.

**3. Why can't the bridge be opened to pedestrians (immediately)?**

A 2019 bridge inspection identified that the deck and superstructure were in poor condition and the substructure was in critical condition. Specifically, the transverse timber deck immediately beneath the running boards shows severe deterioration; the stone masonry abutment on the New York side shows continued movement and separation of stones; and the steel truss members, especially in the area of the pinned connections, are in poor condition. Therefore, the bridge has deteriorated such that it is currently unsafe for any form of traffic, including pedestrians.




The American Association of State Highway and Transportation Officials (AASHTO) guidelines specifies that pedestrian bridges be designed to handle 90 pounds per square foot (PSF) uniform load—to account for a situation that may have people crowded on the bridge (i.e. viewing fireworks, wedding parties, assembling for a race). Based on the length and width of the existing bridge deck, the existing trusses would need to be significantly reinforced (altered) to be able to safely support the potential load. Any reinforcement or alterations to the current bridge would require NEPA clearance and engineering design.

**4. Why are you considering a larger replacement bridge that will change the community and attract trucks when it is cheaper to rehabilitate?**

Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of

weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[1]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars. FHWA/PennDOT/NYSDOT will need to program funding for design and associated construction costs for a given alternative. Based on the PEL construction costs for the range of alternatives the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12-year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**5. Why does the Purpose and Need Statement only reflect transportation concerns and goals?**

The purpose of the project is a statement of the overall goal of the proposed project. The project needs describe the transportation problems with the current conditions and illustrate why the project is needed. Project needs are fact-based and supported by research and public input. They were not developed to facilitate any specific solution.

Only after fully defining the needs, the PEL study evaluated several conceptual alternatives to addressing those problems. Those conceptual alternatives were evaluated based, in part on: (1) the projected impacts to the natural environment, community resources, and the historic bridge itself; (2) how well those alternatives remedy the problems identified in the needs statement; and (3) conceptual construction, mitigation, and future maintenance costs.

The same analysis described above will be continued during the NEPA phase of the project, but with more detailed information on natural, social, historic, and archeological resources, and more refined details on the alternatives suggested by the PEL study to be carried into the NEPA phase.

https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_purpose_need.aspx

**6. How can the public be heard?**

PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and

[1] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become Section 106 Consulting Parties. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT mailed and emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as *Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I* (May 2023).

PEL Project Advisory Committee (PAC)

A PAC was initiated in 2021 to provide the project team with information on regional needs and goals as well as local concerns and activities. The PAC members included representatives of the study area municipalities and counties in New York and Pennsylvania, the National Park Service (NPS) and the Upper Delaware Council (UDC). In addition, the PAC was charged to communicate the PEL study to their constituents. If other major stakeholders are determined to be needed for their expertise, new members may be invited to join the PAC in future studies.

In addition, the project team conducted stakeholder interviews with local businesses, emergency service providers, residents and the NPS. The coordination will continue with any future phases of the project.

**7. Why was so much money spent but not on fixing the bridge?**

In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. The FHWA requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and needs, the environmental impacts and a range of alternatives.

The PEL study identified the transportation purpose and needs, as well as a range of alternatives to be considered. It also provided background on the study area, stakeholder feedback, and estimated costs associated with potential alternatives. This information will be used to refine and inform future studies.

In addition to the PEL study, the funds were spent on the required biennial and special inspections. Given the condition of the New York abutment, the Skinners Falls Bridge is on a 6-month special inspection cycle.

**8. What are the next steps and who makes the final decision?**

Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed.

In coordination with local and state government entities, transportation funding potentially may be secured via the Transportation Improvement Program (TIP) process in Pennsylvania, the Statewide Transportation Improvement Program (STIP) process in New York or application to federal discretionary grant programs. As documented by the Joint Interstate Bridge Commission Agreement, costs are shared jointly between New York and Pennsylvania.

Should transportation funding be secured and programmed for a Skinners Falls Bridge project, it will enter the preliminary engineering design and detailed environmental studies phase.

FHWA has the ultimate responsibility for approval of the NEPA document and any design recommendations for the Skinners Falls Bridge.

**9. The Skinners Falls Bridge is a historic resource and is located in the Upper Delaware Scenic and Recreational River which is both a unit of the National Park System and a part of the National Wild and Scenic Rivers System. Don't those designations require that the Rehabilitation must be selected?**

The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns, as well as costs. In addition, because the bridge is individually listed in the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must examine if there is a prudent and feasible alternative that avoids impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout the next phase of the project.

# Comment Response Index

| Last Name | First Name | Survey/Comment Number |
|---|---|---|
| Ballew | Collete | 3, 89, 90 |
| Becker | Amy | 4 |
| Biondi | Rose | 6 |
| Boyle | Ginny | 57 |
| Breiman | Teresa | 8 |
| Brinkerhoff | Dan | 58 |
| Brinkerhoff | Joanne | 58, 88 |
| Capruso | Daniel | 59, 99 |
| Deppe | Paul | 60, 95 |
| Dexter | Jeff | 61 |
| Dollarhide | Brady | 25 |
| Dudko | Virginia | 10 |
| Edelmann | Dorita | 62 |
| Eisenberg | Julietta | 63 |
| Fitzgerald | Alice | 64, 97 |
| Fitzgerald | Neil | 65, 96 |
| Fox | Josh | 66, 91 |
| Gilboy | Robert | 67 |
| Green | Mary | 11 |
| Haber | Tom | 13 |
| Harris | Randy | 14 |
| Hatalak | Mark | 15 |
| Hesse | Star | 68, 98 |
| Hocker | Lyle | 16 |
| Hocker | Opal | 17 |
| Hopkins | Catherine | 69 |
| Ircha | Jane | 18 |
| Ircha | Steve | 19 |
| Kehagias | Teresa | 70 |
| Lee | Ryan | 71 |
| Littke | Ron | 20 |
| Lothian | William | 21 |
| Merolla | Brandi | 72 |
| Moran | Laura | 23 |
| Motichka | Joelee | 73 |
| Neubeck | Nicolas | 1 |
| Ondrejcak | Andrew | 26 |
| Price | Mary Sue | 28 |
| Ramie | Laurie | 29 |
| Richardson | Larry | 74 |

| | | |
|---|---|---|
| Rizzo | Colleen | 75, 86 |
| Robinson | Marlieta | 76, 87 |
| Rue | Thomas | 31 |
| Rybak | Eliece | 32 |
| Scharf | Dean | 34 |
| Scharf | Krista | 35 |
| Sellenraad | Ellen | 36 |
| Sellenraad | Johan | 37 |
| Singer | Adam | 38 |
| Starr | Norm | 77, 92 |
| Starr | Rosie | 78, 93 |
| Stratton | June | 40 |
| Sullivan | Susan | 79 |
| Theis | Jaquel | 41 |
| Van Slyke | Peter | 49 |
| Vinskofski | Susan | 80 |
| Wasner | Gabriel | 81 |
| Wasner | Karl | 82 |
| Wasner | Marcello | 83 |
| Wasner | Pamela | 84 |
| Weiden | Brendan | 50 |
| Weinerman | Nan | 51 |
| Wittich | Julia | 52 |
| Woch | Susanne | 53 |
| Zambarano | Lori | 56 |
| Zinnes | Alice | 85, 94 |

# Survey Comments

# #1

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Thursday, April 25, 2024 8:04:50 PM |
| **Last Modified:** | Thursday, April 25, 2024 8:08:25 PM |
| **Time Spent:** | 00:03:35 |
| **IP Address:** | 70.44.90.149 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Somewhat important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Not Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8**

Was the meeting informative?

**Somewhat Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

It seems like this will take many yrs, is there anyway to get foot traffic back in the short term?

NN1

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Resident,**

**Commuter**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Nicolas Neubeck
[redacted]
[redacted]

**NN1-** A 2019 bridge inspection identified that the deck and superstructure were in poor condition and the substructure was in critical condition. Specifically, the transverse timber deck immediately beneath the running boards shows severe deterioration; the stone masonry abutment on the New York side shows continued movement and separation of stones; and the steel truss members, especially in the area of the pinned connections, are in poor condition. Therefore, the bridge has deteriorated such that it is currently unsafe for any form of traffic, including pedestrians.

The American Association of State Highway and Transportation Officials (AASHTO) guidelines specifies that pedestrian bridges be designed to handle 90 pounds per square foot (PSF) uniform load—to account for a situation that may have people crowded on the bridge (i.e. viewing fireworks, wedding parties, assembling for a race). Based on the length and width of the existing bridge deck, the existing trusses would need to be significantly reinforced (altered) to be able to safely support the potential load. Any reinforcement or alterations to the current bridge would require NEPA clearance and engineering design.

# #2

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Thursday, May 02, 2024 9:30:11 AM |
| **Last Modified:** | Thursday, May 02, 2024 9:31:51 AM |
| **Time Spent:** | 00:01:40 |
| **IP Address:** | 69.115.239.175 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Somewhat Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8**

Was the meeting informative?

**Very Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Anna K Vanderslice. [redacted]

# #3

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 11:23:41 AM |
| **Last Modified:** | Friday, May 10, 2024 12:34:40 PM |
| **Time Spent:** | 01:10:58 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8**

Was the meeting informative?

**Not Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

The time and money spent getting these surveys done, packed, and collated - could have gone to rehabilitating the bridge by now 5 years later

CB1

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Resident,**

**Commuter**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Colette Ballew [redacted]

CB1- Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives. This survey process is a component of the required studies.

# #4

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 12:54:11 PM |
| **Last Modified:** | Friday, May 10, 2024 12:55:58 PM |
| **Time Spent:** | 00:01:47 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8**

Was the meeting informative?

**Somewhat Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

moving the process along in an expedited manner

AB1

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Amy Becker[redacted]

AB1- Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, progress on the project cannot continue and a timeline cannot be developed.

# #5

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 12:56:04 PM |
| **Last Modified:** | Friday, May 10, 2024 12:58:15 PM |
| **Time Spent:** | 00:02:10 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Not Important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Somewhat Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8**

Was the meeting informative?

**Very Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Tom Birrer [redacted]

# #6

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:05:09 PM |
| **Last Modified:** | Friday, May 10, 2024 1:06:38 PM |
| **Time Spent:** | 00:01:28 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Not Important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Somewhat important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Not Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

RB1

RB2

NN1

What is the next step in the process? What is the Timing?

who/what determines decision?

What determines receipt of funding from federal government?

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Rose Biondi [redacted]

RB1- Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed. Should transportation funding be secured and programmed for a Skinners Falls Bridge project, it will enter the preliminary engineering design and detailed environmental studies design phase.

RB2- In coordination with local and state government entities, transportation funding potentially may be secured via the Transportation Improvement Program (TIP) process in Pennsylvania, the Statewide Transportation Improvement Program (STIP) process in New York or application to federal discretionary grant programs. As documented by the Joint Interstate Bridge Commission Agreement, costs are shared jointly between New York and Pennsylvania.

RB3- FHWA has the ultimate responsibility for approval of the NEPA document and any design recommendations for the Skinners Falls Bridge.

# #7

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:06:45 PM |
| **Last Modified:** | Friday, May 10, 2024 1:07:28 PM |
| **Time Spent:** | 00:00:43 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8**

Was the meeting informative?

**Very Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Steven Breiman [redacted]

# #8

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:07:33 PM |
| **Last Modified:** | Friday, May 10, 2024 1:08:46 PM |
| **Time Spent:** | 00:01:13 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

Need the ability for emergency vehicles but not for tractor trailer or large vehicles as roads are too narrow and have too much erosion to sustain large vehicles

TB1

**Q10** **Resident**

What is your interest in the project? Check all that apply.

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Therese Breiman [redacted]

[redacted]

TB1- Emergency response vehicles weigh over ten tons. A bridge with weight restrictions that would accommodate emergency vehicles would also accommodate other large vehicles. Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

# #9

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:08:57 PM |
| **Last Modified:** | Friday, May 10, 2024 1:09:39 PM |
| **Time Spent:** | 00:00:41 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8**

Was the meeting informative?

**Somewhat Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Business Owner,**

**Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Cass COllins [redacted]

# #10

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:09:43 PM |
| **Last Modified:** | Friday, May 10, 2024 1:11:46 PM |
| **Time Spent:** | 00:02:03 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Somewhat Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

VD1

If you had moved on this some years ago without all the bureaucracy and so many studies the bride would not have deteriorated so many more years and been replaced for all that wasted money

**Q10** **Stakeholder**

What is your interest in the project? Check all that apply.

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Virginia Dudko [redacted]

[redacted]

VD1- Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives.

# #11

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:11:51 PM |
| **Last Modified:** | Friday, May 10, 2024 1:13:00 PM |
| **Time Spent:** | 00:01:08 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

MG1

I would love to save the historic worth and beauty of the Skinners Falls Bridge if it can be done safely

**Q10** **Business Owner,**

What is your interest in the project? Check all that apply. **Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Mary Greene [redacted]

MG1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

# #12

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:13:03 PM |
| **Last Modified:** | Friday, May 10, 2024 1:13:51 PM |
| **Time Spent:** | 00:00:47 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Somewhat Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8**

Was the meeting informative?

**Somewhat Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Peter Greene [redacted]

# #13

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:13:56 PM |
| **Last Modified:** | Friday, May 10, 2024 1:14:55 PM |
| **Time Spent:** | 00:00:59 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Not Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Not a major consideration**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

MH1

We would like to be able to walk across

**Q10** **Property Owner**

What is your interest in the project? Check all that apply.

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Morgan and Tom Haber [redacted]

[redacted]

MH1- A 2019 bridge inspection identified that the deck and superstructure were in poor condition and the substructure was in critical condition. Specifically, the transverse timber deck immediately beneath the running boards shows severe deterioration; the stone masonry abutment on the New York side shows continued movement and separation of stones; and the steel truss members, especially in the area of the pinned connections, are in poor condition. Therefore, the bridge has deteriorated such that it is currently unsafe for any form of traffic, including pedestrians.

The American Association of State Highway and Transportation Officials (AASHTO) guidelines specifies that pedestrian bridges be designed to handle 90 pounds per square foot (PSF) uniform load—to account for a situation that may have people crowded on the bridge (i.e. viewing fireworks, wedding parties, assembling for a race). Based on the length and width of the existing bridge deck, the existing trusses would need to be significantly reinforced (altered) to be able to safely support the potential load. Any reinforcement or alterations to the current bridge would require NEPA clearance and engineering design.

# #14

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:15:00 PM |
| **Last Modified:** | Friday, May 10, 2024 1:16:49 PM |
| **Time Spent:** | 00:01:49 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Somewhat important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8**

Was the meeting informative?

**Somewhat Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

RH1

I am on the Damascus ambulance and beachlake volunteer fire. We use Narrowsburg Bridge and Damascus Bridge no need for Skinners River Rd is too narrow anyway and Narrowsburg/Damascus is faster/safe

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Business Owner,**

**Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Randy Harris [redacted]

RH1- A Joint Position Statement was issued on March 4, 2020 by representatives from local agencies and organizations, including Damascus Township, Upper Delaware Council, Chamber of the Northern Poconos, Upper Delaware Scenic and Recreational River, Town of Cochecton, Lake Huntington Fire Department, Upper Delaware Scenic Byway Committee, and Wayne County Planning Commission. The Joint Position Statement asserted the Skinners Falls Bridge is needed to provide emergency response.

# #15

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:16:54 PM |
| **Last Modified:** | Friday, May 10, 2024 1:18:26 PM |
| **Time Spent:** | 00:01:31 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Somewhat important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

MH1

I am for keeping Skinners Falls Bridge as close to the current form but renovated to address stability and safety concerns.

**Q10** **Resident**

What is your interest in the project? Check all that apply.

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Mark Hatalak [redacted]

MH1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location. If a replacement alternative is selected the bridge would allow for the passage of all legal loads.

# #16

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:18:30 PM |
| **Last Modified:** | Friday, May 10, 2024 1:19:53 PM |
| **Time Spent:** | 00:01:22 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Not Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

LH1

Bridge should be rehabilitated as long as it resembles existing bridge. Alternate designs defy logic make no sense

**Q10** **Property Owner**

What is your interest in the project? Check all that apply.

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Lyle Hocker [redacted]

[redacted]

LH1- The PEL study identified a range of alternatives recommend to be carried into the preliminary engineering and detailed environmental study phase of the project. These alternatives will be further evaluated and refined during this phase. Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location. If a replacement alternative is selected the bridge would allow for the passage of all legal loads.

# #17

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:19:58 PM |
| **Last Modified:** | Friday, May 10, 2024 1:21:53 PM |
| **Time Spent:** | 00:01:54 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Respondent skipped this question**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

OH1

Very important to have a bridge! If cant be saved had to have historic look to maintain the Historic Distric which must be preserved. no destroying of the town.

**Q10** **Property Owner**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Opal Hocker [redacted]

[redacted]

OH1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

# #18

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:21:57 PM |
| **Last Modified:** | Friday, May 10, 2024 1:23:22 PM |
| **Time Spent:** | 00:01:24 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Somewhat important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

JI1

I m very concerned about the children who frequent the Landus Campground. The purpose and needs study has not discussed the safety concerns addressed above.

**Q10** **Property Owner**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Jane Ircha [redacted]

[redacted]

JI1- Pedestrians including children cross the road in front of the Skinners Falls Bridge on the New York side from Lander's campground to the beach on the south side of the bridge. During future studies for a crosswalk or other pedestrian enhancements could be considered to accommodate pedestrians.

# #19

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:23:28 PM |
| **Last Modified:** | Friday, May 10, 2024 1:24:57 PM |
| **Time Spent:** | 00:01:28 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Somewhat important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

SI1

The purpose and needs study should have discussed the concern that a new bridge with higher loads would be dangerous for the kids running across the pond from the campground to get access to the swimming area.

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Steve Ircha [redacted]

SI1- Pedestrians including children cross the road in front of the Skinners Falls Bridge on the New York side from Lander's campground to the beach on the south side of the bridge. During future studies for a crosswalk or other pedestrian enhancements could be considered to accommodate pedestrians.

# #20

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:25:02 PM |
| **Last Modified:** | Friday, May 10, 2024 1:26:09 PM |
| **Time Spent:** | 00:01:06 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Not Important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

RL1

I think the bridge and river road should be made to accommodate bicyclists and pedestrians.

**Q10** **Resident**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Ron Littke [redacted]

RL1- A 2019 bridge inspection identified that the deck and superstructure were in poor condition and the substructure was in critical condition. Specifically, the transverse timber deck immediately beneath the running boards shows severe deterioration; the stone masonry abutment on the New York side shows continued movement and separation of stones; and the steel truss members, especially in the area of the pinned connections, are in poor condition. Therefore, the bridge has deteriorated such that it is currently unsafe for any form of traffic, including pedestrians.

The American Association of State Highway and Transportation Officials (AASHTO) guidelines specifies that pedestrian bridges be designed to handle 90 pounds per square foot (PSF) uniform load—to account for a situation that may have people crowded on the bridge (i.e. viewing fireworks, wedding parties, assembling for a race). Based on the length and width of the existing bridge deck, the existing trusses would need to be significantly reinforced (altered) to be able to safely support the potential load. Any reinforcement or alterations to the current bridge would require NEPA clearance and engineering design.

# #21

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:26:13 PM |
| **Last Modified:** | Friday, May 10, 2024 1:27:14 PM |
| **Time Spent:** | 00:01:01 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Somewhat Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8**

Was the meeting informative?

**Very Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Business Owner,**

**Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

William Lothan [redacted]

# #22

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:27:19 PM |
| **Last Modified:** | Friday, May 10, 2024 1:28:57 PM |
| **Time Spent:** | 00:01:38 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Not Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Not a major consideration**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

GM1

the existing bridge is 120 years old. Its past its longevity time to look to the future and build a two lane bridge with higher weight limits.

**Q10** **Resident**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Gery Mas [redacted]

GM1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location. If a replacement alternative is selected the bridge would allow for the passage of all legal loads.

# #23

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:29:04 PM |
| **Last Modified:** | Friday, May 10, 2024 1:31:28 PM |
| **Time Spent:** | 00:02:24 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

LM1

I live very close (1/4 mile) to the bridge and used it several times daily. As did my husband who is self-employed. Retain the character of the bridge. Make it safe for cars, emergency, and pedestrians. Keep load limit to no more than 10 tons.

LM2

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Business Owner,**

**Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Laura Moran [redacted]

[redacted]

LM1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

LM2- Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location. If a replacement alternative is selected the bridge would allow for the passage of all legal loads. To accommodate emergency vehicles as well, the bridge must have a weight limit above ten tons.

# #24

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:31:33 PM |
| **Last Modified:** | Friday, May 10, 2024 1:34:37 PM |
| **Time Spent:** | 00:03:04 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Not Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** Respondent skipped this question

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

MM1

I live on River Road. Once I had to go over the bridge to get help for a child missing on the river. The fact that it's there and people want to go to the Milanville general store and it's hell going all the way around. There aren't many bridges here. Cochecton always closed. Narrowsburg closes where do we go?

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Resident,**

**Commuter**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Maureen Mouton [redacted]

[redacted]

MM1- Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed. The bridge has deteriorated such that it is currently unsafe for any form of traffic, including pedestrians.

# #25

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:34:43 PM |
| **Last Modified:** | Friday, May 10, 2024 1:36:25 PM |
| **Time Spent:** | 00:01:42 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Somewhat important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

BD1

Interested to know if there have been considerations for restoration for pedestrian use only, no cars.

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident,**

**Stakeholder**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Brady Dollarhide [redacted]

BD1- A 2019 bridge inspection identified that the deck and superstructure were in poor condition and the substructure was in critical condition. Specifically, the transverse timber deck immediately beneath the running boards shows severe deterioration; the stone masonry abutment on the New York side shows continued movement and separation of stones; and the steel truss members, especially in the area of the pinned connections, are in poor condition. Therefore, the bridge has deteriorated such that it is currently unsafe for any form of traffic, including pedestrians.

The American Association of State Highway and Transportation Officials (AASHTO) guidelines specifies that pedestrian bridges be designed to handle 90 pounds per square foot (PSF) uniform load—to account for a situation that may have people crowded on the bridge (i.e. viewing fireworks, wedding parties, assembling for a race). Based on the length and width of the existing bridge deck, the existing trusses would need to be significantly reinforced (altered) to be able to safely support the potential load. Any reinforcement or alterations to the current bridge would require NEPA clearance and engineering design.

# #26

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:37:11 PM |
| **Last Modified:** | Friday, May 10, 2024 1:39:19 PM |
| **Time Spent:** | 00:02:08 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Not Important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Not Important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

AO1

Ideally, you would create pedestrian access and no more. I live only a few doors from the bridge and I do not want any more car traffic. Thank you!

**Q10** **Property Owner**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Andrew Ondrejcak [redacted]

AO1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location, in addition to pedestrians.

# #27

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:39:26 PM |
| **Last Modified:** | Friday, May 10, 2024 1:41:04 PM |
| **Time Spent:** | 00:01:38 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Not Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

PP1

I live very near the bridge. I love the old bridge but recognize the need for a useful upgrade. Would like it to be as attractive as possible.

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Paul Plumadore [redacted]

[redacted]

PP1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

FHWA has the ultimate responsibility for approval of the NEPA document and any design recommendations for the Skinners Falls Bridge

# #28

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:41:10 PM |
| **Last Modified:** | Friday, May 10, 2024 1:44:01 PM |
| **Time Spent:** | 00:02:50 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

MP1

Part of visiting and hiking in the Upper Delaware is accomodating to a different slower more respectful way of being. Stopping to allow passage by oncoming cars, pedestrians, cyclists, and other recreational vehicles is both a right and a privilege. You "did it" at Roebling, you can do it here.

**Q10** **Property Owner**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Mary Sue Price [redacted]

MP1- Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location. If a replacement alternative is selected, the bridge would accommodate higher loads and support two-way traffic

FHWA has the ultimate responsibility for approval of the NEPA document and any design recommendations for the Skinners Falls Bridge

# #29

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:44:09 PM |
| **Last Modified:** | Friday, May 10, 2024 1:48:12 PM |
| **Time Spent:** | 00:04:02 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Not Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Not Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

LR1

Once a National Register historic bridge is destroyed there is no mitigation possible. This bridge fits perfectly into its rural use, setting, and needs to be rehabilitated.

**Q10** **Stakeholder**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Laurie Ramie [redacted]

LR1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

# #30

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:48:56 PM |
| **Last Modified:** | Friday, May 10, 2024 1:50:06 PM |
| **Time Spent:** | 00:01:09 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Somewhat important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8**

Was the meeting informative?

**Very Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Michael Ranze [redacted]

# #31

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:50:10 PM |
| **Last Modified:** | Friday, May 10, 2024 1:53:17 PM |
| **Time Spent:** | 00:03:06 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Not Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

TR1 TR2

It is not clear why the planning for this project is taking so long, nor why the voice of the local community is being disrespected by PennDOT. Reopening this bridge, while maintaining its historic integrity should be PennDOT's priority.

TR3

**Q10** **Resident,**

What is your interest in the project? Check all that apply. **Commuter,**

**Stakeholder**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Thomas Rue [redacted]

[redacted]

TR1- Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives. Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed.

In coordination with local and state government entities, transportation funding potentially may be secured via the Transportation Improvement Program (TIP) process in Pennsylvania, the Statewide Transportation Improvement Program (STIP) process in New York or application to federal discretionary grant programs. As documented by the Joint Interstate Bridge Commission Agreement, costs are shared jointly between New York and Pennsylvania.

TR2- No single alternative was recommended in the PEL document. Input from the Project Advisory Committee, the resource agencies, stakeholders, Cooperating and Participating Agencies, Section 106 Consulting Parties, and the public was considered in the development of the conceptual alignments and alternatives.

TR3- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

# #32

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:53:44 PM |
| **Last Modified:** | Friday, May 10, 2024 1:56:26 PM |
| **Time Spent:** | 00:02:41 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Not a major consideration**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

ER1

The environmental impact to the resident by the bridge would be astronomical if the bridge/rad were doubled in size. That is not acceptable! I'm very concerned that it be restored/traditional rehab so that we have use of it the way we did when the bridge was built with reasonable upgrades and low environmental impact that is negative to immediate local residents.

ER3

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Eliece Rybak [redacted]

[redacted]

ER1- Although significant environmental impacts are expected to be caused by the project, the purpose and need section should justify why impacts are acceptable based on the project's importance. For example, any alternative for Skinners Falls Bridge will require work in the Delaware River. The work will be temporary but there are endangered and threatened species present at this location and a plan will need to be developed to avoid, minimize or mitigate impacts.

ER2- The PEL study identified the transportation purpose and need, as well as a range of alternatives to be considered. It also provided background on the study area, stakeholder feedback, and estimated costs associated with potential alternatives. This information will be used to refine and inform future studies including the environmental study phase. In this phase, the alternatives considered in the PEL will be developed further and assessed/refined to minimize impacts on the natural, social and cultural resources present in the study area. There are a number of regulations that will need to be considered and balanced as the project moves forward.

# #33

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:56:31 PM |
| **Last Modified:** | Friday, May 10, 2024 1:57:51 PM |
| **Time Spent:** | 00:01:19 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8**

Was the meeting informative?

**Somewhat Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Chris Sawicki [redacted]

# #34

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:57:55 PM |
| **Last Modified:** | Friday, May 10, 2024 1:59:38 PM |
| **Time Spent:** | 00:01:43 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

DS1

If the bridge stays one lane there should should be traffic lights.

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Dean Scharf [redacted]

[redacted]

DS1- Should one of the traditional rehabilitation alternatives (the 4-, 7-, and 10-ton) be selected, which would maintain a single lane structure, signalization at the bridge approaches could be considered to mitigate safety concerns regarding the limited sight lines.

# #35

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 1:59:43 PM |
| **Last Modified:** | Friday, May 10, 2024 2:00:24 PM |
| **Time Spent:** | 00:00:40 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

KS1

If one lane remains install traffic light

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Krista Scharf

[redacted]

KS1- Should one of the traditional rehabilitation alternatives (the 4-, 7-, and 10-ton) be selected, which would maintain a single lane structure, signalization at the bridge approaches could be considered to mitigate safety concerns regarding the limited sight lines.

# #36

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:00:28 PM |
| **Last Modified:** | Friday, May 10, 2024 2:01:38 PM |
| **Time Spent:** | 00:01:09 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** Respondent skipped this question

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

ES1

let's rejuvenate the historic bridge

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Ellen Sellenraad [redacted]

[redacted]

ES1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) both Pennsylvania and New York Departments of Transportation must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternatives and includes much public outreach.

# #37

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:01:48 PM |
| **Last Modified:** | Friday, May 10, 2024 2:03:26 PM |
| **Time Spent:** | 00:01:37 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

JS1

The main thing is to revive the existing bridge. If you can rejuvenate the bridge in a new form and still maintain its existing charm.

**Q10** **Property Owner**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Johan Sellenraad [redacted]

[redacted]

JS1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) both Pennsylvania and New York Departments of Transportation must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternatives and includes much public outreach.

# #38

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:03:31 PM |
| **Last Modified:** | Friday, May 10, 2024 2:04:39 PM |
| **Time Spent:** | 00:01:07 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

AS1

How soon can we have our bridge back?

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Adam Singer [redacted]

[redacted]

AS1- Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed.

# #39

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:04:43 PM |
| **Last Modified:** | Friday, May 10, 2024 2:05:54 PM |
| **Time Spent:** | 00:01:10 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Somewhat important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Not Important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8**

Was the meeting informative?

**Somewhat Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

Respondent skipped this question

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Resident,**

**Stakeholder**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Jared Snyder [redacted]

# #40

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:05:58 PM |
| **Last Modified:** | Friday, May 10, 2024 2:10:21 PM |
| **Time Spent:** | 00:04:23 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

JS1

The bridge dock should be repaired with the present wood-deck structure. the bridge shoul dnot be maximized for heavy vehiclular traffic neither in volume or weight load. In other words, it should remain part of a country road not a highway. Reusable parts of the existing structure will suit the time, so long as its safe for our hero. An emergency vehicle like a truck would be expected to use the bridge on any boots. That would challenge the bridge's ability to key out of the river.

JS2

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Business Owner,**

**Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Jun Stratton [redacted]

JS1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) both Pennsylvania and New York Departments of Transportation must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternatives and includes much public outreach.

JS2- Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location. A bridge that accommodates emergency vehicles would require a weight limit above ten tons (see table below).

# #41

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:10:25 PM |
| **Last Modified:** | Friday, May 10, 2024 2:35:39 PM |
| **Time Spent:** | 00:25:14 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Somewhat Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

JT1

Understanding why there isn't funding for this project. The government sends billions overseas, what about our country?

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Business Owner,**

**Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Jaquel Theis [redacted]

[redacted]

JT1- In coordination with local and state government entities, transportation funding potentially may be secured via the Transportation Improvement Program (TIP) process in Pennsylvania, the Statewide Transportation Improvement Program (STIP) process in New York or application to federal discretionary grant programs. As documented by the Joint Interstate Bridge Commission Agreement, costs are shared jointly between New York and Pennsylvania.

Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed.

# #42

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:35:46 PM |
| **Last Modified:** | Friday, May 10, 2024 2:37:39 PM |
| **Time Spent:** | 00:01:52 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

BT1

The Skinner's Falls Bridge has been a main roadway for over a century. Our jobs shopping, family, friends, emergency services, hospital, food. Not to mention businesses and tourism.

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Resident,**

**Commuter**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Bonnie Thol [redacted]

BT1- Comment noted

# #43

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:37:43 PM |
| **Last Modified:** | Friday, May 10, 2024 2:39:22 PM |
| **Time Spent:** | 00:01:38 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

JT1

I would like a bridge before I die.

JT2

We are destroying River Road with the extra heavy traffic

**Q10** **Property Owner**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Jim Tindell [redacted]

JT1- Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed.

JT2-Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

# #44

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:39:26 PM |
| **Last Modified:** | Friday, May 10, 2024 2:41:18 PM |
| **Time Spent:** | 00:01:52 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

UKN1

I am still unclear about how much wider the bridge might be made and what changes that would produce beyond the bridge/bigger roads, removing ability to walk along country road, keeping the area quiet so sounds of river st dominates.

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident,**

**Commuter**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

[redacted]

UKN1- The Traditional Rehabilitation alternatives would maintain the current width. Replacement alternatives would expand the bridge width to accommodate two-way traffic, pedestrians, and cyclists.

# #45

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:41:22 PM |
| **Last Modified:** | Friday, May 10, 2024 2:43:18 PM |
| **Time Spent:** | 00:01:55 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

UKN1

Important to not develop a higher weight bridge just to allow commercial trucks/ambulances come from around.

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

[redacted]

UKN1- Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location

# #46

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:43:20 PM |
| **Last Modified:** | Friday, May 10, 2024 2:43:54 PM |
| **Time Spent:** | 00:00:33 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Somewhat important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Not Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Not a major consideration**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Not a major consideration**

**Q8**

Was the meeting informative?

**Not Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

[redacted]

# #47

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:43:57 PM |
| **Last Modified:** | Friday, May 10, 2024 2:44:25 PM |
| **Time Spent:** | 00:00:28 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8**

Respondent skipped this question

Was the meeting informative?

**Q9**

Respondent skipped this question

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Q10**

Respondent skipped this question

What is your interest in the project? Check all that apply.

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

[redacted]

# #48

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:44:30 PM |
| **Last Modified:** | Friday, May 10, 2024 2:44:54 PM |
| **Time Spent:** | 00:00:24 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Somewhat important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Somewhat important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Somewhat important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8**

Was the meeting informative?

**Very Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

[redacted]

# #49

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:44:59 PM |
| **Last Modified:** | Friday, May 10, 2024 2:46:55 PM |
| **Time Spent:** | 00:01:56 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Not Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** Respondent skipped this question

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more PVS1 tion. (Please be sure to fill out your contact information below.)

They should keep existing abutments and peire and rehab them and completed replace the superstructure with a truss bridge (I have worked on 16 bridge constructions)

**Q10** **Commuter**

What is your interest in the project? Check all that apply.

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Peter Van Slyke [redacted]

PVS1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

FHWA has the ultimate responsibility for approval of the NEPA document and any design recommendations for the Skinners Falls Bridge.

# #50

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:47:02 PM |
| **Last Modified:** | Friday, May 10, 2024 2:51:58 PM |
| **Time Spent:** | 00:04:56 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Somewhat Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

BW1

The existing bridge is extremely important to the cultural and historical heritage of the region. There are only two acceptable options 1. rehabilitate the existing bridge for vehicular and pedestrian traffic in situ. 2. replace the bridge in its entirety exactly as the existing. BW2 and 2. open a museum at Skinners Falls celebrating all Upper Delaware Bridges local historic bridge technology ect

BW3

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Business Owner**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Brendan Weiden [redacted]

BW1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) both Pennsylvania and New York Departments of Transportation must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternatives and includes much public outreach.

Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

BW2- While the Traditional Rehabilitation alternatives would maintain the current bridge width, the Full Replacement alternatives would accommodate two-lane traffic, pedestrians, an cyclists.

BW3- Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives. The purpose of the PEL study was to identify alternatives for the Skinners Falls Bridge; a museum would be outside the scope of the transportation project.

# #51

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:52:04 PM |
| **Last Modified:** | Friday, May 10, 2024 2:53:18 PM |
| **Time Spent:** | 00:01:13 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Not Important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Somewhat important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Not Important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

NW1

Concerned about heavy tractor/trailer/rocks, dirt up and down road weight limits ect

**Q10** **Property Owner**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Nan Weinerman [redacted]

[redacted]

NW1- TMany factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

# #52

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:53:30 PM |
| **Last Modified:** | Friday, May 10, 2024 2:55:17 PM |
| **Time Spent:** | 00:01:46 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Somewhat important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

JW1

Skinners Falls Bridge is a huge part of my life here the past 30 years. I live on the PA side and walk across the bridge all summer and sometimes drive across with my kayak. Ads lost of time spent below swimming to picnicking with neighbors. We need a small and local bridge!!

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Julia Wittich [redacted]

JW1- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) both Pennsylvania and New York Departments of Transportation must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternatives and includes much public outreach.

Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

# #53

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:55:21 PM |
| **Last Modified:** | Friday, May 10, 2024 2:57:14 PM |
| **Time Spent:** | 00:01:53 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Not Important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Somewhat important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Somewhat Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below)

SW1

Impact of construction vehicle traffic on owners of adjacent properties.

SW2

Proper traffic impact study daily seasonal commuter.

SW3

non SOI compliant bridge seems great solution

**Q10** **Property Owner,**

What is your interest in the project? Check all that apply. **Resident**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Susanne Woch [redacted]

[redacted]

SW1- Although significant environmental impacts are expected to be caused by the project, the purpose and need section should justify why impacts are acceptable based on the project's importance.

SW2- As the bridge is no longer open to traffic, traffic studies cannot be conducted. However, historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

SW3- The Secretary of the Interior's Standards for Rehabilitation (SOI Standards) form the basis for work on historic properties. The Traditional Rehabilitation Alternatives (the 4-, 7-, and 10-ton) are SOI-compliant and would retain the current bridge width. To comply with SOI standards, in-kind replacements or repair of character defining features will be performed where possible. These three rehabilitation options, as described in the Historic Bridge Rehabilitation Analysis Phase 1 (HBRA), would result in an anticipated Section 106 finding of No Adverse Effect to the Skinners Falls Bridge as an individually National Register of Historic Places (NHRP)-listed resource and as a contributing resource to the NRHP-listed Milanville Historic District.

Types of Non-SOI complaint rehabilitations would not meet the SOI standards but would still preserve some of the historic characteristics of the bridge. These alternatives would explore retaining some historic materials while providing a bridge that meets the transportation needs (i.e two-span modern steel bridge with trusses attached as decorative elements). The Non-SOI compliant rehabilitations would result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District. The Non-SOI compliant rehabilitations will be refined and evaluated during the preliminary engineering and detailed environmental study phase.

# #54

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:57:19 PM |
| **Last Modified:** | Friday, May 10, 2024 2:57:53 PM |
| **Time Spent:** | 00:00:33 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Very Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Considered alongside other factors**

**Q8**

Was the meeting informative?

**Very Informative**

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

**Respondent skipped this question**

**Q10**

What is your interest in the project? Check all that apply.

**Resident**

## Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Ethan Wood [redacted]

# #55

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:57:57 PM |
| **Last Modified:** | Friday, May 10, 2024 2:59:19 PM |
| **Time Spent:** | 00:01:21 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Very important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Very important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Somewhat Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Not a major consideration**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Not a major consideration**

**Q8** **Very Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

MW1

Would appreciate a courtesy letter specifically stating that alternate 3B is no longer being considered. Specifically addressed to me as a landowner at that location on PA side

**Q10** **Property Owner**

What is your interest in the project? Check all that apply.

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Michael Wood [redacted]

MW1- Comment noted.

# #56

COMPLETE

| | |
|---|---|
| **Collector:** | Web Link 1 (Web Link) |
| **Started:** | Friday, May 10, 2024 2:59:24 PM |
| **Last Modified:** | Friday, May 10, 2024 3:00:51 PM |
| **Time Spent:** | 00:01:27 |
| **IP Address:** | 208.127.70.212 |

## Page 1: SR 1002 Skinners Falls BridgePlanning and Environmental Linkages StudyWayne County, Damascus

**Q1**

How important is maintaining vehicular access across the Delaware River in this location?

**Very important**

**Q2**

How important is maintaining the bridge for recreation and tourism in the area?

**Very important**

**Q3**

How important is providing bridge access for lighter-weight emergency service vehicles (e.g. NPS Rescue truck and boat)?

**Not Important**

**Q4**

How important is providing bridge access for heavier-weight emergency service vehicles (e.g. ambulance, fire truck)?

**Not Important**

**Q5**

How concerned are you about potential environmental impacts of rehabilitating or replacing the bridge?

**Not Concerned**

**Q6**

How should historic preservation concerns be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q7**

How should aesthetic impacts be weighed in the selection of an alternative?

**Prioritized above all other factors**

**Q8** **Somewhat Informative**

Was the meeting informative?

**Q9**

Do you have other specific comments or concerns? Please list them and the project team may get back to you for more information. (Please be sure to fill out your contact information below.)

LZ1

LZ2

The Damascus Bridge and Narrowsburg Bridge Provide EMS and fire crossing for both NY and PA. Top priority should be given to preservation and restoration of the Skinners Falls Bridge.

**Q10**

What is your interest in the project? Check all that apply.

**Property Owner,**

**Business Owner,**

**Resident,**

**Commuter**

Page 2: Contact Information

**Q11**

Please provide your name, phone number and/or email in the event we wish to contact you for follow up information.

Lori Zambarano [redacted]

[redacted]

LZ1- A Joint Position Statement was issued on March 4, 2020 by representatives from local agencies and organizations, including Damascus Township, Upper Delaware Council, Chamber of the Northern Poconos, Upper Delaware Scenic and Recreational River, Town of Cochecton, Lake Huntington Fire Department, Upper Delaware Scenic Byway Committee, and Wayne County Planning Commission. The Joint Position Statement asserted the Skinners Falls Bridge is needed to provide emergency response.

LZ2- Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during the future design and environmental clearance/National Environmental Policy Act (NEPA) phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) both Pennsylvania and New York Departments of Transportation must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternatives and includes much public outreach.

# General Email Comments

# # 57

## Ginny Boyle

From: Ginny Boyle
Sent: Sunday, April 21, 2024 7:38 PM
To: Skinners Falls Bridge
Subject: Save the Skinner's Falls Bridge

I have lived in Callicoon NY for forty years. Our home is about twenty miles from the Skinner's Falls Bridge but it has been a big part of my life. I have picnicked with friends beside it, swam beneath it, paddled under it in a canoe or in a kayak, floated under it on a tube, walked over it and driven over it. I have yet to ride my bike across it but that is on my bucket list. Every time I see it, I stop and admire its beauty. It sits elegantly above the river and the style of the bridge compliments the historic district of Milanville where it is located. No wonder it too is listed on the US National Register of Historic Places. It is a national treasure and it is most certainly treasured by the people who live near it, visit and get to admire its beauty. We don't need a bigger more modern bridge. There are two bridges in neighboring towns to support heavier traffic. The roads in Milanville would not support the big trucks that would come with the new improved bridge. Take a walk around Milanville. Life moves at a slow pace, history, nature and the river are appreciated. Let's give this beautiful bridge as a gift to future generations so that they too can experience and enjoy it.
Ginny Boyle
Callicoon NY

GB1

**GB-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[1]

[1] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

# # 58

## Joanne and Dan Brinkerhoff

From: Joanne Wasserman Brinkerhoff
Sent: Wednesday, April 17, 2024 10:33 AM
To: Skinners Falls Bridge
Subject: Comments Regarding the Milanville-Skinners Falls Bridge

My husband and I are full time homeowners and business owners and we have lived in Milanville since 1995. We used the bridge to get to our business in Callicoon, NY and we walk almost daily to the public access and to Skinners Falls. Since the bridge has been closed for several years now we have been able to get to Callicoon via River Rd to the Cocheckton-Damascus bridge so that has not been such a hardship. However, we no longer have any access to the public beach and trails on the NY side of the river since there is now a metal grate fully blocking a walkway over the bridge.
Not having at least a walkway across the bridge is hurting our local Milanville General Store. The campers at the Skinners Falls campground can no longer walk to the store during the busy Summer camping season.
Milanville is a small landmark hamlet, on the historic register, and so is the Milanville-Skinners Falls Bridge. We are one of the most pristine towns on the Upper Delaware River. It is our opinion that the
JDB1 bridge needs to be preserved as an historic landmark in keeping with the rural character of the community. It should most certainly not be replaced with a modern bridge-it is not a main artery for traffic and the structure of the road is such that it cannot handle large trucks or commercial traffic. To increase traffic in this small community would be very dangerous.
JDB2 We hope that this historic bridge can be repaired to the way it was before. But if not, then it should be repaired and preserved as a pedestrian footbridge and bicycle path, with no cars or trucks allowed.

Thank you,
Joanne and Dan Brinkerhoff

From: Joanne Wasserman Brinkerhoff
Sent: Friday, April 26, 2024 10:27 AM
To: Skinners Falls Bridge
Subject: The April 25 "Meeting" in Narrowsburg NY Regarding the Milanville-Skinners Falls Bridge

I have already sent my email comments to you on April 17 (copy below). However, I have additional remarks to make following my attendance at the so-called "meeting" in Narrowsburg last night.

JDB3 I was thoroughly disappointed with the presentation. In one room, there was a 10-minute film, while the "meeting room" consisted of billboards displaying bridge photos and some historical information. It felt akin to being at a high school Science fair. There were representatives present, supposedly available to answer individual questions, but their knowledge seemed limited. The only means of providing feedback were printed forms, which appeared to be biased towards the organization's desired responses.

Expanding on my previous email comments:

JDB4 The bridge is not merely a National Landmark structure within an Historic District; it is the foundation of our town, serving its purpose for over 120 years. Its history and significance to the community symbolize the importance of preservation. We do not want unnecessary and destructive development projects in our rural community. Skinner's Falls is a significant recreational tourist attraction, playing a vital role in the economy of Milanville and the surrounding areas. The river itself serves as a crucial habitat for numerous species of fish and birds.

JDB1 The increased traffic in Milanville would have severe health and quality of life implications for the residents, including pollution, noise, and safety concerns. The rural roads are illequipped to handle large vehicles, posing an elevated risk of traffic accidents. Maintaining the bridge as a single lane helps to slow down traffic, making the town safer and more appealing to tourists. Additionally, there are alternative

JDB1 routes available within a 5-mile radius in both Cochecton and Narrowsburg to accommodate larger vehicular traffic.

JDB2 The reasons to preserve and maintain the Milanville-Skinners Falls bridge in its current state far outweigh the option of replacing it. If restoration to its original condition is not feasible, I would prefer to see it repurposed as a pedestrian footbridge.

Sincerely,
*Joanne Wasserman Brinkerhoff*

**JDB-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[2]

---

[2] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**JDB-2:** A 2019 bridge inspection identified that the deck and superstructure were in poor condition and the substructure was in critical condition. Specifically, the transverse timber deck immediately beneath the running boards shows severe deterioration; the stone masonry abutment on the New York side shows continued movement and separation of stones; and the steel truss members, especially in the area of the pinned connections, are in poor condition. Therefore, the bridge has deteriorated such that it is currently unsafe for any form of traffic, including pedestrians.

The American Association of State Highway and Transportation Officials (AASHTO) guidelines specifies that pedestrian bridges be designed to handle 90lb/sq ft uniform load—to account for a situation that may have people crowded on the bridge (i.e. viewing fireworks, wedding parties, assembling for a race). Based on the length and width of the existing bridge deck, the existing trusses would need to be significantly reinforced (altered) to be able to safely support the potential load.

**JDB-3:** Comment Noted

**JDB-4:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

# # 59

## Daniel Capruso

From: Daniel Capruso
Sent: Monday, May 27, 2024 10:33 PM
To: Skinners Falls Bridge; Gerling, Heather; DamascusCitizens
Subject: Skinners Fall Bridge

To Whom it May Concern,
I have been swimming at Skinners Falls my entire life. It is a beautiful spot because it is nature preserved from modern development. The bridge is extremely picturesque.

DC1 Please do NOT REPLACE the Skinners Falls bridge. Please do not enlarge or expand the bridge to enable more and heavier traffic.

I want future generations to have the same memories of Skinners Falls and its historic bridge that I have. Please don't ruin the setting with modernization.
Whenever an old structure is replaced with something new it is almost always uglier, and a loss.

-Daniel Capruso

**DC-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[3]

---

[3] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

# # 60

## Paul Deppe

From: Paul
Sent: Wednesday, May 15, 2024 6:54 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: DamascusCitizens
Subject: Skinners Falls Bridge

To Whom it May Concern,

PD1 I strongly urge the restoration of the Skinners Falls Bridge. This is a remarkable bridge - one of a kind; uniqueness that cannot be replicated or replaced and would for certain diminish the historic value and tourist economy of the region if lost. Many people seek out these early American designs which draw visitors and act as economic incubators. The elegant crossing is light, delicate, constructed of proportioned elements with subtle decorative lace that capture the essence of late 19th/early 20th century rural engineering and ingenuity. It is unique having both truss posts and chords as well as reinforcing cables and has served the community for over 120 years through the worst of floods. As the oldest existing bridge crossing the upper Delaware River and on the National Registry of Historic Places, its loss would be immeasurable.

Years ago, the Village of Hancock, NY replaced its truss bridge along NY Highway 97 that was in no way as elegant as Skinners Falls Bridge. This has proven a tremendous loss of character of the village and historic scenic bi-way. What was once the celebrated entry to the village and the gateway start of the Delaware River scenic bi-way is now a flat slab lacking any articulation and beauty. Those crossing now turn their gaze to the west to see the remarkable historic railroad truss without realizing they are also crossing the East Branch of the Delaware.

Hancock, NY also lost its historic cabled bridge on the other side of town that crossed the West Branch into PA by famed engineer John Roebling. One of Roebling's most important early engineering feats now reduced to phantom images on lost postcards. A true loss of a visionary accomplishment and shortsightedness of its historic value.

PD1 Having firsthand experiences of how a bridge can celebrate a place and its loss adversely diminish the value of a community, I strongly urge the rehabilitation of the Skinners Falls Bridge. Restoration is by far the best option as the unique elements simply cannot be easily replicated and contemporary "historicized" replications are often insults to the original design and material which enhances the overall prosperity and economic draw to the community as well as maintain the historic value and values which cannot be replaced.

Thank you,
--
Paul Deppe AIA LEED AP

From: Paul
Sent: Wednesday, May 15, 2024 7:35 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: DamascusCitizens
Subject: Skinners Falls Bridge

To Whom it May Concern,
I strongly support the restoration of the Skinners Falls Bridge.
Several years ago, the Pond Eddy Bridge crossing of the Delaware River was replaced. The historic elegant one lane bridge - similar to that of Skinners Falls Bridge - was completely erased. A location near the existing bridge was selected and a new "one-lane" bridge was installed replacing the historic truss post/chord with reinforced cable bridge with a new green arched truss bridge. The complete erasure loss of the historic bridge and a loss of an opportunity of something better.
The project required building temporary jetties built into the river during its construction which temporarily affected recreation and wildlife and the new replacement is not even close to the original elegant crossing. The nearest crossing in Shohola is more than 8 miles away much further than that of Skinners Falls nearest crossing.
The new bridge at Pond Eddy is a fool's errand; a new "one-lane" bridge. Don't let this happen to Skinners Falls.

PD2

Attached are a few screenshots of the original Pond Eddy bridge and its replacement during construction making stark the loss of an elegant original crossing with a compromised new one-lane bridge. I strongly urge the restoration of the Skinners Falls Bridge to avoid a similar loss.

Paul Deppe

Sent: Wednesday, May 15, 2024 7:58 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: DamascusCitizens
Subject: Skinners Falls Bridge

To Whom it May Concern,

PD3

I strongly urge the restoration of the Skinners Falls Bridge.
The Skinners Falls Bridge Project is in a sensitive, protected natural and historic region; a Landmark and within a Landmarked district; a National Park; listed on the National Historic Register and along a National Scenic Bi-Way. Due diligence in evaluating and weighing these important considerations in addition to the stakeholders directly impacted by not having a crossing for several years is critical in the decision making-process and needs to move forward.

Restore the Bridge!
Sincerely,
Paul Deppe

**PD-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

**PD-2:** Comment Noted, Received

**PD-3:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

# # 61

## Jeff Dexter

From: Linda and Jeff Dexter
Sent: Wednesday, May 08, 2024 11:34 AM
To: Skinners Falls Bridge
Subject: Skinners Falls Bridge, PEL Study

Dear Ms Lolli:

I have spent most of my lifetime on the either side of the Skinners Falls Bridge. My dad crossed it twice a day for work (on a quiet day my sisters and brothers would listen closely as we could hear the rattle of the bridge deck and wonder if it was him coming home). I have crossed the bridge innumerable times by foot, bicycle, personal vehicle and light commercial vehicle. We swam under the span, I still fish within eyesight of the bridge.

JD1 I am not understanding how $3,000,000 dollars was spent during the past three years and not a cent spent on its care and upkeep. It certainly appears that the bridge has deteriorated during this time. This bridge fits into its setting unlike any modern bridge could. On the Pennsylvania shore line stand a group of houses referred to as the Skinner Homes. Why so named? The Skinner family were members of the first European descended settlers of the upper Delaware River Valley. Their only possible cash crop was harvesting the large white pine trees and floating them down the river to the Philadelphia ship yards. Not only is the Bridge part of the District but it is a National Historic Site on its own right.

JD2 The bridge was privately purchased and built. Descendants of the purchase still live in our community. There is no industrial/commercial enterprise on either side of the bridge. A new larger bridge would serve little purpose as the roads leading to the bridge are not suited to heavy truck traffic, One would have to tear down Milanville to allow two way semi trucks to pass in that community. It will not be easy for a semi truck to turn onto river road going south to Narrowsburg. There are no shoulders alongside the roads leading to the Bridge. There are sections of River Road and Milanville Road where the guard rail posts now hang over the edge of the banks. Simply stated the Skinners Fall Bridge fits this place and time unlike any modern construction.

JD3 This is not the first time that Penn-Dot has requested public comment on the Skinners Falls Bridge in the past few years. Thus far there has been no on site physical activity to repair and preserve the bridge. I believe that its time to get the job done.

Sincerely,

Jeff Dexter

**JD-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. The Federal Highway Administration

(FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives.

The PEL study identified the transportation purpose and need, as well as a range of alternatives to be considered. It also provided background on the study area, stakeholder feedback, and estimated costs associated with potential alternatives. This information will be used to refine and inform future studies.

In addition to the PEL study, the funds were spent on the required biennial and special inspections on all structures. Given the condition of the New York abutment, the Skinners Falls Bridge is on a 6-month special inspection cycle.

**JD-2:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[4]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

---

[4] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

**JD-3:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become a Section 106 Consulting Party. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I (May 2023).

PEL Project Advisory Committee (PAC)

A PAC was initiated in 2021 to provide the project team with information on regional needs and goals as well as local concerns and activities. The PAC members included representatives of the study area municipalities and counties in New York and Pennsylvania, the National Park Service and the Upper Delaware Council. In addition, the PAC was charged to communicate the PEL study to their constituents. If other major stakeholders are determined to be needed for their expertise, new members may be invited to join the PAC in future studies.

In addition, the project team conducted stakeholder interviews with local businesses, emergency service providers, residents and the National Park Service. The coordination will continue with any future phases of the project.

# # 62

## Diego and Dorita Edelmann

From: Dorita Edelmann
Sent: Thursday, April 18, 2024 7:42 PM
To: Skinners Falls Bridge
Subject: Preserving and restoring the Skinners Fall Bridge

DDE1 We are very much for the restoration of the Skinners Falls Bridge! Ms Nash expresses our feelings in a very eloquent way!

Diego and Dorita Edelmann

**DDE-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

# # 63

## Julietta Eisenberg

From: Julietta Eisenberg
Sent: Tuesday, May 21, 2024 11:51 AM
To: Skinners Falls Bridge
Subject: Comment for PenDOT on the Skinners Falls Bridge

Dear Ms. Lolli,

JE1

I write to reiterate my unequivocal support for the preservation and restoration of the 1902 Skinners Falls, NY-Milanville, PA Bridge, as PennDOT studies whether to repair, replace, or remove this historic crossing that is located a short distance off New York State Route 97 in Cochecton, where I live.

Tearing down this architecturally unique and ornate bridge featuring a single-lane, woodplank deck to swap it out with an indistinctive, modern, concrete structure would forever change for the worse the quaint character of the bi-state communities that the bridge connects. Its well-deserved 1988 listing onthe National Register of Historic Places should be honored and respected.

Both the Planning and Environmental Linkages (PEL) study draft report and the Historic Bridge Rehabilitation Analysis Phase 1 verify that traditional rehabilitation to 4, 7, or 10-ton weight limit is a viable alternative. I see this as the only acceptable option since its October 2019 closure.

The 2002 UDSB Enhancement Concept corridor management plan recognizes this bridge as a special part of the river valley's cultural story: "Listed on the NRHP, this is a two-span, single-lane iron bridge with a single mortared stone pier. Its construction is a variation of a Baltimore (Petit) through truss. It was built in 1902 by the American Bridge Company for the Milanville Bridge Company, and linked the industrial and commercial center of Milanville with the New York and Erie Railroad. Its construction spurred a minor development at Skinner's Falls with the construction of a station and creamery. It was a toll bridge from 1902 to 1928."

This one-of-a-kind bridge stands testament to our historic and aesthetic values. It is also perfectly

JE2

adequate in size and scope for the setting it serves, including small businesses, attractions and visitors that are economic drivers for the regional tourism industry that we promote. When I talk to neighbors on both sides of the bridge, as I often do, all, like me, miss having bridge access, all want to restore it in its current style and capacity, and none sees a need for a larger bridge—we're all happy using the ones we have as they are.

I urge an expanded funding search to support restoration and reopening of the Skinners Falls-Milanville Bridge. After five years of waiting and receiving clear comments and surveys indicating that this community overwhelmingly wants restoration ASAP, can we not make this happen by 2025?

Sincerely,
Julietta Eisenberg

**JE-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

**JE-2:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[5]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

[5] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

# # 64

## Alice Fitzgerald

From: Alice
Sent: Sunday, May 26, 2024 2:27 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: 'DamascusCitizens'
Subject: Skinners Falls Bridge

Dear PennDOT:

My home is just up the hill from the Skinners Falls Bridge.

AF1 The Skinners Falls Bridge must be restored. Replacing it with another, larger bridge, is much more expensive than a simple restoration, not only because the actual costs of tearing down the existing bridge and building a new one are extremely expensive, but in addition, building a new, larger bridge demands conducting a thorough environmental impact study, which is a very expensive process. In addition, conducting an environmental impact study will take quite a bit of time, both to conduct the study itself, then to receive public comments to the study, and then to respond to those comments, by perhaps doing even more study. Our community needs a functional bridge as soon as possible, for not having one already is negatively impacting our local businesses, tourism and the ease of residents to get where they need to go. And because so many of us need to take long detours when we drive, collectively we are adding quite a bit of car exhaust to the environment, thus exacerbating climate change.

Because of the bridge closure, I (and many others) have been unable to access the Milanville store, which has been inconvenient to me, as I used to go there almost every day, and has certainly been a hardship to the store's business.

PennDOT must follow Section 106 Landmarks procedures and must conduct at least one (and preferably more than one) public meeting on the options for the future of the Skinners Falls Bridge. So far, all PennDot has done is request Stakeholders send in written comments, create a biased survey where – at least for me, and from what others tell me, others too – it was impossible to state my opinion, and hold info-meetings where we're told something about PennDOT's plans without being able to publicly respond. Is PennDOT afraid to discover that the overwhelming majority of community members want the bridge to be restored? Rather than being asked to AGAIN send in written comments, PennDOT needs to hold a public hearing where stakeholders can voice their comments and be heard by all other stakeholders. PennDOT also needs to explain why we now being asked to send in more written

AF2 comments, when we still have not heard PennDOT's responses to our first set, and when very little new information has been presented to us. The community needs and deserves to be treated with respect, and PennDOT needs to follow procedures. PennDOT must hold real public meetings during times convenient to the members of our community. This means meetings should be held during the day and evening of a weekday, and on a weekend.

Sincerely yours,
Alice Fitzgerald

**AF-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[6]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**AF-2:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

[6] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become a Section 106 Consulting Party. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I (May 2023).

PEL Project Advisory Committee (PAC)

A PAC was initiated in 2021 to provide the project team with information on regional needs and goals as well as local concerns and activities. The PAC members included representatives of the study area municipalities and counties in New York and Pennsylvania, the National Park Service and the Upper Delaware Council. In addition, the PAC was charged to communicate the PEL study to their constituents. If other major stakeholders are determined to be needed for their expertise, new members may be invited to join the PAC in future studies.

In addition, the project team conducted stakeholder interviews with local businesses, emergency service providers, residents and the National Park Service. The coordination will continue with any future phases of the project.

# # 65

## Neil Fitzgerald

From: Neil
Sent: Sunday, May 26, 2024 2:27 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: 'DamascusCitizens'
Subject: Skinners Falls Bridge

Dear PennDOT:

My home is just up the hill from the Skinners Falls Bridge.

NF1 The Skinners Falls Bridge must be restored. Replacing it with another, larger bridge, is much more expensive than a simple restoration, not only because the actual costs of tearing down the existing bridge and building a new one are extremely expensive, but in addition, building a new, larger bridge demands conducting a thorough environmental impact study, which is a very expensive process. In addition, conducting an environmental impact study will take quite a bit of time, both to conduct the study itself, then to receive public comments to the study, and then to respond to those comments, by perhaps doing even more study. Our community needs a functional bridge as soon as possible, for not having one already is negatively impacting our local businesses, tourism and the ease of residents to get where they need to go. And because so many of us need to take long detours when we drive, collectively we are adding quite a bit of car exhaust to the environment, thus exacerbating climate change.

Because of the bridge closure, I (and many others) have been unable to access the Milanville store, which has been inconvenient to me, as I used to go there almost every day, and has certainly been a hardship to the store's business.
Sincerely yours,
Neil Fitzgerald

Dear PennDOT,

NF2 PennDOT must follow Section 106 Landmarks procedures, and must conduct at least one (and preferably more than one) public meeting on the options for the future of the Skinners Falls Bridge. So far, all PennDot has done is request Stakeholders send in written comments, create a biased survey where – at least for me, and from what others tell me, others too – it was impossible to state my opinion, and hold info-meetings where we're told something about PennDOT's plans without being able to publicly respond. Is PennDOT afraid to discover that the overwhelming majority of community members want the bridge to be restored? Rather than being asked to AGAIN send in written comments, PennDOT needs to hold a public hearing where stakeholders can voice their comments and be heard by all other stakeholders. PennDOT also needs to explain why we now being asked to send in more written

NF3 comments, when we still have not heard PennDOT's responses to our first set, and when very little new information has been presented to us. The community needs and deserves to be treated with respect, and PennDOT needs to follow procedures. PennDOT must hold real public meetings during times convenient to the members of our community. This means meetings should be held during the day and evening of a weekday, and on a weekend.

Sincerely yours,
Neil Fitzgerald

Dear PennDOT,
The Skinners Falls Bridge must be restored, and a new bridge must not be built.
NF1 My understanding is that PennDOT believes there is a need for a bridge that can carry large trucks. However, both the Narrowsburg and Cochecton bridges, just a few miles away on either side of Skinners, already can carry those trucks. Plus, those other bridges lead directly into larger roads, and the Narrowsburg bridge leads into Route 652, which is almost a highway. Even more importantly, the roads leading into and from the Skinners Falls Bridge cannot sustain heavy truck traffic. I live on the NY side of the Bridge, and when the Bridge was open, used Milanville Road almost daily. Milanville Road, as well as other PA roads nearby, such as River Road, are rated at 10 tons maximum. These roads also are extremely narrow and have sharp curves, and in the winter freeze over with black ice. In some parts, they also are not even a full two lanes wide, but are 1 ½ lanes. I find driving up and down Milanville Road in my little car already is challenging, and when a small truck passes on the opposite side, I am downright scared. I often feel I am almost pushed off the road. Plus, because Milanville Road has such a steep incline the last few miles towards the river and the bridge, people tend to speed down it, often going 40 or even 50 mph. Milanville Road already is a dangerous road. Making a bridge that will feel large trucks on to it will make the road extremely hazardous to drive.
Sincerely yours,
Neil Fitzgerald

Dear PennDOT,
As I live just off Route 97, and within a mile or two from the Skinners Falls bridge, my property values, quality of life, economic and financial life, as well as relationship to my community depend on this bridge and how it continues through the next decades. This bridge is an important conduit for the local population, and also for the tourists who visit the Skinners Falls campsite, the falls themselves, and the fishing opportunities of the river. I myself used to use the Skinners Falls Bridge almost daily, because it gave me easy and fast access to the Milanville store. Without this bridge, I almost never go to this store anymore, and I'm sure the same is true for many of the vacationers camping in the Lander's campsite at the NY side of the Bridge. That store has changed hands since the Bridge was closed. It, and other businesses are suffering from the closure of the Bridge. The bridge must be restored.
NF1 The bridge must not be replaced. Rather, it must be restored. Not only is a large bridge unnecessary for community needs, but replacing the current bridge is much more costly than restoring the current one. According to Nels Raynor, who is the President of Bach Ornamental and Structural Steel Inc, with proper restoration, "this bridge could serve for many decades more with minimal future maintenance cost" and it will cost $3 million less than a new bridge. Please see his full letter at Nels Raynor, President, Bach
NF4 Ornamental and Structural Steel Inc.
Sincerely yours,
Neil Fitzgerald

Dear PennDOT,
As a homeowner whose house is about 2 miles from the Skinners Falls Bridge, what happens to this bridge is extremely important to me. I believe it should be restored to its original state for many reasons. Here are just a few.
My understanding is PennDOT currently is considering 4 options for the site of the Skinners Fall Bridge:
A faithful restoration of the historic bridge;

A modern new bridge with elements of the 1902 original tacked on so that it looks like the old bridge;
A modern new bridge that looks like a modern new bridge;
No bridge at all, and the old one removed.
Although creating a new bridge with elements of the old one seems like an enticing option, because it seems to merge modernity with historicism, it actually is not a viable solution. For one, even as PennDOT admits, it will be virtually impossible to make the bridge truly look as it does now. For instance, Heather Gerling, an architectural historian with PennDOT, said the stone abutments would be difficult to preserve but that the original stones might be used as decorative facing on new abutments. This "middle" approach therefore would also review under the National Historic Perservation Act (NHPA) and National Environmental Policy Act (NEPA), reviews that would add months if not years to the already prolonged delays for opening very-needed access across the Delaware River at Skinners Falls. A modern new bridge is the worst possible option, as it would be the most expensive, add disturbing traffic to a quiet community and quiet tourism destination, would be built for vehicles too large to use the existing roads, and is completely unnecessary for the needs of the nearby communities.

NF5 And finally, according to Kate Farrow of NTM Engineering, doing "nothing" is not actually an option since it would result in the bridge collapsing into the Delaware. She also said that of the alternatives, the "traditional rehabilitation option comes first." Also, complying with standards set by the U.S. Secretary of the Interior (SOI), a rehabilitation that gave the bridge a capacity of four to seven tons would have a life of 10 to 15 years. An extensive rehabilitation that brought the capacity to 10 tons will have a 25-year life. Traditional rehabilitation is the only option that the study found would not have an adverse effect on the Milanville Historic District.

I beg PennDOT, please restore the Skinners Falls Bridge to its original state.
Sincerely yours,
Neil Fitzgerald

Dear PennDOT,
The Skinners Falls Bridge must be restored, and a new bridge must not be built. My understanding is that PennDOT believes there is a need for a bridge that can carry large trucks. However, both the Narrowsburg and Cochecton bridges, just a few miles away on either side of Skinners, already can carry those trucks. Plus, those other bridges lead directly into larger roads, and the Narrowsburg bridge leads into Route 652, which is almost a highway. Even more importantly, the

NF1 roads leading into and from the Skinners Falls Bridge cannot sustain heavy truck traffic. I live off Route 97, just a couple of miles up the hill from the Skinners Falls Bridge. Milanville Road, as well as other PA roads nearby, such as River Road, are rated at 10 tons maximum. These roads also are extremely narrow and have sharp curves, and in the winter freeze over with black ice. In some parts, they also are not even a full two lanes wide, but are 1 ½ lanes. I find driving up and down Milanville Road in my little car already is challenging, and when a small truck passes on the opposite side, I am downright scared. I often feel I am almostushed off the road. Plus, because Milanville Road has such a steep incline the last few miles towards the river and the bridge, people tend to speed down it, often going 40 or even 50 mph. Milanville Road already is a dangerous road. Making a bridge that will feel large trucks on to it will make the road extremely hazardous to drive.

Milanville cannot sustain heavy truck traffic which a larger bridge would invite. The heavy truck traffic will surely abuse and erode the area's narrow curvy roads demanding costly highway department funding for repair. All the roads on the PA side are rated at 10 tons max (River Road, etc.), and barely capable of bearing those loads, and are not even two lanes (they are 1 1/2 lanes). Those big trucks will be an extreme hazard and are not appropriate for these roads – people in smaller vehicle will be injured or killed!

Sincerely yours,
Neil Fitzgerald

Dear PennDOT,
The Skinners Falls Bridge must be restored, and not replaced. Because it is a National Historic structure, PennDOT would need to make even stronger arguments for its removal or replacement than it would for other bridges. Because of its location, the bridge also falls under NEPA (National Environmental Policy Act), and so even stronger arguments by PennDOT would need to be made to justify replacing it with a larger bridge that will create more traffic, which in turn will cause more air and noise pollution, as well as greater disturbance to the fish, birds and animal life nearby.

NF6

Sincerely yours,
Neil Fitzgerald

**NF-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[7]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

[7] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

**NF-2:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

**NF-3:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become a Section 106 Consulting Party. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as *Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I* (May 2023).

<u>PEL Project Advisory Committee (PAC)</u>

A PAC was initiated in 2021 to provide the project team with information on regional needs and goals as well as local concerns and activities. The PAC members included representatives of the study area municipalities and counties in New York and Pennsylvania, the National Park Service and the Upper Delaware Council. In addition, the PAC was charged to communicate the PEL study to their constituents. If other major stakeholders are determined to be needed for their expertise, new members may be invited to join the PAC in future studies.

In addition, the project team conducted stakeholder interviews with local businesses, emergency service providers, residents and the National Park Service. The coordination will continue with any future phases of the project.

**NF-4:** Comment Noted.

**NF-5:** The Secretary of the Interior's Standards for Rehabilitation (SOI Standards) form the basis for work on historic properties. The Traditional Rehabilitation Alternatives (the 4-, 7-, and 10-ton) are SOI-compliant and would retain current bridge width. To comply with SOI standards, in-kind replacements or repair of character defining features will be performed where possible. These three rehabilitation options, as described in the Historic Bridge Rehabilitation Analysis Phase 1 (HBRA), would result in an anticipated Section 106 finding of No Adverse Effect to the Skinners Falls Bridge as an individually National Register of Historic Places (NHRP)-listed resource and as a contributing resource to the NRHP-listed Milanville Historic District.

The Non-SOI complaint rehabilitation would not meet the SOI standards but would still preserve some of the historic characteristics of the bridge. This alternative would explore retaining some historic materials while providing a bridge that meets the transportation needs (i.e two-span modern steel bridge with trusses attached as decorative elements). The Non-SOI compliant rehabilitation would result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District. The Non-SOI compliant rehabilitation will be refined and evaluated during the preliminary engineering and detailed environmental study phase.

Both the Traditional (SOI Compliant) Rehabilitation Alternative and the Non-SOI Rehabilitation Alternative will be carried into future phases of the project.

**NF-6:** Comment Noted.

# # 66

## Josh Fox

From: Josh Fox
Sent: Friday, Aril 26, 2024 5:32 PM
To: Skinners Falls Bridge
Subject: Restore the Milanville Bridge

JF1

This is one more comment saying that the Milanille Bridge should be REPAIRED and RESTORED.
It should continue to be a ONE LANE BRIDGE.
Anything more than a ONE LANE BRIDGE is unnecessary. If a two lane bridge is proposed I will sue to have an environmental impact assessment which
includes climate change, pollution and the health of the residents on either side. We will not accept anything but restoration of the current bridge.
We don't want big trucks coming through our town- it is a health and safety hazard.

Thank you
Josh Fox
Resident, Milanville.

From: Josh Fox
Sent: Sunday, May 26, 2024 12:59 AM
To: Skinners Falls Bridge
Subject: Comments from Josh Fox Milanville resident and business.

Dear PennDOT, AE Comm and other that this may concern.

My name is Josh Fox. I am a resident of Milanville since the year I was born, 1972. I am a filmmaker, resident, conservationist, business owner, organization president, radio and TV show host. I have made several films in Milanville including the Oscar-Nominated GASLAND (which features the Skinner's Falls Bridge) and I host Staying Home which is broadcast all across the world and garners over 10 million views annually. I am a member of the Academy of Motion Picture Arts and Sciences (AMPAS/Oscars), the Director's Guild, and the Television Academy (Emmys).

JF1

I intend to oppose the destruction and or enlargement of the Skinner's Falls Bridge with every means in my power. The bridge MUST BE RESTORED. The original ONE LANE bridge must be fixed and re-opened. WE OPPOSE ANY LARGER BRIDGE THAN ONE LANE. If a bigger bridge were to be approved with more lanes we would require a thorough health impact assessment, environmental impact assessment, property value and noise assessment, climate/emissions assessment. Failure to do any of these will result in a lawsuit. This town is quiet, not polluted and safe. We don't need huge trucks coming through here. We've had a one lane slow bridge for over 100 years. That's the way we like it and that's what we want. The Bridge is the cornerstone of our town, I want it preserved, not destroyed.

The Bridge is a very important part of my work and life. As a national spokesperson on the environment, an avid fisher and naturalist, I intend to make this as big of an issue as I can on the world stage. I intend to feature the bridge in an upcoming short film about its history and importance to the community and as a symbol of everything that needs to be maintained.
In addition to my national and international media reach, I host a local radio show on WJFF and the past four shows I have dedicated to the ideas of historic preservation, nature conservation and the importance of halting unnecessary and destructive development projects. I intend to report on this matter with all of my media outreach, which, in terms of film, radio, TV and social media reaches millions.

JF2 The only way to fully involve the public is to have time to contact the community. Many people in our community do not have internet and have been shut out of the process. Comments should be allowed throughout the summer months when many seasonal residents who will be affected by this process can be contacted. Any kind of enlarging of the bridge represents the worst kind of unnecessary boondoggle.

JF3 It will harm the Delaware River, especially Skinner's Falls a crucial habitat for migrating Shad and Eels. We need a thorough, independent Environmental Impact Study that takes place over at least one year (four seasons) to determine what impacts this project will have on Skinner's Falls, and every species that inhabit that part of the river, including migratory species as Shad, Eels, Lampreys.

It will harm the Delaware River, especially Skinner's Falls a crucial habitat for migrating Shad and Eels. We need a thorough, independent Environmental Impact Study that takes place over at least one year (four seasons) to determine what impacts this project will have on Skinner's Falls, and every species that inhabit that part of the river, including migratory species as Shad, Eels, Lampreys. This process could significantly harm or adversely impact Skinner's Falls, which is just down river of the site, which is the major tourist attraction and represents a huge part of the economy of Milanville and surrounding areas. Gravel from the construction site could flood upstream and also travel downstream potentially damaging or altering the falls forever.

Additionally the process could significantly harm or adversely impact Caulkin's creek, which is just upriver of the site. Caulkins creek is a migration and spawning location for many important species including Lamprey Eels. The potential impacts to Caulkins Creek also need to be studied with a through EIS that takes into account all four seasons. This project could impact the creek and harm property and decrease property values along the creek. I am a landowner along the creek and any harm to it would force be to bring legal action.

We need a Public Health assessment. Increased traffic in Milanville will have health effects on the residents of the town. It will cause unnecessary smog, pollution and it will harm air quality. It will also increase the risk of deadly traffic accidents in the town with increased traffic. If 40 ton trucks are allowed on the bridge, noise will significantly increase in the town. Noise can be measured and must be accounted for. Again, a Public Health Assessment must be conducted before ANY plans to change the existing bridge can be considered.

The bridge needs to be a one lane bridge, which slows traffic down, making the town safer, more pleasant and more attractive to tourists.
- I am in support of restoring existing bridge for the following reasons:
- The preservation of the surrounding local area.
- The preservation of a National Landmark structure situated in a Historic District

• Alternate routes, planned to accommodate larger vehicular traffic, exist within 5 miles in either direction.
• Maintain “quality of life” and ambiance at local attraction (Skinners Falls), the adjoining road in Milanville and property directly adjoining the Bridge.
• Please include area residents, property owners as part of “stakeholders.”
An environmental impact of all 3 scenarios is necessary before any decisions are made.
• Given the potential environmental, historical and economical impact on the community and lives of the people surrounding the Skinners Falls Bridge it is absolutely necessary that the public comment period be extended so all voices can be heard. Removing the historic and beautiful bridge to replace it with a costly concrete behemoth is unnecessary. The existing bridges downriver at Narrowsburg and upriver at Cochecton were built to accommodate the kind of traffics PennDOT thinks necessary for the Milanville area. It isn’t. The roads adjacent to the bridge weren’t built for it. At a time when we are witnessing plant and animal extinctions at an alarming rate the sensitive nature of the Delaware River cannot be overstated. It is absolutely necessary for a full and comprehensive environmental impact study. The reasons to save and maintain the Skinners Falls Bridge far outweigh replacing it.
•The time allocated for public comments on this project is totally inadequate. The comment period should be 120 days (90 days minimum), to allow people time to digest the issues involved and make informed comments.

JF4 • The decision making structure of this project is unclear. What is the relationship of the of the PEL Study Team and the Project Advisory Team? The public is the major stakeholder in this project, yet I see no direct way for the public to make its voice heard, except via this survey. This is not acceptable. This

JF5 survey is inadequate as a means for getting public feedback on this project. Where are the questions on the cultural, historic and scenic importance of the bridge? Previous presentations indicated that the option of a new 2 lane, 40 ton has been predetermined (see sections on “Role of Purpose and Need” and “Local Needs”). The PAC has made this determination without input from the public (see slide “Project Advisory Committee Feedback”). This is not acceptable.

We also need speed bumps in town, especially near the general store. People fly down that road and it is VERY dangerous.

Sincerely,
Josh Fox

**JF-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[8]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**JF-2:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become a Section 106 Consulting Party. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as *Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I* (May 2023).

<u>PEL Project Advisory Committee (PAC)</u>

A PAC was initiated in 2021 to provide the project team with information on regional needs and goals as well as local concerns and activities. The PAC members included representatives of the study area municipalities and counties in New York and Pennsylvania, the National Park Service and the Upper Delaware Council. In addition, the PAC was charged to communicate the PEL study to their constituents. If other major stakeholders are determined to be needed for their expertise, new members may be invited to join the PAC in future studies.

---

[8] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

In addition, the project team conducted stakeholder interviews with local businesses, emergency service providers, residents and the National Park Service. The coordination will continue with any future phases of the project.

**JF-3:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

**JF-4:** Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed.

In coordination with local and state government entities, transportation funding potentially may be secured via the Transportation Improvement Program (TIP) process in Pennsylvania, the Statewide Transportation Improvement Program (STIP) process in New York or application to federal discretionary grant programs. As documented by the Joint Interstate Bridge Commission Agreement, costs are shared jointly between New York and Pennsylvania.

Should transportation funding be secured and programmed for a Skinners Falls Bridge project, it will enter the preliminary engineering design and detailed environmental studies phase.

FHWA has the ultimate responsibility for approval of the NEPA document and any design recommendations for the Skinners Falls Bridge.

**JF-5:** The purpose of the project is a statement of the overall goal of the proposed project. The project needs describe the transportation problems with the current conditions and illustrated why the project is needed. Project needs are fact-based and supported by research and public input. They were not developed to facilitate any solution.

Only after fully defining the needs, the PEL study evaluated several conceptual alternatives to addressing those problems. Those conceptual alternatives were evaluated based, in part on: (1) the projected impacts to the natural environment, community resources, and the historic bridge itself; (2) how well those alternatives remedy the problems identified in the needs statement; and (3) conceptual construction, mitigation, and future maintenance costs.

The same analysis described above will be continued during the NEPA phase of the project, but with more detailed information on natural, social, historic, and archeological resources, and more refined details on the alternatives suggested by the PEL study to be carried into the NEPA phase.

https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_purpose_need.aspx

# # 67

## Robert Gilboy

From: r Gi
Sent: Tuesday, May 14, 2024 10:01 PM
To: Skinners Falls Bridge
Subject: Skinners Falls Bridge Comments

Hello,
I'm writing today to voice my concern over the possible destruction of the Skinners Falls Bridge. I am located in Wilkes-Barre, Pennsylvania and visit the upper Delaware often mainly to photograph the architecture of the bridge. Having traveled the US extensively it still remains my prefered man-made landmark in this country. It's architecture and aesthetic are singular among bridges in a way that is simply not created in the modern era. Having visited all of the replacement bridges along the Upper Delaware I can say that they do not inspire the level of sentiment of the bridges they replaced and a replacement for Skinners Falls would fare no better.

bIn the 120 years the bridge has existed, the residents of the area have been satisfactorily served by it despite it's weight restrictions. The mutual aid considerations, while valid, have not been a major concern in those 120 years. If the mutual aid issue is so great, then perhaps we should further reduce
RG1 the Delaware's impediment to safety by doubling the amount of bridges in the area to reduce the risk. Upon basic analysis of this proposal though, it would be far more economical to double the amount of fire companies on each side of the bridge. In fact though, the mutual aid issue would be entirely mitigated by placing fire companies within close proximity to each side of the bridge, and equipping those companies with the sizes of apparatus that is unable to cross.

RG2 The historic nature of the bridge is an issue unto itself, and one which others better qualified than myself have already expounded on, but I believe it bears to be mentioned that a commonwealth with the second highest gas tax and who has been able to maintain 190 functional historic covered bridges should be able to find within it's means an ability to save a last-of-it's-kind steel truss bridge.

Thank You
Robert R Gilboy

**RG-1** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[9]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**RG-2:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

[9] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

# # 68

## Star Hesse

From: Star Hesse
Sent: Saturday, May 25, 2024 8:02 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: DamascusCitizen
Subject: Save the Skinners Falls Bridge

I am submitting this public comment in support of the restoration and rehabilitation of the Skinners Falls Bridge, a project that has been under debate for years, and still there is no action by authorities to repair and maintain this Landmark bridge as a vital transportation link to and from Pennsylvania and New York. The two previous requests for public input on this project have shown overwhelming Public and community support on both sides of the Delaware River for keeping and restoring this bridge. There has yet to be a hearing on the matter and now a third superfluous 'comment' has been solicited. Why? The public's input has been very clear. They want the bridge restored and maintained. There has yet to be an environmental impact study as to how changes to the bridge size and capacity would affect local residents' air quality, danger from increased heavy truck/vehicle traffic, and the impact on local flora/fauna. etc.

SH1

SH2

SH3

One thing is clear, the Public wants their bridge back as it was before. This proposed "show" meeting is not a hearing, nor does it show due diligence by PennDOT in addressing Section 106 Landmarks procedure. Before moving forward, there must be a public hearing with an official comment response document, reflection all comments submitted on this project and the concerns raise by concerned citizens who will be affected by this decision. Stop the stalling. We need the Skinners Falls bridge restored and maintained for good of all who use it now and will use it in future.
Star D. Hesse

SH2

**SH-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. The Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives.

The PEL study identified the transportation purpose and need, as well as a range of alternatives to be considered. It also provided background on the study area, stakeholder feedback, and estimated costs associated with potential alternatives. This information will be used to refine and inform future studies.

In addition to the PEL study, the funds were spent on the required biennial and special inspections on all structures. Given the condition of the New York abutment, the Skinners Falls Bridge is on a 6-month special inspection cycle.

**SH-2:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become a Section 106 Consulting Party. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT emailed invitations to over 200 property owners , agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the following additional documents.

- May 2023 Historic Bridge Rehabilitation Analysis Phase I

FHWA PEL Study regulations require the opportunity for public review and comment. A public hearing may be required in the future studies depending upon the NEPA classification of the project.

**SH-3:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

# # 69

## Catherine Hopkins

From: CATHERINE HOPKINS
Sent: Thursday, April 18, 2024 8:16 AM
To: Skinners Falls Bridge
Subject: Milanville Bridge

If my memory serves me correctly, I believe this is the second time people are given a chance to voice their opinion, will we get a third, fourth, fifth while PennDot slow walks a decision on the future of the bridge? Does our voice even matter? I have been a taxpayer in Milanville since 1975 and a permanent resident since 2015. Since moving here the bridge has been closed twice, the first time it was closed for I believe one year for repairs. It has been closed now for the past two years with great inconvenience for the local residents. Now it is even blocked from pedestrians walking across or just standing on bridge and enjoying the view. Repair the bridge or build a new one but STOP PROCRASTINATING!

CH1

**CH-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

# # 70

## Teresa Kehagias

From: K
Sent: Friday, May 10, 2024 12:31 PM
To: Skinners Falls Bridge
Subject: Skinners Falls Bridge

To whom it may concern,

I am a lifelong resident of Wayne County specifically Damascus near River Road. I and many of my neighbors are adamant about maintaining the integrity of the Skinners Falls bridge but at the same time retaining the historic feel of the bridge. Not only do residents appreciate the necessity for this bridge to maintain its appearance but we also know that there is not a great traffic demand that would require it to be altered in its capacity to do so.

TK1

This lovely bridge with its nostalgic appearance has met the demands of local traffic which is fai minimal, as well as attracting the appreciation of many visitors to our area. Therefore, I feel that maintaining the overall appearance of the bridge as it is, it is imperative. Any attempt to upgrade or modernize the bridge for a greater traffic capacity is unwarranted and would certainly be detrimental to the relationship this bridge has with its surrounding community.

Respectfully submitted,
Mrs. Teresa Kehagias

**TK-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community

goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

# # 71

## Ryan Lee

From: Ryan Lee
Sent: Saturday, May 25, 2024 9:47 PM
To: Skinners Falls Bridge
Subject: Skinners Falls Bridge Comment Letter

Dear Ms. Lolli,
I am a Wayne County resident and local architectural designer. Upon reviewing the rigorous PEL Study I wish to express my support for rehabilitating the existing bridge. The historic character of the bridge would be a significant loss to the area if it is removed or replaced. I wish to second the views expressed in the Upper Delaware's comment letter dated May 2, 2024. Thank you to taking the time to listen to our comments.
Sincerely,
Ryan Lee

RL1

**RL-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

# # 72

## Brandi Merolla

From: Brandi Merolla
Sent: Thursday, May 16, 2024 12:40 PM
To: Skinners Falls Bridge
Cc: Brandi Merolla
Subject: Skinners Falls Bridge RESTORATION

To Whom it May Concern,
It has been years since PennDOT closed the Skinners Falls Bridge. Residents on both sides of the river who used to drive over this Landmarked bridge have submitted numerous reasons why we would prefer restoring this beautiful one lane bridge over building a new, and much larger bridge to replace it. It's fairly simple in the end. How can PennDOT consider building a replacement bridge to accommodate large trucks when the roads in PA right over the bridge in Milanville can not sustain large vehicles on the existing 10 ton max roads!

BM1 At present, if trucks need to cross a bridge from NY to PA, or from PA to NY, there is a restored bridge in Narrowsburg to Beach Lake only 5 miles south of the Skinner's Falls Bridge OR another bridge 5 miles north of the Skinners Falls Bridge in Cochecton to Damascus.
Milanville cannot sustain heavy truck traffic which a larger bridge would invite. The heavy truck traffic will surely abuse and erode the area's narrow curvy roads demanding costly highway department funding for repair. All the roads on the PA side are rated at 10 tons max (River Road, etc.), and barely capable of bearing those loads, and are not even two lanes (they are 1 1/2 lanes). Those big trucks will be an extreme hazard and are not appropriate for these roads – people in smaller vehicles will be injured or killed!
Restore our local history.

Concerned resident,
Brandi Merolla

**BM-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[10]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

[10] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

# # 73

## Joelee Motichka

From: Joelee Motichka (Rent-E-Vent)
Sent: Tuesday, April 30, 2024 5:53 PM
To: Skinners Falls Bridge; Gerling, Heather
Subject: Skinners Falls Bridge

Hi,
I am a many-generation, native resident who grew up about 3 miles from the bridge, and for many years of my life, used it for my daily commute. I am also a small business owner of a rental company (tools, machinery, and party rentals) in nearby Honesdale, PA, who wishes we could again have access to the bridge in making our local deliveries. I spoke with a handful of your folks last week at the Narrowsburg Union (I really appreciate so many coming up to our little neck of the woods to meet with our community regarding the fate of our beloved bridge!), and I want to be sure I am understanding the options correctly before formulating my preference…

JM1

a) Assuming it will be rehabilitated, what are the variable factors that will decide whether the bridge is traditionally rehabilitated for 4, 7, or 10 tons?
b) If fully replaced, what would be the allowable tonnage?

JM2

c) What are the weight restrictions of the roads connecting to the bridge on both sides? I heard varying answers amongst other attendees, most of whom were
"positive" they had the correct answer
d) What would be the weight capacity (or options of capacities) for a full reconstruction? My largest trucks are non-CDL box trucks, weighing up to 25,999lbs,
which is what would be ideal to cross with. We're making deliveries within a couple miles of the bridge nearly every day of the week for at least 7 months out of the
year. I totally understand the hyper-local residents being concerned about truck traffic, but truck traffic will be worse on their roads if we have to make a nearby
delivery and then double back, as opposed to being able to cross the river there and head to our next delivery site.

JM3

e) At the meeting, other attendees mentioned that if the full reconstruction were to be the chosen option, the bridge would lose its historical designation and all
protections that come along with it. Do you know what these protections are?

Thanks again!

**JM-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of

weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[11]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**JM-2:** River Road (SR1011) south of Cochecton Highway (SR371), Galilee Road, and Conklin Hill Road (SR1016) on the Pennsylvania side of the project, are posted at a 10-ton weight limit. Cochecton Turnpike (SR371), the roadway that the bridge carries over the Delaware, is not posted for a weight limit.

**JM-3:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

---

[11] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

# # 74

## Larry Richardson

From: Larry Richardson
Sent: Friday, May 24, 2024 10:09 AM
To: Skinners Falls Bridge
Subject: Skinners Falls

To Whom it may concern,
My opinion as with many others is that the Skinners Falls Bridge is an iconic landmark as noted in the Historical Registry and as such is a supporting leg in a
succeeding effort to raise the economic impact of the Upper Delaware River area.
LE1 Please restore the bridge to its maximum safe limit and preserve history for another 50 years.
Respectfully,
Larry H Richardson

**LE-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

# # 75

## Colleen Rizzo

From: Colleen Rizzo
Sent: Monday, April 29, 2024 4:24 PM
To: Skinners Falls Bridge
Subject: Fwd: Skinners Falls Bridge

I am writing once again about our beloved historically-designated bridge over the Delaware River, the Milanville Skinners Falls Bridge.

Plain and simple; we need it open. Summer visitors, local commuters, day travelers and local businesses have endured a near 5-year loss of efficient transportation. There are concerns for emergency responders, should they be needed, to efficiently respond to a mishap along the NY or PA side of the Delaware River.

CR1

Plain and simple, a bridge restoration to reset the weight limit to 10 Tons. No need for weight-limit changes.

Plain and simple, the beauty and craftmanship of the Milanville ("Skinners Falls") Bridge speaks volumes to its resilience over time. The bridge is a living testament to the skill of the American Bridge Company who, in 1901, built a bridge of construction so outstanding that the bridge stands 123 years later, spanning the Delaware River to connect New York and Pennsylvania.

Plain and Simple.

**CR-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

# # 76

## Marlieta Robinson

From: Robinson
Sent: Friday, April 26, 2024 7:26 PM
To: Skinners Falls Bridge
Cc: Gerling, Heather ; DamascusCitizens
Subject: Skinners Falls Bridge

Our treasured, and currently closed (since 2019, 5 years!), Skinners Falls - Milanville Bridge (the Bridge) is essentially on trial for its life. PennDOT, the lead agency and part of the judging team that will decide its fate, has finally had its contractor, AECOM, complete and released the assessment required by federal law when looking to alter a property that is on the Historic Registry. The bridge is not only on the registry—twice over-- but also part of the Delaware River's Wild and Scenic River designation. No High Volume Hydraulic Fracture shale drilling can happen in NY state, nor anywhere in the Delaware River Basin. In addition, discharge of drilling waste into the Delaware Basin is now forbidden (DCS sued recently to change/clarify that). all of which I believe changes the chemistry of the Bridge discussions. Without the possibility of large waste or drilling materials trucks using the Bridge, its historical, cultural, community value come into clearer focus. Previous commenting showed the community saw the Bridge as a vital anchor to its identity and history—its beauty a local marvel and tourist attraction. According to Nels Raynor, President, Bach Ornamental and Structural Steel Inc.: I would like to express strong support for the restoration and preservation of the historic Skinners Falls Bridge over Delaware River. This bridge MR1 is an extremely rare example of a multi-span pinconnected Baltimore truss bridge. It is among the oldest known bridges associated with the American Bridge Company, having been built shortly after the company's formation. The bridge is also ornately decorated, including portal knee bracing decoration, portal cresting, decorative builder plaque. There are also original lattice railings that are 20 inches in height and which feature beautiful decorative flower motifs. This is to say nothing of the geometric beauty of the complex Baltimore truss configuration combined with the complexity of the riveted built-up beams that contain v-lacing and lattice. He also says that with proper restoration,"this bridge could serve for many decades more with minimal future maintenance costs." - and it will cost $3 million less than a new bridge (UDC). Now the AECOM Historic Bridge Rehabilitation Analysis Phase 1 has been published (here and on DCS' website), which explores whether it is possible to restore the Bridge without losing its historic aspects: …in compliance with the Secretary of Interior's Standards for Rehabilitation. This report also evaluates whether the proposed rehabilitation options would result in adverse effects under Section 106 of the National Historic Preservation Act (NRHP) The analysis's conclusion is that YES! the Bridge is restorable keeping its historic character right up to its original 10-ton capacity for a 25-year design life (longer according to Raynor, with proper maintenance). Liam Mayo's excellent article in last weeks' River Reporter has much pertinent detail and history. We here MR2 want to emphasize the importance of the public making its views known (yes, we know, AGAIN!) how much and in what way the Bridge in its historic state means to us. From the Analysis: As a federally-MR1 funded project, Section 106 of the National Historic Preservation Act (NHPA) [which interlocks with the National Environment6al Policy Act (NEPA)] requires the lead agency to take into account the effects of their project on any National Register-listed or eligible properties in the APE. … The Area of Potential Effect (APE) encompasses the footprint of the bridge and the overhead clearance portal frames… There are two resources within this APE: the Skinners Falls Bridge and the Milanville Historic District.

**MR-1:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

**MR-2:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become a Section 106 Consulting Party. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as *Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I* (May 2023).

<u>PEL Project Advisory Committee (PAC)</u>

A PAC was initiated in 2021 to provide the project team with information on regional needs and goals as well as local concerns and activities. The PAC members included representatives of the study area municipalities and counties in New York and Pennsylvania, the National Park Service and the Upper Delaware Council. In addition, the PAC was charged to communicate the PEL study to their constituents. If other major stakeholders are determined to be needed for their expertise, new members may be invited to join the PAC in future studies.

In addition, the project team conducted stakeholder interviews with local businesses, emergency service providers, residents and the National Park Service.  The coordination will continue with any future phases of the project.

# # 77

## Norm Starr

From: Norman Starr
Sent: Saturday, May 04, 2024 4:54 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: 'DamascusCitizens'
Subject: Skinners Falls Bridge PEL Study Comment

NS1 I object to the statement of Purpose on page 1 of Appendix C: Final Purpose and Need Document. It is terribly incomplete and views the project out of context, taking only the need to cross the river into consideration, nothing else.

In the Executive Summary of the PEL Study it states "The Skinners Falls Bridge is significant to the community and the Upper Delaware Region." Several sections in this Study talk about the exceptional historic, cultural and scenic qualities of this bridge and its importance to the Milanville Historic District. Page 25 of the Study states that the bridge is "worthy of special protection under the WSRA."

I believe that the majority of local residents are in favor of restoring the Skinners Falls Bridge. I believe that restoration would be for the purpose of 1) maintaining the character of the Milanville Historic District, 2) preserving an historic landmark and tourist attraction, 3) maintaining the beauty of this recreational setting, 4) keeping traffic and noise at reasonable levels, 5) keeping heavy trucks off the narrow roads on the PA side of the bridge (this is a public safety issue) and 6) providing a functional crossing over the Delaware River (which the Skinners Falls Bridge has done for over 100 years). These considerations must be accounted for in any reasonable statement of Purpose.

I am in favor of the 10 ton traditional SOI-compliant rehabilitation option for this bridge.
Norman Starr

From: Norman Starr
Sent: Saturday, May 13, 2024 12:07 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: 'DamascusCitizens'
Subject: Skinners Falls Bridge PEL Study Comment

I am a resident of Damascus Township and live about 5 miles from Milanville. I strongly support the restoration of the Skinners Falls Bridge to a 10 ton capacity. This bridge is an historic landmark, is adjacent to the Milanville Historic District, is within the Upper Delaware Scenic and Recreational River corridor and is considered by the National Park Service to contribute to the Cultural Outstandingly Remarkable Value of this corridor.
The economy of this area is heavily dependent on tourism and recreational activities. The Skinners Falls Bridge served these uses well for many years and, with restoration, can serve them well into the future.

NS2 Replacement of the bridge with a 40 ton structure will degrade the Milanville Historic District, increase noise and traffic, eliminate an attraction of historic interest and harm the beauty of this river crossing. It, therefore, will reduce the appeal of this area to tourists and harm the local economy.

Norman Starr

From: Norman Starr
Sent: Saturday, May 13, 2024 12:52 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: 'DamascusCitizens'
Subject: Skinners Falls Bridge PEL Study Comment

The roads on the PA side of the Skinners Falls Bridge, especially River Road, are narrow, with many blind curves and hills, and no shoulders. There are drainage
ditches on the side of River Road that is away from the river that have significant drop offs. These drop offs can fill with leaves, debris and snow, making them hard to see, especially at night. River Road is not always well maintained and the sides of the road where there are drainage ditches are prone to collapse. River Road is barely 2 lanes wide at best, and in any area where one side has collapsed, 2 vehicles cannot safely pass each other. Some areas of collapse have had a drop off of over a foot.
It is doubtful that a large truck and another vehicle could pass each other safely on many sections of River Road. Two large trucks, going in opposite directions, probably could not pass each other at all, nor could they back up. A new, 40 ton capacity bridge, would make this nightmare scenario much more likely.
Section 4.4.4 Emergency Services of the PEL Study discusses the need for a crossing at Milanville to support emergency responders. I agree that this is a need and believe that the 10 ton traditional SOI-compliant rehabilitation option for the Skinners Falls Bridge would fulfill this need.
Table 4, page 31, shows that the 10 ton option would allow minimum response times for at least 3 of the 4 emergency services that serve the Milanville area.

NS2 Equipment weights for the Lake Huntington Volunteer Fire Department are not indicated, so it is not clear whether or not the 10 ton option would allow the minimum response time for this service. Even if it does not, the 5 minute additional response time for this 1 responder must be weighed against the public safety hazard of heavy truck traffic on the narrow PA roads that would be encouraged by a new, 40 ton capacity bridge.

Norman Starr

From: Norman Starr
Sent: Saturday, May 13, 2024 1:59 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: 'DamascusCitizens'
Subject: Skinners Falls Bridge PEL Study Comment

NS3 I believe that the destruction of the Skinners Falls Bridge, and its replacement with a new 40 ton bridge, will negatively impact property values in the Milanville area, particularly those properties in close proximity to the bridge. This impact will be due to the degradation of this scenic location, increased traffic volume, increased volume of heavy trucks and increased traffic noise. I am in favor of the 10 ton traditional SOI-compliant rehabilitation option for this bridge.
Norman Starr

From: Norman Starr
Sent: Saturday, May 15, 2024 12:50 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: 'DamascusCitizens'

Subject: Skinners Falls Bridge PEL Study Comment

Appendix C of the PEL Study gives many reasons why a bridge is needed at Milanville, including supporting local commerce, allowing emergency access and providing pedestrian and bicycle crossing. The Skinners Falls Bridge was able to support these needs for over 100 years. With restoration, it can continue to serve these functions while preserving the beauty of its setting, maintaining the character of the Milanville Historic District and supporting the local tourist and recreational economy.
As a resident of this area for over 30 years, I have crossed the Skinner Falls Bridge many times, both by car and on foot. I never found its single lane to be a problem. Safety concerns can be mitigated by the addition of traffic lights at the bridge approaches, which would also address the limited sight lines on the NY side.
The PEL Study states (page 4) that projects at this location "must comply with Section 7 of the Wild and Scenic Rivers Act" (WSRA). The Study also talks at length about the exceptional historic, cultural and scenic value of the existing bridge and states that it is "worthy of protection under the federal WSRA" (page 32).
I see no evidence in the PEL Study that any of the new bridge options would provide significant additional functionality that would outweigh the value of what would be lost if this historic bridge were destroyed. I am in favor of the 10 ton traditional SOI-compliant rehabilitation option, over the 4 and 7 ton options, as it would provide greater functionality and a significantly longer life span, making it more cost effective.
NS3
Norman Starr

From: Norman Starr
Sent: Saturday, May 15, 2024 7:30 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: 'DamascusCitizens'
Subject: Skinners Falls Bridge PEL Study Comment

There is no demonstrated need for a new 40 ton bridge at this location. The second to last paragraph of Appendix C Needs Section 1 states: "Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location." A "desire" is not a "need". I am glad to see this statement has been changed from the May, 2022 Purpose and Need document (page 3) which stated: "Regular usage of the bridge by overweight vehicles demonstrates a need to provide a crossing that is suitable for vehicles over ten tons." As the Rolling Stones said: "You can't always get what you want". I also note the appropriate removal of the word "regular", as the document does not provide any data on the frequency of overweight crossings. Cameras, or other methods, can be used to enforce weight limits, and doing so would greatly reduce or eliminate overweight crossings. Unlawful activity and the desires of a few are not good reasons to destroy an historic landmark that adds so much value to our local area. I am in favor of the 10 ton traditional SOI-compliant rehabilitation option for this bridge.
NS4
Norman Starr

From: Norman Starr
Sent: Tuesday, May 21, 2024 7:42 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: 'DamascusCitizens'
Subject: Skinners Falls Bridge PEL Study Comment

I understand that getting funding for the Skinners Falls Bridge project is an issue. I believe that the PEL Study establishes a need for a bridge at the current location. Therefore, I am restricting this comment to the cost of the bridge options that are still under consideration. They are based on the table on page 45, for which there is no discussion in the PEL Study, and on the Historic Bridge Rehabilitation Analysis Phase 1 SR 1002 (Skinners Falls Road) over Delaware River document.

According to Table 6 (page 33) of the Rehabilitation Analysis, the 3 traditional SOI-compliant rehabilitation options (4, 7 and 10 ton) have construction costs of $15.6M, 15.7M and $17.3M respectively. The 10 ton option is the most cost effective, as it only costs about 11% more than the 4 ton option and has about double the design life of both the 4 ton and 7 ton options. The 10 ton option also has the advantage of being able to accommodate most farm and recreational vehicles, plus emergency equipment from the nearest emergency service (Narrowsburg). Therefore, it seems like a no-brainer that the 10 ton option should be preferred over the other traditional SOI-compliant rehabilitation options.

The non-SOI compliant rehabilitation option is not really a rehabilitation option. It is, instead, a NEW bridge with some decorative elements from the existing bridge stuck on (kind of like putting lipstick on a pig). This option is estimated to be 19% to 84% more expensive than the 10 ton SOI-compliant rehabilitation option, with an overall cost that is 26% to 52% greater. This option is an expensive sop to those who want to restore the existing historic bridge and should be rejected.

NS4 The full replacement options are difficult to evaluate for cost due to the wide range of the estimates (from 60% to 139% of the 10 ton SOI-compliant rehabilitation option for construction cost and from 83% to 164% for overall cost). There is no discussion in the PEL Study of the cost differences of the 3 full replacement options under consideration.

It may be that 1 or 2 of the full replacement options will be less expensive initially than the 10 ton SOI-compliant rehabilitation option, but the overall cost is not estimated to be substantially less and may be significantly more. Beyond cost, all of the new bridge options will degrade the Milanville Historic District, increase noise and traffic, decrease property values, create a public safety hazard by encouraging heavy truck traffic on narrow PA roads, eliminate an attraction of historic interest and harm the beauty of this river crossing. They, therefore, will reduce the appeal of this area to tourists and harm the local economy. Therefore, there is not a strong argument, based on cost, to build a new bridge and the

NS4 negative impacts of doing so will be great. I would argue that the 10 ton SOIcompliant rehabilitation option is the best option that is being considered.

Norman Starr

From: Norman Starr
Sent: Thursday, May 23, 2024 1:01 PM
To: Skinners Falls Bridge; Gerling, Heather
Cc: 'DamascusCitizens'
Subject: Skinners Falls Bridge PEL Study Comment

On page 4 of the PEL Study it says: "Under the Wild and Scenic Rivers Act, protection of 'Outstandingly Remarkable Values' is required" and "The Skinners Falls Bridge is an element that supports the cultural and scenic Outstandingly Remarkable Values of the Upper Delaware Scenic and Recreational River unit. Projects within the Upper Delaware Scenic and Recreational River unit system MUST COMPLY with Section 7 of the Wild and Scenic Rivers Act."

The historic, unique and exceptional values of the existing Skinners Falls Bridge are discussed on pages 13, 22, 25 and 32 of the PEL Study. The Study states that the existing bridge is worthy of protection under the WSRA on pages 25 and 32. Section 7(a) of the WSRA states that projects are prohibited "if

they would have a 'direct and adverse effect' on the values for which a river was added to the National System."

NS5 Based on the above, I do not understand why any new bridge options are being considered for this project, as they would violate Section 7 of the WSRA. I consider the so-called Non-SOI compliant rehabilitation option to be a new bridge option. According to the PEL Study this option "will result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District" (page 14).
The SOI-compliant rehabilitation options are the only ones that do not have an adverse effect on the ORVs of the Upper Delaware River. Of these options, the 10 ton option provides the most functionality and is the most cost effective.
Norman Starr

**NS-1:** The purpose of the project is a statement of the overall goal of the proposed project. The project needs describe the transportation problems with the current conditions and illustrated why the project is needed. Project needs are fact-based and supported by research and public input. They were not developed to facilitate any solution.

Only after fully defining the needs, the PEL study evaluated several conceptual alternatives to addressing those problems. Those conceptual alternatives were evaluated based, in part on: (1) the projected impacts to the natural environment, community resources, and the historic bridge itself; (2) how well those alternatives remedy the problems identified in the needs statement; and (3) conceptual construction, mitigation, and future maintenance costs.

The same analysis described above will be continued during the NEPA phase of the project, but with more detailed information on natural, social, historic, and archeological resources, and more refined details on the alternatives suggested by the PEL study to be carried into the NEPA phase.
https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_purpose_need.aspx

**NS-2:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

**NS-3:** Comment Noted.

**NS-4:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[12]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**NS-5:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

---

[12] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

# # 78

## Rosie Starr

From: Rosie Starr
Sent: Monday, May 06, 2024 5:31 PM
To: Skinners Falls Bridge
Subject: SKINNERS FALLS BRIDGE

Hello there,

Please consider these comments that I submit to Penn Dot regarding the Skinners Falls Bridge in Milanville Pa.
I have paid taxes in Damascus Township, Wayne County, Pennsylvania. for more than 30 years.
I am familiar with the roads and use the bridges that cross the Delaware River.
I frequently walk the neighborhoods on both sides of the Skinners Falls Bridge.
Both sides of the river have fire and medical emergency services that serve their community; arriving to destinations in personal vehicles.
The Narrowsburg Darbytown bridge and the Cochecton Bridge are available to vehicles too heavy for the Skinners Falls Bridge.
And I am aware of the narrow road conditions on both sides of the Skinners Falls bridge.
In my opinion; to restore/rehabilitate the Skinners Falls bridge to 9 ton capacity would serve the needs of our community on both sides of the river. While much of the Delaware River business communities of Cochecton and Milanville are seasonal, recreational, there are businesses that continue throughout the year. Their needs are met with the use of the Skinners Falls bridge in 9 ton capacity.
Because it has unique architectural and structural ornamentation, The Skinners Falls Bridge represents historic value to the community.
It is recognized on the National Register of Historic Places and is worthy of protection, preservation and restoration.
As a single lane bridge, it is not an imposition for one vehicle to yield to another for crossing to the other side.
It is an extreme pleasure to cross the Skinners Falls Bridge at any time of year as a pedestrian.
We must preserve quality of life in our community. Keeping the Skinners Falls bridge to 9 tons and with a single lane to vehicle traffic makes sense with the road conditions on both sides of the river.
The Delaware River corridor is rich in natural beauty and local history and that's important to all who visit and live here.

RS1

Rosie Starr

**RS-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

# # 79

## Susan Sullivan

From: Susan Sullivan
Sent: Tuesday, May 21, 2024 1:22 PM
To: Skinners Falls Bridge
Cc: Damascus Citizens
Subject: Comments - Skinners Falls/Milanville Bridge

Dear Ms. Lolli,

My name is Susan Sullivan. I have lived full time in the Village of Milanville, PA and the Town of Tusten, NY since 1986. I have commuted to various workplaces via the Skinners Falls Bridge, and have spent summers on the shore of the Delaware River, beneath the bridge, raising children, having family reunions, swimming, boating and fishing.

This is my third comment. I reiterate my unwavering support for traditional rehabilitation of the existing 1902 bridge. This is the option overwhelmingly chosen, in meeting after meeting, by the surrounding community.

SS1 As a taxpayer, I am very angry that after 4 1/2 years and $3,692,500 in taxpayer dollars spent, there is no actual timeline offered, other than "further investigation," i.e. more money spent with no results. I plan to take this up with my Congressional Representative.

SS2 The findings of the Historic Bridge Rehabilitation Analysis (Phase 1 released in May, 2023) that rehabilitation to a 10 ton weight limit would comply with the Secretary of the Interior's Standards for Rehabilitation by strengthening its engineering function while retaining the bridge's distinctive truss configuration, appearance, and historic character. A 10 ton limit is consistent with the connecting rural roads on both sides of the bridge, which have a 10 ton limit. The approach lacks a proper turning radius for larger vehicles. On the PA side, the village of Milanville, as well as the bridge itself, is on the National Register of Historic Places.

Building a two lane modern bridge would result in years of very expensive litigation. Eminent domain is not popular in this area. I would elftotally support a class action lawsuit.

SS3 Regarding appropriate land use, in my Town of Tusten, NY, our comprehensive plan stresses "rural character" first and foremost, as something residents value, and wish to preserve. Research of other Comprehensive Plans will likely agree. A modern two lane bridge is in direct conflict with local land use planning.

SS4 This bridge is located within a nationally recognized, and Federally protected Scenic and Recreation River Corridor, which is overseen by the National Park Service. The bridge is considered on of the Outstanding Remarkable Cultural Values which they are mandated to protect. The traditional rehabilitation option is supported by the NPS and by the Upper Delaware Council, and by the NYS Scenic Byway.

SS5 I ask that PENN DOT immediately pursue funding for bridge rehabilitation, and seek grants from Federal Infrastructure Investment and Jobs Act, The Delaware Watershed Conservation Fund, and other State and Federal sources. This outrageous waste of taxpayer dollars cannot continue

Sincerely

Susan Sullivan, Resident, State of New York

**SS-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe

and it was closed to all vehicular, bicycle and pedestrian traffic. The Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives.

The PEL study identified the transportation purpose and need, as well as a range of alternatives to be considered. It also provided background on the study area, stakeholder feedback, and estimated costs associated with potential alternatives. This information will be used to refine and inform future studies.

In addition to the PEL study, the funds were spent on the required biennial and special inspections on all structures. Given the condition of the New York abutment, the Skinners Falls Bridge is on a 6-month special inspection cycle.

**SS-2:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

**SS-3:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[13]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**SS-4:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible

[13] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

**SS-5:** Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed.

In coordination with local and state government entities, transportation funding potentially may be secured via the Transportation Improvement Program (TIP) process in Pennsylvania, the Statewide Transportation Improvement Program (STIP) process in New York or application to federal discretionary grant programs. As documented by the Joint Interstate Bridge Commission Agreement, costs are shared jointly between New York and Pennsylvania.

Should transportation funding be secured and programmed for a Skinners Falls Bridge project, it will enter the preliminary engineering design and detailed environmental studies phase.

FHWA has the ultimate responsibility for approval of the NEPA document and any design recommendations for the Skinners Falls Bridge.

# # 80

## Susan Vinskofski

From: MIKE VINSKOFSKI
Sent: Thursday, April 18, 2024 3:22 PM
To: Skinners Falls Bridge
Subject: Fix the bridge

SV1 The bridge needs to be kept and fixed, not replaced. It is rare, and beautiful and part of the history of the area. It's been too long and needs to be done as soon as possible.
Susan Vinskofski

**SV-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

# # 81

## Gabriel Wasner

From: Gabriel Wasner
Sent: Sunday, May 26, 2024 2:38 PM
To: Skinners Falls Bridge
Subject: The skinners falls bridge comments

Hello and Thank you for taking the time to read these comments… I am the head of the household of four people that live in work year-round in Milanville. Our daily lives have been drastically impacted since the closing of the bridge at Skinners Falls.

GW1 I am in favor of a traditional rehabilitation of the existing bridge to a 10 ton weight limit. The addition of signals on each end would be a great safety improvement.

GW2 The Skinners Falls Bridge is an element that supports the cultural and scenic Outstandingly Remarkable Values of the Upper Delaware Scenic and Recreational River unit. Outstandingly Remarkable Values are those elements of the Upper Delaware River that are worthy of special protection under the WSRA. Within the Upper Delaware Scenic and Recreational River unit, two scenic river segments and three recreational segments are present.

The existing Skinners Falls Bridge is a visually striking structure within its surrounding landscape, contrasting with the natural character of the Delaware River and its setting. The PASHPO rated this bridge an “Exceptional ” resource, the highest category within their preservation prioritization system. The NYSHPO rated the bridge a “Significant” resource, as it is the oldest example of an American Bridge Company Baltimore through truss highway bridge in the United States.

Thank you for your time and I invite you to visit us in Milanville and see firsthand the beauty and history that is present in our every day lives here.

**GW-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

**GW-2:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

# # 82

## Karl Wasner

From: karl wasner
Sent: Saturday, May 25, 2024 11:06 PM
To: Skinners Falls Bridge
Subject: Skinners bridge comments

Thank you for taking the time to read these comments… I am the head of the household of four people that live in work year-round in Milanville. Our daily lives have been drastically impacted since the closing of the bridge at Skinners falls.

KW1

Daily we drive from Milanville to Lake Huntington, New York… Back-and-forth each morning and each afternoon, that's four one-way trips per day. Your report mistakenly assigns 12 minutes of extra driving for the 6.6 mile detour to the next bridge. What it fails to take into account is if someone was going to the opposite side of the Skinners bridge. They would then have to return the 6.6 miles back south from Cochecton or north from Narrowsburg. so it's actually a 13 mile detour each way 4 times a day. Additionally, mysteriously, your report estimates that you can cover 6.6 miles in 12 minutes. This is woefully in accurate if you think about the speed limit of 25 mph, which sometimes you cannot even achieve depending upon conditions, it's actually a 16 minute drive each way four times a day that adds up to over one hour of extra driving per day per vehicle we have three vehicles which make this trip many times all in one day which adds up to three hours, a day of wasted driving that's 15 hours a week that's 60 hours a month, 720 hours a year and 3,600 for the five years the bridge has been closed so far and very likely will exceed 5000 hours before the bridge has been reopened… This is simply ridiculous. For reference sake, if you were on the interstate highway traveling at 60 miles an hour for 5000 hours you could go to the moon. The moon is 238,000 miles away and 5000 hours of driving 60 mph you could go 300,000 miles. I hope this helps put into perspective the real life impact closing this one little bridge has on one little family in one little hamlet.

KW1

I am in favor of a traditional rehabilitation of the existing bridge to a 10 ton weight limit. The addition of signals on each end would be a great safety improvement.

The Skinners Falls Bridge is an element that supports the cultural and scenic Outstandingly Remarkable Values of the Upper Delaware Scenic and Recreational River unit. Outstandingly Remarkable Values are those elements of the Upper Delaware River that are worthy of special protection under the WSRA. Within the Upper Delaware Scenic and Recreational River unit, two scenic river segments and three recreational segments are present.

The existing Skinners Falls Bridge is a visually striking structure within its surrounding landscape, contrasting with the natural character of the Delaware River and its setting. The PASHPO rated this bridge an "Exceptional" resource, the highest category within their preservation prioritization system. The NYSHPO rated the bridge a "Significant" resource, as it is the oldest example of an American Bridge Company Baltimore through truss highway bridge in the United States. As an authentic visible historic resource of exceptional value, it is also a visual resource of exceptional value. The bridge is a visible structure that supports the cultural and scenic Outstandingly Remarkable Values of the Upper Delaware

Scenic and Recreational River unit as well and is considered worthy of protection under the federal WSRA. The thinness of the metal truss members and the roadway deck that make up the existing bridge give the bridge a sense of visual lightness and unobtrusiveness in the landscape.

The bridge's setting is primarily characterized by mature wooded vegetation growing up to and along the edge of the river.

Thank you for your time and invite you to visit us in Milanville and see firsthand the beauty and history that is present in our every day lives here.

Mayer Residence

**KW-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[14]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

[14] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

# # 83

## Marcello Wasner

From: Marcello Wasner
Sent: Sunday, May 26, 2024 9:37 AM
To: Skinners Falls Bridge
Cc: Skinners Falls Bridge
Subject: Fwd: Today skinners comments due

Thank you for taking the time to read these comments… Our daily lives have been drastically impacted since the closing of the bridge at Skinners Falls.

MW1 I am in favor of a traditional rehabilitation of the existing bridge to a 10 ton weight limit. The addition of signals on each end would be a great safety improvement.

The Skinners Falls Bridge is an element that supports the cultural and scenic Outstandingly Remarkable Values of the Upper Delaware Scenic and Recreational River unit. Outstandingly Remarkable Values are those elements of the Upper Delaware River that are worthy of special protection under the WSRA.

MW2 Within the Upper Delaware Scenic and Recreational River unit, two scenic river segments and three recreational segments are present.

The existing Skinners Falls Bridge is a visually striking structure within its surrounding landscape, contrasting with the natural character of the Delaware River and its setting. The PASHPO rated this bridge an “Exceptional ” resource, the highest category within their preservation prioritization system. The NYSHPO rated the bridge a “Significant” resource, as it is the oldest example of an American Bridge Company Baltimore through truss highway bridge in the United States.

Thank you for your time and invite you to visit us in Milanville and see firsthand the beauty and history that is present in our every day lives here.

marcello wasner

**MW-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[15]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**MW-2:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. The Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives.

The PEL study identified the transportation purpose and need, as well as a range of alternatives to be considered. It also provided background on the study area, stakeholder feedback, and estimated costs associated with potential alternatives. This information will be used to refine and inform future studies. In addition to the PEL study, the funds were spent on the required biennial and special inspections on all structures. Given the condition of the New York abutment, the Skinners Falls Bridge is on a 6-month special inspection cycle.

[15] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

# # 84

## Pamela Wasner

From: pam
Sent: Sunday, May 26, 2024 12:38 PM
To: Skinners Falls Bridge
Subject: Skinnersfalls Bridge Comments

Thank you for taking the time to read these comments… I am the head of the household of four people that live in work year-round in Milanville. Our daily lives have been drastically impacted since the closing of the bridge at Skinners Falls.

PW1 I am in favor of a traditional rehabilitation of the existing bridge to a 10 ton weight limit. The addition of signals on each end would be a great safety improvement.

The Skinners Falls Bridge is an element that supports the cultural and scenic Outstandingly Remarkable Values of the Upper Delaware Scenic and Recreational River unit. Outstandingly Remarkable Values are those elements of the Upper Delaware River that are worthy of special protection under the WSRA. Within the Upper Delaware Scenic and Recreational River unit, two scenic river segments and three recreational segments are present.

The existing Skinners Falls Bridge is a visually striking structure within its surrounding landscape, contrasting with the natural character of the Delaware River and its setting. The PASHPO rated this bridge an “Exceptional ” resource, the highest category within their preservation prioritization system. The NYSHPO rated the bridge a “Significant” resource, as it is the oldest example of an American Bridge Company Baltimore through truss highway bridge in the United States.

Thank you for your time and invite you to visit us in Milanville and see firsthand the beauty and history that is present in our every day lives here.

Pamela Mayer

**PW-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[16]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

[16] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

# # 85

## Alice Zinnes

From: Alice Zinnes
Sent: Tuesday, May 7, 2024 2:30 PM
To: Gerling, Heather
Subject: [External] Skinners Falls Bridge

Dear PennDOT,

AZ1 The Skinners Falls Bridge must be restored, and a new bridge must not be built. My understanding is that PennDOT believes there is a need for a bridge that can carry large trucks. However, both the Narrowsburg and Cochecton bridges, just a few miles away on either side of Skinners, already can carry those trucks. Plus, those other bridges lead directly into larger roads, and the Narrowsburg bridge leads into Route 652, which is almost a highway. Even more importantly, the roads leading into and from the Skinners Falls Bridge cannot sustain heavy truck traffic. I live on Milanville Road, just a couple of miles up the hill from the Skinners Falls Bridge. Milanville Road, as well as other PA roads nearby, such as River Road, are rated at 10 tons maximum. These roads also are extremely narrow and have sharp curves, and in the winter freeze over with black ice. In some parts, they also are not even a full two lanes wide, but are 1 ½ lanes. I find driving up and down Milanville Road in my little car already is challenging, and when a small truck passes on the opposite side, I am downright scared. I often feel I am almost pushed off the road. Plus, because Milanville Road has such a steep incline the last few miles towards the river and the bridge, people tend to speed down it, often going 40 or even 50 mph. Milanville Road already is a dangerous road. Making a bridge that will feel large trucks on to it will make the road extremely hazardous to drive.

Best regards,
Alice Zinnes

Dear PennDOT,
As I live about 2 miles up Milanville Road from the Skinners Falls bridge, my property values, quality of life, economic and financial life, as well as relationship to my community depend on this bridge and how it continues through the next decades. This bridge is an important conduit for the local population, and also for the tourists who visit the Skinners Falls campsite, the falls themselves, and the fishing opportunities of the river.

AZ2 The bridge must be restored. The bridge must not be replaced. Rather, it must be restored. Not only is a large bridge unnecessary for community needs, but replacing the current bridge is much more costly than restoring the current one. According to Nels Raynor, who is the President of Bach Ornamental and Structural Steel Inc, with proper restoration, “this bridge could serve for many decades more with minimal future maintenance cost” and it will cost $3 million less than a new bridge. Please see his full

AZ3 letter at Nels Raynor, President, Bach Ornamental and Structural Steel Inc.

Best regards,
Alice Zinnes

Dear PennDOT,
PennDOT must follow Section 106 Landmarks procedures, and must conduct at least one (and preferably more than one) public meeting on the options for the future of the Skinners Falls Bridge. So far, all PennDot has done is request Stakeholders send in written comments, create a biased survey where – at least for me, and from what others tell me, others too – it was impossible to state my opinion, and hold info-meetings where we're told something about PennDOT's plans without being able to publicly respond. Is PennDOT afraid to discover that the overwhelming majority of community members want the bridge to be restored? Rather than being asked to AGAIN send in written comments,
AZ4 PennDOT needs to hold a public hearing where stakeholders can voice their comments and be heard by all other stakeholders. PennDOT also needs to explain why we now being asked to send in more written comments, when we still have not heard PennDOT's responses to our first set, and when very little new information has been presented to us. The community needs and deserves to be treated with respect, and PennDOT needs to follow procedures. PennDOT must hold real public meetings during times convenient to the members of our community. This means meetings should be held during the day and evening of a weekday, and on a weekend.
Best regards,
Alice Zinnes

Dear PennDOT,
My home is in Milanville, just up the road from the Skinners Falls Bridge.
The Skinners Falls Bridge must be restored, and not replaced. Because it is a National Historic structure, PennDOT would need to make even stronger arguments
for its removal or replacement than it would for other bridges. Because of its location, the bridge also falls under NEPA (National Environmental Policy Act), and
so even stronger arguments by PennDOT would need to be made to justify replacing it with a larger bridge that will create more traffic, which in turn will cause more air and noise pollution, as well as greater disturbance to the fish, birds and animal life nearby. Fortunately, the report from the study by ECOM Historic Bridge Rehabilitation Analysis Phase 1 shows that restoring the bridge to its original 10-ton capacity is feasible. This study states the restoration would give the bridge a new 25-year lifespan. Interestingly, as Nels Raynor, president of Bah Ornamental and Structural Steel Inc. states, with proper maintenance, the lifespan would be longer.
To quote from the report:
AZ5 As a federally-funded project, Section 106 of the National Historic Preservation Act (NHPA) [which interlocks with the National Environment6al Policy Act (NEPA)] requires the lead agency to take into account the effects of their project on any National Register-listed or eligible properties in the APE. … The Area of Potential Effect (APE) encompasses the footprint of the bridge and the overhead clearance portal frames… There are two resources within this APE: the Skinners Falls Bridge and the Milanville Historic District

Best regards,
Alice Zinnes

Dear PennDOT,
As a homeowner whose house is about 2 miles from the Skinners Falls Bridge, what happens to this bridge is extremely important to me. I believe it should be restored to its original state for many reasons. Here are just a few.

My understanding is PennDOT currently is considering 4 options for the site of the Skinners Fall Bridge:

- A faithful restoration of the historic bridge;
- A modern new bridge with elements of the 1902 original tacked on so that it looks like the old bridge;
- A modern new bridge that looks like a modern new bridge;
- No bridge at all, and the old one removed.

Although creating a new bridge with elements of the old one seems like an enticing option, because it seems to merge modernity with historicism, it actually is not a viable solution. For one, even as PennDOT admits, it will be virtually impossible to make the bridge truly look as it does now. For instance, Heather Gerling, an architectural historian with PennDOT, said the stone abutments would be difficult to preserve but that the original stones might be used as decorative facing on new abutments. This "middle" approach therefore would also review under the National Historic Perservation Act (NHPA) and National Environmental Policy Act (NEPA), reviews that would add months if not years to the already prolonged delays for opening very-needed access across the Delaware River at Skinners Falls.

A modern new bridge is the worst possible option, as it would be the most expensive, add disturbing traffic to a quiet community and quiet tourism destination, would be built for vehicles too large to use the existing roads, and is completely unnecessary for the needs of the nearby communities.

And finally, according to Kate Farrow of NTM Engineering, doing "nothing" is not actually an option since it would result in the bridge collapsing into the Delaware. She also said that of the alternatives, the "traditional rehabilitation option comes first." Also, complying with standards set by the U.S. Secretary of the Interior (SOI), a rehabilitation that gave the bridge a capacity of four to seven tons would have a life of 10 to 15 years. An extensive rehabilitation that brought the capacity to 10 tons will have a 25-year life. Traditional rehabilitation is the only option that the study found would not have an adverse effect on the Milanville Historic District.

AZ6

I beg PennDOT, please restore the Skinners Falls Bridge to its original state.

Best regards, Alice Zinnes

**AZ-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[17]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**AZ-2:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge.

---

[17] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

**AZ-3:** Comment Noted

**AZ-4:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become Section 106 Consulting Parties. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT mailed and emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as *Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I* (May 2023).

FHWA PEL Study regulations require the opportunity for public review and comment. A public hearing may be required in the future studies depending upon the NEPA classification of the project.

**AZ-5:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.
In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

**AZ-6:** The Secretary of the Interior's Standards for Rehabilitation (SOI Standards) form the basis for work on historic properties. The Traditional Rehabilitation Alternatives (the 4-, 7-, and 10-ton) are SOI-compliant and would retain current bridge width. To comply with SOI standards, in-kind replacements or repair of character defining features will be performed where possible. These three rehabilitation options, as described in the Historic Bridge Rehabilitation Analysis Phase 1 (HBRA), would result in an anticipated Section 106 finding of No Adverse Effect to the Skinners Falls Bridge as an individually National Register of Historic Places (NHRP)-listed resource and as a contributing resource to the NRHP-listed Milanville Historic District.

The Non-SOI complaint rehabilitation would not meet the SOI standards but would still preserve some of the historic characteristics of the bridge. This alternative would explore retaining some historic materials while providing a bridge that meets the transportation needs (i.e two-span modern steel bridge with trusses attached as decorative elements). The Non-SOI compliant rehabilitation would result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District. The Non-SOI compliant rehabilitation will be refined and evaluated during the preliminary engineering and detailed environmental study phase.

Both the Traditional (SOI Compliant) Rehabilitation Alternative and the Non-SOI Rehabilitation Alternative will be carried into future phases of the project.

# # 89

## Colette Ballew

From: colette ballew
Sent: Friday, April 26, 2024 12:06 PM
To: Gerling, Heather
Subject: [External] Milanville bridge

Hello Heather,
It was nice to put a name and face together. Thank you for all that you are doing to help preserve the integrity of the bridge.

CB1 I am saddened by the news that if we do traditional rehabilitation that it will compromise the preservation status of the bridge, but what else can be done to make the situation work and move the project forward?

I was so disappointed by the meeting last night. The only thing I took away that was positive was meeting you and Lisa Broezy. At least we have faces to go with the names finally.

Thanks again.
Colette

**CB-1:** The Secretary of the Interior's Standards for Rehabilitation (SOI Standards) form the basis for work on historic properties. The Traditional Rehabilitation Alternatives (the 4-, 7-, and 10-ton) are SOI-compliant and would retain the current bridge width. To comply with SOI standards, in-kind replacement or repair of character defining features will be performed where possible. These three rehabilitation options, as described in the Historic Bridge Rehabilitation Analysis Phase 1 (HBRA), would result in an anticipated Section 106 finding of No Adverse Effect to the Skinners Falls Bridge as an individually National Register of Historic Places (NHRP)-listed resource and as a contributing resource to the NRHP-listed Milanville Historic District.

Types of Non-SOI complaint rehabilitations would not meet the SOI standards but would still preserve some of the historic characteristics of the bridge. These alternatives would explore retaining some historic materials while providing a bridge that meets the transportation needs (i.e two-span modern steel bridge with trusses attached as decorative elements). The Non-SOI compliant rehabilitations would result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District. The Non-SOI compliant rehabilitations will be refined and evaluated during the preliminary engineering and detailed environmental study phase.

Both the Traditional (SOI Compliant) Rehabilitation Alternatives and the Non-SOI Rehabilitation Alternatives will be carried into future phases of the project.

Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed.

In coordination with local and state government entities, transportation funding potentially may be secured via the Transportation Improvement Program (TIP) process in Pennsylvania, the Statewide Transportation Improvement Program (STIP) process in New York or application to federal discretionary grant programs. As documented by the Joint Interstate Bridge Commission Agreement, costs are shared jointly between New York and Pennsylvania.

Should transportation funding be secured and programmed for a Skinners Falls Bridge project, it will enter the preliminary engineering design and detailed environmental studies phase.

# PATH Comments

# # 86

## Colleen Rizzo

I am writing once again about our beloved historically-designated bridge over the Delaware River, the Milanville Skinners Falls Bridge.

Plain and simple; we need it open. Summer visitors, local commuters, day travelers and local businesses have endured a near 5-year loss of efficient transportation. There are concerns for emergency responders, should they be needed, to efficiently respond to a mishap along the NY or PA side of the Delaware River.

CR1

Plain and simple, a bridge restoration to reset the weight limit to 10 Tons. No need for weight-limit changes.

Plain and simple, the beauty and craftmanship of the Milanville ("Skinners Falls") Bridge speaks volumes to its resilience over time. The bridge is a living testament to the skill of the American Bridge Company who, in 1901, built a bridge of construction so outstanding that the bridge stands 123 years later, spanning the Delaware River to connect New York and Pennsylvania.

Plain and Simple.

**CR-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

# # 87

## Marlieta Robinson

Our treasured, and currently closed (since 2019, 5 years!), Skinners Falls - Milanville Bridge (the Bridge) is essentially on trial for its life. PennDOT, the lead agency and part of the judging team that will decide its fate, has finally had its contractor, AECOM, complete and released the assessment required by federal law when looking to alter a property that is on the Historic Registry. The bridge is not only on the registry—twice over-- but also part of the Delaware River's Wild and Scenic River designation. No High Volume Hydraulic Fracture shale drilling can happen in NY state, nor anywhere in the Delaware River Basin. In addition, discharge of drilling waste into the Delaware Basin is now forbidden (DCS sued recently to change/clarify that). all of which I believe changes the chemistry of the Bridge discussions. Without the possibility of large waste or drilling materials trucks using the Bridge, its historical, cultural, community value come into clearer focus. Previous commenting showed the community saw the Bridge as a vital anchor to its identity and history—its beauty a local marvel and tourist attraction. According to Nels Raynor, President, Bach Ornamental and Structural Steel Inc.: I would like to express strong support for the restoration and preservation of the historic Skinners Falls Bridge over Delaware River. This bridge
MR1 is an extremely rare example of a multi-span pinconnected Baltimore truss bridge. It is among the oldest known bridges associated with the American Bridge Company, having been built shortly after the company's formation. The bridge is also ornately decorated, including portal knee bracing decoration, portal cresting, decorative builder plaque. There are also original lattice railings that are 20 inches in height and which feature beautiful decorative flower motifs. This is to say nothing of the geometric beauty of the complex Baltimore truss configuration combined with the complexity of the riveted built-up beams that contain v-lacing and lattice. He also says that with proper restoration,"this bridge could serve for many decades more with minimal future maintenance costs." - and it will cost $3 million less than a new bridge (UDC). Now the AECOM Historic Bridge Rehabilitation Analysis Phase 1 has been published (here and on DCS' website), which explores whether it is possible to restore the Bridge without losing its historic aspects: …in compliance with the Secretary of Interior's Standards for Rehabilitation. This report also evaluates whether the proposed rehabilitation options would result in adverse effects under Section 106 of the National Historic Preservation Act (NRHP) The analysis's conclusion is that YES! the Bridge is restorable keeping its historic character right up to its original 10-ton capacity for a 25-year design life (longer according to Raynor, with proper maintenance). Liam Mayo's excellent article in last weeks' River Reporter has much pertinent detail and history. We here
MR2 want to emphasize the importance of the public making its views known (yes, we know, AGAIN!) how much and in what way the Bridge in its historic state means to us. From the Analysis: As a federally-
MR1 funded project, Section 106 of the National Historic Preservation Act (NHPA) [which interlocks with the National Environment6al Policy Act (NEPA)] requires the lead agency to take into account the effects of their project on any National Register-listed or eligible properties in the APE. … The Area of Potential Effect (APE) encompasses the footprint of the bridge and the overhead clearance portal frames… There are two resources within this APE: the Skinners Falls Bridge and the Milanville Historic District.

**MR-1:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

**MR-2:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become a Section 106 Consulting Party. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as *Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I* (May 2023).

<u>PEL Project Advisory Committee (PAC)</u>

A PAC was initiated in 2021 to provide the project team with information on regional needs and goals as well as local concerns and activities. The PAC members included representatives of the study area municipalities and counties in New York and Pennsylvania, the National Park Service and the Upper Delaware Council. In addition, the PAC was charged to communicate the PEL study to their constituents. If other major stakeholders are determined to be needed for their expertise, new members may be invited to join the PAC in future studies.

In addition, the project team conducted stakeholder interviews with local businesses, emergency service providers, residents and the National Park Service. The coordination will continue with any future phases of the project.

# # 88

## Joanne and Dan Brinkerhoff

My husband and I are full time homeowners and business owners and we have lived in Milanville since 1995. We used the bridge to get to our business in Callicoon, NY and we walk almost daily to the public access and to Skinners Falls. Since the bridge has been closed for several years now we have been able to get to Callicoon via River Rd to the Cocheckton-Damascus bridge so that has not been such a hardship. However, we no longer have any access to the public beach and trails on the NY side of the river since there is now a metal grate fully blocking a walkway over the bridge.
Not having at least a walkway across the bridge is hurting our local Milanville General Store. The campers at the Skinners Falls campground can no longer walk to the store during the busy Summer camping season.
Milanville is a small landmark hamlet, on the historic register, and so is the Milanville-Skinners Falls Bridge. We are one of the most pristine towns on the Upper Delaware River. It is our opinion that the
JDB1 bridge needs to be preserved as an historic landmark in keeping with the rural character of the community. It should most certainly not be replaced with a modern bridge-it is not a main artery for traffic and the structure of the road is such that it cannot handle large trucks or commercial traffic. To increase traffic in this small community would be very dangerous.
JDB2 We hope that this historic bridge can be repaired to the way it was before. But if not, then it should be repaired and preserved as a pedestrian footbridge and bicycle path, with no cars or trucks allowed.

Thank you,
Joanne and Dan Brinkerhoff

I have already sent my email comments to you on April 17 (copy below). However, I have additional remarks to make following my attendance at the so-called "meeting" in Narrowsburg last night.

JDB3 I was thoroughly disappointed with the presentation. In one room, there was a 10-minute film, while the "meeting room" consisted of billboards displaying bridge photos and some historical information. It felt akin to being at a high school Science fair. There were representatives present, supposedly available to answer individual questions, but their knowledge seemed limited. The only means of providing feedback were printed forms, which appeared to be biased towards the organization's desired responses.

Expanding on my previous email comments:
JDB4 The bridge is not merely a National Landmark structure within an Historic District; it is the foundation of our town, serving its purpose for over 120 years. Its history and significance to the community symbolize the importance of preservation. We do not want unnecessary and destructive development projects in our rural community. Skinner's Falls is a significant recreational tourist attraction, playing a vital role in the economy of Milanville and the surrounding areas. The river itself serves as a crucial habitat for numerous species of fish and birds.

JDB1 The increased traffic in Milanville would have severe health and quality of life implications for the residents, including pollution, noise, and safety concerns. The rural roads are illequipped to handle large vehicles, posing an elevated risk of traffic accidents. Maintaining the bridge as a single lane helps to slow down traffic, making the town safer and more appealing to tourists. Additionally, there are alternative

JDB1 routes available within a 5-mile radius in both Cochecton and Narrowsburg to accommodate larger vehicular traffic.

JDB2 The reasons to preserve and maintain the Milanville-Skinners Falls bridge in its current state far outweigh the option of replacing it. If restoration to its original condition is not feasible, I would prefer to see it repurposed as a pedestrian footbridge.

Sincerely,
*Joanne Wasserman Brinkerhoff*

**JDB-1:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

**JDB-2:** A 2019 bridge inspection identified that the deck and superstructure were in poor condition and the substructure was in critical condition. Specifically, the transverse timber deck immediately beneath the running boards shows severe deterioration; the stone masonry abutment on the New York side shows continued movement and separation of stones; and the steel truss members, especially in the area of the pinned connections, are in poor condition. Therefore, the bridge has deteriorated such that it is currently unsafe for any form of traffic, including pedestrians.

The American Association of State Highway and Transportation Officials (AASHTO) guidelines specifies that pedestrian bridges be designed to handle 90lb/sq ft uniform load—to account for a situation that may have people crowded on the bridge (i.e. viewing fireworks, wedding parties, assembling for a race). Based on the length and width of the existing bridge deck, the existing trusses would need to be significantly reinforced (altered) to be able to safely support the potential load.

**JDB-3:** Comment Noted

**JDB-4:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[1]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

[1] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

# # 90

## Colette Ballew

Hello Heather,
It was nice to put a name and face together. Thank you for all that you are doing to help preserve the integrity of the bridge.

CB1 I am saddened by the news that if we do traditional rehabilitation that it will compromise the preservation status of the bridge, but what else can be done to make the situation work and move the project forward?

I was so disappointed by the meeting last night. The only thing I took away that was positive was meeting you and Lisa Broezy. At least we have faces to go with the names finally.

Thanks again.
Colette

**CB-1:** The Secretary of the Interior's Standards for Rehabilitation (SOI Standards) form the basis for work on historic properties. The Traditional Rehabilitation Alternatives (the 4-, 7-, and 10-ton) are SOI-compliant and would retain the current bridge width. To comply with SOI standards, in-kind replacement or repair of character defining features will be performed where possible. These three rehabilitation options, as described in the Historic Bridge Rehabilitation Analysis Phase 1 (HBRA), would result in an anticipated Section 106 finding of No Adverse Effect to the Skinners Falls Bridge as an individually National Register of Historic Places (NHRP)-listed resource and as a contributing resource to the NRHP-listed Milanville Historic District.

Types of Non-SOI complaint rehabilitations would not meet the SOI standards but would still preserve some of the historic characteristics of the bridge. These alternatives would explore retaining some historic materials while providing a bridge that meets the transportation needs (i.e two-span modern steel bridge with trusses attached as decorative elements). The Non-SOI compliant rehabilitations would result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District. The Non-SOI compliant rehabilitations will be refined and evaluated during the preliminary engineering and detailed environmental study phase.

Both the Traditional (SOI Compliant) Rehabilitation Alternatives and the Non-SOI Rehabilitation Alternatives will be carried into future phases of the project.

Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed.

In coordination with local and state government entities, transportation funding potentially may be secured via the Transportation Improvement Program (TIP) process in Pennsylvania, the Statewide Transportation Improvement Program (STIP) process in New York or application to federal discretionary

grant programs. As documented by the Joint Interstate Bridge Commission Agreement, costs are shared jointly between New York and Pennsylvania.

Should transportation funding be secured and programmed for a Skinners Falls Bridge project, it will enter the preliminary engineering design and detailed environmental studies phase.

# # 91

## Josh Fox

JF1 This is one more comment saying that the Milanille Bridge should be REPAIRED and RESTORED. It should continue to be a ONE LANE BRIDGE.
Anything more than a ONE LANE BRIDGE is unnecessary. If a two lane bridge is proposed I will sue to have an environmental impact assessment which
includes climate change, pollution and the health of the residents on either side. We will not accept anything but restoration of the current bridge.
We don't want big trucks coming through our town- it is a health and safety hazard.

Thank you
Josh Fox
Resident, Milanville.

**JF-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[2]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program.

---

[2] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

# # 92

## Norm Starr

NS1 I object to the statement of Purpose on page 1 of Appendix C: Final Purpose and Need Document. It is terribly incomplete and views the project out of context, taking only the need to cross the river into consideration, nothing else.

In the Executive Summary of the PEL Study it states "The Skinners Falls Bridge is significant to the community and the Upper Delaware Region." Several sections in this Study talk about the exceptional historic, cultural and scenic qualities of this bridge and its importance to the Milanville Historic District. Page 25 of the Study states that the bridge is "worthy of special protection under the WSRA."

I believe that the majority of local residents are in favor of restoring the Skinners Falls Bridge. I believe that restoration would be for the purpose of 1) maintaining the character of the Milanville Historic District, 2) preserving an historic landmark and tourist attraction, 3) maintaining the beauty of this recreational setting, 4) keeping traffic and noise at reasonable levels, 5) keeping heavy trucks off the narrow roads on the PA side of the bridge (this is a public safety issue) and 6) providing a functional crossing over the Delaware River (which the Skinners Falls Bridge has done for over 100 years). These considerations must be accounted for in any reasonable statement of Purpose.

I am in favor of the 10 ton traditional SOI-compliant rehabilitation option for this bridge.
Norman Starr

I am a resident of Damascus Township and live about 5 miles from Milanville. I strongly support the restoration of the Skinners Falls Bridge to a 10 ton capacity. This bridge is an historic landmark, is adjacent to the Milanville Historic District, is within the Upper Delaware Scenic and Recreational River corridor and is considered by the National Park Service to contribute to the Cultural Outstandingly Remarkable Value of this corridor.
The economy of this area is heavily dependent on tourism and recreational activities. The Skinners Falls Bridge served these uses well for many years and, with restoration, can serve them well into the future.

NS2 Replacement of the bridge with a 40 ton structure will degrade the Milanville Historic District, increase noise and traffic, eliminate an attraction of historic interest and harm the beauty of this river crossing. It, therefore, will reduce the appeal of this area to tourists and harm the local economy.
Norman Starr

The roads on the PA side of the Skinners Falls Bridge, especially River Road, are narrow, with many blind curves and hills, and no shoulders. There are drainage
ditches on the side of River Road that is away from the river that have significant drop offs. These drop offs can fill with leaves, debris and snow, making them hard to see, especially at night. River Road is not always well maintained and the sides of the road where there are drainage ditches are prone to collapse. River Road is barely 2 lanes wide at best, and in any area where one side has collapsed, 2 vehicles cannot safely pass each other. Some areas of collapse have had a drop off of over a foot.

It is doubtful that a large truck and another vehicle could pass each other safely on many sections of River Road. Two large trucks, going in opposite directions, probably could not pass each other at all, nor could they back up. A new, 40 ton capacity bridge, would make this nightmare scenario much more likely.
Section 4.4.4 Emergency Services of the PEL Study discusses the need for a crossing at Milanville to support emergency responders. I agree that this is a need and believe that the 10 ton traditional SOI-compliant rehabilitation option for the Skinners Falls Bridge would fulfill this need.
Table 4, page 31, shows that the 10 ton option would allow minimum response times for at least 3 of the 4 emergency services that serve the Milanville area.

NS2 Equipment weights for the Lake Huntington Volunteer Fire Department are not indicated, so it is not clear whether or not the 10 ton option would allow the minimum response time for this service. Even if it does not, the 5 minute additional response time for this 1 responder must be weighed against the public safety hazard of heavy truck traffic on the narrow PA roads that would be encouraged by a new, 40 ton capacity bridge.
Norman Starr

NS3 I believe that the destruction of the Skinners Falls Bridge, and its replacement with a new 40 ton bridge, will negatively impact property values in the Milanville area, particularly those properties in close proximity to the bridge. This impact will be due to the degradation of this scenic location, increased traffic volume, increased volume of heavy trucks and increased traffic noise. I am in favor of the 10 ton traditional SOI-compliant rehabilitation option for this bridge.
Norman Starr

Appendix C of the PEL Study gives many reasons why a bridge is needed at Milanville, including supporting local commerce, allowing emergency access and providing pedestrian and bicycle crossing. The Skinners Falls Bridge was able to support these needs for over 100 years. With restoration, it can continue to serve these functions while preserving the beauty of its setting, maintaining the character of the Milanville Historic District and supporting the local tourist and recreational economy.
As a resident of this area for over 30 years, I have crossed the Skinner Falls Bridge many times, both by car and on foot. I never found its single lane to be a problem. Safety concerns can be mitigated by the addition of traffic lights at the bridge approaches, which would also address the limited sight lines on the NY side.
The PEL Study states (page 4) that projects at this location "must comply with Section 7 of the Wild and Scenic Rivers Act" (WSRA). The Study also talks at length about the exceptional historic, cultural and scenic value of the existing bridge and states that it is "worthy of protection under the federal WSRA" (page 32).
I see no evidence in the PEL Study that any of the new bridge options would provide significant additional functionality that would outweigh the value of what would be lost if this historic bridge were destroyed. I am in favor of the 10 ton traditional SOI-compliant rehabilitation option, over the 4 and 7

NS3 ton options, as it would provide greater functionality and a significantly longer life span, making it more cost effective.
Norman Starr

There is no demonstrated need for a new 40 ton bridge at this location. The second to last paragraph of

NS4 Appendix C Needs Section 1 states: "Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location." A "desire" is not a "need". I am glad to see this statement has been changed from the May, 2022 Purpose and Need document (page 3) which stated: "Regular usage of the bridge by overweight vehicles demonstrates a need to provide a crossing

that is suitable for vehicles over ten tons." As the Rolling Stones said: "You can't always get what you want". I also note the appropriate removal of the word "regular", as the document does not provide any data on the frequency of overweight crossings. Cameras, or other methods, can be used to enforce weight limits, and doing so would greatly reduce or eliminate overweight crossings. Unlawful activity and the desires of a few are not good reasons to destroy an historic landmark that adds so much value to our local area. I am in favor of the 10 ton traditional SOI-compliant rehabilitation option for this bridge.
Norman Starr

I understand that getting funding for the Skinners Falls Bridge project is an issue. I believe that the PEL Study establishes a need for a bridge at the current location. Therefore, I am restricting this comment to the cost of the bridge options that are still under consideration. They are based on the table on page 45, for which there is no discussion in the PEL Study, and on the Historic Bridge Rehabilitation Analysis Phase 1 SR 1002 (Skinners Falls Road) over Delaware River document.
According to Table 6 (page 33) of the Rehabilitation Analysis, the 3 traditional SOI-compliant rehabilitation options (4, 7 and 10 ton) have construction costs of $15.6M, 15.7M and $17.3M respectively. The 10 ton option is the most cost effective, as it only costs about 11% more than the 4 ton option and has about double the design life of both the 4 ton and 7 ton options. The 10 ton option also has the advantage of being able to accommodate most farm and recreational vehicles, plus emergency equipment from the nearest emergency service (Narrowsburg). Therefore, it seems like a no-brainer that the 10 ton option should be preferred over the other traditional SOI-compliant rehabilitation options.
The non-SOI compliant rehabilitation option is not really a rehabilitation option. It is, instead, a NEW bridge with some decorative elements from the existing bridge stuck on (kind of like putting lipstick on a pig). This option is estimated to be 19% to 84% more expensive than the 10 ton SOI-compliant rehabilitation option, with an overall cost that is 26% to 52% greater. This option is an expensive sop to those who want to restore the existing historic bridge and should be rejected.
The full replacement options are difficult to evaluate for cost due to the wide range of the estimates (from 60% to 139% of the 10 ton SOI-compliant rehabilitation option for construction cost and from 83% to 164% for overall cost). There is no discussion in the PEL Study of the cost differences of the 3 full replacement options under consideration.
It may be that 1 or 2 of the full replacement options will be less expensive initially than the 10 ton SOI-compliant rehabilitation option, but the overall cost is not estimated to be substantially less and may be significantly more. Beyond cost, all of the new bridge options will degrade the Milanville Historic District, increase noise and traffic, decrease property values, create a public safety hazard by encouraging heavy truck traffic on narrow PA roads, eliminate an attraction of historic interest and harm the beauty of this river crossing. They, therefore, will reduce the appeal of this area to tourists and harm the local economy. Therefore, there is not a strong argument, based on cost, to build a new bridge and the negative impacts of doing so will be great. I would argue that the 10 ton SOIcompliant rehabilitation option is the best option that is being considered.
NS4
Norman Starr

On page 4 of the PEL Study it says: "Under the Wild and Scenic Rivers Act, protection of 'Outstandingly Remarkable Values' is required" and "The Skinners Falls Bridge is an element that supports the cultural and scenic Outstandingly Remarkable Values of the Upper Delaware Scenic and Recreational River unit. Projects within the Upper Delaware Scenic and Recreational River unit system MUST COMPLY with Section 7 of the Wild and Scenic Rivers Act."

The historic, unique and exceptional values of the existing Skinners Falls Bridge are discussed on pages 13, 22, 25 and 32 of the PEL Study. The Study states that the existing bridge is worthy of protection under the WSRA on pages 25 and 32. Section 7(a) of the WSRA states that projects are prohibited "if they would have a 'direct and adverse effect' on the values for which a river was added to the National System."

NS5 Based on the above, I do not understand why any new bridge options are being considered for this project, as they would violate Section 7 of the WSRA. I consider the so-called Non-SOI compliant rehabilitation option to be a new bridge option. According to the PEL Study this option "will result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District" (page 14).

The SOI-compliant rehabilitation options are the only ones that do not have an adverse effect on the ORVs of the Upper Delaware River. Of these options, the 10 ton option provides the most functionality and is the most cost effective.

Norman Starr

**NS-1:** The purpose of the project is a statement of the overall goal of the proposed project. The project needs describe the transportation problems with the current conditions and illustrated why the project is needed. Project needs are fact-based and supported by research and public input. They were not developed to facilitate any solution.

Only after fully defining the needs, the PEL study evaluated several conceptual alternatives to addressing those problems. Those conceptual alternatives were evaluated based, in part on: (1) the projected impacts to the natural environment, community resources, and the historic bridge itself; (2) how well those alternatives remedy the problems identified in the needs statement; and (3) conceptual construction, mitigation, and future maintenance costs.

The same analysis described above will be continued during the NEPA phase of the project, but with more detailed information on natural, social, historic, and archeological resources, and more refined details on the alternatives suggested by the PEL study to be carried into the NEPA phase.
https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_purpose_need.aspx

**NS-2:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

**NS-3:** Comment Noted.

**NS-4:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[3]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**NS-5:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

---

[3] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

# # 93

## Rosie Starr

Hello there,

Please consider these comments that I submit to Penn Dot regarding the Skinners Falls Bridge in Milanville Pa.
I have paid taxes in Damascus Township, Wayne County, Pennsylvania. for more than 30 years.
I am familiar with the roads and use the bridges that cross the Delaware River.
I frequently walk the neighborhoods on both sides of the Skinners Falls Bridge.
Both sides of the river have fire and medical emergency services that serve their community; arriving to destinations in personal vehicles.
The Narrowsburg Darbytown bridge and the Cochecton Bridge are available to vehicles too heavy for the Skinners Falls Bridge.
And I am aware of the narrow road conditions on both sides of the Skinners Falls bridge.
In my opinion; to restore/rehabilitate the Skinners Falls bridge to 9 ton capacity would serve the needs of our community on both sides of the river. While much of the Delaware River business communities of Cochecton and Milanville are seasonal, recreational, there are businesses that continue throughout the year. Their needs are met with the use of the Skinners Falls bridge in 9 ton capacity.
Because it has unique architectural and structural ornamentation, The Skinners Falls Bridge represents historic value to the community.
It is recognized on the National Register of Historic Places and is worthy of protection, preservation and restoration.
As a single lane bridge, it is not an imposition for one vehicle to yield to another for crossing to the other side.
It is an extreme pleasure to cross the Skinners Falls Bridge at any time of year as a pedestrian.
We must preserve quality of life in our community. Keeping the Skinners Falls bridge to 9 tons and with a single lane to vehicle traffic makes sense with the road conditions on both sides of the river.
The Delaware River corridor is rich in natural beauty and local history and that's important to all who visit and live here.

RS1

Rosie Starr

**RS-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge. That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

# # 94

## Alice Zinnes

Dear PennDOT,

AZ1 The Skinners Falls Bridge must be restored, and a new bridge must not be built. My understanding is that PennDOT believes there is a need for a bridge that can carry large trucks. However, both the Narrowsburg and Cochecton bridges, just a few miles away on either side of Skinners, already can carry those trucks. Plus, those other bridges lead directly into larger roads, and the Narrowsburg bridge leads into Route 652, which is almost a highway. Even more importantly, the roads leading into and from the Skinners Falls Bridge cannot sustain heavy truck traffic. I live on Milanville Road, just a couple of miles up the hill from the Skinners Falls Bridge. Milanville Road, as well as other PA roads nearby, such as River Road, are rated at 10 tons maximum. These roads also are extremely narrow and have sharp curves, and in the winter freeze over with black ice. In some parts, they also are not even a full two lanes wide, but are 1 ½ lanes. I find driving up and down Milanville Road in my little car already is challenging, and when a small truck passes on the opposite side, I am downright scared. I often feel I am almost pushed off the road. Plus, because Milanville Road has such a steep incline the last few miles towards the river and the bridge, people tend to speed down it, often going 40 or even 50 mph. Milanville Road already is a dangerous road. Making a bridge that will feel large trucks on to it will make the road extremely hazardous to drive.

Best regards,
Alice Zinnes

Dear PennDOT,

As I live about 2 miles up Milanville Road from the Skinners Falls bridge, my property values, quality of life, economic and financial life, as well as relationship to my community depend on this bridge and how it continues through the next decades. This bridge is an important conduit for the local population, and also for the tourists who visit the Skinners Falls campsite, the falls themselves, and the fishing opportunities of the river.

AZ2 The bridge must be restored. The bridge must not be replaced. Rather, it must be restored. Not only is a large bridge unnecessary for community needs, but replacing the current bridge is much more costly than restoring the current one. According to Nels Raynor, who is the President of Bach Ornamental and Structural Steel Inc, with proper restoration, “this bridge could serve for many decades more with minimal future maintenance cost” and it will cost $3 million less than a new bridge. Please see his full

AZ3 letter at Nels Raynor, President, Bach Ornamental and Structural Steel Inc.

Best regards,
Alice Zinnes

Dear PennDOT,
PennDOT must follow Section 106 Landmarks procedures, and must conduct at least one (and preferably more than one) public meeting on the options for the future of the Skinners Falls Bridge. So far, all PennDot has done is request Stakeholders send in written comments, create a biased survey where – at least for me, and from what others tell me, others too – it was impossible to state my opinion, and hold info-meetings where we're told something about PennDOT's plans without being able to publicly respond. Is PennDOT afraid to discover that the overwhelming majority of community members want the bridge to be restored? Rather than being asked to AGAIN send in written comments,

AZ4

PennDOT needs to hold a public hearing where stakeholders can voice their comments and be heard by all other stakeholders. PennDOT also needs to explain why we now being asked to send in more written comments, when we still have not heard PennDOT's responses to our first set, and when very little new information has been presented to us. The community needs and deserves to be treated with respect, and PennDOT needs to follow procedures. PennDOT must hold real public meetings during times convenient to the members of our community. This means meetings should be held during the day and evening of a weekday, and on a weekend.
Best regards,
Alice Zinnes

Dear PennDOT,
My home is in Milanville, just up the road from the Skinners Falls Bridge.
The Skinners Falls Bridge must be restored, and not replaced. Because it is a National Historic structure, PennDOT would need to make even stronger arguments
for its removal or replacement than it would for other bridges. Because of its location, the bridge also falls under NEPA (National Environmental Policy Act), and
so even stronger arguments by PennDOT would need to be made to justify replacing it with a larger bridge that will create more traffic, which in turn will cause more air and noise pollution, as well as greater disturbance to the fish, birds and animal life nearby. Fortunately, the report from the study by ECOM Historic Bridge Rehabilitation Analysis Phase 1 shows that restoring the bridge to its original 10-ton capacity is feasible. This study states the restoration would give the bridge a new 25-year lifespan. Interestingly, as Nels Raynor, president of Bah Ornamental and Structural Steel Inc. states, with proper maintenance, the lifespan would be longer.
To quote from the report:

AZ5

As a federally-funded project, Section 106 of the National Historic Preservation Act (NHPA) [which interlocks with the National Environment6al Policy Act (NEPA)] requires the lead agency to take into account the effects of their project on any National Register-listed or eligible properties in the APE. … The Area of Potential Effect (APE) encompasses the footprint of the bridge and the overhead clearance portal frames… There are two resources within this APE: the Skinners Falls Bridge and the Milanville Historic District

Best regards,
Alice Zinnes

Dear PennDOT,
As a homeowner whose house is about 2 miles from the Skinners Falls Bridge, what happens to this bridge is extremely important to me. I believe it should be restored to its original state for many reasons. Here are just a few.
My understanding is PennDOT currently is considering 4 options for the site of the Skinners Fall Bridge:

- A faithful restoration of the historic bridge;
- A modern new bridge with elements of the 1902 original tacked on so that it looks like the old bridge;
- A modern new bridge that looks like a modern new bridge;
- No bridge at all, and the old one removed.

Although creating a new bridge with elements of the old one seems like an enticing option, because it seems to merge modernity with historicism, it actually is not a viable solution. For one, even as PennDOT admits, it will be virtually impossible to make the bridge truly look as it does now. For instance, Heather Gerling, an architectural historian with PennDOT, said the stone abutments would be difficult to preserve but that the original stones might be used as decorative facing on new abutments. This "middle" approach therefore would also review under the National Historic Perservation Act (NHPA) and National Environmental Policy Act (NEPA), reviews that would add months if not years to the already prolonged delays for opening very-needed access across the Delaware River at Skinners Falls.

A modern new bridge is the worst possible option, as it would be the most expensive, add disturbing traffic to a quiet community and quiet tourism destination, would be built for vehicles too large to use the existing roads, and is completely unnecessary for the needs of the nearby communities.

And finally, according to Kate Farrow of NTM Engineering, doing "nothing" is not actually an option since it would result in the bridge collapsing into the Delaware. She also said that of the alternatives, the "traditional rehabilitation option comes first." Also, complying with standards set by the U.S. Secretary of the Interior (SOI), a rehabilitation that gave the bridge a capacity of four to seven tons would have a life of 10 to 15 years. An extensive rehabilitation that brought the capacity to 10 tons will have a 25-year life. Traditional rehabilitation is the only option that the study found would not have an adverse effect on the Milanville Historic District.

AZ6

I beg PennDOT, please restore the Skinners Falls Bridge to its original state.

Best regards,

Alice Zinnes

**AZ-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[4]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**AZ-2:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge.

---

[4] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

**AZ-3:** Comment Noted

**AZ-4:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become Section 106 Consulting Parties. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT mailed and emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as *Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I* (May 2023).

FHWA PEL Study regulations require the opportunity for public review and comment. A public hearing may be required in the future studies depending upon the NEPA classification of the project.

**AZ-5:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.
In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

**AZ-6:** The Secretary of the Interior's Standards for Rehabilitation (SOI Standards) form the basis for work on historic properties. The Traditional Rehabilitation Alternatives (the 4-, 7-, and 10-ton) are SOI-compliant and would retain current bridge width. To comply with SOI standards, in-kind replacements or repair of character defining features will be performed where possible. These three rehabilitation options, as described in the Historic Bridge Rehabilitation Analysis Phase 1 (HBRA), would result in an anticipated Section 106 finding of No Adverse Effect to the Skinners Falls Bridge as an individually National Register of Historic Places (NHRP)-listed resource and as a contributing resource to the NRHP-listed Milanville Historic District.

The Non-SOI complaint rehabilitation would not meet the SOI standards but would still preserve some of the historic characteristics of the bridge. This alternative would explore retaining some historic materials while providing a bridge that meets the transportation needs (i.e two-span modern steel bridge with trusses attached as decorative elements). The Non-SOI compliant rehabilitation would result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District. The Non-SOI compliant rehabilitation will be refined and evaluated during the preliminary engineering and detailed environmental study phase.

Both the Traditional (SOI Compliant) Rehabilitation Alternative and the Non-SOI Rehabilitation Alternative will be carried into future phases of the project.

# # 95

## Paul Deppe

To Whom it May Concern,

PD1 I strongly urge the restoration of the Skinners Falls Bridge. This is a remarkable bridge - one of a kind; uniqueness that cannot be replicated or replaced and would for certain diminish the historic value and tourist economy of the region if lost. Many people seek out these early American designs which draw visitors and act as economic incubators. The elegant crossing is light, delicate, constructed of proportioned elements with subtle decorative lace that capture the essence of late 19th/early 20th century rural engineering and ingenuity. It is unique having both truss posts and chords as well as reinforcing cables and has served the community for over 120 years through the worst of floods. As the oldest existing bridge crossing the upper Delaware River and on the National Registry of Historic Places, its loss would be immeasurable.

Years ago, the Village of Hancock, NY replaced its truss bridge along NY Highway 97 that was in no way as elegant as Skinners Falls Bridge. This has proven a tremendous loss of character of the village and historic scenic bi-way. What was once the celebrated entry to the village and the gateway start of the Delaware River scenic bi-way is now a flat slab lacking any articulation and beauty. Those crossing now turn their gaze to the west to see the remarkable historic railroad truss without realizing they are also crossing the East Branch of the Delaware.

Hancock, NY also lost its historic cabled bridge on the other side of town that crossed the West Branch into PA by famed engineer John Roebling. One of Roebling's most important early engineering feats now reduced to phantom images on lost postcards. A true loss of a visionary accomplishment and shortsightedness of its historic value.

PD1 Having firsthand experiences of how a bridge can celebrate a place and its loss adversely diminish the value of a community, I strongly urge the rehabilitation of the Skinners Falls Bridge. Restoration is by far the best option as the unique elements simply cannot be easily replicated and contemporary "historicized" replications are often insults to the original design and material which enhances the overall prosperity and economic draw to the community as well as maintain the historic value and values which cannot be replaced.

Thank you,
--
Paul Deppe AIA LEED AP

To Whom it May Concern,
I strongly support the restoration of the Skinners Falls Bridge.
Several years ago, the Pond Eddy Bridge crossing of the Delaware River was replaced. The historic elegant one lane bridge - similar to that of Skinners Falls Bridge - was completely erased. A location near the existing bridge was selected and a new "one-lane" bridge was installed replacing the historic truss post/chord with reinforced cable bridge with a new green arched truss bridge. The complete erasure loss of the historic bridge and a loss of an opportunity of something better.

The project required building temporary jetties built into the river during its construction which temporarily affected recreation and wildlife and the new replacement is not even close to the original elegant crossing. The nearest crossing in Shohola is more than 8 miles away much further than that of Skinners Falls nearest crossing.
The new bridge at Pond Eddy is a fool's errand; a new "one-lane" bridge. Don't let this happen to Skinners Falls.

PD2 Attached are a few screenshots of the original Pond Eddy bridge and its replacement during construction making stark the loss of an elegant original crossing with a compromised new one-lane bridge. I strongly urge the restoration of the Skinners Falls Bridge to avoid a similar loss.

Paul Deppe

To Whom it May Concern,

PD3 I strongly urge the restoration of the Skinners Falls Bridge.
The Skinners Falls Bridge Project is in a sensitive, protected natural and historic region; a Landmark and within a Landmarked district; a National Park; listed on the National Historic Register and along a National Scenic Bi-Way. Due diligence in evaluating and weighing these important considerations in addition to the stakeholders directly impacted by not having a crossing for several years is critical in the decision making-process and needs to move forward.

Restore the Bridge!
Sincerely,
Paul Deppe

**PD-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. Given the magnitude of the deterioration and required improvements, the Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives prior to the expenditure of public funds for any transportation project. The PEL is the documentation of that study and provides information to be used in the NEPA process.

At this time the PEL study is recommending three types of alternatives to be considered in the next phase. They include:

- rehabilitation,
- on-line replacement and
- no build.

Many factors are considered when evaluating project alternatives including ability to meet the stated transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. These factors will be evaluated during future design and environmental clearance/NEPA phase.

In addition, because the bridge is historic (listed in National Register of Historic Places) PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge.

That determination requires a very rigorous study of the rehabilitation alternative and includes much public outreach.

**PD-2:** Comment Noted, Received

**PD-3:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

# # 96

## Neil Fitzgerald

Dear PennDOT:

My home is just up the hill from the Skinners Falls Bridge.

NF1 The Skinners Falls Bridge must be restored. Replacing it with another, larger bridge, is much more expensive than a simple restoration, not only because the actual costs of tearing down the existing bridge and building a new one are extremely expensive, but in addition, building a new, larger bridge demands conducting a thorough environmental impact study, which is a very expensive process. In addition, conducting an environmental impact study will take quite a bit of time, both to conduct the study itself, then to receive public comments to the study, and then to respond to those comments, by perhaps doing even more study. Our community needs a functional bridge as soon as possible, for not having one already is negatively impacting our local businesses, tourism and the ease of residents to get where they need to go. And because so many of us need to take long detours when we drive, collectively we are adding quite a bit of car exhaust to the environment, thus exacerbating climate change.

Because of the bridge closure, I (and many others) have been unable to access the Milanville store, which has been inconvenient to me, as I used to go there almost every day, and has certainly been a hardship to the store's business.
Sincerely yours,
Neil Fitzgerald

Dear PennDOT,

NF2 PennDOT must follow Section 106 Landmarks procedures, and must conduct at least one (and preferably more than one) public meeting on the options for the future of the Skinners Falls Bridge. So far, all PennDot has done is request Stakeholders send in written comments, create a biased survey where – at least for me, and from what others tell me, others too – it was impossible to state my opinion, and hold info-meetings where we're told something about PennDOT's plans without being able to publicly respond. Is PennDOT afraid to discover that the overwhelming majority of community members want the bridge to be restored? Rather than being asked to AGAIN send in written comments, PennDOT needs to hold a public hearing where stakeholders can voice their comments and be heard by all other stakeholders. PennDOT also needs to explain why we now being asked to send in more written

NF3 comments, when we still have not heard PennDOT's responses to our first set, and when very little new information has been presented to us. The community needs and deserves to be treated with respect, and PennDOT needs to follow procedures. PennDOT must hold real public meetings during times convenient to the members of our community. This means meetings should be held during the day and evening of a weekday, and on a weekend.

Sincerely yours,
Neil Fitzgerald

Dear PennDOT,
The Skinners Falls Bridge must be restored, and a new bridge must not be built.

NF1 My understanding is that PennDOT believes there is a need for a bridge that can carry large trucks. However, both the Narrowsburg and Cochecton bridges, just a few miles away on either side of Skinners, already can carry those trucks. Plus, those other bridges lead directly into larger roads, and the Narrowsburg bridge leads into Route 652, which is almost a highway. Even more importantly, the roads leading into and from the Skinners Falls Bridge cannot sustain heavy truck traffic. I live on the NY side of the Bridge, and when the Bridge was open, used Milanville Road almost daily. Milanville Road, as well as other PA roads nearby, such as River Road, are rated at 10 tons maximum. These roads also are extremely narrow and have sharp curves, and in the winter freeze over with black ice. In some parts, they also are not even a full two lanes wide, but are 1 ½ lanes. I find driving up and down Milanville Road in my little car already is challenging, and when a small truck passes on the opposite side, I am downright scared. I often feel I am almost pushed off the road. Plus, because Milanville Road has such a steep incline the last few miles towards the river and the bridge, people tend to speed down it, often going 40 or even 50 mph. Milanville Road already is a dangerous road. Making a bridge that will feel large trucks on to it will make the road extremely hazardous to drive.
Sincerely yours,
Neil Fitzgerald

Dear PennDOT,
As I live just off Route 97, and within a mile or two from the Skinners Falls bridge, my property values, quality of life, economic and financial life, as well as relationship to my community depend on this bridge and how it continues through the next decades. This bridge is an important conduit for the local population, and also for the tourists who visit the Skinners Falls campsite, the falls themselves, and the fishing opportunities of the river. I myself used to use the Skinners Falls Bridge almost daily, because it gave me easy and fast access to the Milanville store. Without this bridge, I almost never go to this store anymore, and I'm sure the same is true for many of the vacationers camping in the Lander's campsite at the NY side of the Bridge. That store has changed hands since the Bridge was closed. It, and other businesses are suffering from the closure of the Bridge. The bridge must be restored.
NF1 The bridge must not be replaced. Rather, it must be restored. Not only is a large bridge unnecessary for community needs, but replacing the current bridge is much more costly than restoring the current one. According to Nels Raynor, who is the President of Bach Ornamental and Structural Steel Inc, with proper restoration, "this bridge could serve for many decades more with minimal future maintenance cost" and it will cost $3 million less than a new bridge. Please see his full letter at Nels Raynor, President, Bach
NF4 Ornamental and Structural Steel Inc.
Sincerely yours,
Neil Fitzgerald

Dear PennDOT,
As a homeowner whose house is about 2 miles from the Skinners Falls Bridge, what happens to this bridge is extremely important to me. I believe it should be restored to its original state for many reasons. Here are just a few.
My understanding is PennDOT currently is considering 4 options for the site of the Skinners Fall Bridge:
A faithful restoration of the historic bridge;
A modern new bridge with elements of the 1902 original tacked on so that it looks like the old bridge;
A modern new bridge that looks like a modern new bridge;
No bridge at all, and the old one removed.
Although creating a new bridge with elements of the old one seems like an enticing option, because it seems to merge modernity with historicism, it actually is not a viable solution. For one, even as PennDOT admits, it will be virtually impossible to make the bridge truly look as it does now. For

instance, Heather Gerling, an architectural historian with PennDOT, said the stone abutments would be difficult to preserve but that the original stones might be used as decorative facing on new abutments. This "middle" approach therefore would also review under the National Historic Perservation Act (NHPA) and National Environmental Policy Act (NEPA), reviews that would add months if not years to the already prolonged delays for opening very-needed access across the Delaware River at Skinners Falls. A modern new bridge is the worst possible option, as it would be the most expensive, add disturbing traffic to a quiet community and quiet tourism destination, would be built for vehicles too large to use the existing roads, and is completely unnecessary for the needs of the nearby communities.

NF5 And finally, according to Kate Farrow of NTM Engineering, doing "nothing" is not actually an option since it would result in the bridge collapsing into the Delaware. She also said that of the alternatives, the "traditional rehabilitation option comes first." Also, complying with standards set by the U.S. Secretary of the Interior (SOI), a rehabilitation that gave the bridge a capacity of four to seven tons would have a life of 10 to 15 years. An extensive rehabilitation that brought the capacity to 10 tons will have a 25-year life. Traditional rehabilitation is the only option that the study found would not have an adverse effect on the Milanville Historic District.

I beg PennDOT, please restore the Skinners Falls Bridge to its original state.
Sincerely yours,
Neil Fitzgerald

Dear PennDOT,
The Skinners Falls Bridge must be restored, and a new bridge must not be built. My understanding is that PennDOT believes there is a need for a bridge that can carry large trucks. However, both the Narrowsburg and Cochecton bridges, just a few miles away on either side of Skinners, already can carry those trucks. Plus, those other bridges lead directly into larger roads, and the Narrowsburg bridge leads into Route 652, which is almost a highway. Even more importantly, the
roads leading into and from the Skinners Falls Bridge cannot sustain heavy truck traffic. I live off Route 97, just a couple of miles up the hill from the Skinners Falls Bridge. Milanville Road, as well as other PA

NF1 roads nearby, such as River Road, are rated at 10 tons maximum. These roads also are extremely narrow and have sharp curves, and in the winter freeze over with black ice. In some parts, they also are not even a full two lanes wide, but are 1 ½ lanes. I find driving up and down Milanville Road in my little car already is challenging, and when a small truck passes on the opposite side, I am downright scared. I often feel I am almostushed off the road. Plus, because Milanville Road has such a steep incline the last few miles towards the river and the bridge, people tend to speed down it, often going 40 or even 50 mph. Milanville Road already is a dangerous road. Making a bridge that will feel large trucks on to it will make the road extremely hazardous to drive.

Milanville cannot sustain heavy truck traffic which a larger bridge would invite. The heavy truck traffic will surely abuse and erode the area's narrow curvy roads demanding costly highway department funding for repair. All the roads on the PA side are rated at 10 tons max (River Road, etc.), and barely capable of bearing those loads, and are not even two lanes (they are 1 1/2 lanes). Those big trucks will be an extreme hazard and are not appropriate for these roads – people in smaller vehicle will be injured or killed!
Sincerely yours,
Neil Fitzgerald

Dear PennDOT,
The Skinners Falls Bridge must be restored, and not replaced. Because it is a National Historic structure, PennDOT would need to make even stronger arguments for its removal or replacement than it would for

NF6

other bridges. Because of its location, the bridge also falls under NEPA (National Environmental Policy Act), and so even stronger arguments by PennDOT would need to be made to justify replacing it with a larger bridge that will create more traffic, which in turn will cause more air and noise pollution, as well as greater disturbance to the fish, birds and animal life nearby.

Sincerely yours,
Neil Fitzgerald

**NF-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[5]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**NF-2:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be

[5] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

**NF-3:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become a Section 106 Consulting Party. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as *Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I* (May 2023).

<u>PEL Project Advisory Committee (PAC)</u>
A PAC was initiated in 2021 to provide the project team with information on regional needs and goals as well as local concerns and activities. The PAC members included representatives of the study area municipalities and counties in New York and Pennsylvania, the National Park Service and the Upper Delaware Council. In addition, the PAC was charged to communicate the PEL study to their constituents. If other major stakeholders are determined to be needed for their expertise, new members may be invited to join the PAC in future studies.

In addition, the project team conducted stakeholder interviews with local businesses, emergency service providers, residents and the National Park Service. The coordination will continue with any future phases of the project.

**NF-4:** Comment Noted.

**NF-5:** The Secretary of the Interior's Standards for Rehabilitation (SOI Standards) form the basis for work on historic properties. The Traditional Rehabilitation Alternatives (the 4-, 7-, and 10-ton) are SOI-

compliant and would retain current bridge width. To comply with SOI standards, in-kind replacements or repair of character defining features will be performed where possible. These three rehabilitation options, as described in the Historic Bridge Rehabilitation Analysis Phase 1 (HBRA), would result in an anticipated Section 106 finding of No Adverse Effect to the Skinners Falls Bridge as an individually National Register of Historic Places (NHRP)-listed resource and as a contributing resource to the NRHP-listed Milanville Historic District.

The Non-SOI complaint rehabilitation would not meet the SOI standards but would still preserve some of the historic characteristics of the bridge. This alternative would explore retaining some historic materials while providing a bridge that meets the transportation needs (i.e two-span modern steel bridge with trusses attached as decorative elements). The Non-SOI compliant rehabilitation would result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District. The Non-SOI compliant rehabilitation will be refined and evaluated during the preliminary engineering and detailed environmental study phase.

Both the Traditional (SOI Compliant) Rehabilitation Alternative and the Non-SOI Rehabilitation Alternative will be carried into future phases of the project.

**NF-6:** Comment Noted.

# # 97

## Alice Fitzgerald

Dear PennDOT:
My home is just up the hill from the Skinners Falls Bridge.
AF1 The Skinners Falls Bridge must be restored. Replacing it with another, larger bridge, is much more expensive than a simple restoration, not only because the actual costs of tearing down the existing bridge and building a new one are extremely expensive, but in addition, building a new, larger bridge demands conducting a thorough environmental impact study, which is a very expensive process. In addition, conducting an environmental impact study will take quite a bit of time, both to conduct the study itself, then to receive public comments to the study, and then to respond to those comments, by perhaps doing even more study. Our community needs a functional bridge as soon as possible, for not having one already is negatively impacting our local businesses, tourism and the ease of residents to get where they need to go. And because so many of us need to take long detours when we drive, collectively we are adding quite a bit of car exhaust to the environment, thus exacerbating climate change.
Because of the bridge closure, I (and many others) have been unable to access the Milanville store, which has been inconvenient to me, as I used to go there almost every day, and has certainly been a hardship to the store's business.

Dear PennDOT,
AF2 PennDOT must follow Section 106 Landmarks procedures, and must conduct at least one (and preferably more than one) public meeting on the options for the future of the Skinners Falls Bridge. So far, all PennDot has done is request Stakeholders send in written comments, create a biased survey where – at least for me, and from what others tell me, others too – it was impossible to state my opinion, and hold info-meetings where we're told something about PennDOT's plans without being able to publicly respond. Is PennDOT afraid to discover that the overwhelming majority of community members want the bridge to be restored? Rather than being asked to AGAIN send in written comments, PennDOT needs to hold a public hearing where stakeholders can voice their comments and be heard by all other stakeholders. PennDOT also needs to explain why we now being asked to send in more written
AF3 comments, when we still have not heard PennDOT's responses to our first set, and when very little new information has been presented to us. The community needs and deserves to be treated with respect, and PennDOT needs to follow procedures. PennDOT must hold real public meetings during times convenient to the members of our community. This means meetings should be held during the day and evening of a weekday, and on a weekend.
Alice Fitzgerald

Dear PennDOT,
The Skinners Falls Bridge must be restored, and a new bridge must not be built.
AF1 My understanding is that PennDOT believes there is a need for a bridge that can carry large trucks. However, both the Narrowsburg and Cochecton bridges, just a few miles away on either side of Skinners, already can carry those trucks. Plus, those other bridges lead directly into larger roads, and the Narrowsburg bridge leads into Route 652, which is almost a highway. Even more importantly, the roads leading into and from the Skinners Falls Bridge cannot sustain heavy truck traffic. I live on the NY side of the Bridge, and when the Bridge was open, used Milanville Road almost daily. Milanville Road, as well as

other PA roads nearby, such as River Road, are rated at 10 tons maximum. These roads also are extremely narrow and have sharp curves, and in the winter freeze over with black ice. In some parts, they also are not even a full two lanes wide, but are 1 ½ lanes. I find driving up and down Milanville Road in my little car already is challenging, and when a small truck passes on the opposite side, I am downright scared. I often feel I am almost pushed off the road. Plus, because Milanville Road has such a steep incline the last few miles towards the river and the bridge, people tend to speed down it, often going 40 or even 50 mph. Milanville Road already is a dangerous road. Making a bridge that will feel large trucks on to it will make the road extremely hazardous to drive.
Sincerely yours,
Alice Fitzgerald

Dear PennDOT,
As I live just off Route 97, and within a mile or two from the Skinners Falls bridge, my property values, quality of life, economic and financial life, as well as relationship to my community depend on this bridge and how it continues through the next decades. This bridge is an important conduit for the local population, and also for the tourists who visit the Skinners Falls campsite, the falls themselves, and the fishing opportunities of the river. I myself used to use the Skinners Falls Bridge almost daily, because it gave me easy and fast access to the Milanville store. Without this bridge, I almost never go to this store anymore, and I'm sure the same is true for many of the vacationers camping in the Lander's campsite at the NY side of the Bridge. That store has changed hands since the Bridge was closed. It, and other businesses are suffering from the closure of the Bridge. The bridge must be restored.

AF1 The bridge must not be replaced. Rather, it must be restored. Not only is a large bridge unnecessary for community needs, but replacing the current bridge is much more costly than restoring the current one. According to Nels Raynor, who is the President of Bach Ornamental and Structural Steel Inc, with proper restoration, "this bridge could serve for many decades more with minimal future maintenance cost" and it will cost $3 million less than a new bridge. Please see his full letter at Nels Raynor, President, Bach Ornamental and Structural Steel Inc.

AF4

Sincerely yours,
Alice Fitzgerald

Dear PennDOT,
As a homeowner whose house is about 2 miles from the Skinners Falls Bridge, what happens to this bridge is extremely important to me. I believe it should be restored to its original state for many reasons. Here are just a few.
My understanding is PennDOT currently is considering 4 options for the site of the Skinners Fall Bridge:
A faithful restoration of the historic bridge;
A modern new bridge with elements of the 1902 original tacked on so that it looks like the old bridge;
A modern new bridge that looks like a modern new bridge;
No bridge at all, and the old one removed.
Although creating a new bridge with elements of the old one seems like an enticing option, because it seems to merge modernity with historicism, it actually is not a viable solution. For one, even as PennDOT admits, it will be virtually impossible to make the bridge truly look as it does now. For instance, Heather Gerling, an architectural historian with PennDOT, said the stone abutments would be difficult to preserve but that the original stones might be used as decorative facing on new abutments. This "middle" approach therefore would also review under the National Historic Perservation Act (NHPA) and National Environmental Policy Act (NEPA), reviews that would add months if not years to the already prolonged delays for opening very-needed access across the Delaware River at Skinners Falls. A modern new bridge is the worst possible option, as it would be the most expensive, add

disturbing traffic to a quiet community and quiet tourism destination, would be built for vehicles too large to use the existing roads, and is completely unnecessary for the needs of the nearby communities.

AF5 And finally, according to Kate Farrow of NTM Engineering, doing "nothing" is not actually an option since it would result in the bridge collapsing into the Delaware. She also said that of the alternatives, the "traditional rehabilitation option comes first." Also, complying with standards set by the U.S. Secretary of the Interior (SOI), a rehabilitation that gave the bridge a capacity of four to seven tons would have a life of 10 to 15 years. An extensive rehabilitation that brought the capacity to 10 tons will have a 25-year life. Traditional rehabilitation is the only option that the study found would not have an adverse effect on the Milanville Historic District.

I beg PennDOT, please restore the Skinners Falls Bridge to its original state.
Sincerely yours,
Alice Fitzgerald

Dear PennDOT,
The Skinners Falls Bridge must be restored, and a new bridge must not be built. My understanding is that PennDOT believes there is a need for a bridge that can carry large trucks. However, both the Narrowsburg and Cochecton bridges, just a few miles away on either side of Skinners, already can carry those trucks. Plus, those other bridges lead directly into larger roads, and the Narrowsburg bridge leads into Route 652, which is almost a highway. Even more importantly, the

AF1 roads leading into and from the Skinners Falls Bridge cannot sustain heavy truck traffic. I live off Route 97, just a couple of miles up the hill from the Skinners Falls Bridge. Milanville Road, as well as other PA roads nearby, such as River Road, are rated at 10 tons maximum. These roads also are extremely narrow and have sharp curves, and in the winter freeze over with black ice. In some parts, they also are not even a full two lanes wide, but are 1 ½ lanes. I find driving up and down Milanville Road in my little car already is challenging, and when a small truck passes on the opposite side, I am downright scared. I often feel I am almostushed off the road. Plus, because Milanville Road has such a steep incline the last few miles towards the river and the bridge, people tend to speed down it, often going 40 or even 50 mph. Milanville Road already is a dangerous road. Making a bridge that will feel large trucks on to it will make the road extremely hazardous to drive.

Milanville cannot sustain heavy truck traffic which a larger bridge would invite. The heavy truck traffic will surely abuse and erode the area's narrow curvy roads demanding costly highway department funding for repair. All the roads on the PA side are rated at 10 tons max (River Road, etc.), and barely capable of bearing those loads, and are not even two lanes (they are 1 1/2 lanes). Those big trucks will be an extreme hazard and are not appropriate for these roads – people in smaller vehicle will be injured or killed!
Sincerely yours,
Alice Fitzgerald

Dear PennDOT,
The Skinners Falls Bridge must be restored, and not replaced. Because it is a National Historic structure, PennDOT would need to make even stronger arguments for its removal or replacement than it would for other bridges. Because of its location, the bridge also falls under NEPA (National Environmental Policy

AF6 Act), and so even stronger arguments by PennDOT would need to be made to justify replacing it with a larger bridge that will create more traffic, which in turn will cause more air and noise pollution, as well as greater disturbance to the fish, birds and animal life nearby.

Sincerely yours,
Alice Fitzgerald

**AF-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[6]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in 2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Based on the PEL construction costs for the range of alternatives, the anticipated funding need would be from $11 M to $22 M. These costs would be programmed over the 12 year Transportation Investment Program. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

**AF-2:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually

---

[6] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

**AF-3:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public during the PEL project:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become a Section 106 Consulting Party. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT emailed invitations to over 200 property owners, agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the above documents as well as *Skinners Falls Bridge Historic Bridge Rehabilitation Analysis Phase I* (May 2023).

<u>PEL Project Advisory Committee (PAC)</u>
A PAC was initiated in 2021 to provide the project team with information on regional needs and goals as well as local concerns and activities. The PAC members included representatives of the study area municipalities and counties in New York and Pennsylvania, the National Park Service and the Upper Delaware Council. In addition, the PAC was charged to communicate the PEL study to their constituents. If other major stakeholders are determined to be needed for their expertise, new members may be invited to join the PAC in future studies.

In addition, the project team conducted stakeholder interviews with local businesses, emergency service providers, residents and the National Park Service. The coordination will continue with any future phases of the project.

**AF-4:** Comment Noted.

**AF-5:** The Secretary of the Interior's Standards for Rehabilitation (SOI Standards) form the basis for work on historic properties. The Traditional Rehabilitation Alternatives (the 4-, 7-, and 10-ton) are SOI-compliant and would retain current bridge width. To comply with SOI standards, in-kind replacements or repair of character defining features will be performed where possible. These three rehabilitation options, as described in the Historic Bridge Rehabilitation Analysis Phase 1 (HBRA), would result in an anticipated Section 106 finding of No Adverse Effect to the Skinners Falls Bridge as an individually National Register of Historic Places (NHRP)-listed resource and as a contributing resource to the NRHP-listed Milanville Historic District.

The Non-SOI complaint rehabilitation would not meet the SOI standards but would still preserve some of the historic characteristics of the bridge. This alternative would explore retaining some historic materials while providing a bridge that meets the transportation needs (i.e two-span modern steel bridge with trusses attached as decorative elements). The Non-SOI compliant rehabilitation would result in an anticipated Section 106 finding of Adverse Effect on both the bridge and the Milanville Historic District. The Non-SOI compliant rehabilitation will be refined and evaluated during the preliminary engineering and detailed environmental study phase.

Both the Traditional (SOI Compliant) Rehabilitation Alternative and the Non-SOI Rehabilitation Alternative will be carried into future phases of the project.

**NF-6:** Comment Noted.

# # 98

## Star Hesse

I am submitting this public comment in support of the restoration and rehabilitation of the Skinners Falls Bridge, a project that has been under debate for years, and still there is no action by authorities to
SH1 repair and maintain this Landmark bridge as a vital transportation link to and from Pennsylvania and New York. The two previous requests for public input on this project have shown overwhelming Public
SH2 and community support on both sides of the Delaware River for keeping and restoring this bridge. There has yet to be a hearing on the matter and now a third superfluous 'comment' has been solicited. Why? The public's input has been very clear. They want the bridge restored and maintained. There has yet to
SH3 be an environmental impact study as to how changes to the bridge size and capacity would affect local residents' air quality, danger from increased heavy truck/vehicle traffic, and the impact on local flora/fauna. etc.

One thing is clear, the Public wants their bridge back as it was before. This proposed "show" meeting
SH2 is not a hearing, nor does it show due diligence by PennDOT in addressing Section 106 Landmarks procedure. Before moving forward, there must be a public hearing with an official comment response document, reflection all comments submitted on this project and the concerns raise by concerned citizens who will be affected by this decision. Stop the stalling. We need the Skinners Falls bridge restored and maintained for good of all who use it now and will use it in future.
Star D. Hesse

**SH-1:** In 2019, PennDOT initiated a rehabilitation design project for the Skinners Falls Bridge. The design focused on the masonry abutments, deck, stringers, and bracing. Later that year, a routine PennDOT bridge inspection identified extensive deterioration and it was determined that the bridge was unsafe and it was closed to all vehicular, bicycle and pedestrian traffic. The Federal Highway Administration (FHWA) requested that a more holistic evaluation of the bridge condition, constraints and needs be completed to justify the use of public funds.

Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives.

The PEL study identified the transportation purpose and need, as well as a range of alternatives to be considered. It also provided background on the study area, stakeholder feedback, and estimated costs associated with potential alternatives. This information will be used to refine and inform future studies.

In addition to the PEL study, the funds were spent on the required biennial and special inspections on all structures. Given the condition of the New York abutment, the Skinners Falls Bridge is on a 6-month special inspection cycle.

**SH-2:** PennDOT and NYSDOT value all public input on this study. The public may provide comments directly to PennDOT and the Project Team through a telephone hotline and project email address. The email and telephone hotline have been available to the public since 2021. PennDOT and the project

team respond to all calls and emails. In addition to the hotline and email, the following opportunities to comment were available to the public:

- March 2021 Public Meeting to introduce PEL Study
- March - June 2021 Survey on Local Needs
- December 2021 – Draft Purpose & Needs Document available for public comment
- April 2024 Public Meeting to review and comment on PEL Study results
- April 24 – May 26, 2024 PEL public comment period

In addition to general public comment opportunities, stakeholders with an interest in historic properties were invited to become a Section 106 Consulting Party. The original consulting parties were notified in March 2021 at the initiation of the PEL study. In October 2022, PennDOT emailed invitations to over 200 property owners , agencies and organizations within the vicinity of the project area. Consulting Parties were provided the opportunity to comment on the following additional documents.

- May 2023 Historic Bridge Rehabilitation Analysis Phase I

FHWA PEL Study regulations require the opportunity for public review and comment. A public hearing may be required in the future studies depending upon the NEPA classification of the project.

**SH-3:** The project team acknowledges the applicability of the Wild and Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

In accordance with Federal and state regulations pertaining to the development of transportation projects, investigations to document specific environmental resources and anticipated impacts will be conducted during the preliminary engineering and detailed environmental study phase. The PEL study is a Planning Level document which identified a range of alternatives to be further evaluated.

Many factors are considered when evaluating project alternatives including ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs. In addition, because the bridge is individually listed on the National Register of Historic Places and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

PennDOT and NYSDOT will continue to coordinate with the NPS and all the state and federal resource agencies throughout in the next phase of the project.

# # 99

## Daniel Capruso

To Whom it May Concern,
I have been swimming at Skinners Falls my entire life. It is a beautiful spot because it is nature preserved from modern development. The bridge is extremely picturesque.

DC1 Please do NOT REPLACE the Skinners Falls bridge. Please do not enlarge or expand the bridge to enable more and heavier traffic.

I want future generations to have the same memories of Skinners Falls and its historic bridge that I have. Please don't ruin the setting with modernization.
Whenever an old structure is replaced with something new it is almost always uglier, and a loss.

-Daniel Capruso

**DC-1:** Historic, documented observations when the bridge was open have identified vehicles over ten tons using the Skinners Falls Bridge, with vehicles possibly in excess of 40 tons recorded crossing the bridge despite the weight posting and the headache bars. Usage of the bridge by overweight vehicles demonstrates a desire by owners of vehicles over ten tons to cross at this location.

If a replacement alternative is selected the bridge would allow for the passage of all legal loads. In Pennsylvania, PennDOT bridge posting means that a bridge is open, but signs have been placed that state the weight limit that can cross it. For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use.

Based on the community setting, historic traffic volumes, and low crash rates, a replacement structure with a reduced width may be considered (i.e. travel lane and sidewalk).[7]

Overall cost estimates (2023 US Dollars) for Traditional Rehabilitation to 4-, 7-, 10-tons range from $48.9–51.1 M. Full Replacement overall cost estimates range from $42.5–84 M. These cost estimates are based on conceptual engineering and include the construction cost, anticipated mitigation costs, and lifecycle costs (100 -years) for each structure type. The costs are presented as a range to encompass the various options which are included in each alternative. The total overall costs represent the total cost in

[7] AASHTO Guidelines for Geometric Design of Low-Volume Roads (2019) allows the application of less restrictive design criteria compared with the other common design references. The latest version is applicable to rural roads with volumes up to 2000 vehicles/day. In section 4.3.2, Existing Bridges, the guidelines provide that existing bridges can remain in place without widening unless there is evidence of site-specific crash pattern related to the width of the bridge. This guidance is applicable to bridges that serve trucks, recreational vehicles, bicyclists, and pedestrians, and bridges that are reconstructed on the same alignment or reconstructed on a more favorable alignment.

2023 dollars for which FHWA/PennDOT/NYSDOT will need to program for a given alternative. Costs will be evaluated and refined during the preliminary engineering and detailed environmental study phase as design progresses.

# Appendix K: Agency Comments and Associated Responses

1. Pennsylvania State Historic Preservation Office (SHPO)
2. National Park Service (NPS)
3. Upper Delaware Council (UDC)
4. Upper Delaware Scenic Byway (UDSB)
5. New York State Historic Preservation Office (SHPO)

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

May 23, 2024

Heather Gerling
DOT District 4-0
400 North Street
Harrisburg, PA 171200000

RE: ER Project # 2013PR14303.014, Ov. Delaware, #5 Skinners, Federal Highway Administration, Damascus Township, Wayne County

Dear Heather Gerling,

Thank you for providing the Planning and Environmental Linkages (PEL) Study for the SR 1002 (Skinners Falls W Road) over Delaware River, Skinners Falls Bridge. The purpose of the study is to allow for development and screening of alternatives and a preliminary evaluation of environmental impacts to assist in informing the National Environmental Policy Act (NEPA) phase.

The purpose of the project is to provide a safe and efficient crossing of the Delaware River at Skinners Falls for cars, trucks, trailers, emergency response vehicles, bicyclists, and pedestrians. Four transportation needs were also identified: the lack of efficient access for residents, businesses, and recreational users; the negative impact of emergency river rescues; delays in fire and emergency response times; and the lack of adequate accommodations for pedestrians, bicycles, and recreational users.

PA SHPO again expresses concerns regarding the overall project purpose and need, as outlined in our December 20, 2021 correspondence (attached). While we have reviewed the Draft Purpose and Need Public Comment Response Report (May 2022) as part of the current review request (note we were not provided the revised report for comment previously), in our opinion, the project needs require further substantiation and documentation, including technical information and analyses. Since the purpose and need statement drives the process for alternatives consideration, influences the environmental analysis, and ultimately the alternative selection, PA SHPO recommends the needs be re-examined and refined, as appropriate.

The Skinners Falls Bridge, which is listed in the National Register of Historic Places, is not only an exceptionally rare, unique example of its type but also contributes to the outstandingly remarkable cultural and scenic values of the Upper Delaware River. Therefore, the Skinners Falls Bridge should be given the highest utmost consideration for rehabilitation that meets the Secretary of the Interior's Standards as part of the planning process (Planning Alternative 3.1.2 Rehabilitation). Further, we support consideration of non-destructive disassembly of the bridge truss for rehabilitation as an alternative, allowing for repairs to be conducted in a controlled shop setting.

We look forward to continued consultation. For questions concerning this review and/or for future consultation regarding above ground resources, please contact Emma Diehl at emdiehl@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

December 20, 2021

Heather Gerling
DOT District 4-0
400 North Street
Harrisburg PA 171200000

RE: ER Project # 2013PR14303.010, FHWA: Skinners Falls Bridge, Damascus Township, Wayne County; Planning Study – Draft Purpose and Need Document

Dear Ms. Gerling,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

**Proposed Project**
The Pennsylvania Department of Transportation (PennDOT), in conjunction with the New York State Department of Transportation and Federal Highway Administration (FHWA), is completing a Planning and Environmental Linkages (PEL) Study to identify a path forward for the Skinners Falls Bridge, which has been closed due to safety concerns since October 2019. The study is currently identifying the transportation Purpose and Need, which will drive the process for the alternatives' consideration, inform the environmental analysis, and support the alternative selection process.

The draft Purpose Statement states that the purpose of the project is to provide a safe and efficient crossing of the Delaware River at Skinners Falls for cars, trucks, trailers, emergency response vehicles, bicyclists, and pedestrians. The draft document identifies three Needs: 1. The Skinners Falls Bridge is currently closed to traffic due to its condition, which limits efficient access for residents, businesses, and recreational users; 2. Emergency response is negatively affected by the absence of a functional bridge in the vicinity of Skinners Falls; and 3. The Skinners Falls Bridge does not provide adequate accommodations for pedestrians, bicyclists, and recreational users in the area.

**PA SHPO Comments**
PA SHPO, as an identified Participating Agency in the PEL process, offers the following comments, as they relate to the Draft Purpose and Need Document and as outlined in the Comment Form provided.

**1. After reading the draft Purpose and Need statements, do these statements identify or clearly express the transportation purpose and need(s) for the Skinners Falls Bridge?**
PA SHPO does not agree that the transportation purpose and needs are clearly identified or expressed. While our office recognizes the poor condition of the bridge that has forced its closure, there have been successful historic bridge rehabilitation projects throughout the Commonwealth that have successfully resulted in an increased weight capacity. The reported 388-vehicle daily traffic count (thus, qualifying it as a very low-volume roadway/bridge) prior to the bridge's closure should be considered in the Purpose and Need, particularly with regards to the required weight limit. The

emergency vehicles noted in the documentation generally range in tonnage from 4.5 to 15 tons with exceptions being tankers and engines, which range in weight between 15 and 31 tons; however, as these larger vehicles appear to be the exception. Therefore, in our opinion, the need to bring the bridge up to a 30–40-ton weight, as alluded to in the draft document, is unsubstantiated. More tangible, fact-based information on the frequency of need for vehicles weighing greater than 15 ton to cross the bridge is necessary.

With regards to pedestrian, bicyclists, and recreational user access, the document notes that "approximately 80% of survey respondents indicated bicycle or pedestrian access to the bridge is needed". While we recognize such use is a need for the bridge, we want to ensure that consideration is given to rehabilitation and retention of the existing bridge to continue to accommodate these modes of traffic as there is no supporting documentation provided to suggest that the bridge, when opened, operated in an unsafe manner for these traffic types.

2. **After reading the draft Purpose and Need statement, are there other transportation purpose(s) or need() not identified for the Skinners Falls Bridge?**
PA SHPO notes that there are other transportation purposes/needs that are not identified – mainly the role of the bridge itself as a tourist destination and significant historic property. The bridge is not only individually listed in the National Register of Historic Places but serves as the prominent eastern anchor for the National Register-listed Milanville Historic District. The Baltimore Thru truss bridge was identified as part of the *2017 Reevaluation of Metal Truss Bridges* as an exceptional preservation priority, noting its significance as an uncommon type; early example of its type and design for the state; earliest example of its type and design for the engineering district; regionally rare and retaining significant artistic value. The role of the bridge within the local and regional history was expressed numerous times at both the virtual public meeting held on March 30, 2021, as well as in the project survey conducted between March and June of 2021 and again expressed by our agency as well as the National Park Service at the Agency Coordination Meeting held on October 27, 2021. The National Park Service, Upper Delaware Scenic and Recreational River, expressed its support for the repair and rehabilitation of the Skinners Falls Bridge in their letter of June 17, 2021, noting it as an element that supports two of the Upper Delaware River's Outstandingly Remarkable Values (cultural and scenic). Furthermore, the letter expressed that the Skinners Falls Bridge is integral to recreation on this part of the river. As such, supporting the local economy and land use by minimizing impacts to the bridge so it continues to convey its appearance and historic character should be recognized as transportation needs.

3. **Any other comments or concerns about the draft transportation Purpose and Need document**.
As noted previously, the Skinners Falls Bridge is an exceptionally rare, unique example of its type and should be given the highest utmost consideration for preservation (rehabilitation) as part of transportation planning. Local residents, recreational users, and tourists consider this bridge a destination; the connection between land use and the historic crossing should be factored into the planning process.

PA SHPO looks forward to continued consultation under the PEL, particularly as it relates to the project's potential to affect historic properties. For questions concerning this review and/or for future consultation, please contact Emma Diehl at emdiehl@pa.gov.

Sincerely,

Emma Diehl
Environmental Review Division Manager

United States Department of the Interior
NATIONAL PARK SERVICE
UPPER DELAWARE SCENIC AND RECREATIONAL RIVER
274 River Road
Beach Lake, Pennsylvania 18405

IN REPLY REFER TO:
1.A.2 (UPDE-SO)

May 24, 2024

Amy M. Lolli
Assistant Liaison Engineer
Pennsylvania Department of Transportation, District Office 4-0
55 Keystone Industrial Park
Dunmore, PA 18512
Via email: skinnersfallsbridge@aecom.com

Dear Ms. Lolli,

Thank you for the opportunity to comment on the Planning and Environmental Linkages (PEL) Study for Skinners Falls Bridge. As a cooperating agency, we appreciate our inclusion throughout the process. Based on the current information available to the public and cooperating agencies, of the proposed alternatives recommended for further study, we support carrying the traditional rehabilitation alternatives into future phases.

As a reminder, in 1978, Congress designated Upper Delaware Scenic and Recreational River as both a unit of the National Park System and a unit of the National Wild and Scenic Rivers System (Upper Delaware Act, Public Law 95-625 § 704, November 10, 1978). The mission of the National Park Service (NPS) is to preserve unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations. NPS also cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country. The Upper Delaware Scenic and Recreational River management partnership has proven itself a success in preserving the outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, and other similar resource values through collaboration throughout the river corridor.

As noted previously in our letters on this project, the Skinners Falls Bridge has exceptional historic and engineering significance. Of existing Baltimore truss bridges in Pennsylvania and New York, the Skinners Falls Bridge is the earliest example in the Upper Delaware region. This bridge is particularly noteworthy given it contributed to the historical development of the local area, remains in its original location, has multiple spans, was in use as an active highway bridge until 2019, and exhibits historical value to the surrounding viewshed. The Skinners Falls Bridge is listed on the National Register for its significance for engineering and is a contributing resource to the Milanville Historic District National Register Nomination.

The NPS contends that the traditional rehabilitation alternatives best support the outstandingly remarkable values of the Upper Delaware Scenic and Recreational River: Recreational, Scenic, Cultural, Geological, and Ecological. The Milanville – Skinners Falls Bridge is an outstanding historical and cultural feature of the Upper Delaware River, telling an important visual story of the area's history and cultural development. Maintaining the scenic quality of the bridge and its surroundings is paramount.

In addition to our support for the traditional rehabilitation alternatives, we would also like to reiterate the NPS's review authority for this project as we move forward. Based on our current understanding of the potential project scope, the following reviews and permits may be required.

- Wild and Scenic Rivers Act (WSRA) Section 7(a). The WRSA requires evaluation of the impacts of projects within the river's bed or banks. NPS determines a project's potential impacts on a river's outstandingly remarkable values, water quality, and free-flowing condition.

- Department of Transportation Act of 1966 Section 4(f). Publicly owned waters of designated Wild and Scenic Rivers are protected by Section 4(f), which protects publicly owned properties from use by transportation projects. Use of the bridge, a Section 4(f) property, will require an appropriate evaluation, and any determination from that evaluation will require written concurrence by the Department of the Interior, with input from NPS.

- National Historic Preservation Act Section 106. Since the bridge is in both Pennsylvania and New York, consultation and documentation of the findings with both the New York and Pennsylvania State Historic Preservation Offices is required prior to construction.

- National Park Service Management Policies of 2006, Special Use Permits. NPS must provide management and oversight on this project to avoid impairment or incompatible use of the resources and values of the park, limit resource damage, minimize health and safety risks to the visiting public, prevent disruption of visitor use or conflicts, and protect agency resources. This project will require at least one special use permit. Special use permit issuance triggers internal compliance with federal laws such as NHPA Section 106 and NEPA. NPS must complete all compliance reviews before issuing a permit.

- Upper Delaware River Management Plan. State agency decisions must be consistent with the Land and Water Use Guidelines contained in the 1986 Final River Management Plan for the Upper Delaware Scenic and Recreational River. Projects involving facilities in the river corridor to be constructed or operated by governmental agencies, like the Skinners Falls Bridge, are reviewed as Class II projects for substantial conformance with the guidelines. The Upper Delaware Council will review the project for a substantial conformance and make a recommendation to NPS.

Thank you for the opportunity to provide comments on the Planning and Environmental Linkages Study for the Skinners Falls Bridge. We look forward to participating in future phases of this process.

Sincerely,

Lindsey Kurnath
Superintendent

# Upper Delaware Council

P.O. Box 192, 211 Bridge Street, Narrowsburg, New York 12764-0192 • (Tel.) 845-252-3022 • (Fax) 845-252-3359
www.upperdelawarecouncil.org


May 2, 2024

Amy Lolli, Project Manager, Assistant Liaison Engineer
Pennsylvania Department of Transportation
Engineering District Office 4-0
55 Keystone Industrial Park
Dunmore, PA 18512-1516
Via email: skinnersfallsbridge@aecom.com

**RE: Skinners Falls, NY-Milanville, PA Bridge Comments due by May 26, 2024**

Dear Ms. Lolli,

After reviewing the draft Planning and Environmental Linkages (PEL) Study for Interstate Bridge #5 connecting Damascus Township, PA and the Town of Cochecton, NY dated April 8, 2024, attending the April 25 public meeting, and participating on the Project Advisory Committee since its 2021 initiation, the Upper Delaware Council, Inc. (UDC) reiterates our unwavering support for traditional rehabilitation of the existing 1902 bridge.

We also call for an acceleration of the protracted study period since the bridge's October 2019 closure to mitigate against its further deterioration and escalating construction costs. We are mindful of the required evaluation process to comply with the National Environmental Policy Act and the National Historic Preservation Act Section 106, but see no actual timelines offered in the draft study other than references to "future phases" and "further investigation."

The report provides thoroughly researched documentation. However, after investing 4-1/2 years and $3,692,500 in New York-Pennsylvania Joint Interstate Bridge Commission study allocations through 2023, no alternative has been selected.

The UDC advocates to advance the findings of the Historic Bridge Rehabilitation Analysis (Phase 1 released in May 2023) that rehabilitation to a 10-ton weight limit would comply with the Secretary of the Interior's Standards for Rehabilitation by strengthening its engineering function while retaining the bridge's distinctive truss configurations, appearance, and historic character. That position was previously substantiated in a 2013 Structural Assessment and 2014 Feasibility Study for the Skinners Falls-Milanville Bridge.

In recognizing the financial challenges of the traditional rehabilitation alternative ($16.9-$19.1 million in estimated construction costs variously for a 4, 7, or 10 ton posting compared to full replacement ranging from $11.5-$26.5 million), those costs could be managed by eliminating cited "enhancements" such as installation of traffic signals and a dry hydrant which never existed previously on the rural bridge. Also, the preliminary scan of potential funding sources to address budget limitations could be expanded to include the Federal Infrastructure Investment and Jobs

Act, the Delaware Watershed Conservation Fund administered through the National Fish and Wildlife Foundation, and historic preservation sources that value saving unique structures.

The PEL Questionnaire completed by PennDOT in the report's appendix asks, "Are there any other issues a future project team should be aware of?" The response: "There is potential controversy associated with this project, especially as it pertains to build options which do not result in the preservation of the existing historic bridge." The report reveals that public surveys and submitted comments dating back to 2021 overwhelmingly favor the bridge's restoration.

The reason is that this 466.6-foot, single lane, timber deck bridge built in 1902 by the American Bridge Co. fits perfectly into its rural setting, helps define the Upper Delaware Scenic and Recreational River's Outstandingly Remarkable Cultural Values, and serves as a treasured, picturesque attraction for this special region's 250,000+ annual visitors and local residents alike.

The pin-connected Baltimore through truss design is historically and technologically significant, earning a November 14, 1988 designation to the National Register of Historic Places. The Pennsylvania State Historic Preservation Office rates the historic preservation priority level of this bridge as "exceptional" because it is one of only three intact examples of this type of truss bridge remaining in the Commonwealth that hasn't been demolished. The bridge is featured on the "Historic and Architectural Resources of the Upper Delaware River Valley: New York and Pennsylvania" 1992 Multiple Property National Register listing, as had been the 1904 Pond Eddy Bridge before that was torn down after a 20-year controversial debate and replaced with a two-lane concrete bridge in 2018. In 1993, the Milanville Historic District was added to the Register in recognition of the area's 19th and early 20th century industrial development and noteworthy architecture which prominently includes the bridge among its 14 contributing structures.

A precedent for the NY-PA Joint Interstate Bridge Commission supporting the preservation of a single-lane Upper Delaware River crossing is found upstream at the Kellams, NY-Stalker, PA Bridge, originally built in 1890 with major rehabilitations occurring in 1990 and 2018. The 384-foot suspension bridge serves a similar traffic count of approximately 300 vehicles per day, is deemed suitable for its rural location, and carries an 11-ton limit.

A 10-ton posted Skinners Falls Bridge would adequately fulfill the transportation needs of the communities it connects. Standard cars (1.5 tons), personal trucks (3 tons), ambulances (5-7 tons), and delivery trucks (6-8 tons) could all be accommodated. The gross weight of National Park Service river patrol vehicles is 4.5 tons. The types of vehicles that could not cross – buses, fire trucks, and tractor trailers – are not appropriate or necessary given that there are alternative crossings offered at short distances away in Narrowsburg and Cochecton via NYS Route 97, most firefighters here respond directly to emergency scenes in their personal vehicles, and there is no major commercial industry to travel to on either side.

Building a two-lane modern bridge would require negotiations to acquire additional property or taking of land by eminent domain. Even so, the new bridge would lead to River Road in Milanville which is weight posted for 10 tons, characterized by narrow, twisty lanes, has endured slope failures, and the approach lacks a proper turning radius for larger vehicles.

The activities associated with the bridge's use meld with our countryside daily living and recreational pursuits that are disrupted by its closure, such as people crossing it for work, shopping, day care, church, scenic drives, and visits to the circa 1850 Milanville General Store, the National Park Service Milanville Ranger Office, the NYS DEC Skinners Falls River Access, Lander's River Trips Skinners Falls Campground, and Lou's Tubes.

Numerous petition drives, the March 30, 2021 virtual public meeting attended by nearly 150 people who articulated the importance of this bridge in their lives and the adverse impacts of its closure, and the literal chants of banner-bearing advocates to "Save the Skinners Falls Bridge" at the April 25 video and poster display session (which did not provide the valuable opportunity for the audience to ask questions and hear answers collectively) attest to this sentiment.

Key issues expressed are the historic value, visual context, emergency response, economic importance, environmental impacts, and long-term functionality of this vital crossing. The PEL planning study documents the engineering, lifecycle maintenance, and cost considerations as well to assess the alternatives of No Build-Do Nothing, Traditional Rehabilitation to 4, 7. or 10 Tons, Non-SOI Compliant Rehabilitation, or Full Replacement.

The UDC's voting membership is comprised of 13 towns and townships, the Commonwealth of Pennsylvania, and the State of New York who work in partnership with our federal partners at the National Park Service to conserve the 1978 Congressionally designated Upper Delaware Scenic and Recreational River. The Delaware River Basin Commission is a non-voting member.

Lastly, please note that the Final 1986 *River Management Plan for the Upper Delaware Scenic and Recreational River: New York and Pennsylvania* stipulates that facilities in the river corridor to be constructed or operated by government agencies must be reviewed by the UDC as Class II development projects for their substantial conformance with the Land and Water Use Guidelines under the terms of our Cooperative Agreement with the National Park Service.

Sincerely,

Virginia S Dudko

Virginia S. Dudko,
UDC Chairperson

Cc: Lisa Brozey, AECOM Project Manager
Richard Roman, PennDOT Transportation District 4 Executive
James Rusak, NYS DOT Region 9 Regional Director
Heather Gerling, PennDOT Bureau of Project Delivery, Environmental Policy and Development
Christine Klein, NYS DOT Regional Planning Office Local Programs Liaison
Joe Canfield, Steve Adams, Scott Rutledge, Damascus Township Board of Supervisors
Gary Maas, Town of Cochecton Supervisor
Brian Smith, Wayne County Commissioners Chairman
Nadia Rajsz, Sullivan County Legislature Chairperson, District 2
Craig Rickard, Wayne County Planning Department Director
Heather Brown, Sullivan County Commissioner of Planning and Community Development
PA Senator Lisa Baker, 20th District
NYS Senator Peter Oberacker, 51st District
PA Representative Joseph Adams, 139th District
NYS Assemblywoman Aileen Gunther, 100th District
U.S. Congressman Matt Cartwright, PA-8th District
U.S. Congressman Marc Molinaro, NY-19th District
Lindsey Kurnath, NPS Upper Delaware Scenic and Recreational River Superintendent
Carly Marshall, NPS UDSRR Community Planner

Upper Delaware Scenic Byway
P.O. Box 127. Narrowsburg, NY 12764

May 20, 2024

Amy Lolli, Project Manager
Pennsylvania Department of Transportation
55 Keystone Industrial Park
Dunmore, PA 18512-1516
Via skinnersfallsbridge@aecom.com

Dear Ms. Lolli,

The Upper Delaware Scenic Byway, Inc. (UDSB) Committee expresses our organization's steadfast support for the preservation and restoration of the 1902 Skinners Falls, NY-Milanville, PA Bridge as PennDOT studies whether to repair, replace, or remove this historic crossing that is located a short distance off New York State Route 97 in our member Town of Cochecton.

Tearing down this architecturally unique and ornate bridge featuring its single-lane, wood plank deck to swap it out with an indistinctive, modern concrete structure would forever change for the worse the quaint character of the bi-state communities that the bridge connects. Its well-deserved 1988 listing on the National Register of Historic Places should be honored and respected.

Both the Planning and Environmental Linkages (PEL) study draft report and the Historic Bridge Rehabilitation Analysis Phase 1 verify that traditional rehabilitation to 4, 7, or 10-ton weight limit is a viable alternative. We regard it as the only acceptable option since its October 2019 closure.

The 2002 UDSB Enhancement Concept corridor management plan recognizes this bridge as a special part of the river valley's cultural story: "Listed on the NRHP, this is a two-span, single-lane iron bridge with a single mortared stone pier. Its construction is a variation of a Baltimore (Petit) through truss. It was built in 1902 by the American Bridge Company for the Milanville Bridge Company and linked the industrial and commercial center of Milanville with the New York and Erie Railroad. Its construction spurred a minor development at Skinner's Falls with the construction of a station and creamery. It was a toll bridge from 1902 to 1928."

This one-of-a-kind bridge stands testament to our historic and aesthetic values. It is also perfectly adequate in size and scope for the setting it serves, including small businesses, attractions, and visitors that are economic drivers for the regional tourism industry that we promote.

The Upper Delaware Scenic Byway urges an expanded funding search to support restoration and reopening of the Skinners Falls-Milanville Bridge.

Sincerely,

Rosemarie S. DeCristofaro

for Richard H. Lowe III,
UDSB, Inc. Chairperson

**Skinners Falls Bridge PEL Study**

**Agency Responses to Comments**

**June 2024**

## SHPO

The Purpose and Need Public Comment Response Report was posted on the project website in July 2022 and was also posted on PATH. Additionally SHPO has been invited to participate in the five Agency Coordination meetings that have been held for the PEL between 2021 and 2024.

As a planning document, the PEL study resulted in the development of a purpose and need statement in accordance with PennDOT and FHWA guidance. Refinement of project needs, subsequent to the progression of the project into the preliminary design and detailed environmental study phase, will be considered.

The PEL study identified a range of alternatives recommend to be carried into the preliminary engineering and detailed environmental study phase of the project. These alternatives will be further evaluated and refined during this phase. Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

As a result, the project team acknowledges the need for continued coordination regarding historic resources as the project progresses.

## NPS

The PEL study identified a range of alternatives recommend to be carried into the preliminary engineering and detailed environmental study phase of the project. These alternatives will be further evaluated and refined during this phase. Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs.

In addition, because the bridge is individually listed on the National Register of Historic Places, and is a contributing resource to the NRHP-listed Milanville Historic District, FHWA/PennDOT/NYSDOT must demonstrate there is no prudent or feasible alternative to impacting the bridge and historic district via rigorous evaluation conducted during detailed environmental studies.

The project team acknowledges the applicability of the Wild And Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

**UDC**

The project team acknowledges the support for the traditional rehabilitation. The PEL study identified a range of alternatives recommend to be carried into the preliminary engineering and detailed environmental study phase of the project. These alternatives will be further evaluated and refined during this phase. Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs.

Prior to the expenditure of public funds for any transportation project, FHWA requires that a study be completed to determine and evaluate the project purpose and need, the environmental impacts and a range of alternatives. This study, along with several points for public comment has culminated in the publishing of the PEL. Funding for design/environmental clearance, construction, and maintenance must be identified to complete the next phase of a project. Until the funding is secured, a project timeline cannot be developed.

As noted in the PEL, the ancillary features included in the 4-, 7 and 10-ton traditional alternatives were added to potentially assist in meeting the project purpose and needs. These and potentially other features, along with the ability of the traditional rehabilitation alternatives to meet the project purpose and need, will be evaluated during the preliminary engineering and detailed environmental study phase.

With regards to funding, the funding scan included in the PEL included discretionary grants under the federal Infrastructure Investment and Jobs Act (IIJA). Additional grant sources will continue to be considered during the preliminary engineering/detailed environmental study phase.

For roadways, Pennsylvania has laws that allow for the posting of weight restrictions and the bonding of restricted roadways to help prevent road damage. These laws require haulers to be financially responsible for excess maintenance on the roads they use. Unlike bridges, the posting of weight restrictions on roadway does not limit the types of vehicles that can use the roadway.

The project team acknowledges the applicability of the Wild And Scenic River Act Section 7(a), Section 4(f) of the USDOT Act of 1966, Section 106 of the NHPA, NPS Special Use Permits, and the Upper Delaware River Management Plan substantial conformance review. During the Preliminary design and detailed environmental study phase, the appropriate applications to support compliance with these and other applicable state and federal regulations will be submitted.

**UDSB**

The project team acknowledges the support for the traditional rehabilitation. The PEL study identified a range of alternatives recommend to be carried into the preliminary engineering and detailed environmental study phase of the project. These alternatives will be further evaluated and refined during this phase. Many factors are considered when evaluating project alternatives including: ability to meet the stated project purpose and transportation needs, magnitude of natural, cultural and socioeconomic resource impacts, community goals and concerns as well as costs.

**New York State Historic Preservation Office Comment Solicitation**

**No Comments Received**

Consultation Project Details

**Consultation: 22PR07376**
Status: Open

Close

**Project: Skinners Fall Bridge Project**

Overview | Submissions (6) | USNs (1) | Surveys (0) | Agencies (2) | Contacts (4) | Photos (0) | Atts. (18) | Agmts. (3) | Q & A (0) | Corr. (3) | MCDs (1)

Submissions Overview (6)

**Submissions**

| View | Status | Submission # | Type | Date Recv. | Date Due | Description | Review Summary |
|---|---|---|---|---|---|---|---|
| | Closed | 22PR07376.002 | Unrequested | 06/01/2023 | 07/01/2023 | Phase I Historic Bridge Rehabilitation Analysis and supporting information | Erin Czernecki (Survey and Evaluation): Complete<br>Sara McIvor (Technical Services): Complete |
| | Closed | 22PR07376.003 | Unrequested | 10/02/2023 | 11/01/2023 | This draft document presents various replacement bridge styles, along with estimated construction costs, fits with visual and cultural resources, and other factors, should the replacement alternative be carried into NEPA. | Sara McIvor (Technical Services): Complete |
| | Closed | 22PR07376.005 | Unrequested | 05/06/2024 | 06/05/2024 | Solicitation for Section 106-related comments | Sara McIvor (Technical Services): Complete |
| | Closed | 22PR07376.001 | Initial | 10/10/2022 | 11/09/2022 | Initial Consultation Submission | Nancy Herter (Archaeology): Complete |
| | Closed | 22PR07376.004 | Unrequested | 09/29/2023 | 10/29/2023 | 9807.43 Skinners Falls PEL Alternatives PowerPoint Presentation | Sara McIvor (Technical Services): Complete |
| | Closed | 22PR07376.006 | Unrequested | 09/10/2024 | 10/10/2024 | Solicitation for Section 106-related comments on No Adverse Effect memo for placement of netting under the bridge to catch falling debris. | Bradley Russell (Archaeology): Complete |

# Appendix L: Project Advisory Committee (PAC) Meeting Summary

# Meeting Summary

**Meeting name**
Project Advisory Committee (PAC) Meeting #5

**Meeting date**
February 28, 2024

**Location**
Virtual (Teams)

**Subject**
HBRA Phase 1 Comments, Review of PEL Findings, Schedule/Next Steps

**Time**
2:00 p.m. – 3:00 p.m.

**Project name**
Skinners Falls Bridge

**Invited:**
Drew Ames – PennDOT
Gerard Babinski – PennDOT
Heather Gerling – PennDOT
Susan Hazelton – PennDOT
Kevin Mock – PennDOT
Kristina Thompson - PennDOT
Christopher Tomaszewski – PennDOT
Susan Williams – PennDOT
Chris Klein – NYSDOT
Jim Boyer - AECOM
Lisa Brozey – AECOM
Mike Landis - AECOM
Dan Radle – AECOM
Katherine Farrow – NTM
Gretchen Yarnall – NTM
Steve Adams – Damascus Township*
Heather Brown - Sullivan County*
Alejandro Garcia-Maldonado- National Park Service (NPS)*
Kaetlyn Jackson – NPS*
Gary Maas - Town of Cochecton*
Laurie Ramie - Upper Delaware Council (UDC)*
Craig Rickard - Wayne County*
Tom Shepstone - Wayne County (Consultant)*

Asterik (*) denonates PAC Member/Organization

**Attended:**
Gerard Babinski – PennDOT
Heather Gerling – PennDOT
Susan Hazelton – PennDOT
Amy Lolli – PennDOT
Christopher Tomaszewski – PennDOT
Kevin Mock – PennDOT
Kristina Thompson – PennDOT
Christine Colley – NYSDOT
Christine Klein – NYSDOT
Peter Dunleavy – NYSDOT
Kris Gilbert - NYSDOT
Lisa Brozey – AECOM
Sadiyah Sabree - AECOM
Steve Wittig - AECOM
Dan Radle Jr. – AECOM
David Semple - AECOM
Katherine Farrow – NTM
Gretchen Yarnall - NTM
Alejandro Garcia-Maldonado – NPS*
Kaety Jackson – NPS*
Laurie Ramie - UDC*
Gary Maas – Town of Cochecton*
Craig Rickard - Wayne County*

## Skinners Falls PEL Study

1. Sadiyah Sabree (AECOM) reviewed the ground rules for the meeting and notified attendees that the meeting will be recorded for note taking purposes. Ms. Sabree introduced the Skinners Falls Bridge (SFB) Project Advisory Committee (PAC) members in attendance.
2. Kate Farrow (NTM Engineering) introduced herself and Lisa Brozey (AECOM), reviewed the meeting agenda and began the formal presentation with an update on the Historic Bridge Rehabilitation Analysis (HBRA) Phase 1 Comments.
    a. The HBRA was published in May 2023. The study was broken into two phases. The Phase 1 HBRA report identified preservation priorities and character defining features of the bridge. The Phase 1 HBRA report also determined the load a rehabilitated bridge can carry while still meeting Secretary of Interior standards.
    b. The Phase 1 report determined that the rehabilitated bridge could carry 4 tons, 7 tons, and 10 tons, while still meeting the Secretary of Interior Standards.
    c. Ms. Farrow noted that 41 comments were received during the 30-day comment period: 15 comments noted the importance of recreation and tourism in the area, 11 comments mentioned the connection between the communities in Pennsylvania and New York, 15 comments were concerned that a modern bridge structure would increase traffic, including heavy trucks. 5 comments noted concern for adequate emergency services. 4 commenters felt that the emergency services are adequate as-is and 5 comments noted other general environmental impacts. Ms. Farrow noted that some respondents made multiple comments in one submission (hence the total is greater than 41).
    d. Phase 2 of the HBRA will further examine if proposed alternatives meet the project's purpose and need.

DRAFT

3. Ms. Farrow presented information regarding the PEL study and findings, beginning with a flow-chart which outlines the major tasks conducted during the PEL study.
    a. The flow-chart highlights past stakeholder outreach efforts, including past Project Advisory Committee and Agency Coordination meetings.
    b. The PEL process was initiated in 2021, when initial stakeholder meetings were convened, and the stakeholder engagement approach was established.
    c. After initial stakeholder meetings, the team moved into data collection and analysis, which included interviews with stakeholders, including emergency service providers, National Park Service, and local businesses, specifically on the New York side of the bridge. Information from the stakeholder interviews was used to develop a draft study purpose and need, which was presented to the agencies as well as to the public.
    d. [The team] used input from the public survey which was available for 30 days, which asked for input from the public. Once the purpose and needs statements were finalized, the team moved into the development of some initial alternatives.
    e. The alternatives, which were discussed back in 2022: No-Build, Rehabilitation and Replacement.
    f. The team also sent invitations to over 200 property owners in the area. In 2023, the project team began the screening process for the Alternatives. Alternatives were presented to the PAC in May 2023. The project team also had an on-site meeting with the National Park Service to gather additional information.
    g. The information gathered was useda to further examine the alternatives, which brings us to today, where the project team will be presenting the alternatives being carried forward for further study. The same information being presented at this meeting was presented to public officials last week.
    h. After today, the draft PEL study will be released for public comment, along with a public meeting which will be held in April.
4. Ms. Farrow provided an overview of what will be included in the PEL study.
    a. The PEL Study will review the study Purpose and Need, present an overview of the Environmental Resources found in the project area, review the Alternatives development and screening process, review the public and agency involvement conducted to-date, and discuss next steps.
        - The Study Purpose and Need was finalized in 2022. The purpose of the project is to provide a safe and efficient crossing of the Delaware River at Skinners Falls for cars, trucks, trailers, emergency response vehicles, bicyclists, and pedestrians. The needs for the project are:
            1. The Skinners Falls Bridge is currently closed to traffic which limits efficient access to residents, businesses and recreational users of the area
            2. River rescue is negatively affected by the lack of a bridge
            3. Fire and emergency response times are delayed due to lack of a crossing
            4. The Skinners Falls Bridge in its current condition does not provide adequate accommodations for pedestrians, bicyclists, and recreational users of the area.
5. Ms. Farrow reviewed the environmental, cultural/historical, and socio-economic resources in the study area and introduced the conceptual bridge alignment locations.
    a. Environmental Resources: The Delaware River is within the project area. There are floodplains in the project area, the New York State Boat Launch, and the Riverside Ice Meadow.
    b. Cultural/Historical: There are a number of businesses on the New York side of the project area, most are tied to recreational and tourist industries. The bridge itself is nationally registered. There is also the Milanville Historic District, which is listed on the National Historic Register. The Skinners Falls Bridge is also a contributing resource to the historic district.
6. Ms. Farrow moved on to review the Alternatives Analysis Process. There were a number of inputs that went into the project team's analysis. The purpose and need, engineering considerations, impacts from the environmental resources (natural, socioeconomic, historic) were all components of the analysis. The project team also looked at construction costs, mitigation costs specifically as related to historic resources, and life-cycle costs (the cost of keeping the bridge in good condition). The

DRAFT

Alternatives being considered are the No Build, Rehabilitation, and Full Replacement. Subsequent to the last meeting in May 2023, the project team started discussing the No Build. The No Build is also referred to as a Do Nothing Alternative, meaning there is no work done. For this particular project, it became clear that a Do Nothing Alternative is not very reasonable nor safe, because the condition of the bridge would eventually result in the collapse of the structure, creating a safety hazard for all users of the river below. The alternative is still being carried forward as a baseline for comparison. There is also a No Build/Relocation and Reuse and a No Build Removal/Demolition, which will be explained further. The traditional rehabilitation options include a Non-Secretary of Interior Compliant Rehabilitation option (combination of modern structure with existing truss added as a decorative element), and the Full Replacement options which were discussed in May, include on-line and off-line replacements. Those off-line replacements were dismissed in May due to impacts to the surrounding area, and the on-line replacements are being carried forward. The screening process includes looking at the purpose and need, along with potential Section 106 effects, and those are related to the historic impacts to the bridge and the historic district, and the mitigation costs are also associated with the historic impacts. For the purpose of the screening, the project team focused on the significance on historic resources and the potential impacts to those resources. Sometimes the historic resources overlap with scenic and tourist resources.

a. No Build/Do Nothing: The abutment on the New York side, which is already in bad shape, will likely fail and the bridge will collapse. This proposes a safety hazard to everyone in the area. This does not meet the Purpose and Need and would have an adverse effect to the historic bridge and the historic district. The construction cost would be about 2 – 2.5 million, and even though it's a do nothing option, the bridge would still have to be pulled out of the river if it collapses, and there are costs associated with that. The bridge approaches on both sides would also have to be dead-ended. There would also be 2-3 million dollars of historic mitigation costs, which lead to a total cost of 4-5million dollars.

b. No Build/Removal and Demolition: The bridge would be demolished and scrapped. The approaches in Pennsylvania and New York would be dead-ended. This alternative does not meet the project purpose and need and would have an adverse effect on the bridge and historic district. The cost for this option is in the 4-5million dollar range, but slightly higher than the No Build/Do Nothing option.

c. No Build/Removal Relocation and Reuse: The bridge would be disassembled and marketed on PennDOT's website to be available for adaptive reuse. The trusses would remain as they are to be used in a different location. This option still does not meet the purpose and need. There is a potential to have no adverse effect on the bridge, if the bridge elements are able to be reused, but there would still be an adverse effect to the historic district. The construction costs would be around 7 million dollars, along with 1 million dollars of mitigation costs, leading to a total cost of 8 million dollars for this alternative.

d. Traditional Rehabilitation Options: These meet the Secretary of Interior Standards. The bridge would maintain its original width and would potentially include a bike/pedestrian lane. There would also potentially be a signal added at both ends to make it safer. This would have to be evaluated further to determine if it meets the project's purpose and need. The construction costs would range from 17-19 million, but there would be no historic mitigation costs associated with the 4, 7, and 10 ton rehabilitation options. There are life-cycle costs associated with these options, so the total cost could be in the 50 million dollar range.

e. Non-Secretary of Interior Compliant Rehabilitation is where the structure would retain some of the historic materials while providing a bridge to meet the project needs. This could potentially be a 2-span modern steel bridge with the trusses attached as a decorative element. There is more engineering work that would have to be done in order to determine if it would meet the project purpose and need. It's likely that it would have an adverse effect to the bridge and the historic district. The estimated construction costs range from 22 – 35 million. There are roughly 3 million dollars of historic mitigation costs, and 40 million dollars of life cycle costs. The average would be about 70 million for the Non-Secretary of Interior Compliant Rehabilitation.

f. Full Replacement: This would be on-line or immediately adjacent would be a bridge that would carry full loads, accommodate pedestrians and cyclists, and would also address the sight distance at both approaches. It would meet all the needs as well as the purpose of the project. It would have an adverse effect to the bridge and the historic district, depending on the alignment, it could potentially impact a historic barn on the Pennsylvania side. The cost to construct a new bridge could range from 11-26 million depending on the type and size of the bridge, along with another 3 million dollars of mitigation costs, and life cycle costs from 30-55 million, leading to an overall cost of 40-84 million dollars.

7. Ms. Farrow transitioned to a discussion on the Alternatives Recommended for Further Study. The project team is recommending carrying forward all 6 options to further study. While the No Build/Do Nothing does not meet the purpose and

needs and presents a safety hazard, it is being carried forward as a baseline to be compared against all other alternatives. The No Build/Removal and Demolition along with the No Build/Removal, Adaptive Reuse and Relocation do not meet the purpose and needs, but are also being carried forward in order to determine if they are economically reasonable options. The traditional rehab is being carried into the next phase to see the impacts and the reasonableness of the alternative. Non-Secretary of Interior Compliant and Traditional Rehab are also being carried furthered for future study.

8. Ms. Farrow discussed the results of the PEL Study. The PEL study has resulted in an approved project purpose and needs statement. The offline replacement options have been eliminated, the first phase of the HBRA has been completed, and the alternatives being carried into a future preliminary engineering and NEPA study have been identified.

9. Ms. Farrow reviewed potential sources of funding for future studies. Transportation funding is very limited, particularly in this area. The project team has mentioned that the bridge itself is part of the Joint Interstate Bridge Commission Agreement, and the costs are shared equally by Pennsylvania and New York. The bridge is under the maintenance of PennDOT. As discussed, the range of costs are from 25 million to 80 million. Wayne County's annual bridge budget is around 3 million dollars, so funding is going to be an issue. The project team looked at possible grants that might be available from the Infrastructure, Investment and Jobs Act. The project team identified 8 grants that could potentially be used for funding. A number of the grants involve a cost-benefit analysis. Because of the low traffic volume, Skinners Falls Bridge doesn't score very high on a cost-benefit analysis. Before FHWA can approve any NEPA Study, there has to be a way to determine that the project is fiscally constrained, which means there is sufficient funding to build, operate and maintain facilities, which will be an important component moving forward. The next step is to determine available funding. If it can be determined that the project is fiscally constrained and the project gets approval to do a preliminary engineering and the subsequent NEPA study, there could be detailed environmental investigations, HBRA Phase 2 could be completed, and public and agency coordination could continue. If the project has been determined not to be fiscally constrained, then the MPO's, planning agencies and DOT's need to evaluate the transportation priorities in the region.

10. To Summarize, as mentioned earlier, the draft PEL report will be available in the Spring. There will be a public meeting to present the findings and request feedback, and the final PEL report will be published in the summer of 2024. Ms. Farrow concluded her presentation and opened the meeting for questions.

11. **Questions and Discussion:**

Laurie Ramie: Could you review again the definition of fiscally constrained? It went by too quickly to understand.

a. Farrow: The project team must demonstrate that the project is fiscally constrained. That means they must demonstrate that there is sufficient funding to build, operate and maintain the transportation improvement.

b. Ramie: Constrained normally has a negative connotation to it, so this doesn't seem to match the definition.

c. Farrow: FHWA came up with the language. Basically, the money has to be there.

d. Susan Hazelton: When we set up a transportation improvement program, that's a term that's been used in the planning process. Every year you get an allocation of funding, and your projects cannot exceed that allocation of funding. That's why they use the word constrained.

Gary Maas: The possible 4, 7, 10 ton rehab. Are they leaving that variable in there as it currently stands? It could be one of the three?

a. Brozey: All those variables would be carried forward. The preference would be the ability to carry the 10-ton load, but each of them has an additional cost related to the tonnage, so there is some flexibility there, depending on available funding and preferences that influence how they choose to move forward.

b. Maas: It would be good to know what the differences are between the three weight loads. What is the projected lifespan of any of those projects going forward?

c. Brozey: There would have to be additional maintenance that would be expected on a regular basis. That's why we included the life cycle costs so that we could account for the maintenance that might be required for each option. We considered maintenance that would occur over 100 years.

d. Maas: It was my understanding that bridges are engineered for 50 years. I don't know about rehabilitation, but this is looking forward on a 100-year plan. That bridge is already about 120 years old, so you're looking for a 220 year lifespan. That seems pretty extraordinary to me.

Laurie Ramie: By the time the PEL Study is released, will one of these alternatives be recommended in it or not yet?

DRAFT

a. Farrow: This list – Do Nothing, Removal/Demolition, Removal/Relocation, etc. are all recommended to be taken to the next phase because we need more studies to be able to say which of these is the one that's going to get built. We're not even in preliminary engineering, so all of these alternatives are moving forward.

Gary Maas: It seems the first three I'd wipe right off. I think the only options are the bottom three options. The other three can be tossed. I don't know why it takes so long to figure this stuff out.

a. Brozey: It's the evaluation of the use of public funding and making sure it's being used in a responsible manner, along with documenting environmental impacts. It's a prescribed process that the Federal Highway has to abide by.

b. Maas: We've had two projects on bridges north of Skinners Falls and it didn't seem like it took as long to get the ball rolling on those.

c. Brozey: It depends on the actions that are taken and the available funding. There are a lot of variables that decide a path a project must go through.

d. Farrow: You also have to consider the resources that are out there, like historic resources, wetlands, endangered species, etc.

e. Maas: It seems like it takes a lot of money on all these studies to get nowhere presently.

Alejandro (in the chat): When will we know what allocation will be available? (clarifies funding allocation after being prompted)

a. Hazelton: What we're doing is seeking funding. Adequate funding is not in place currently, and we have to work with our transportation partners, other funding sources to allocate those funds and determine what funding levels would be available.

Kate Farrow: We will let you know when the PEL Study is released and when the public meeting is going to be held. We are looking at the Narrowsburg Union for a public meeting.

Lisa Brozey: We will be sending a notice for newspapers in the area just so people are aware. We've identified the River Reporter and the Sullivan County Democrat as two newspapers to advertise in, but we wanted to see if you all had recommendations for other newspapers to advertise in.

Gary Maas: I think that covers it.

Laurie Ramie: You need to consider the Pennsylvania side as well, the Tri-County Independent is your best bet for covering Wayne County. Any notice you could send out could also be sent out through the Upper Delaware Community Network as well.

Lisa Brozey: We will also share with the PAC members with the expectation that you will share with the communities you are representing. Thank you for your recommendation. If there aren't any other questions, we can conclude.

DRAFT