

Skidders Falls Bridge Planning and Environmental Linkages (PEL) Study

Welcome

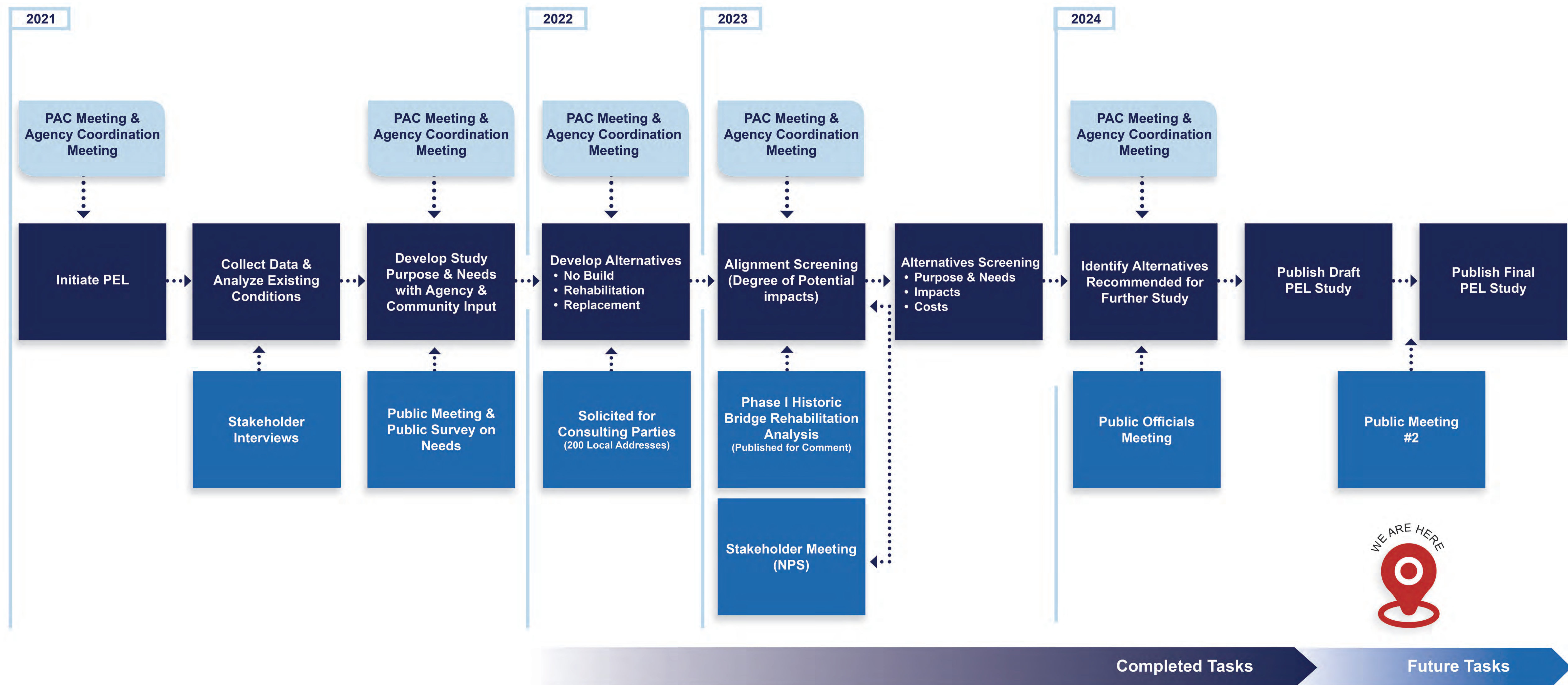
View the display boards below for project information.

Please Provide Feedback By Completing a Comment Form.

PEL Process Overview

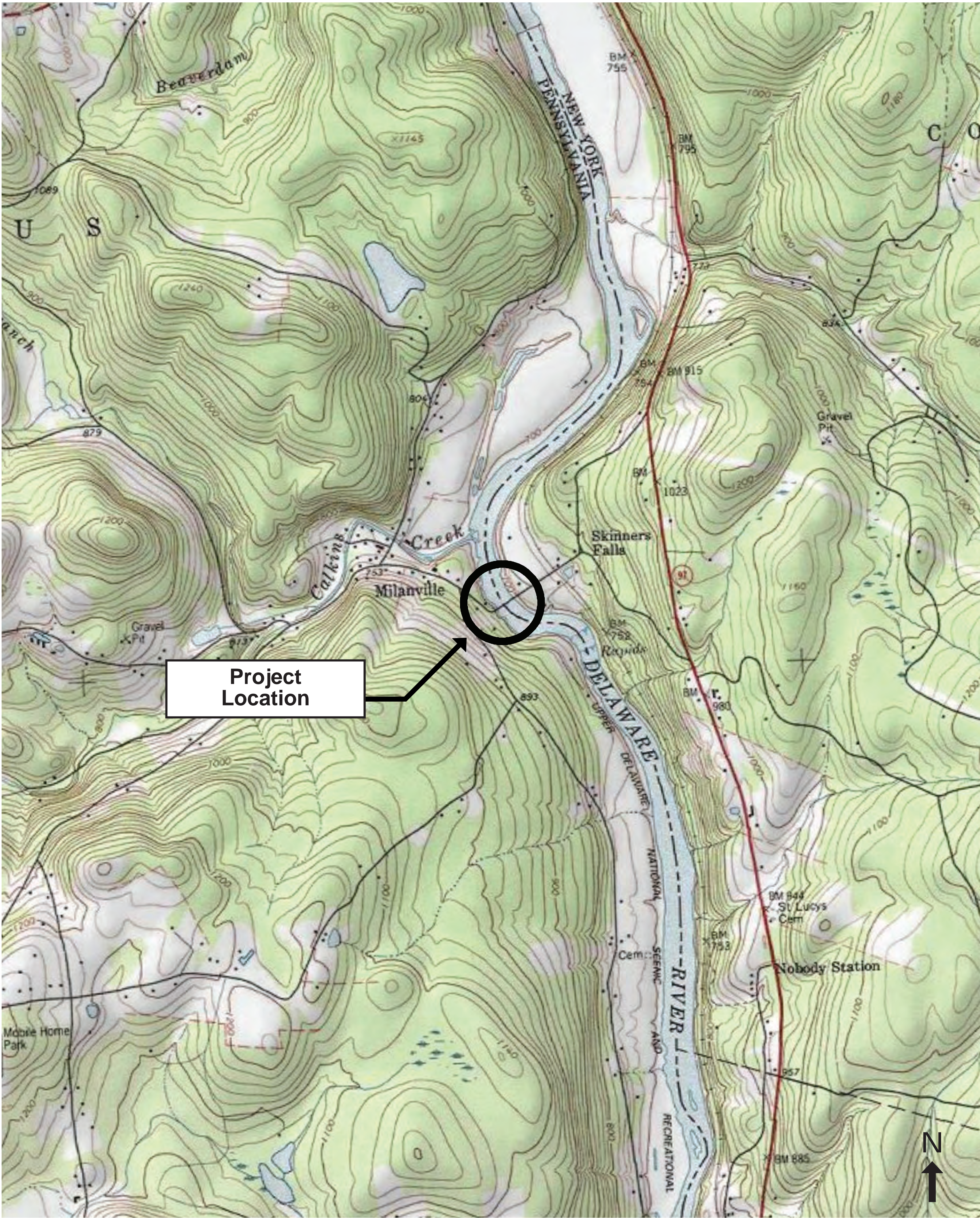
PEL Description

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.

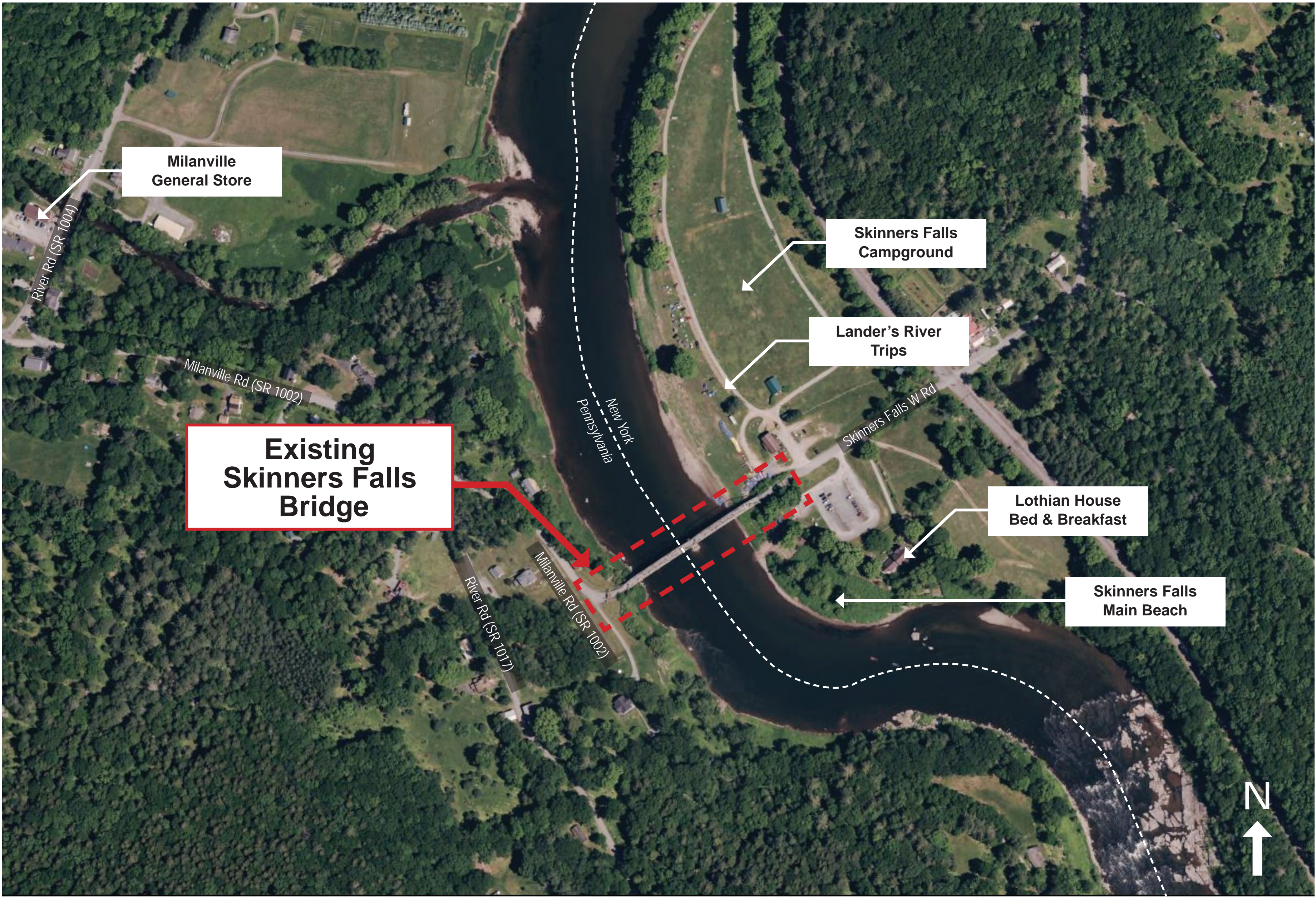


PAC: Project Advisory Committee. Made up of major stakeholders who represent the needs and priorities of the community.

Project Location

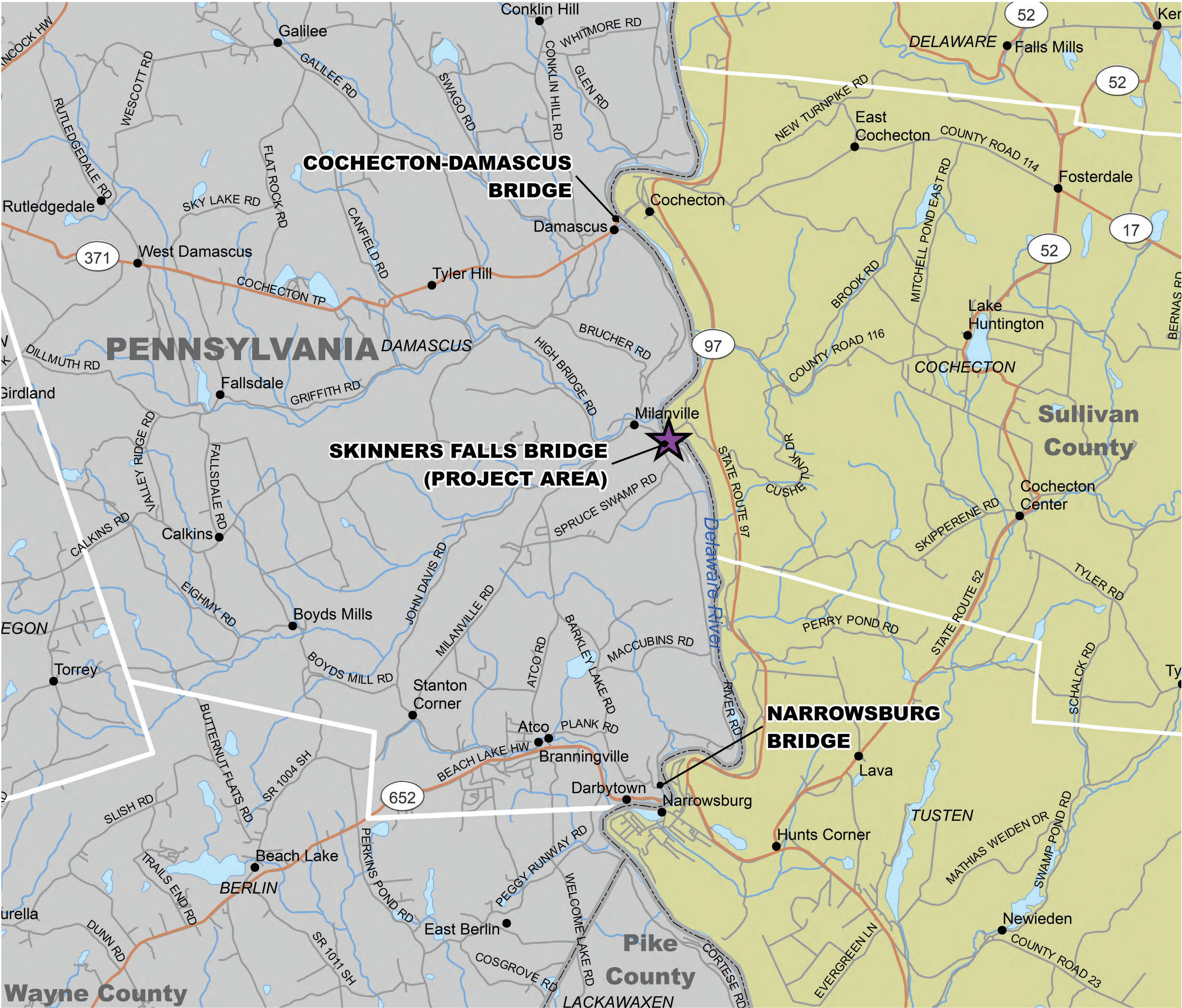


Project Location Map



Aerial Location Map

Where Do You Live?



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

Project Overview and History

Background

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



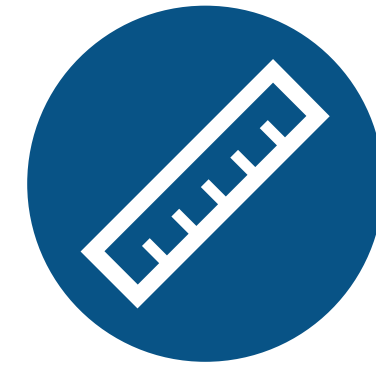
SR 1002 over the Delaware River between Wayne County, PA and Sullivan County, NY



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.

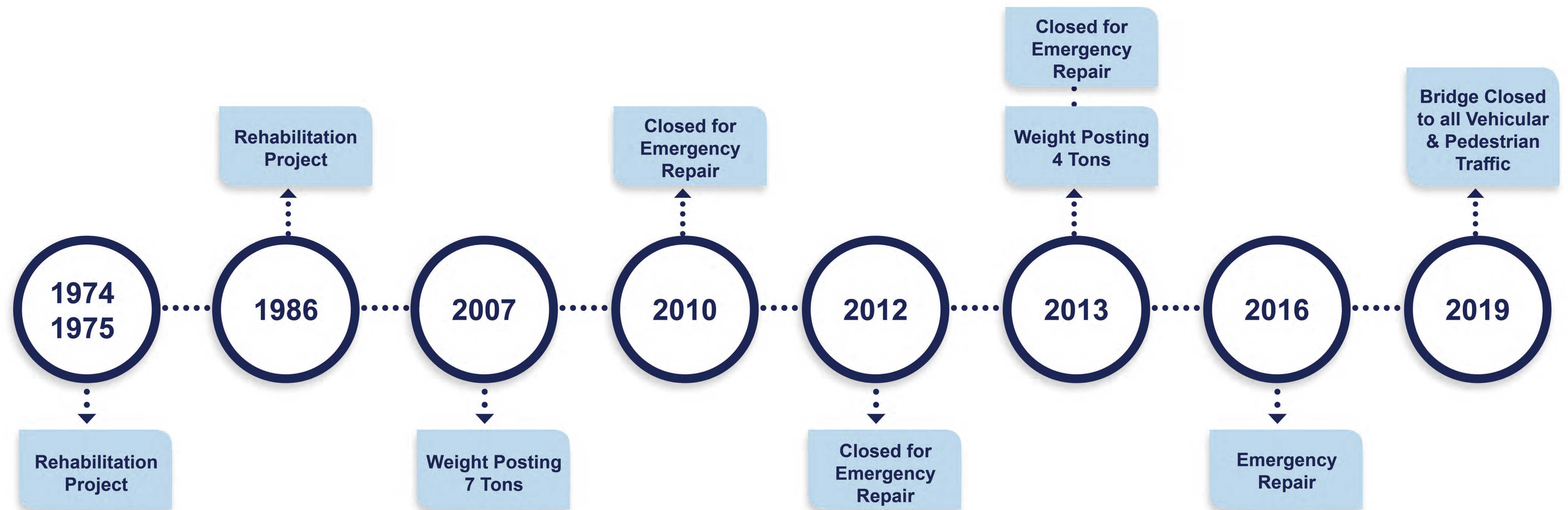
History

- 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.



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

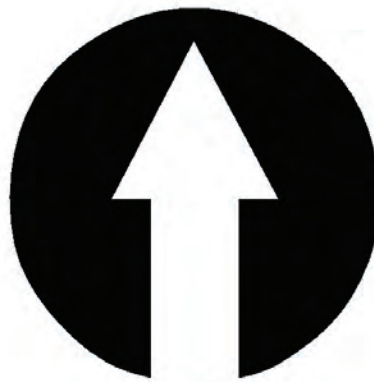
1. The Skinners Falls Bridge is currently closed to traffic due to its condition, which limits efficient access for residents, businesses, and recreational users.
2. River rescue is negatively affected by the absence of a functional bridge in this area.
3. Fire and medical emergency response are delayed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



Social and Cultural Resources



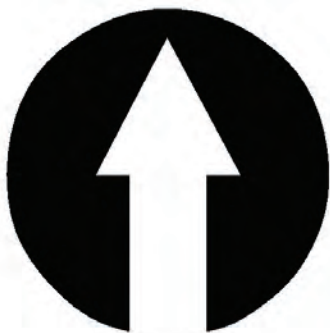
-  Skidders Falls Bridge - National Register Listed
-  Milanville Historic District - National Register Listed



Environmental Resources



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



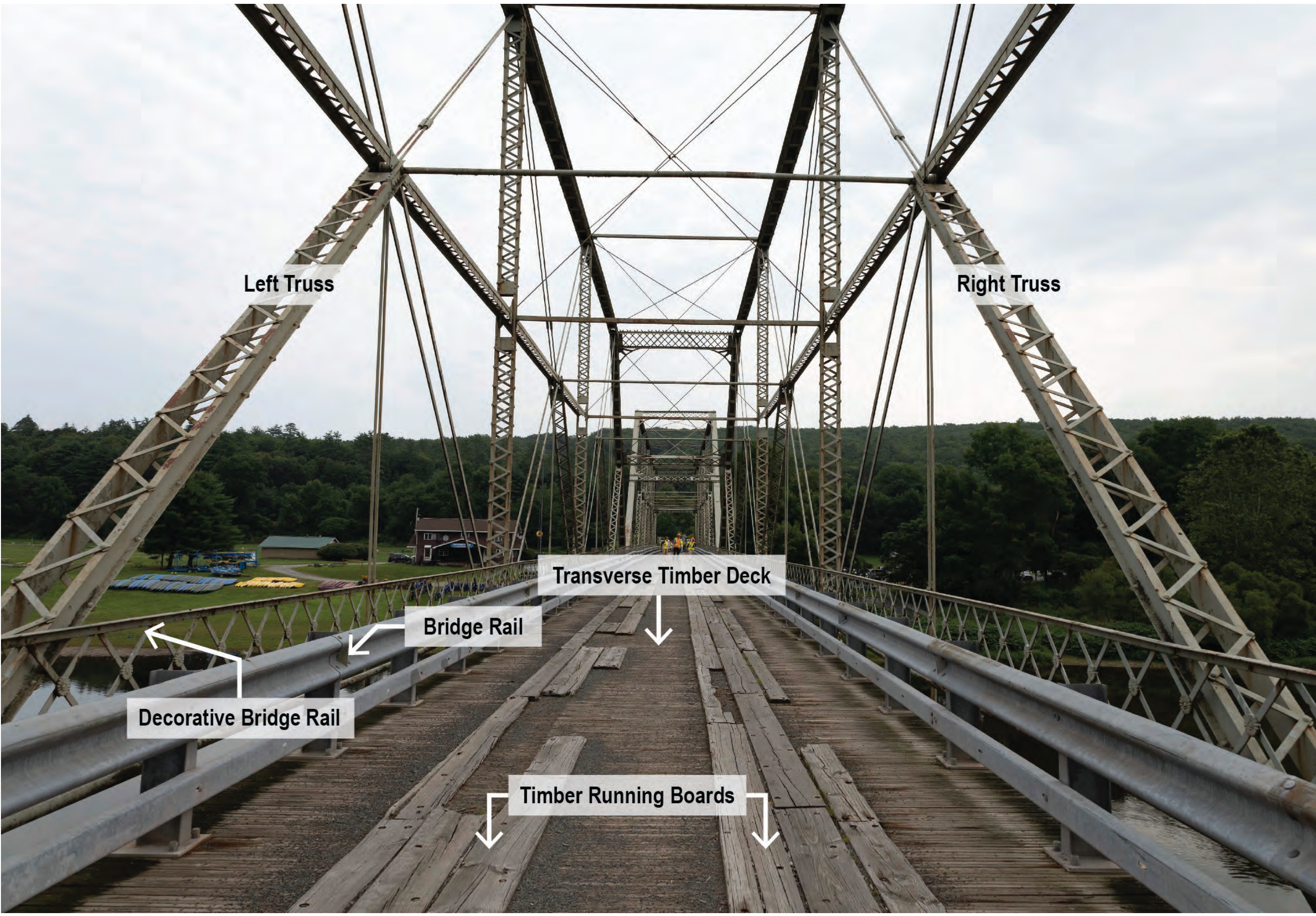
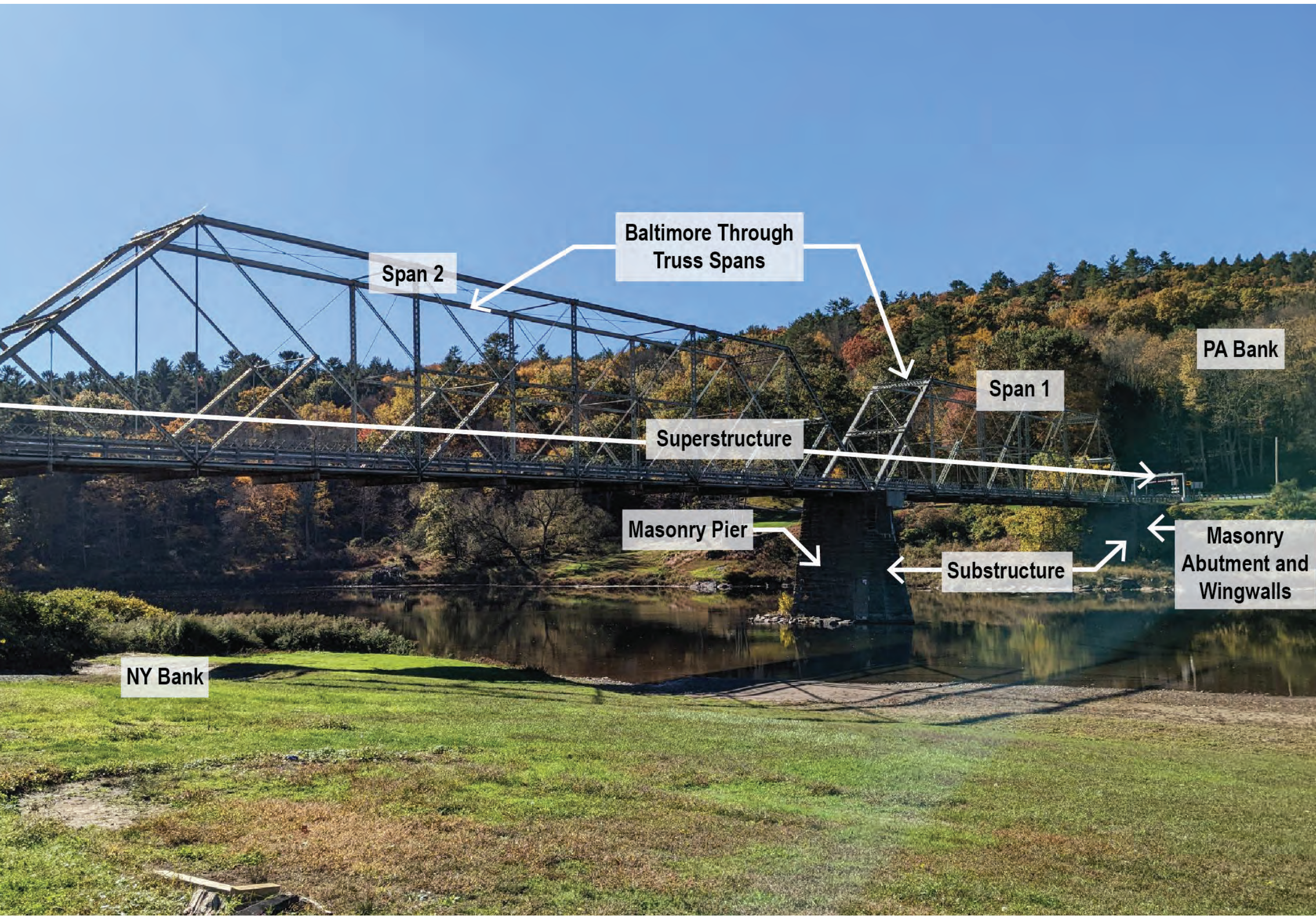
Historic Bridge Rehabilitation Analysis

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



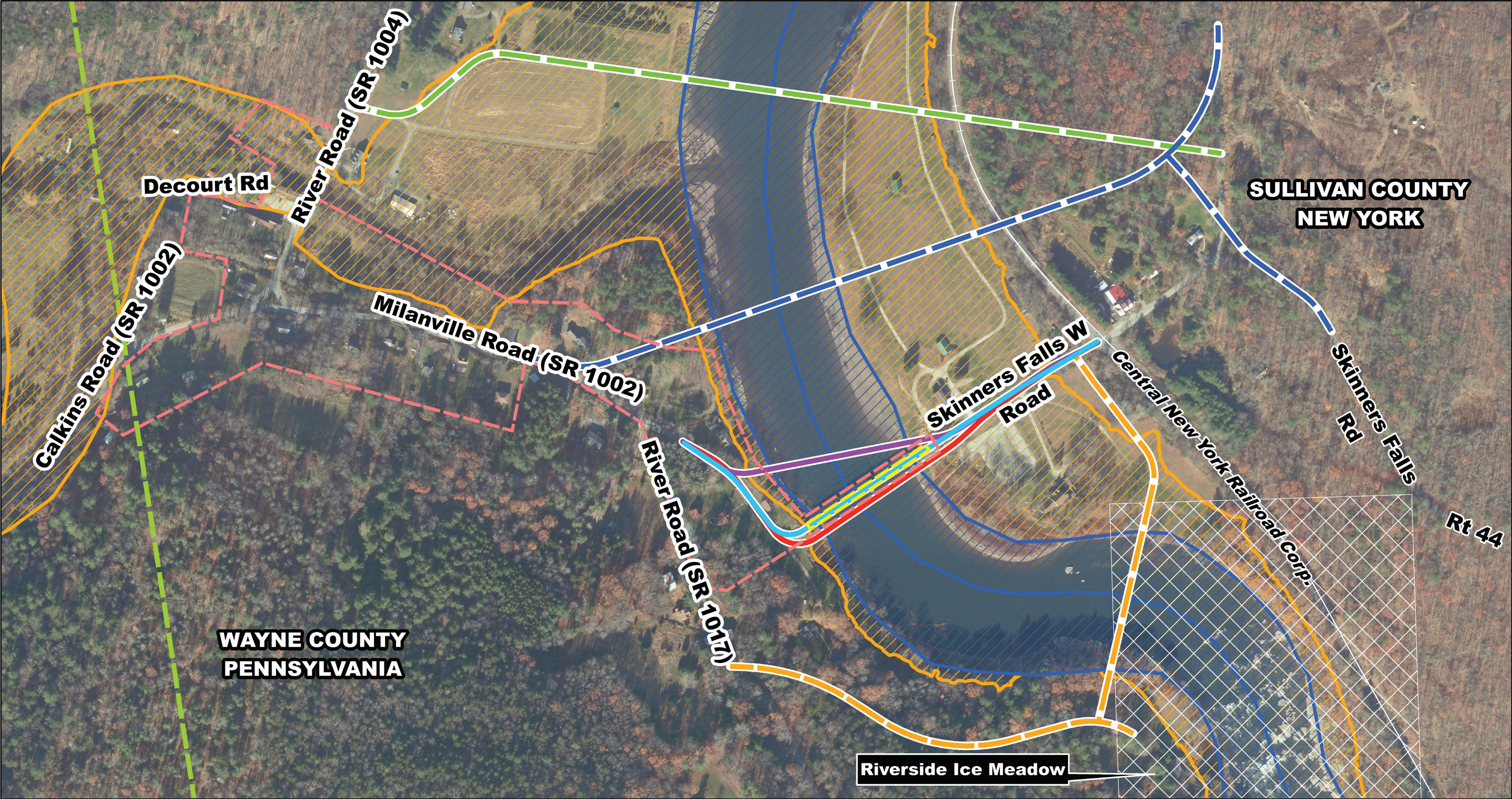
Non-SOI Compliant Rehabilitation Alternative

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.



New Bridge Alternatives



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



Alternatives Evaluation Matrix

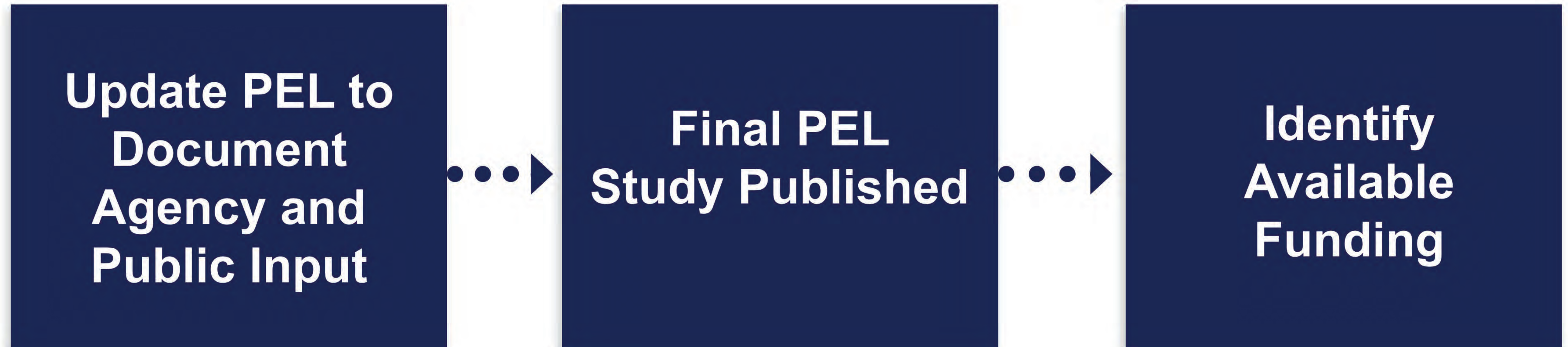
Proposed Alternatives	Description	Meet Purpose & Need	Potential Section 106 Effects	Estimated Construction Costs*	Estimated Mitigation Costs*	Lifecycle Costs for 100 years*	Overall Cost*
No Build Do Nothing	No permanent or maintenance work. Bridge eventually fails. Meets none of the needs and presents 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



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.



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.

