


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 Kelly.Offner@aecom.com if you are having technical trouble.

Skinner's Falls Bridge

Planning and Environmental Linkages (PEL) Study

Project Advisory Committee Meeting Presentation #4

May 24, 2023

Agenda



01

Alternatives Analysis –
Rehabilitation



02

Conceptual Bridge
Alignment Locations



03

Next Steps

A faded background image of a truss bridge over a river. The bridge has a complex steel truss structure with multiple spans supported by a central pier. The river is calm, reflecting the bridge and the surrounding trees. The overall image is in a light, desaturated tone.

Alternatives Analysis - Rehabilitation

Historic Bridge Rehabilitation Analysis (HBRA)

- Design Team presented the HBRA process in January 2023
- 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 needs?
- HBRA typically conducted in NEPA not in a PEL
- DOT/FHWA committed to carrying Rehabilitation Alternative into NEPA
- Therefore, HBRA will not be completed until NEPA

DRAFT

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:



PennDOT Engineering District 4-0

Prepared By:

AECOM

March 2023

Historic Bridge Rehabilitation Analysis (HBRA)

Identify	HBRA Phase 1 PEL Study <ul style="list-style-type: none">• Preservation Priority of Bridge• Character Defining Features	HBRA Phase 2 NEPA Studies <ul style="list-style-type: none">• Additional non-traditional rehabilitation options
Determine	How much load can the rehabilitated bridge carry while still meeting SOI standards and maintaining character defining features?	Will additional rehabilitation alternative meet SOI Standards? How well does each rehabilitation option meet purpose and need?

We are here

Historic Significance

- Exceptional
- Criterion C, Engineering Significance, as a rare, intact example of a multiple span Baltimore truss bridge of moderate length.
- A contributing element to the NRHP-listed Milanville Historic District



Character Defining Features



- Primary character defining features:
 - Two Baltimore Through Truss spans;
 - Truss configurations;
 - Pin connections; and the
 - Stone piers, abutments, and wing walls
- Secondary character defining features
 - The size and scale of the structure, portals, bracing, finials, decorative railings, bridge plaques and decorative ornamentation



Primary Features

- Two through Baltimore trusses
- Stone abutments and pier

Primary Features

- Stone masonry abutment
- Stone masonry pier





Primary Features

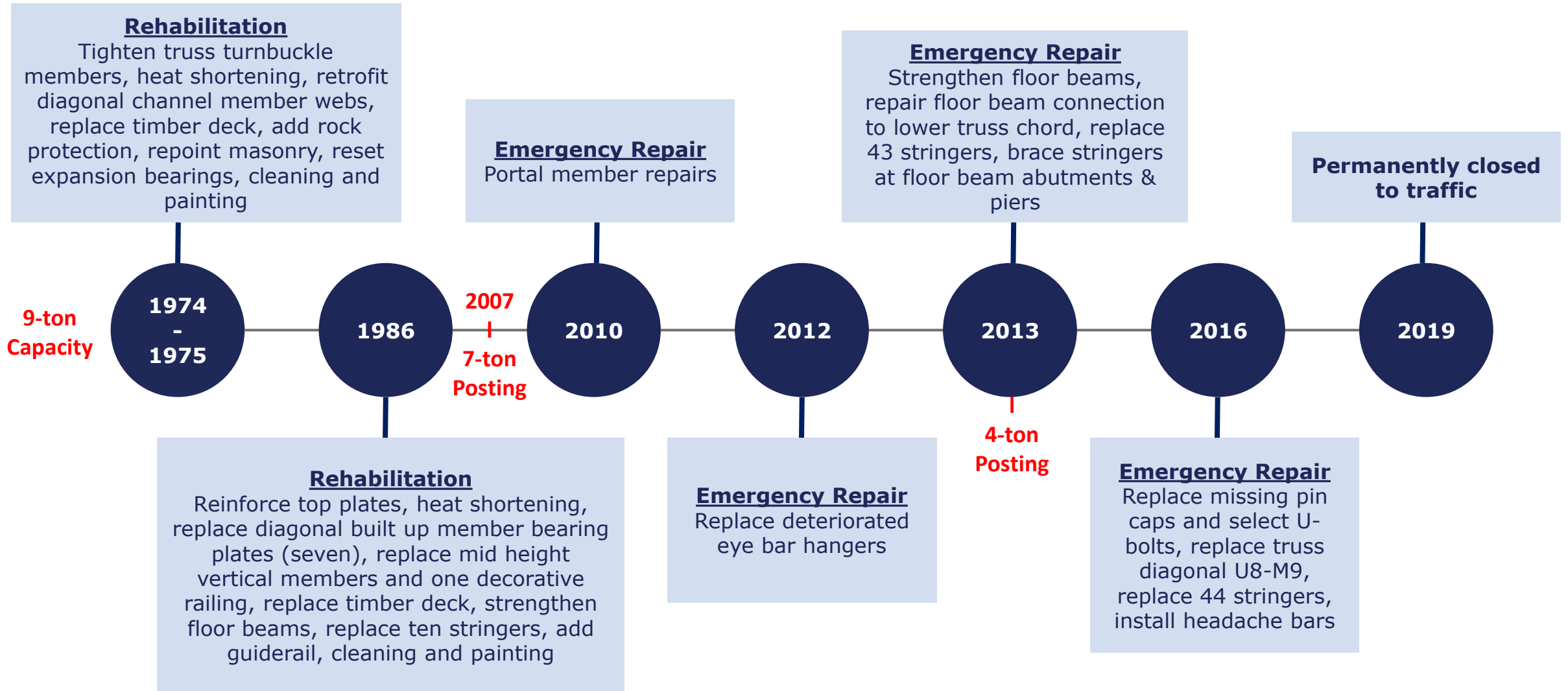
- Truss members
- Pin connections



Secondary Features

- Decorative rail with rosette
- Portal Bracing

Rehabilitation History of Skinners Falls Bridge



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

Summary of HBRA Phase 1

Rehabilitation Option	SOI Standards	Cost Estimate*	Comments
Minimum (4-ton) Rehabilitation	Yes	\$15.6M	10-15 Year Design Life, Maintenance Plan Required
7-ton Rehabilitation	Yes	\$15.7M	10-15 Year Design Life, Maintenance Plan Required
10-ton Rehabilitation	Yes	\$17.3M	Extensive Rehab, 25 Year Design Life, Maintenance Plan Required

*Costs are from the 2014 Feasibility Study and escalated to 2022 dollars, including deck replacement and more significant substructure repairs.

HBRA Phase 2

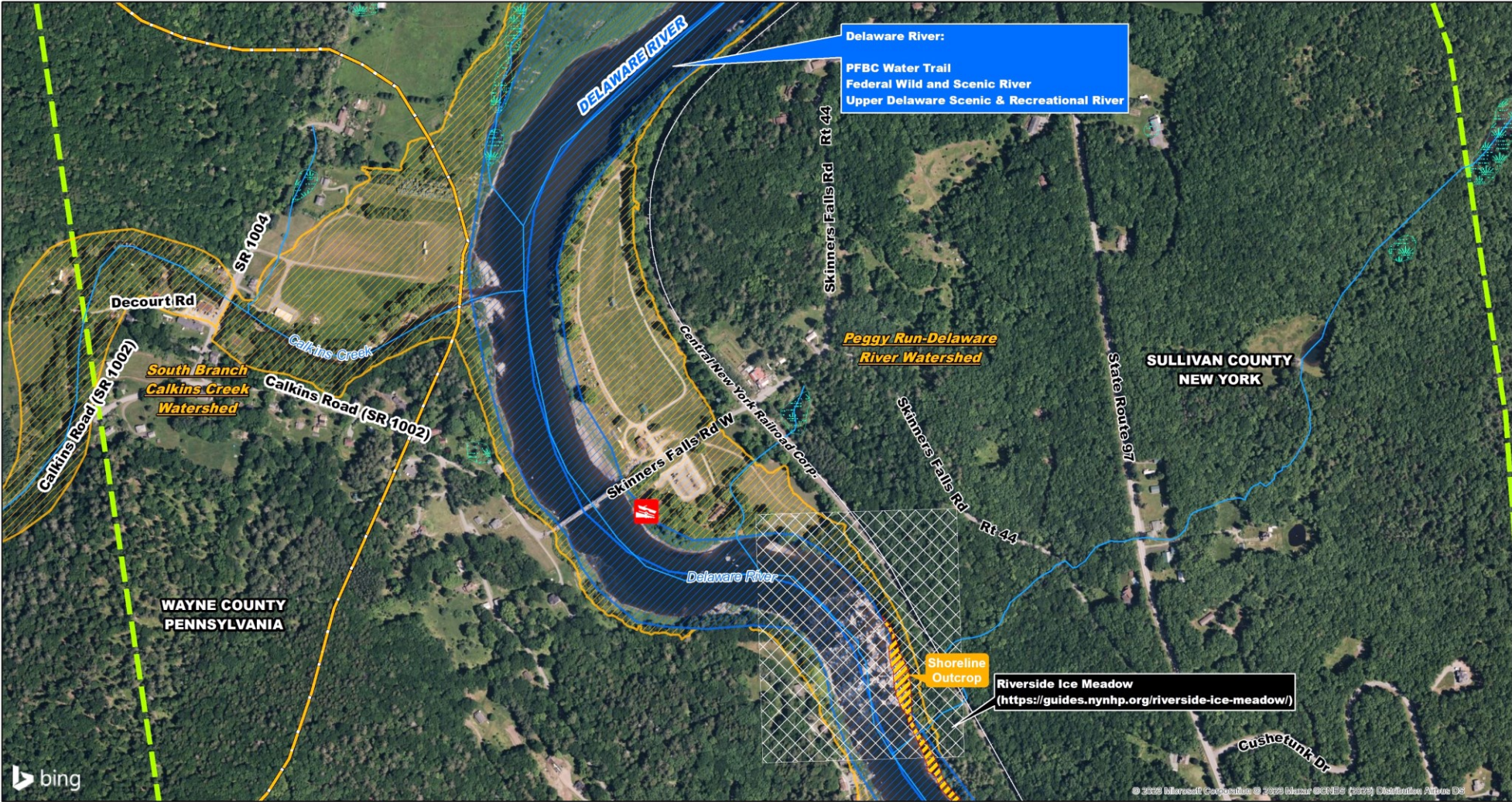
- HBRA will be completed in NEPA phase
- Focus: How well does Rehabilitation Alternative meet the project purpose and needs?
- HBRA Phase 2 to be completed Winter 2024-2025
- PennDOT will conduct a Consulting Party meeting once Phase 2 is posted to PATH














Conceptual Bridge Alignment Locations

Environmental Resources



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

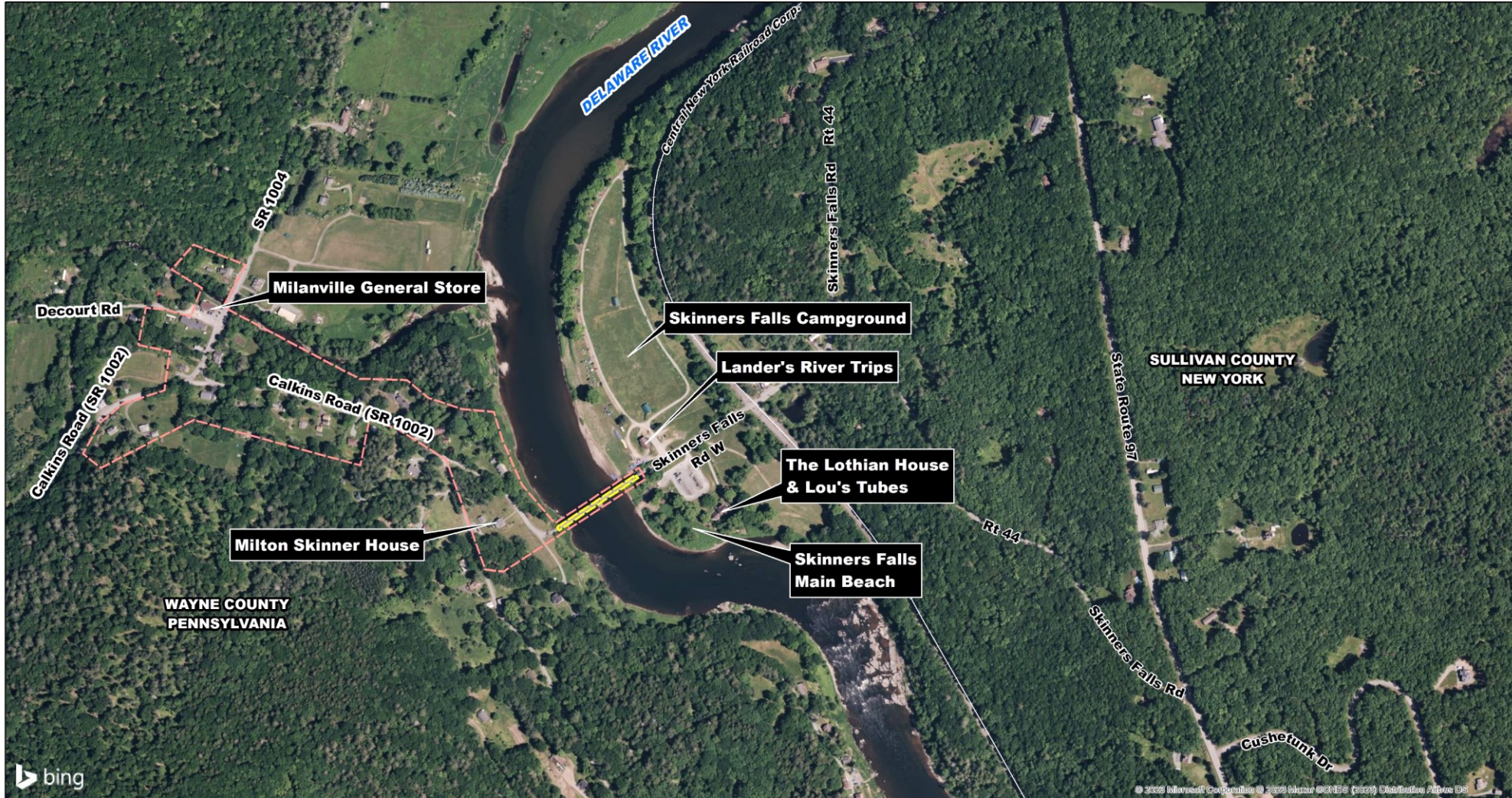
-  NYSDEC Skimmers Falls Access Area
-  FEMA Zone AE
-  NHP Natural Heritage Community Occurances
-  FEMA Floodway
-  NHP Significant Natural Community Occurance
-  Waterway
-  USGS HUC12 Watersheds
-  NPS-Upper Delaware Scenic & Recreational River Boundary
-  NWI Wetlands

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



Date: 4/18/2023

Cultural and Socioeconomic Resources



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

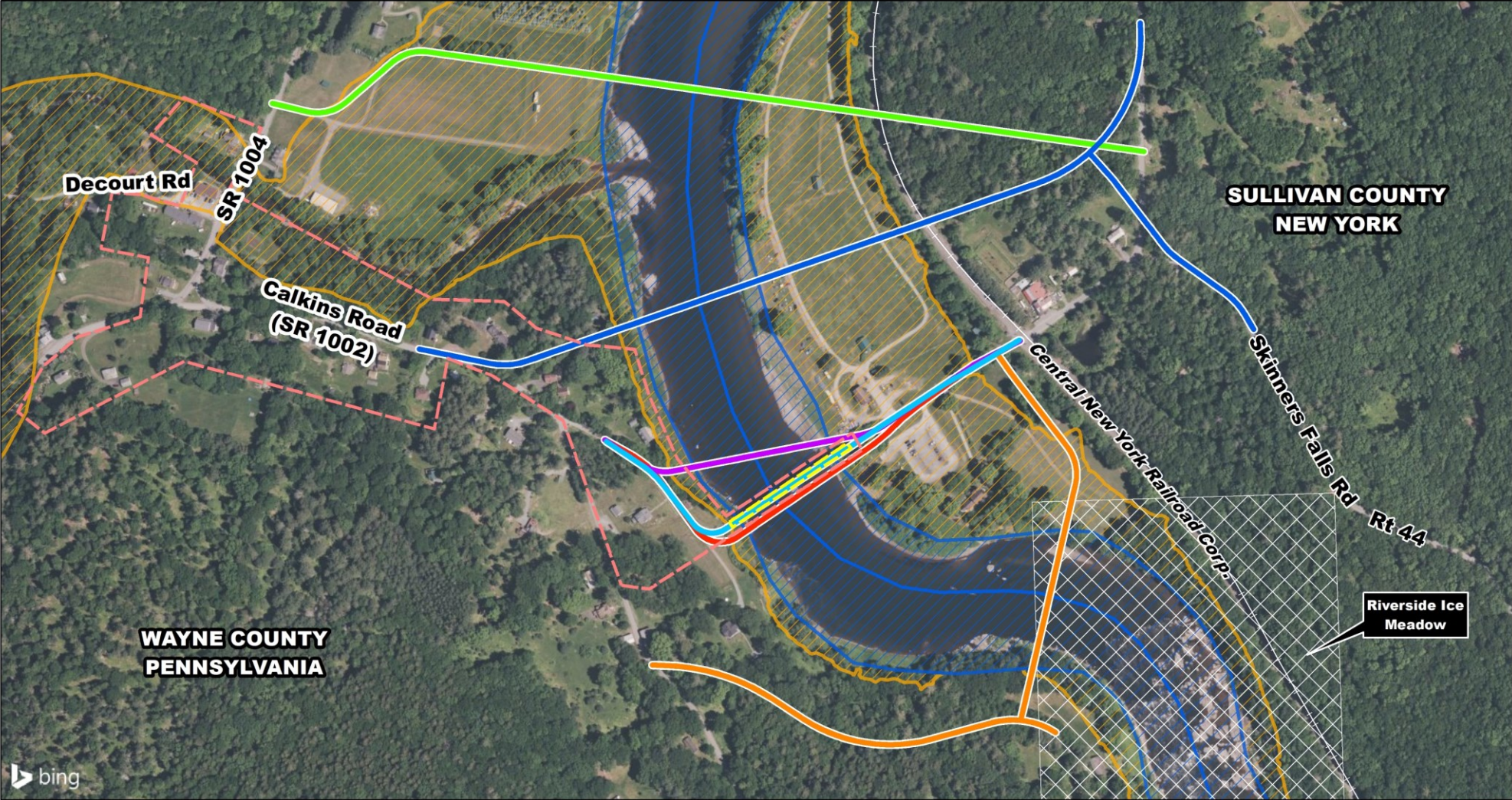
- Milanville-Skinnerville Bridge - National Register Listed
- Milanville Historic District - National Register Listed

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



Date: 4/18/2023

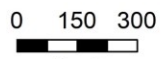
Conceptual Alignments



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

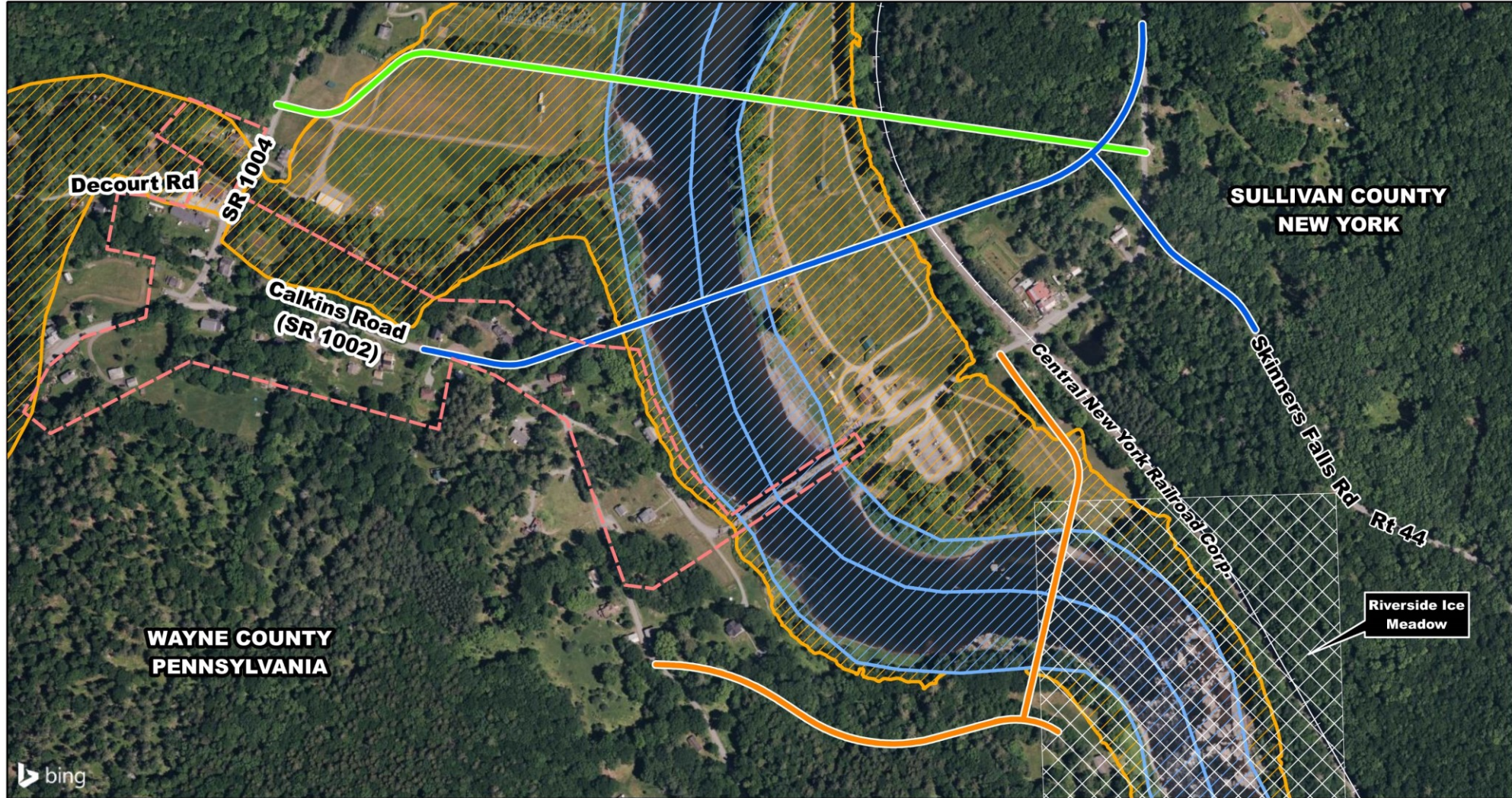


Date: 4/18/2023

Phase 1 Alignments Summary

Alignment	Pros	Cons
Rehabilitation (4, 7, 10-ton)	<ul style="list-style-type: none"> Meets the Secretary of Interior Standards Maintains existing visual context Minimize impacts to Milanville HD 	<ul style="list-style-type: none"> Limited weight capacity Single lane bridge width Substandard approach geometry remains
Alignment 1 (Online replacement)	<ul style="list-style-type: none"> Minimizes ROW impacts Low business impacts 	<ul style="list-style-type: none"> Impacts to Milanville HD Substandard approach geometry likely remains
Alignment 2 (North Shift)	<ul style="list-style-type: none"> Improves roadway geometry on PA side Low business impacts 	<ul style="list-style-type: none"> Impacts to Milanville HD Increased ROW impacts compared to online
Alignment 3A (North grade crossing)	<ul style="list-style-type: none"> Improves roadway geometry on PA side Shorter bridge than alternative 3B 	<ul style="list-style-type: none"> Impacts to Milanville HD Potential viaduct Bisects campground Increased fill in floodplain/floodway Additional grade crossing of railroad
Alignment 3B (North over RR)	<ul style="list-style-type: none"> Crosses over railroad on viaduct Avoids impacts to Milanville HD 	<ul style="list-style-type: none"> Impacts farmland Longest bridge (viaduct) Bisects campground New crossing of railroad, existing remains for businesses
Alignment 4 (South Shift)	<ul style="list-style-type: none"> Shortest bridge Low business impacts 	<ul style="list-style-type: none"> Closest to boat launch Impacts to Milanville HD Substandard approach geometry likely remains
Alignment 5 (Downstream replacement)	<ul style="list-style-type: none"> Avoids Impacts to Milanville HD Provides scenic vantage point over falls 	<ul style="list-style-type: none"> Closest in proximity to falls and impacts to Natural Heritage Community Concerns with ice jams Widening of River Hideaway Drive

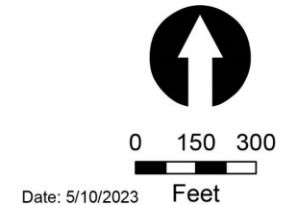
Phase 1 Alignments Recommended for Dismissal



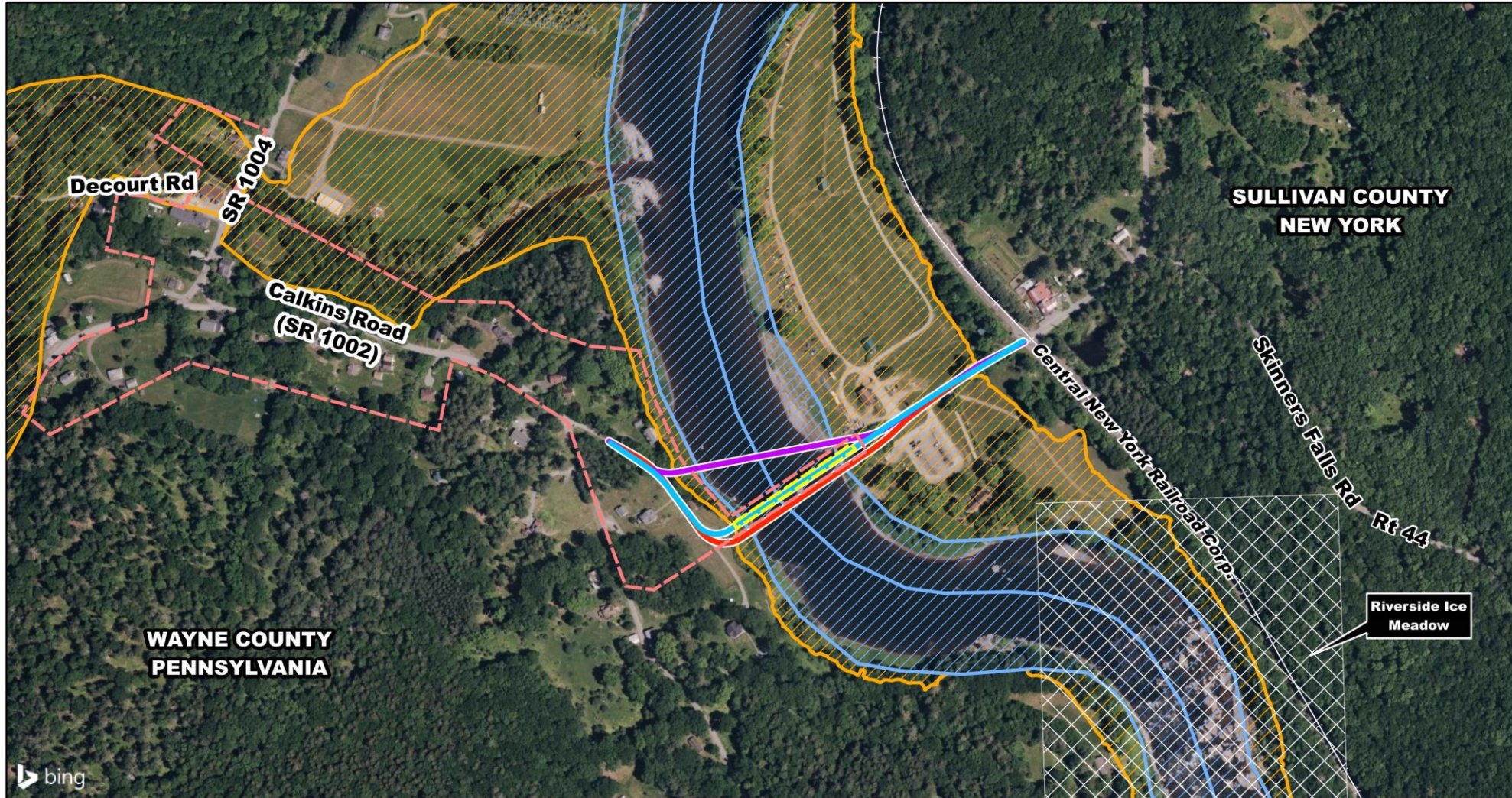
**Skimmers Falls Bridge
SR 1002-230 over the Delaware River
ALIGNMENTS DISMISSED MAP
Long / Lat. 41.670139, -75.057724**

-  Alignment 3A (North Grade Crossing)
-  Alignment 3B (North over Railroad)
-  Alignment 5
-  Milanville Historic District - National Register Listed
-  NHP Significant Natural Community Occurance
-  FEMA Zone AE
-  FEMA Floodway

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



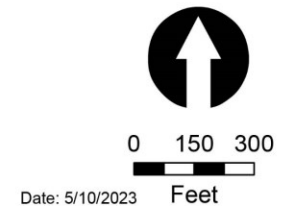
Phase 1 Alignments Recommended for Further Study



**Skimmers Falls Bridge
SR 1002-230 over the Delaware River
ALIGNMENTS FOR FURTHER STUDY MAP
Long / Lat. 41.670139, -75.057724**

- | | | |
|--|---|--|
|  Alignment 1 (Online Replacement) |  Milanville-Skimmers Falls Bridge - National Register Listed |  NHP Significant Natural Community Occurrence |
|  Alignment 2 (North Shift) |  Milanville Historic District - National Register Listed |  FEMA Zone AE |
|  Alignment 4 (South Shift) | |  FEMA Floodway |

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





Next Steps



Next Steps: PEL Study

- SHPO and Consulting Party Comment on HBRA Phase I
- Evaluation of Bridge Types
- Public Meeting
- Publish PEL Report
- Conclusion of PEL

Next Steps: NEPA Phase

- Preparation of Supporting NEPA Documents
- HBRA Phase 2
- Public Involvement
- NEPA Decision & Permitting





Questions

Thank You!

Contact Information

Lisa Brozey via Project Email Address

Skinnersfallsbridge@aecom.com

610-234-5148