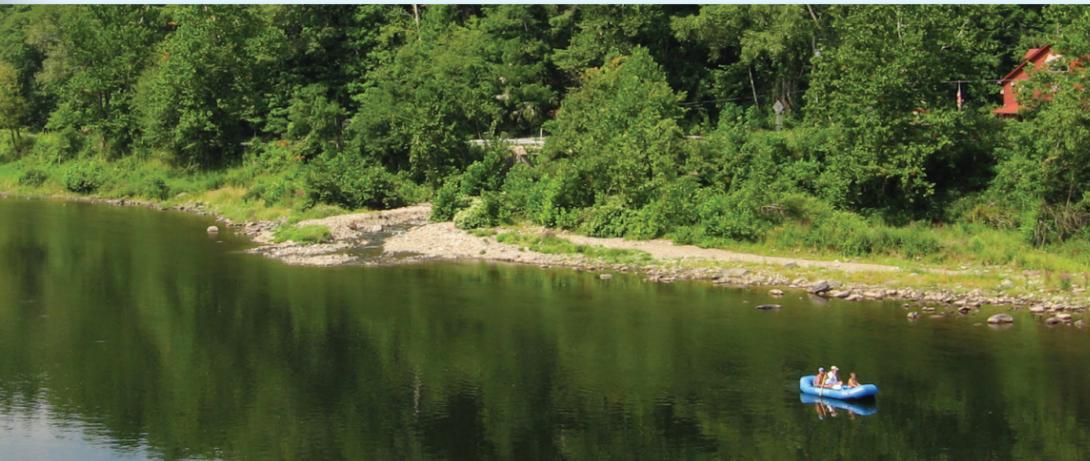


MINIMIZING IMPACTS THROUGH COLLABORATION

The Upper Delaware River is a designated National Wild and Scenic River, as well as an important recreational resource. To minimize impacts to this important resource, the project team worked closely with federal, state, and local environmental resource agencies, including the National Park Service, US Army Corps of Engineers, US Fish and Wildlife Service, Pennsylvania Department of Environmental Protection, Pennsylvania Fish and Boat Commission, New York State Department of Environmental Conservation, Delaware River Basin Commission, Upper Delaware Council, and Pike County Conservation District. The project team convened more than a dozen coordination meetings throughout design to ensure that key concerns were discussed as needed to facilitate the environmental permitting process.

In February and March 2015, the project team submitted all permit applications. Comments were received from March to June 2015, at which time an additional meeting was held to resolve conflicts between agencies. The revised permit applications addressing all comments were re-submitted for final approval in August 2015. The project team anticipates receiving all environmental approvals in early 2016, and the project will be advertised in March 2016 to meet the scheduled let date of April 21, 2016.



Environmental Overview

- 14 Coordination Meetings
- 5 Permits with State and Federal Agencies
- 4 Approvals/Concurrence from Federal, State, and Local Agencies
- 1 Authorization

PROJECT MILESTONES AND CURRENT ACTIVITIES

The final construction plans and contract bid documents were submitted to PennDOT for review in December 2015. The current construction estimate is \$13.3 million, which is approximately \$3 million less than initial estimates. The cost savings was realized in the structure design and reduced size of the rock causeway.

WE ARE HERE



RESOURCES

For more information, please visit the PennDOT project website at <http://bit.ly/1OcAx10>. Construction updates will be posted online.

Please contact Sue Williams, Senior Civil Engineer Supervisor, PennDOT District 4 at 570-963-4253 or email susawillia@pa.gov with any questions or concerns.



POND EDDY NEWS

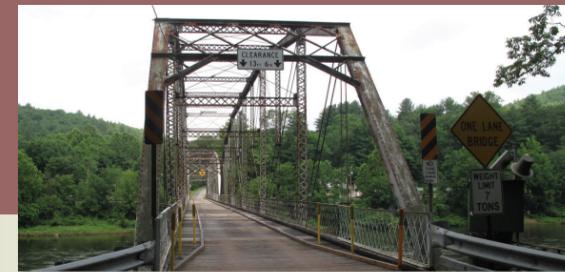
Your source for progress reports on the Pond Eddy Bridge Replacement
Public Meeting Special Edition

DECEMBER 2015

Welcome

Thank you for taking time to learn about the Pond Eddy Bridge Replacement. The project team values your interest and is working with local stakeholders to develop a community-sensitive design for the new bridge while minimizing impacts to the scenic Upper Delaware River.

ABOUT THE PROJECT



The Pond Eddy Bridge crosses the Upper Delaware River to connect the village of Pond Eddy, Pennsylvania with the town of Lumberland, New York. The Pond Eddy Bridge Replacement project is nearing the end of the final design process with construction scheduled to begin in the summer of 2016.

WHAT TO EXPECT DURING CONSTRUCTION

The project team has developed a phased construction schedule to ensure that the existing bridge and approach roadways are open to traffic during construction, while minimizing impacts to the Upper Delaware River's wildlife and recreational use. PennDOT will build a construction access road from NY Route 97 to a temporary in-stream rock causeway. The rock causeway provides access for crews and equipment to work within the waterway, while ensuring that boaters and river wildlife can safely pass through the area.

During construction of the new structure, the existing bridge from Pond Eddy to Lumberland will remain open to traffic; however, short term traffic interruptions will occur on both sides of the Delaware River. Use of work zone flagging and roadway construction during off-peak hours will help to minimize delays to local traffic. Traffic will shift to the new bridge upon completion, and the existing bridge, rock causeway, and access road will be removed. PennDOT plans to complete construction by late fall of 2018. The accompanying graphic provides an overview of the proposed construction stages.

Summer 2016 - Fall 2017



Spring 2018 - Summer 2018



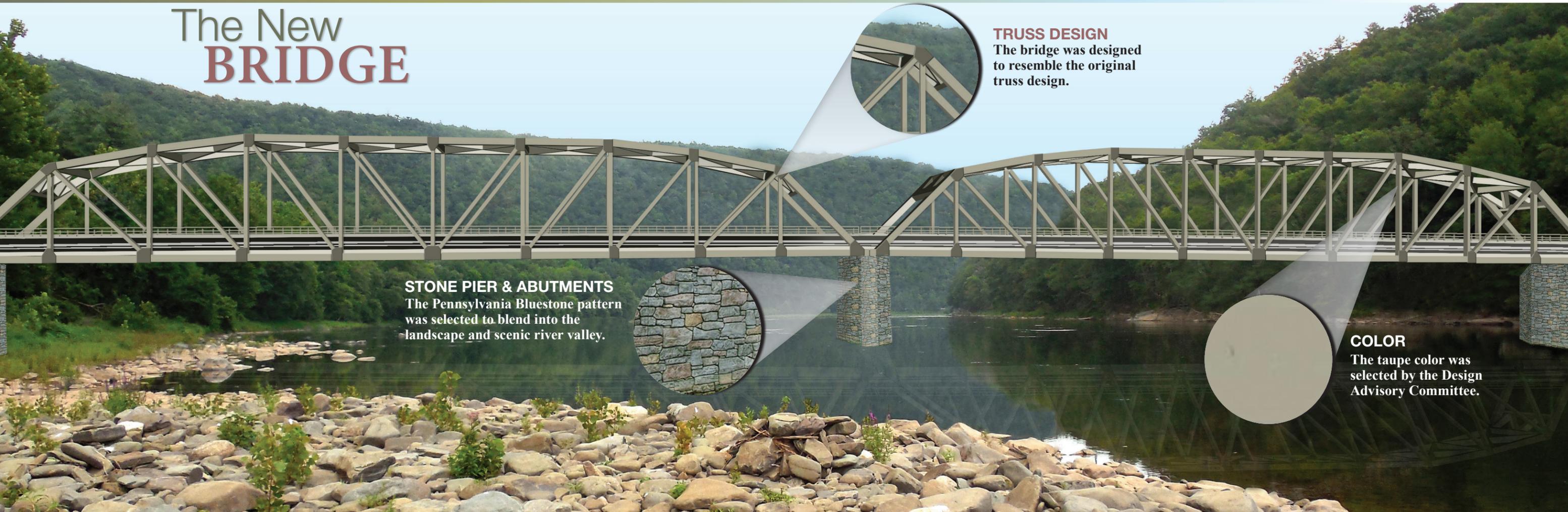
Summer 2018 - Fall 2018



Fall 2018 - Winter 2018



The New BRIDGE



TRUSS DESIGN
The bridge was designed to resemble the original truss design.

STONE PIER & ABUTMENTS
The Pennsylvania Bluestone pattern was selected to blend into the landscape and scenic river valley.

COLOR
The taupe color was selected by the Design Advisory Committee.

COMMUNITY-SENSITIVE DESIGN

The design of the new bridge was developed in close coordination with the local Design Advisory Committee (DAC). The DAC was established in 2011 and included representatives from surrounding townships and counties, local residents, historic preservation and environmental organizations, and community groups. The DAC provided guidance on the new bridge type, a 2-span truss, and selected the bridge color, a semi-gloss taupe, which blends with the natural surroundings of the area. The DAC also guided the appearance of the abutments and piers, which will be constructed using a Pennsylvania Bluestone pattern for the rock color, size, and texture. The rendering of the new bridge, pictured above, showcases the DAC's vision and the final design prepared by the project team.



Historic postcard of 1905 Pond Eddy Bridge. Image courtesy of Sullivan County Historical Society.

HISTORIC RESOURCES UPDATE

PennDOT and the Pennsylvania Division of the Federal Highway Administration (FHWA) coordinated with consulting parties and stakeholders to consider impacts to historic resources, including the National Register-listed Pond Eddy Bridge. To resolve the impact of replacing the historic bridge, a Memorandum of Agreement (MOA) was established and the project team has fulfilled the following agreement requirements:

- ✓ Organize a Design Advisory Committee (DAC);
- ✓ Market the historic bridge for relocation and reuse;
- ✓ Record the historic bridge through photographs and other documentation; and
- ✓ Design the new bridge to be sensitive to the location and community setting.

Although no archaeological resources were found in the project area, a portion of the historic Delaware & Hudson Canal (D&H Canal) is known to be located along NY Route 97. The MOA also requires that a professional archaeologist be on-site to monitor the project area during construction for the protection of the D&H Canal. If an artifact or resource is found during construction, the agreement provides the necessary steps for informing and engaging stakeholders.

In addition to fulfilling the agreement requirements, PennDOT has also committed to installing an interpretative panel to tell the history of the Pond Eddy Bridge and surrounding region. The project team is working with local historians in both the Pennsylvania and New York communities to gather information and historic photographs. Once the new bridge is constructed, the panel will be placed on the New York side of the new bridge.