

September 2025
Virtual Public Meeting Summary & Comment Response Report
For SR 1002 (Skinners Falls Road) over Delaware River,
Skinners Falls Bridge
Emergency Update & Revised Planning and Environmental Linkages (PEL) Study
Damascus Township, Wayne County, Pennsylvania
Town of Cochecton, Sullivan County, New York



Prepared For:



PennDOT Engineering District 4-0
NYSDOT Region 9

Prepared By:

AECOM

May 18, 2026

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Overview

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYSDOT), hosted a virtual 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.

On April 25, 2024, a public meeting was held to discuss the draft 2024 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.

Following the April 2024 public meeting on the draft 2024 PEL document, PennDOT was preparing responses to public comments. On August 2, 2024, the Upper Delaware Council alerted PennDOT that metal bridge components were falling from the Skinners Falls Bridge into the Delaware River. PennDOT immediately conducted an emergency inspection concluding that the deterioration presented a threat to public safety. PennDOT coordinated a National Bridge Inspection Standards (NBIS) Bridge Inspection (October 2024) and initiated an alternatives analysis to address the bridge deterioration (Section 8 of this document). On December 16, 2024, Pennsylvania Governor Shapiro issued a declaration of emergency in relations to Skinners Falls Bridge. The FHWA concurred with the emergency declaration on December 17, 2024 and construction began on March 10, 2025 for the emergency removal of the bridge.

A virtual public meeting for the Revised 2025 Planning and Environmental Linkages (PEL) was held on September 25, 2025. The purpose of this public meeting was to review conclusions of the 2024 PEL Study, revisit the activities of emergency project, with the opportunity for a question-and-answer session. A 30-day public comment period was initiated on September 9, 2025 through October 9, 2025.

This summary documents the virtual public meeting notification process, meeting contents, and public and agency comments received at the public meeting and during the 30-day public-comment period.

1 Meeting Notification and Advertisement

Various methods were used to notify citizens, stakeholders, local leaders, regulatory agencies, elected officials and public officials about the Skinners Falls Bridge virtual public meeting and the Revised PEL Study availability. These notifications included:

1.1 Public Officials and Project Advisory Committee Meeting

A virtual public officials and project advisory committee (PAC) meeting was held on September 17, 2025. Letter invitations were emailed to public officials and government partners on September 2, 2025 from the PennDOT District 4-0 Executive. The purpose of the public officials' pre-meeting was to provide an opportunity to review the Revised 2025 PEL findings, alternatives recommended for further study, and public meeting materials. Federal and state legislators were given the opportunity to ask questions and provide comments prior to the public meeting. The elected officials asked primarily about project funding. The public officials and PAC meeting presentation materials from September 17, 2025 are

identical to the virtual public meeting presentation slides used on September 25, 2025. The invitation to the public officials and PAC meeting can be found in Appendix A.

Table 1: PAC Members

Organization
Town of Cocheton
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

1.2 Agency Coordination Meetings

Before and during the emergency action, PennDOT, NYSDOT, and FHWA coordinated with permitting agencies to discuss options to address the safety concerns. Frequent meetings were held with the permitting agencies from November 2024 through February 2025 as the options were evaluated and permit requirements discussed. The purpose of these meetings was for the PennDOT team to provide updates on limits of disturbance, potential impacts, potential methods for addressing the unsafe condition, and project timing. PennDOT secured all necessary state and federal permits for the demolition of the bridge in February 2025 and held a pre-construction meeting with permitting agencies on February 24, 2025. Additionally, an agency meeting regarding potential mitigation measures under Section 106 of the National Register of Historic Places (NRHP) was held on June 16, 2025. Agency meeting attendees consisted of FHWA, Advisory Council on Historic Preservation (ACHP), National Park Service (NPS), New York State Historic Preservation Office (NY SHPO), Pennsylvania State Historic Preservation Office (PA SHPO), PennDOT, and NYSDOT. Because of the consistent involvement of both cooperating and participating agencies, all agencies were emailed on September 30, 2025 regarding the availability of the Revised 2025 PEL Study. **Table 2** lists the agencies, which were given a 30-day comment period from September 30 – October 30, 2025¹.

¹ The Federal government shutdown on October 1, 2025 through November 12, 2025 delayed Federal agencies from providing comments until early 2026.

Table 2: 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 September 30, 2025, PennDOT, on behalf of FHWA, contacted the Delaware Tribe of Indians (Oklahoma) and the Stockbridge-Munsee Community (Wisconsin). Information provided included the PEL document availability announcement with a link to the Revised 2025 PEL Study and a link to the recorded virtual public meeting held on September 25, 2025.

1.4 Consulting Parties

Coordination with Consulting Parties has been ongoing through 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.

PennDOT held two (2) consulting party meetings on February 11, 2025 and April 30, 2025 to discuss mitigation for the removal of the bridge. The February meeting was a virtual meeting to initiate the discussion of mitigation for the Section 106 adverse effect associated with the removal of the bridge. The April meeting was a dual virtual and in-person meeting to solicit specific mitigation ideas.

An updated PEL Study Public Participation Document providing information on the Public Meeting was uploaded to PATH on September 12, 2025.

**Virtual Public Meeting Summary & Comment Response Report for the Emergency Update & Revised PEL Study
SR 1002 (Skinners Falls Road) over Delaware River
Damascus Township, Wayne County, PA
Town of Cochecton, Sullivan County, NY**

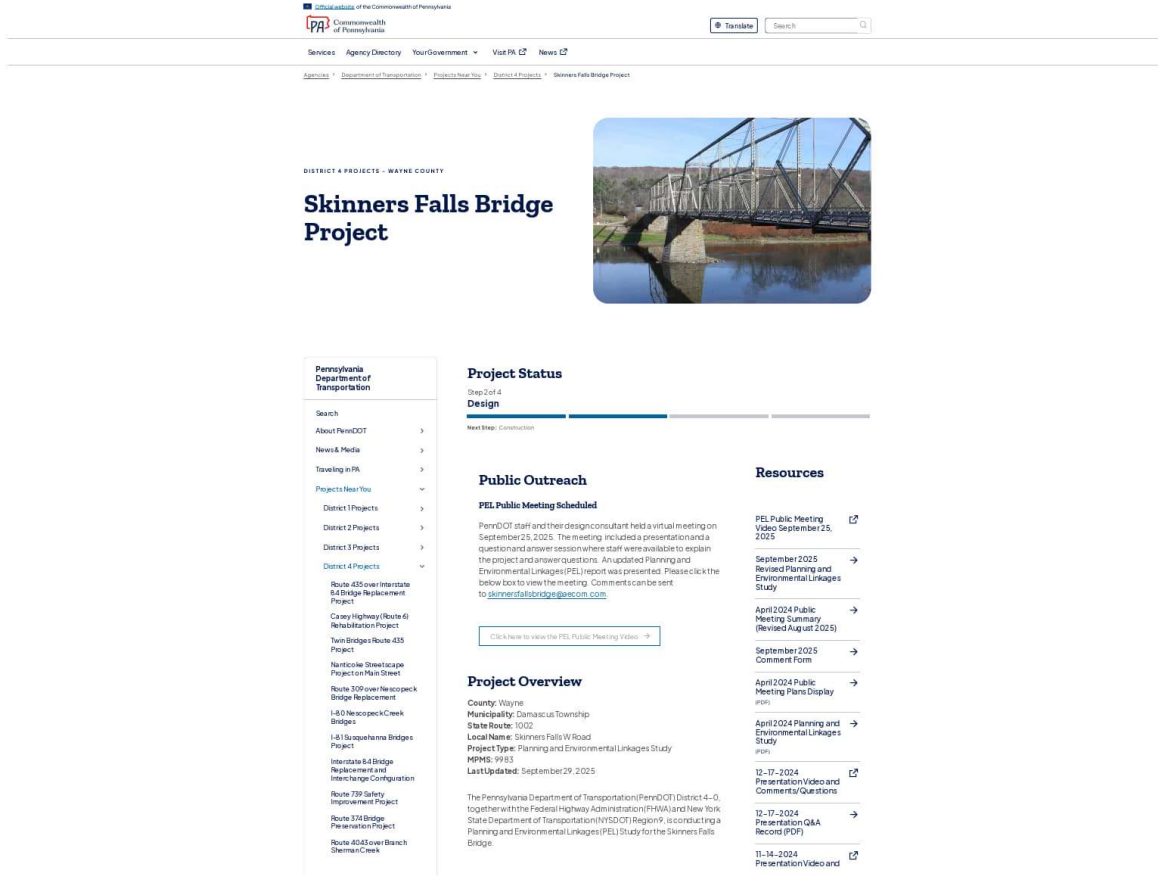


Figure 2: Official Project Website Skinners Falls Bridge Project (pa.gov)

2 Virtual Public Meeting Overview

The virtual public meeting was hosted on September 25, 2025 to review the conclusions of the 2024 PEL Study, revisit the activities of last fall and the ongoing work associated with the emergency project, and outline the Revised 2025 PEL document. The meeting was hosted on the virtual-meeting platform Zoom. The PEL Study was made available on the project website on September 9, 2025 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 comments during a 30-day period between September 9 and October 9, 2025. During the 30-day 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 Revised 2025 PEL. There were 17 presentation slides discussed at the virtual public meeting (Appendix D).

The public-comment period was open for 30 days, from September 9 through October 9, 2025. A total of 1 handwritten comment and 7 comments by email were received from private citizens during the public-comment period (Appendix E).

During the 30-day comment period, the New York SHPO via the New York Cultural Resource Information System and the Upper Delaware Council issued comments regarding the Revised PEL Study (Appendix E). The comment period was extended to allow the National Park Service (NPS) time to provide their feedback. A letter from the NPS containing the agency's comments was sent to PennDOT on January 21, 2026 (Appendix F).

3 Conclusion

The information presented in this report summarizes the efforts undertaken to engage the public in the spring of 2025 Emergency Action Timeline for the demolition of the Skinners Falls Bridge and the updated 2025 PEL Study due to the bridge's demolition.

To stay updated on the project, please continue to check the project page on PennDOT's website: [Skinners Falls Bridge Project \(pa.gov\)](https://www.penn.gov/skinners-falls-bridge-project).

Appendices

Appendix A: Public Official and PAC Meeting Invitation

From: [Sabree, Sadiyah](#)

Sent on: Thursday, September 4, 2025 10:47:18 AM

To: damascus@ptd.net; TwpDamascus@gmail.com; [Brown, Heather E.](mailto:Brown,Heather.E.); supervisor@townofcochectonny.org; [Laurie Ramie](#); [Craig Rickard](#); [Brian Smith](#); smc@shepstone.net; thomas_kearns@nps.gov

CC: [Brozey, Lisa](#)

Subject: Skinners Falls Bridge Virtual Meeting Invitation

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 an invitation to a virtual meeting to discuss the revised Planning and Environmental Linkages (PEL) report for Skinners Falls Bridge. Your participation and input will be appreciated. A virtual public meeting is planned for September 25, 2025.

Date: September 17, 2025

Time: 3:00 p.m. – 4:00 p.m.

Location: Microsoft Teams: <https://bit.ly/SkinnersPAC>

The revised PEL report will be available on September 9, 2025 to 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 Hill Road
Damascus, PA 18415

Town of Tusten:

210 Bridge Street
Narrowsburg, NY 12764

A 30-day comment period will commence on September 9, 2025 and conclude October 9, 2025. After September 9, 2025, the PEL will also be available to review or download from the Skinners Falls website [Skinners Falls Bridge Project \(pa.gov\)](#). It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4 clicking Projects Near You, then District 4, next choose the tile marked Skinners Falls Bridge Project.

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.

Thank you!

Best,

Sadiyah Sabree

Communications and Outreach Specialist, Greater Pennsylvania

AECOM

1635 Market Street
Suite 1000
Philadelphia, PA, 19103, United States
aecom.com

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Appendix B: Property Owner Invitations



August 26, 2025

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

[Name]
[Address]

Dear Property Owner:

The Pennsylvania Department of Transportation Engineering District 4-0 invites you to attend a virtual public meeting to discuss the revised Planning and Environmental Linkages (PEL) report for the Skinners Falls Bridge. Staff will be available to explain the project and provide recent updates. Your participation and input will be appreciated.

Date: September 25, 2025
Time: 5:30 p.m. – 7:00 p.m.
Location: Zoom: bit.ly/SkinnersPEL

The revised PEL report will be available on September 9, 2025 to 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

Wayne Co., SR 1002-651, Skinners Falls
Bridge Page 2
August 26, 2025

It will also be available to review or download from the Skinners Falls website [Skinners Falls Bridge Project \(pa.gov\)](#). It can be accessed by visiting the PennDOT District 4 website penndot.pa.gov/District4 clicking Projects Near You, then District 4, next choose the tile marked Skinners Falls Bridge Project. A 30-day comment period will commence on September 9, 2025 and conclude October 9, 2025.

A virtual display that includes a PowerPoint presentation and an online comment form will be made available to the public after the virtual public meeting. It can be accessed following the directions in the above paragraph.

If you are unable to attend the virtual 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 amlolli@pa.gov.

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

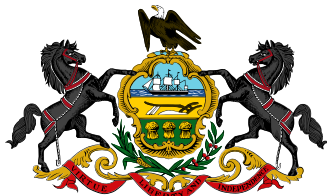
Sincerely,

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

Appendix C: Newspaper Advertisements

VIRTUAL PUBLIC MEETING

PENNSYLVANIA DEPARTMENT



OF TRANSPORTATION

Wayne County
Damascus Township

STATE ROUTE 1002 SECTION 651

Skinnners Falls Bridge over The Delaware River

A VIRTUAL PUBLIC MEETING IS SCHEDULED FOR THE SKINNERS FALLS BRIDGE PROJECT:

PLACE: ZOOM: bit.ly/SkinnersPEL

DATE: September 25, 2025

TIME: 5:30 p.m. – 7:00 p.m.

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

INFORMATION WILL ALSO BE AVAILABLE ON PENNDOT'S WEBSITE FOR REVIEW, HYPERLINK "<http://www.penndot.gov/RegionalOffices/district-4>" PENNDOT.PA.GOV/DISTRICT4, BY CLICKING PROJECTS NEAR YOU, THEN DISTRICT 4, AND CHOOSING THE TILE MARKED SKINNERS FALLS BRIDGE PROJECT.

ANY PERSONS HAVING SPECIAL NEEDS OR REQUIRING SPECIAL AIDS ARE REQUESTED TO CONTACT AMY M. LOLLI at 570.614.2958 OR AMLLOLLI@PA.GOV PRIOR TO THE MEETING EVENT IN ORDER THAT SPECIAL DISABILITY NEEDS MAY BE ACCOMMODATED.

THE REVISED PEL REPORT AND COMMENT FORMS ARE AVAILABLE 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

THE WAY OUT HERE BY HUNTER HILL

A weary waxwing

My family puts a lot of miles into the logbooks each week: Running here, running there, school, work, errands, family, church, the list goes on. To be clear, this isn't a complaint, gripe or pity-seeking effort. Rather, I can empathize with a lot of travel.

It was on our way out to another errand this week when something caused us to stop and check on a weary traveler who happened to cross our path. We were bustling out the door, juggling hats and snacks and loading the car to go to town. The boys finally succumbed to being strapped into their seats, and my wife was ready and waiting in the passenger seat. I just had to grab my sunglasses from my truck and we could leave.

As I stepped past her car towards my truck, my peripheral vision caught a slight movement in the gravel just ahead. I slowed and looked closer before the momentary opportunity fled away. To my surprise, there was a small brownish songbird sitting right there on the ground in my driveway. It looked like its eyes were closed, and it was practically resting its head on its chest.

Without really thinking about it, I stepped up smoothly and reached down behind its back, and quickly and loosely grasped the small bird, my hand creating a cage. I held it just firmly enough to prevent it from hurting itself or getting away.

It seemed that it was sleeping when I caught it off guard, but now that I held it, it was thoroughly awake. I did feel bad for disturbing it, but I would have anyway if I had left it alone when I walked past. At least this way I could make sure it was OK before I let it free again.

I've always enjoyed looking at birds, especially those with unique traits. If you don't believe me, you should know my wife's family nickname is "Birdy." In any case, my mom has always been somewhere between an amateur and professional ornithologist, and despite my own curiosity, I had almost an obligation to provide her with something to test her skills.

Walking back to the car, the kids were suddenly out of their seats and hopping up and down in front of me, aware that I had just caught something of interest. Chelsea helped me take some pictures so that we could definitely identify the bird later. I gently cupped the bird as I spread its wing and tail, looking at the delicate red teardrop feathers on the back of the wing and the yellow-tipped tail.



RR photo by Chelsea Hill

Songbirds have such fine details that it is a privilege to witness them in close proximity.

I looked it over for any sign of injury or why it would have been so lethargic before setting it upright in my hand and allowing it to flit away to a nearby bush. It must've still been tired because it didn't go far, and even once in the bush, it allowed us to approach closely enough to take some fantastic pictures.

We left to do our errands, which happened to include seeing my mom, who instantly identified it as a cedar waxwing. I later confirmed this with an Audubon reference and a Google search. She even explained the lethargy to me. It turned out to be fairly simple, actually. Because birds are beginning to migrate south for the winter, they of course use a lot of energy and can overdo it sometimes. As a result, they will occasionally choose a less-than-ideal place to land, such as our driveway, and require some refreshment before continuing their sojourn. She told me that sometimes a little sugar water will help them recover more quickly.

When we got home, the bird had moved on, hopefully not with the help of our cat—but no crime scene seemed evident where we had left it. We weren't able to provide any sugar water this time, but given the experience, the boys thought we should place a tray outside for any others.

The way out here surprise guests are a part of country living. While I don't usually go out of my way to disturb nature, this was a special instance. Had it been a skunk, you can imagine this story would have been a little different.

SOUNDINGS: TAKING THE PULSE OF THE UPPER DELAWARE WATERSHED

For river gage, height and more information, visit bit.ly/TRR-soundings.

Reservoir levels

September 5, 2025

Cannonsville: 69.6%

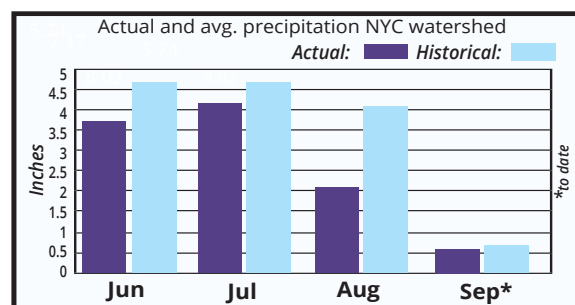
Pepacton: 80.4%

Neversink: 79.2%

Total: 80.9%

Normal Total: 82.6%

Total in 2024: 99.8%



Multi-faceted three artist show at Catskill Art Space

JACQUELINE C. HERMAN

A three-artist exhibit at Catskill Art Space in Livingston Manor offers distinct, materially driven explorations of history, architecture, memory, and the built environment.

Catskill Art Space is located at 48 Main Street, Livingston Manor, NY 12758.

Presenting new sculptured works by Bonnie Rychlak, an immersive installation by Heidi Schlatter, and Jeff Christensen's "The Dick Gibson Show" and others like it

son Show: Six Paintings 2015-2021", the exhibit opened August 30 and will remain on view through October 25.

Jeff Christensen's oil painting "Olitsky Duff" is the portrayal of an anonymous DJ interviewing pop performers. The depictions of Nina Simone and Ronnie Spector are identifiable and the year is 1967, a year in which the artist read a novel called "The Dick Gibson Show". The book depicts the burdens of modern society and the impact the show and others like it

had in offering a place for listeners to unburden themselves. Olitsky and Duff, as well as the other names scattered across the painting, are artists who had gallery shows in Manhattan in 1961.

Christensen's paintings embed the dynamic relationship between interviewer and subject within the swirl-

ing, ambient force of music, offering intimate glimpses into the artist's imaginative world. He lives in New Orleans and Roscoe and worked for over 20 years as a graphic designer, art director, and illustrator. Instrumental in shaping Roscoe's creative identity in the early 2000s, he is known for designing the



PHOTO PROVIDED BY ZACH HYMAN FOR CATSKILL ART SPACE
"The Dick Gibson Show" by Jeff Christensen.

Sculpture by Bonnie Rychlak.

Immersive installation by Heidi Schlatter.

first seven Trout Parade posters.

Bonnie Rychlak pushes the limits of encaustic and wax while addressing what cannot be seen openly. Through the use of the drain motif, which symbolizes evacuation



and siphoning off, as well as the use of fixtures such as vents and sinkholes, underneath spaces are obscured. These underneath spaces represent darkness, a place that has long been abhorred throughout cultural history. Rychlak uses objects in her work that cover and shield mysterious spillways that "go against the grain of one's spirit to be lifted"..."We live by height, which is celebrated, but depth (and darkness) are feared."

Rychlak's sculptures are fabricated by stretching fabric over a circular frame and pouring wax over it. The middle is left unadulterated, drawing one's attention to what is underneath. Most of her works are done with beeswax, mirrors, microcrystalline, and metal plumbing parts. They address themes of feminism, materiality and urban life, challenging conventional distinctions between the organic and the constructed. Her works center on the vulnerability and sensuality of forms and are often described as "quirky objects of contemplation" that are tactile and enigmatic.

Rychlak's sculptures have been exhibited extensively in the US and Japan and she has been awarded residencies in Rome and Norway.

Heidi Schlatter's installation is the second part of her series of works that explore the manifestations and impacts of American expansionist ideals, predominantly along the frontiers of the West and Alaska. She is influenced by John Huston's film, "The Treasure of the Sierra Madre" (1948) as well as environmental and political consequences of expansionary practices put forth in the book, "The End of the Myth" by Greg Grandin. The book involves the myth that arises in the trajectory of the American frontier and is intertwined with American exceptionalism, white supremacy, and capitalism. In her installations, she works with connections between architecture, economics, and systems of power through digitally manipulated images that disrupt architecture and space.

An interesting perceptual experience is achieved in her photography by the ability of the Di bond surface, a brushed aluminum composite, to pick up, reflect, absorb, or flatten light.

Schlatter traveled to Alaska to trace the pipeline to Valdez and to Montana to see remnants of Gold Rush architecture. She is a New York City and upstate-based artist who earned a BFA at The Rhode Island School of Design, is known internationally, and has exhibited in Zurich and Brussels.

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5 cord special \$1050
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**FOR INFORMATION AND RATES,
PLEASE CALL JANET TODAY
AT 887-5200.**

LEGAL NOTICES

LEGAL NOTICE

A nonprofit organization in Sullivan County, NY is seeking sealed bids for the sale and installation of security related enhancements. This project includes the installation of CCTV, Fencing/gates, access control, lighting and M&A consultants. Selection criteria will be based on price, reputation/experience, and quality of materials proposed. Specifications and bid requirements can be obtained by contacting us at samuelbraun@gmail.com. All interested firms will be required to sign for the proposal documents and provide primary contact, telephone, fax and email address. Bids will be accepted until September 23, 2025. Work is to commence by October 7, 2025 and completed by August 31, 2025. Minority and Women Owned Businesses are Encouraged to Apply.

136216

LEGAL NOTICE

Please take notice that the Planning Board of the Town of Highland will hold a Public Hearing pursuant to Section 190 of the Town of Highland Code on the application #17-2025 of Giorgia Lucciola is presenting to the board for a Special Use Permit for approval of Accessory Dwelling on behalf of the owners of the property identified as Town of Highland Section 11, Block 1 Lot 15.3 located at 1 Marcel Four Rd in Eldred, NY. Said hearing will be held on the 24th day of September 2025 at the Eldred Town Hall, 4 Proctor Road, Eldred, NY at 6:00 PM, at which time all interested parties will be given an opportunity to be heard.

136210

LEGAL NOTICE

NOTICE OF SALE SUPREME COURT COUNTY OF SULLIVAN U.S. BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY BUT SOLELY AS OWNER TRUSTEE FOR RCF 2 ACQUISITION TRUST, Plaintiff AGAINST JOSEPH A. BROWN, ET AL., Defendant(s) Pursuant to a Judgment of Foreclosure and Sale duly entered June 11, 2025, I, the undersigned Referee will sell at public auction at the Lobby of the Lawrence H. Cooke Sullivan County Courthouse, 414 Broadway, Monticello NY on September 23, 2025 at 2:30 PM, premises known as 144 Lucky Lake Drive, Rock Hill, NY 12775. All that certain plot piece or parcel of land, with the buildings and improvements erected, situate, lying and being in the Town of Thompson, County of Sullivan and State of New York, Section 51.A Block 1 Lot 20.2. Approximate amount of judgment \$316,702.56 plus interest and costs. Premises will be sold subject to provisions of filed Judgment Index #E2023-1320. Kamal I. S. Alagh, Esq., Referee Gross Polowy, LLC 1775 Wehrle Drive Williamsville, NY 14221 21-001231 86604 135583

LEGAL NOTICE

NOTICE OF SALE

SUPREME COURT OF THE STATE OF NEW YORK, COUNTY OF SULLIVAN
M&T BANK, Plaintiff, -against- SVG 26 LLC, SOLOMON ELLNER, PIETRO BORTOLOTTI, COUNTY OF SULLIVAN INDUSTRIAL DEVELOPMENT AGENCY, SACHEM CAPITAL CORP., JOHN DOE and JANE DOE, Defendants.
Index No. E2024-1280
Hon. Meagan K. Galligan, J.S.C.
Mortgaged Premises: 2026, 2032 and 2037 State Route 17B, and Whitmore Rd., Bethel, NY

Pursuant to the Judgment of Foreclosure and Sale dated March 12, 2025 and entered in the Sullivan County Clerk's Office on March 13, 2025 [NYSCEF Doc No. 30], duly made and executed in the above entitled action in the amount of \$3,397,620.42, plus interest, attorneys' fees, and other amounts awarded by the Court, I, the undersigned, the Referee named in said Judgment, will sell at public auction in the Main Courthouse Rotunda of the Sullivan County Courthouse, 414 Broadway, Monticello, New York 12701, on Thursday, September 25, 2025 at 10:30 o'clock in the forenoon of that date, the real property directed by said Judgment to be sold, commonly known as 2026, 2032 and 2037 State Route 17B, and Whitmore Road, Town of Bethel, County of Sullivan and State of New York (SBL 26.-1-6, 22.-1-56, 22.-1-59, 22.-1-60 and 22.-1-62), as one lot together with the buildings and improvements thereon. All foreclosure sales will be conducted in accordance with courthouse guidelines and the Third Judicial District Foreclosure Auction Plan. TIME AND LOCATION OF SALE SUBJECT TO CHANGE DAY OF IN ACCORDANCE WITH COURT/CLERK DIRECTIVES.

Dated: Monticello, New York
August 18, 2025
/s/ Gail Rubenfeld, Esq.
Gail Rubenfeld, Esq., Referee

WHITEMAN OSTERMAN & HANNA LLP
Marco B. Koshykar, Esq.
Attorneys for Plaintiff
80 State Street, 11th Floor
Albany, New York 12207
(518) 487-7600
mkoshykar@woh.com

135741

LEGAL NOTICES

VIRTUAL PUBLIC MEETING

PENNSYLVANIA DEPARTMENT



OF TRANSPORTATION

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

A VIRTUAL PUBLIC MEETING IS SCHEDULED FOR THE SKINNERS FALLS BRIDGE PROJECT:

PLACE: ZOOM: bit.ly/SkinnersPEL

DATE: September 25, 2025

TIME: 5:30 p.m. – 7:00 p.m.

THE PURPOSE OF THIS VIRTUAL PUBLIC MEETING IS TO PRESENT THE REVISED 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, BY CLICKING PROJECTS NEAR YOU, THEN DISTRICT 4, AND CHOOSING THE TILE MARKED SKINNERS FALLS BRIDGE PROJECT.

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.

THE REVISED PEL REPORT AND COMMENT FORMS ARE AVAILABLE 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 HILL ROAD
DAMASCUS, PA 18415

TOWN OF TUSTEN
210 BRIDGE STREET
NARROWSBURG, NY 12764

PUBLIC COMMENT PERIOD:

SEPTEMBER 9, 2025 TO OCTOBER 9, 2025

COMMENT FORMS 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.

136218

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PUBLIC NOTICES

Govt Public Notices

Planning Commission Presentation

There will be a Conditional Use Zoning Presentation to the Waymart Planning Commission regarding Wayne County Housing Authority conditional use for a planned project located at 130 Carbondale Rd., Waymart PA. The presentation will take place at 6PM on September 15, 2025 at the Waymart Borough Building, 128 South Street Waymart, PA.

Heather Hess
Borough Secretary
August 30, September 9 2025
LSOM0357618

VIRTUAL PUBLIC MEETING PENNSYLVANIA DEPARTMENT OF TRANSPORTATION



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

Govt Public Notices

A VIRTUAL PUBLIC MEETING
IS SCHEDULED FOR THE
SKINNERS FALLS BRIDGE
PROJECT:

PLACE: ZOOM
[bit.ly/SkinnersPEL]

DATE: September 25, 2025

TIME: 5:30 p.m. – 7:00
p.m.

THE PURPOSE OF THIS
VIRTUAL PUBLIC MEETING
IS TO PRESENT THE REVISED
PLANNING AND ENVIRON-
MENTAL LINKAGES STUDY
(PEL) FOR SKINNERS FALLS
BRIDGE AND ANSWER QUES-
TIONS.

INFORMATION WILL
ALSO BE AVAILABLE ON
PENNDOT'S WEBSITE FOR
REVIEW, [PENNDOT.PA.GOV/
DISTRICT4](https://PENNDOT.PA.GOV/DISTRICT4), BY CLICKING
PROJECTS NEAR YOU, THEN
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FALLS BRIDGE PROJECT.

ANY PERSONS HAVING
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CONTACT AMY M. LOLLI at
570.614.2958 OR [AMLLOLLI@
PA.GOV](mailto:AMLLOLLI@PA.GOV) PRIOR TO THE
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THAT SPECIAL DISABILITY
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NARROWSBURG, NY 12764

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210 BRIDGE STREET
NARROWSBURG, NY 12764

PUBLIC COMMENT PERIOD:

SEPTEMBER 9, 2025 TO
OCTOBER 9, 2025

COMMENT FORMS CAN BE
SUBMITTED VIA EMAIL TO
[SKINNERSFALLSBRIDGE@
AECOM.COM](mailto: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.
September 9 2025
LSOM0363923

Appendix D: Public Meeting Presentation Slides

Welcome To The Skinners Falls Bridge Virtual Public Meeting

- The meeting will be recorded.
- The meeting will begin shortly.
- Your microphones are muted, and cameras are turned off by default.
- If you have a question during the presentation, use the chat function on the task bar of your Zoom window to submit it. Questions should be sent to “? Q&A” and will be answered at the end of the presentation.
- Directions for asking questions during the Discussion at the end will be shared on screen at that time.
- If you are experiencing technical difficulties or cannot use the chat and audio, please contact Skinnersfallsbridge@aecom.com or 610-234-5148.



Public Meeting Overview

- 💡 Conclusions of 2024 PEL
- ⊕ Emergency Action
 - Mitigation
- 🔄 Updated 2025 PEL
- 💬 Question/Answer

September 25, 2025

PEL Alternatives Recommended for Further Study 2024

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



*SOI: Secretary of Interior

3

Skinners Falls Bridge: Planning and Environmental Linkages (PEL) Study Public Meeting #3

4

September 25, 2025

Summer/Fall 2024 Actions

- Complaint for falling debris on 8/02/2024
- Aids to Navigation (ATON) to restrict boaters within channel
- National Park Service (NPS) Special Use Permit (SUP) for netting and inspection
- Under bridge netting
- Hands-on rope access inspection 10/7-10/11/2024

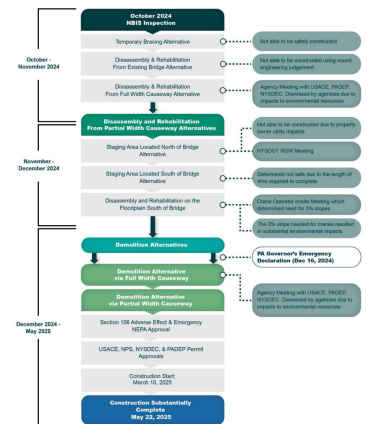


5

Skinners Falls Bridge: Planning and Environmental Linkages (PEL) Study Public Meeting #3

September 25, 2025

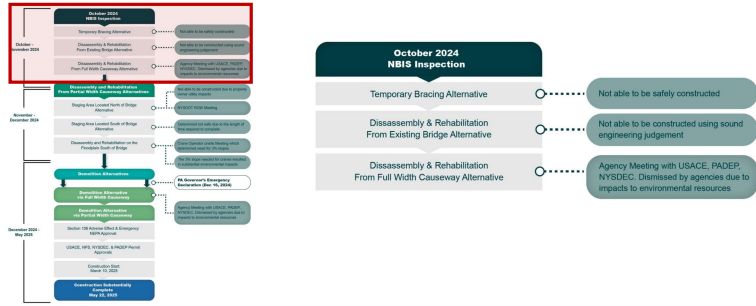
Emergency Action Timeline Overview



Skinners Falls Bridge: Planning and Environmental Linkages (PEL) Study Public Meeting #3

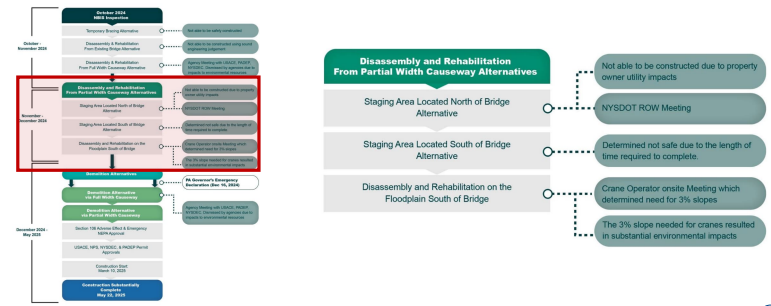
6

Emergency Action Timeline Overview: Oct – Nov 2024



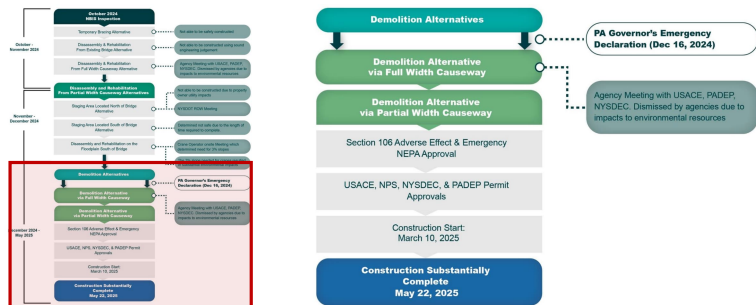
Skinner's Falls Bridge: Planning and Environmental Linkages (PEL) Study Public Meeting #3

Emergency Action Timeline Overview: Nov – Dec 2024



Skinner's Falls Bridge: Planning and Environmental Linkages (PEL) Study Public Meeting #3

Emergency Action Timeline Overview: Dec 2024 – May 2025



Skinner's Falls Bridge: Planning and Environmental Linkages (PEL) Study Public Meeting #3

Mitigation for Emergency Action

- Site Restoration**
 - Improved access to launch at parking area
 - Floodplain and stream bed restoration
 - Restoration with native vegetation
- Mussel Investigations and Survey**
 - Mussel survey in August 19-23, 2025
 - Coordination with USFWS, NPS
- Visual Resource Impacts**
 - TBD
- Section 7 Compliance**
 - Removal of PA abutment
 - Storage of stones from the abutment
- Section 106 Historic Bridge Impacts**
 - Storage of the salvaged bridge pieces and stones from the pier and abutments
 - Historic American Engineering Record (HAER)
 - Two Consulting Parties Meetings (in-person and virtual)
 - Coordination with Pennsylvania Historical and Museum Commission (PHMC), New York State Historic Preservation Office (NYSHPO), Advisory Council on Historic Preservation (ACHP) and NPS
 - Memorandum of Agreement (MOA)

Skinner's Falls Bridge: Planning and Environmental Linkages (PEL) Study Public Meeting #3



Next Steps

PEL Alternatives Recommended for Further Study 2025

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



Skinner's Falls Bridge: Planning and Environmental Linkages (PEL) Study Public Meeting #3

Skinner's Falls Bridge: Planning and Environmental Linkages (PEL) Study Public Meeting #3

Funding for Future Project Development

- **Transportation funding is limited**
- **The lack of available funding will affect planning and programming to advance further studies**
- **Pennsylvania**
 - Wayne County has \$3.3 million annually for bridge funding
 - 317 state owned bridges in Wayne County, with 20% in poor condition
 - Bridges in poor condition, open to traffic receive priority funding
- **New York**
 - NYSDOT Region 9 has \$34.1 million in funding for a 7-county region
 - 956 state owned bridges, with 5% in poor condition
 - Poor condition bridges with higher traffic volumes are prioritized

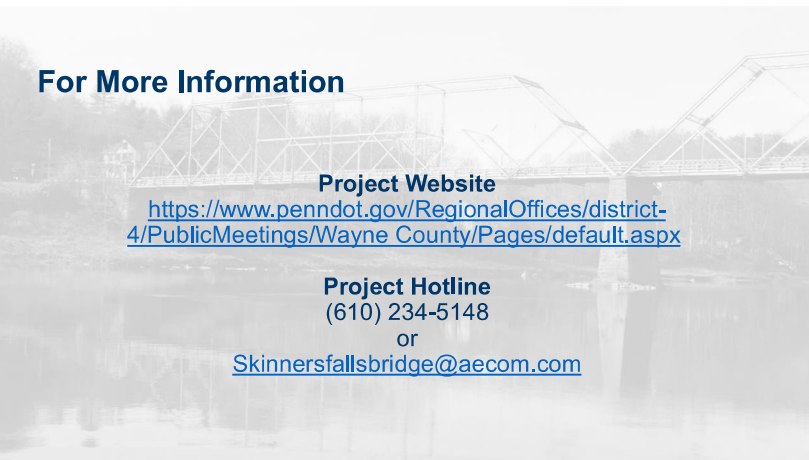
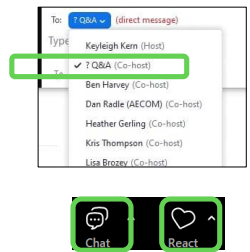
Status and Next Steps



Questions?

Instructions

- Your microphones are muted, and cameras are turned off by default.
- Questions can be asked in 2 ways:
 - Use the chat function on the task bar of your Zoom window to submit questions. In the drop-down menu select "? Q&A" and your question will be answered at the end of the presentation.
 - You can select "Raise Hand" under React to request to be unmuted to ask a question.
 - If you are experiencing technical difficulties or cannot use the chat and audio, please contact skinnnersfallsbridge@aecom.com or 610-234-5148.



For More Information

Project Website

[https://www.penn.dot.gov/RegionalOffices/district-4/PublicMeetings/Wayne County/Pages/default.aspx](https://www.penn.dot.gov/RegionalOffices/district-4/PublicMeetings/WayneCounty/Pages/default.aspx)

Project Hotline

(610) 234-5148

or

Skinnnersfallsbridge@aecom.com

Appendix E: Public and Agency Comment and Response Log

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
Public			
1	Abplanalp	I really would like Skinners Falls Bridge to be rebuilt. In the meantime, please take care of the River Road from Milanville to Damascus-Cochecton Bridge. It is falling down the hill in parts and it is difficult to pass another vehicle because of the half the lane at a different level. Where the culvert pipes are located, the road has dropped. Please repair the road or build a bridge!	<p>Thank you for expressing your interest in a crossing at this location as identified in the Purpose and Need of the PEL Study.</p> <p>PennDOT and NYSDOT have and will continue to work with their planning partners to program and allocate funding for transportation needs within their respective jurisdictions. The timing of future funding is unknown at this time.</p> <p>The Department investigated River Road, State Route 1017, in Wayne County. There are two locations that are eroded below the guiderail and require repair. Repairs were completed in December 2025. PennDOT will continue to monitor this route.</p> <p>The Department will perform pipe replacements in 2026. This road will also be reviewed for patching needs following the winter season.</p>
2	Hopkins	I would like to address the rubbish that was left, the metal that was holding signs up and sand bags just left to rot in the overgrown weeds that are now taking over....is there a plan to remove, maintain the grass and remove the unsightly orange construction fencing?	<p>The construction fencing was removed and a permanent fence was installed on the abutment on February 11, 2026. The site was cleaned up after the construction of the permanent fence was completed.</p> <p>Future maintenance of the ROW will be carried out by the respective DOTs based on location (PennDOT or NYSDOT).</p>

September 2025 Public Meeting - Public and Agency Comments and Responses

Number	Party	Comment	Response
3	Hopkins	Penn-Dot has been derelict in their duty towards the citizens of Milanville, Pa. River Road in either direction from Cochection to Narrowsburg is extremely dangerous especially in winter. You have taken away our safe egress into New York. I think the tax payers in the area deserve better.	<p>The Department investigated River Road, State Route 1017, in Wayne County. There are two locations that are eroded below the guide rail and require repair. Repairs were completed in December 2025. PennDOT will continue to monitor this route.</p> <p>The Department will perform pipe replacements in 2026. This road will also be reviewed for patching needs following the winter season.</p>
4	Biondi	Find this PEL Study an exercise in futility. What was the point of this if there is no money to explore future options at the location nor any money for replacement?	<p>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. The bridge was subsequently 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 prior to the expenditure of public funds.</p> <p>FHWA requires that a study be completed to determine and evaluate the project purpose and need, the anticipated environmental impacts, and a range of alternatives prior to the expenditure of</p>

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
			<p>public funds. The PEL Study is a form of environmental documentation that provides information to be used in the future NEPA phase.</p> <p>At this time, the PEL Study is recommending two types of alternatives to be considered in the next phase. They include:</p> <ul style="list-style-type: none"> • on-line replacement and • no build. <p>Many factors are considered when evaluating project alternatives including ability to meet stated transportation needs; magnitude of natural, cultural and socioeconomic resource impacts; community goals and concerns; as well as costs. The estimated costs of the alternatives that can be used for future programming. These factors will be evaluated during future design and NEPA phases.</p>
5	Biondi	<p>More energy and money should've been focused on researching funding to satisfy the communities needs and preferences. As I mentioned on video chat, there are a few I found.....Page IX of PEL study states: "Since funding for transportation projects in this region of PA and NY is limited, the PEL study included an examination of available funding sources. A review of available grant funding was completed; however, the low traffic volumes on the Skinners Falls Bridge would affect the availability of this type of funding..."This did not consider historic significance</p>	<p>As noted in the PEL, applicable grant programs were identified. For many mainstream grant programs, merit criteria identified include: safety, environmental sustainability, quality of life, mobility and connectivity, economic competitiveness, state of good repair, partnership, collaboration and innovation. Historic significance is not identified as a criterion in these grant programs. These national grant programs are very competitive and rely on a benefit-cost assessment to evaluate a project.</p>

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
			<p>Several other grant programs were identified during the public meeting, including the PennDOT Historic Metal Truss Bridge Capital Program and the Save America's Treasures grant. PennDOT's grant program is only applicable to county or municipal owned bridges and would not have been able to provide sufficient funding to rehabilitate the bridge. The Save America's Treasures grant has a maximum award of \$750,000 for each project, which would not be sufficient for Skinners Falls Bridge.</p> <p>PennDOT made an application to the National Park Service Federal Lands Access Program (FLAP) in April 2022. This grant application was unsuccessful. NYSDOT Region 9 submitted a FLAP application in June, 2022, to fund its share of the Skinners Falls Bridge Planning and Environmental Linkages (PEL) Study. In June, 2024, NYSDOT was notified that a FLAP grant was awarded in the amount of \$800,000. No other grant applications have been submitted to date.</p>
6	Biondi	Going forward, asking that the community be alerted of steps regarding planned PA abutment removal. Also asking that the relevant American Indian Nation be involved when removing PA abutment to ensure that their archaeological site be protected and respected.	Thank you for your comment. PennDOT has been coordinating with the relevant Tribal Nations and will continue to coordinate regarding all work associated with Skinners Falls Bridge.
7	Biondi	Would also like to know why the National Park Service has been assigned ownership of the abutment stones? And how long will they be stored before announcing planned usage?	The abutment stones are in a PennDOT storage facility and ownership has not been assigned to NPS. The Section 106 Memorandum of Agreement will identify

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
			the potential future use of the abutment and pier stones.
8	Brinkeroff	Now that the deed has been done and our historic landmark bridge has been taken away from our community, my opinion is to let it rest in peace?! Our community does not need to be further destroyed by having some ugly, modern mega-bridge that will bring in noise, truck traffic and change the landscape of our roads.	<p>Thank you for your comment. The former bridge's aesthetics and setting will be taken into consideration during the design of any future crossing if funding becomes available.</p> <p>PennDOT initiated the PEL Study to document the project needs and determine funding needs for a range of alternatives. As public agencies, PennDOT and FHWA must complete analysis to document the expenditure of public funds.</p>
9	Brinkeroffremoving the PA abutment after spending all that money to shore it up, seems like a ridiculous waste of money. If the NPS is requiring its removal, why didn't they say something way back when before the work on it was done?	The PA abutment is stabilized in-place at this time and its final disposition has not been determined. Please refer to Comment 25 by the NPS for further clarification.
10	Nash	There should be accountability for the ongoing waste of taxpayer dollars on one study after another... particularly since it seems very clear from PennDOT's recent statements in the PEL and during the last zoom meeting that there is no money for a new bridge. All these studies are clearly nothing but bureaucratic actions and completely unproductive.	PennDOT initiated the PEL Study to document the project needs and determine funding needs for a range of alternatives. As public agencies, PennDOT and FHWA must complete analysis to document the expenditure of public funds.

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
11	Nash	I would like to go on record that one business was prioritized over the needs of the public, businesses and landowners & residents on both sides of the river. We were reminded of that during the zoom meeting as the alternatives for the possible preservation of the bridge were reviewed. The one option that would've made preservation possible was obviated because the seasonal business of LANDERS Campground was given precedence over the preservation of a bridge that served a multitude of people on sides of the river. There was no concern about no access to the bridge for years and years and years subsequent to PennDOT's failure to maintain it, but oh my goodness there was a lot of concern about keeping the river at Skinners Falls open for one season.	The bridge removal was undertaken in the interest of public safety. Limited options for access were available to undertake the planned work. The timelines related to bridge disassembly would have resulted in impacts to all recreational users, eliminating access along the NY side around Skinners Falls Bridge and would have involved river closures and restrictions for all users for a large part of the recreational season. Due to the surrounding landscape and rural setting, the closure of the river would not have been able to be enforced, which would have led to additional safety concerns.
12	Nash	And now there's the issue of the abutment being destroyed after it was stabilized and the site there augmented at who knows what cost.	The PA abutment was stabilized for public safety and its final disposition has not been determined.
13	Stanley	I am writing to request PennDot to provide the Public with information regarding how the bridge will be restored as soon as possible for EMS, FIRE emergencies, taxpayer & residential access, local businesses, & Delaware River recreation. The Historic bridge was dismantled without a plan in place for restoration, abandoned for years after Fracking Test Well Trucks highly damaged the bridge. The community should not have to wait years for this bridge to return.	As noted in the PEL, transportation funding is limited. Emergency service providers will continue to operate as they have since 2019 when the bridge was closed to all vehicular traffic and even before that when the bridge was closed to vehicles over 4 tons (including larger emergency service vehicles) in 2011.
14	Starr	Short of replacing it with a replica of the Skinners Falls Bridge; there is no significance to PennDOT's PEL Study. Our small community is rich in beauty and history, but not significant with Billionaires to call the shots on issues like our tiny bridge restoration.	Thank you for your comment. The former bridge's aesthetics and setting will be taken into consideration during the design of any future crossing if funding becomes available.
15	Mohn	I have read the subject report, issued September 2025. Somewhat surprising to see lengthy discussion of options of rehabilitation..., it takes a while to reach the pages that recognize the bridge was	The September 2025 version of the PEL was updated to reflect the emergency action project as stated in the Introduction.

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
		<p>removed this spring, and these rehab options are repeated throughout the report.</p> <p>If you don't want to waste attendees time in the public meeting, please focus on the only remaining issue....will a new bridge be built or not, and if yes, please focus on explaining the various sites for a possible new bridge.</p>	<p>PennDOT initiated the PEL Study to document the project needs and determine funding needs for a range of alternatives. As public agencies, PennDOT and FHWA must complete analysis to document the expenditure of public funds.</p> <p>As noted in the PEL, transportation funding is limited. At this time, the PEL Study is recommending two types of alternatives to be considered in the next phase. They include:</p> <ul style="list-style-type: none"> • on-line replacement and • no build. <p>The PEL Study provides information on many factors that are considered when evaluating project alternatives including ability to meet stated transportation needs; magnitude of natural, cultural and socioeconomic resource impacts; community goals and concerns; as well as costs. The estimated costs of the alternatives that can be used for future programming. These factors will be evaluated during future design and NEPA phases.</p>
16	Mohn	<p>Recently, there was a news report about property owners on the PA side claiming they now own the land and don't want a bridge. Was this factored into the site evaluations?</p> <p>https://www.tricountyindependent.com/story/news/local/2025/05/09/landowners-object-replacing-skinners-falls-bridge-deed/83393361007/</p>	<p>Thank you for your comment regarding future alternative sites of a replacement bridge.</p>

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
		Years of lawsuits for the existing site might make alternative sites more viable to more quickly return Milanville to full access to emergency vehicles and commerce.	
17	Mohn	<p>Second, the report states <i>The alternate routes for traveling between Milanville and the businesses on the eastern shore are all about 6.6 miles with an approximate travel time of 12 minutes.</i></p> <p>I challenge this travel time....River Road to either the Narrowsburg or Cochection bridge is narrow and winding, to go from Milanville across the river to Skinners Falls by way of either Narrowsburg or Cochection is at least 20 to 25 minutes. This is why locals want a bridge for access to Route 97 and the Callicoon hospital as well as Narrowsburg and Lake Huntington fire rescue. River Road is dangerous for fire trucks.</p>	<p>The driving estimates are general and conservative using the assumption that drivers are looking to cross the river. Your documented experience travelling from one side to the other is noted.</p> <p>Thank you for expressing your interest in a crossing at this location as identified in the Purpose and Need of the PEL Study.</p> <p>PennDOT and NYSDOT have and will continue to work with their planning partners to program and allocate funding for transportation needs within their respective jurisdictions. The timing of future funding is unknown at this time.</p>
Agencies			
18	UDC	Is there an active and ongoing investigation of funding sources adequate to subsidize building a new Skinners Falls-Milanville Bridge, by whom, and for how long?	PennDOT and NYSDOT have and will continue to work with their planning partners to program and allocate funding for transportation needs within their respective jurisdictions. The timing of future funding is unknown at this time.

September 2025 Public Meeting - Public and Agency Comments and Responses

Number	Party	Comment	Response
19	UDC	<p>Under what regulatory citation or provision does the National Wild and Scenic Rivers Act have authority to reinforce removal of a structure located on a non-federal property, given that the NPS Upper Delaware Scenic and Receptions River's jurisdiction is limited to the river (ordinary high water mark) itself and land that it owns (currently 30,74) acres within the 55,574.5 acre, Congressionally designated boundary?</p>	<p>In 1978, Congress designated Upper Delaware Scenic and Recreational River as both a unit of the National Park System (NPS) and a unit of the National Wild and Scenic Rivers System (Upper Delaware Act, Public Law 95-625 § 704, November 10, 1978). As the river manager, the NPS is responsible for ensuring that the provisions of the Wild and Scenic Rivers Act (Public Law 90-542) are followed.</p> <p>Section 7 is a key provision of the Wild and Scenic Rivers Act that directs federal agencies to protect the free-flowing condition, water quality, and outstandingly remarkable values of congressionally designated wild and scenic rivers. As this applies to the Upper Delaware, NPS is required to evaluate federally assisted water resource projects and issue a determination of effects.</p> <p>Water resource projects involve federal assistance for construction such as a permit, license, loan, grant, or other federal financial assistance. The Skinners Falls Milanville Bridge Removal is a federally assisted water resource project, therefore NPS was required to review the project in its entirety, inclusive of all bridge structure components.</p> <p>The Section 7 determination for the Skinners Falls Milanville Bridge project is consistent with NPS Reference Manual</p>

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
			46: Wild and Scenic Rivers, wherein the Best Management Practices (BMPs) for bridge projects call for the following: “the old bridge abutments, piers, and foundations must be removed entirely.”
20	UDC	What is the procedure and status/timetable for securing environmental permits to remove the PA abutment, including the required agency approvals and archaeological studies?	<p>The PA abutment has been stabilized in-place at this time and its final disposition has not yet been determined.</p> <p>If the abutment were to be removed, coordination with agencies will include, at a minimum, PHMC for documentation of archaeology sites, FHWA NEPA clearance, NPS coordination for a SUP and Section 7a, and coordination with PADEP for Chapter 102 and Chapter 105 permits.</p>
21	UDC	Did the litigation filed on June 5, 2025 in Wayne County Court of Common Pleas by adjacent PA property owners claiming a reversionary clause of the property in their deed if the Skinners Falls-Milanville Bridge no longer existed influence the decision to remove the PA abutment?	<p>The PA abutment is stabilized in-place at this time and its final disposition has not yet been determined.</p> <p>PennDOT will handle all legal issues regarding the alternatives proposed for the future use of the site where the bridge previously stood.</p>

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
22	UDC	What are the next steps for release of the Site Mitigation Visual Resources Impact Study that was conducted on the restored NY side and update of the National Historic Preservation Act Section 106 Cultural Resources Mitigation Phase?	The Visual Impact Assessment is underway and is anticipated to be released for comment in Summer, 2026.
23	NY Cultural Resource Information System	Is the PEL study going to be updated to eliminate the alternatives that include rehabilitation and/or adaptive reuse/relocation of the historic bridge since it has been actively in demolition? Our office does not understand how the new bridges under consideration will not be adverse since the project is already adverse? Our office prefers options where a new compatible bridge is built at the existing alignment.	<p>Thank you for your comment. The former bridge's aesthetics and setting will be taken into consideration during the design of any future crossing if funding becomes available.</p> <p>The September 2025 PEL is an update of the April 2024 PEL document. Section 8 of the PEL details the public safety hazard, alternatives analysis and bridge removal. Section 8.6 and Table 15 discuss and outline the revised list of viable alternatives. No Section 106 determination of effect has been completed based on the alternatives presented in the PEL. When funding is available and a project moves forward, NEPA and Section 106 coordination will be initiated to document the proposed actions.</p>

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
24	NPS	NPS continues to support the purpose and need identified in the PEL Study, which concludes that a crossing in this location is necessary. A crossing at Skinners Falls–Milanville serves several essential functions: it preserves the character of the Upper Delaware corridor that has existed for more than a century, maintains critical community connections between Damascus Township, Pennsylvania, and the Town of Cohecton, New York, and ensures reliable emergency service access for both communities. The extended closure and subsequent removal of the bridge in early 2025, while necessary to protect public safety, has created a significant gap in regional infrastructure that affects both the local communities and visitors to the Upper Delaware Scenic and Recreational River.	<p>Thank you for expressing your interest in a crossing at this location as identified in the Purpose and Need of the PEL Study.</p> <p>PennDOT and NYSDOT have and will continue to work with their planning partners to program and allocate funding for transportation needs within their respective jurisdictions. The timing of future funding is unknown at this time.</p>
25	NPS	<p>...NPS is responsible for ensuring projects within the Upper Delaware Scenic and Recreational River corridor do not degrade the Outstandingly Remarkable Values (ORVs) for which the river was designated...The removal of the 1902 Baltimore Through Truss bridge significantly impacted the scenic ORV. As noted in our Section 7(a) determination, the historic bridge contributed to the scenic character through its architectural significance and aesthetic appeal as a rare example of early 20th century engineering. Our determination acknowledged this loss with the understanding that PennDOT would pursue a replacement crossing addressing this degradation.</p> <p>Specifically, our January 2025 determination required that <i>"to prevent permanent degradation to the scenic values, PennDOT must complete their evaluation of an alternative crossing with public involvement."</i> The determination further specified that <i>"a thoughtfully designed replacement bridge can correct the loss and maintain the scenic appeal of truss bridges from an earlier era, with the functionality and safety of a modern-day bridge. A replacement must be rebuilt in a way that is aesthetically consistent with the corridor."</i></p>	<p>At this time, the PEL Study is recommending two types of alternatives to be considered in the next phase. They include:</p> <ul style="list-style-type: none"> • on-line replacement and • no build. <p>Many factors are considered when evaluating project alternatives including ability to meet stated transportation needs; magnitude of natural, cultural and socioeconomic resource impacts; community goals and concerns; as well as costs.</p> <p>The former bridge's aesthetics and setting will be taken into consideration during the design of any future crossing if funding becomes available. PennDOT will work with NPS to address the ORV degradation resulting from the emergency removal of the Skinners Falls Bridge. Likewise, PennDOT will engage the public in accordance with their public</p>

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
			<p>outreach handbook (PUB 295). These factors will be evaluated during future design and NEPA phases.</p> <p>PennDOT and NYSDOT have and will continue to work with their planning partners to program and allocate funding for transportation needs within their respective jurisdictions. The timing of future funding is unknown at this time.</p>
26	NPS	<p>While we acknowledge the challenging funding environment, we must emphasize the legal obligations established through the New York-Pennsylvania Joint Interstate Bridge Commission (JIBC). The JIBC was created through interstate compact legislation to maintain crossings across the Delaware River. Unless both state legislatures vote to modify the compact and change the number of designated crossings, the Commission—and by extension, PennDOT as the implementing agency—has a statutory responsibility to maintain a crossing at this location.</p>	<p>PennDOT and NYSDOT will continue coordination with the JIBC on the status of the Skinners Falls Bridge as well as the nine other bridges covered under the agreement.</p> <p>PennDOT and NYSDOT have and will continue to work with their planning partners to program and allocate funding for transportation needs within their respective jurisdictions. The timing of future funding is unknown at this time.</p>
27	NPS	<p>In reviewing our Section 7(a) determination, NPS recognizes a lack of clarity in the requirement to remove the Pennsylvania abutment to return the area to its natural state and avoid degrading the scenic ORV. That action sits with the JIBC, not PennDOT alone. Nevertheless, our strong preference is for an aesthetically consistent replacement bridge in this location.</p>	<p>The former bridge’s aesthetics and setting will be taken into consideration during the design of any future crossing if funding becomes available.</p> <p>At this time, the PEL Study is recommending two types of alternatives to be considered in the next phase. They include:</p> <ul style="list-style-type: none"> • on-line replacement and • no build.

September 2025 Public Meeting - Public and Agency Comments and Responses			
Number	Party	Comment	Response
28	NPS	The Skinners Falls-Milanville crossing has served both communities since 1902. The emergency removal does not eliminate the fundamental need for the crossing or the responsibility to provide one. Damascus Township and Cochection have planned their development, emergency services, and daily operations around this crossing for over a century.	Thank you for expressing your interest in a crossing at this location as identified in the Purpose and Need of the PEL Study. PennDOT and NYSDOT have and will continue to work with their planning partners to program and allocate funding for transportation needs within their respective jurisdictions. The timing of future funding is unknown at this time.
29	NPS	We also request an update to Table 14: Agency Coordination. As documented throughout the PEL, NPS makes the determination of substantial conformance based on the recommendation from the Upper Delaware Council (UDC). The table correctly identifies the UDC as the coordinating body; however, the determination authority sits with NPS.	Comment noted, document was updated accordingly.

Appendix F: NPS Comment Letter



United States Department of the Interior

NATIONAL PARK SERVICE

Upper Delaware Scenic and Recreational River

274 River Road, Beach Lake, PA 18405

IN REPLY REFER TO:
1.A.2 (UPDE-SO)

January 21, 2026

Amy M. Lolli, PennDOT Assistant Liaison Engineer
District Office 4-0
55 Keystone Industrial Park
Dunmore, PA 18512
Via email: skinersfallsbridge@acocom.com

RE: Revised PEL Study for SR 1002 Skinners Falls-Milanville Bridge

Dear Amy,

Thank you for the opportunity to review the updated Planning and Environmental Linkages (PEL) Study for the SR 1002 Skinners Falls-Milanville Bridge. The National Park Service (NPS) appreciates the extension to provide comment, which has allowed us to complete our review.

NPS continues to support the purpose and need identified in the PEL Study, which concludes that a crossing in this location is necessary. A crossing at Skinners Falls–Milanville serves several essential functions: it preserves the character of the Upper Delaware corridor that has existed for more than a century, maintains critical community connections between Damascus Township, Pennsylvania, and the Town of Cocheton, New York, and ensures reliable emergency service access for both communities. The extended closure and subsequent removal of the bridge in early 2025, while necessary to protect public safety, has created a significant gap in regional infrastructure that affects both the local communities and visitors to the Upper Delaware Scenic and Recreational River.

As outlined in our January 28, 2025 Wild and Scenic Rivers Act (WSRA) Section 7(a) determination for the emergency bridge removal, NPS is responsible for ensuring projects within the Upper Delaware Scenic and Recreational River corridor do not degrade the Outstandingly Remarkable Values (ORVs) for which the river was designated. The WSRA's Section 10(a) establishes a non-degradation and enhancement policy for all designated river areas.

The removal of the 1902 Baltimore Through Truss bridge significantly impacted the scenic ORV. As noted in our Section 7(a) determination, the historic bridge contributed to the scenic character through its architectural significance and aesthetic appeal as a rare example of early 20th century engineering. Our determination acknowledged this loss with the understanding that PennDOT would pursue a replacement crossing addressing this degradation.

Specifically, our January 2025 determination required that *"to prevent permanent degradation to the scenic values, PennDOT must complete their evaluation of an alternative crossing with public involvement."* The determination further specified that *"a thoughtfully designed replacement bridge can correct the loss and maintain the scenic appeal of truss bridges from an earlier era, with the functionality*

and safety of a modern-day bridge. A replacement must be rebuilt in a way that is aesthetically consistent with the corridor."

While we acknowledge the challenging funding environment, we must emphasize the legal obligations established through the New York-Pennsylvania Joint Interstate Bridge Commission (JIBC). The JIBC was created through interstate compact legislation to maintain crossings across the Delaware River. Unless both state legislatures vote to modify the compact and change the number of designated crossings, the Commission—and by extension, PennDOT as the implementing agency—has a statutory responsibility to maintain a crossing at this location.

In reviewing our Section 7(a) determination, NPS recognizes a lack of clarity in the requirement to remove the Pennsylvania abutment to return the area to its natural state and avoid degrading the scenic ORV. That action sits with the JIBC, not PennDOT alone. Nevertheless, our strong preference is for an aesthetically consistent replacement bridge in this location.

The Skinners Falls-Milanville crossing has served both communities since 1902. The emergency removal does not eliminate the fundamental need for the crossing or the responsibility to provide one. Damascus Township and Cocheton have planned their development, emergency services, and daily operations around this crossing for over a century.

We also request an update to Table 14: Agency Coordination. As documented throughout the PEL, NPS makes the determination of substantial conformance based on the recommendation from the Upper Delaware Council (UDC). The table correctly identifies the UDC as the coordinating body; however, the determination authority sits with NPS.

NPS looks forward to continuing our cooperation with PennDOT. We remain committed to working collaboratively to identify a solution that meets the transportation needs of local communities while protecting and enhancing the values of the Upper Delaware Scenic and Recreational River.

Sincerely,



Digitally signed by
LINDSEY KURNATH
Date: 2026.01.21 16:14:20
-05'00'

Lindsey Kurnath
Superintendent
Upper Delaware Scenic and Recreational River

Cc: Benjamin Harvey, Pennsylvania Division, Federal Highway Administration
Susan Hazelton, Assistant District Executive, PA Department of Transportation
Liza Brozey, Project Manager, AECOM
Laurie Ramie, Executive Director, Upper Delaware Council