

## COMMENTING POINTS - **AND REMEMBER THAT YOU CAN FILE MULTIPLE COMMENTS!**

TO FILE COMMENTS send to all three:

[Skinnersfallsbridge@aecom.com](mailto:Skinnersfallsbridge@aecom.com)

[susawillia@pa.gov](mailto:susawillia@pa.gov)

[dcs@Damascuscitizens.org](mailto:dcs@Damascuscitizens.org)

with your name, address, email and phone with each comment and **PLEASE PUT Skinners Falls Bridge in the subject!!!**

- **Please** file a comment RIGHT AWAY asking for more time to comment and to file studies from experts - **the allotted time is now extended to June 1** - that started 3/30 (should be at least 90 days, 120 will be better) to allow full review and commenting on all the issues involved.
- The public was not involved in the Project Advisory Committee (PAC). The PAC members are elected officials/representatives who should consult with their constituents. This did not occur. Not even the local community had been informed nor made aware of options for the bridge were being considered and evaluated. PAC had no members of the Public on it and no way to engage that committee - with no notice that this decision process was happening.
- This is a controversial project and needs due consideration as such. There is overwhelming community support for the Landmarked bridge to be restored, rehabilitated and then properly maintained and the Landmarked area it is linked with to be respected.
- on slide 13 'Joint Position Statement Submitted to PennDOT by local governments and other project stakeholders' The 'stakeholders' did NOT include any of the area residents, property owners, visitors/tourists (as noted) or others with interests in the area and the bridge.
- the removal of a National Landmark structure involves a strict legal procedure such that PennDOT can not simply act autonomously. It engages Section 106 of the National Historic Preservation Act.
- Plus the area itself is on the "Register of Historic Places" so there are two interrelated historic landmark designations involved; both the bridge and the Historic District.
- the zoom meeting was not a hearing and was not due diligence by PennDOT in addressing the Section 106 Landmarks procedure. There was no hearing - yet
- The people in the area do NOT agree with the PAC's conclusion (on slide 28) that a two lane 40 ton replacement bridge is necessary because, *"Improved bridge could enhance tourism economy and support increased traffic needs due to increased migration and visitation due to COVID"*. Covid is a temporary condition and it's an insincere reason that a 40 ton bridge is necessary for tourists. Tourists come to rural areas to enjoy natural beauty, old bridges with historic character under which to float and swim, peace and quiet, safety, and not big loud trucks on narrow roads. Tourism does not benefit from an area becoming a place on the edge of a highway. There are two other bridges capable of handling 40 ton trucks that feed into more significant routes.
- All the roads on the PA side are rated at 10 tons max (River Road, etc.), and barely capable of sustaining those loads, and are not even two lanes -are 1 1/2 lanes - those big trucks will be an extreme hazard and are not appropriate for these roads.

- alternative bridge routes are available. Capable bridges for larger vehicles exist within 5 miles in either direction of the Skinners Falls Bridge and they connect to more appropriate routes for commercial traffic.
- It appears that PennDOT might have a conflict of interest and in order to avoid such a conflict an independent engineering study should be performed. Preservation and upgrading of historic structures is within our capabilities as proven all the time....with proper engineering study by qualified independent historic bridge consultants (not PennDOT), it will undoubtedly be established that Milanville bridge can be easily brought to its original loading of 9 tons.
- The erection of a high capacity bridge will undoubtedly lead to heavier commercial truck traffic on the existing roads and especially on the quaint rural country roads that characterize the best of the Upper Delaware Wild and Scenic River.
- construction of a new bridge will involve critical environmental considerations, such as at Pond Eddy where the river flow was blocked over a period of two years. An Environmental Impact Statement must be done to evaluate these situations.

TO FILE COMMENTS send to all three:

[Skinnersfallsbridge@aecom.com](mailto:Skinnersfallsbridge@aecom.com)

Susan Williams [susawillia@pa.gov](mailto:susawillia@pa.gov)

[dcs@Damascuscitizens.org](mailto:dcs@Damascuscitizens.org)

with your name, address, email and phone with each comment and PLEASE PUT Skinners Falls Bridge in the subject!!!

PENNDOT Skinners Falls webpage <https://www.penndot.gov/RegionalOffices/district-4/PublicMeetings/Wayne%20County/Pages/Skinners-Falls-Bridge-Project.aspx>

PENNDOT Skinners Falls **slide** presentation <https://www.penndot.gov/RegionalOffices/district-4/PublicMeetings/Wayne%20County/Documents/Skinners%20Falls%20Bridge%20Public%20Meeting%20Presentation.pdf>

#### **MORE DETAILS**

This was recommended

I would also point the community to this very helpful tool here (you can download the full guide about half way down the page): <https://www.achp.gov/digital-library-section-106-landing/citizens-guide-section-106-review>

and people can become a 'consulting party' within the Pennsylvania Transport and Heritage (PATH) process which will give you more information as things move along and more opportunities to participate

<https://path.penndot.gov/ProjectDetails.aspx?ProjectID=1&txtMPMS=113520>

and directly to the form to become a consulting party <https://path.penndot.gov/ConsultingParty.aspx?ProjectID=1&CRPEmailAddress=pathinfo@pa.gov>

<https://path.penndot.gov/ConsultingParty.aspx?ProjectID=1&CRPEmailAddress=pathinfo@pa.gov>

THIS GOES TO [hgerling@pa.gov](mailto:hgerling@pa.gov)

Heather Gerling MA is the PennDOT Cultural Resources Professional who indicates she is responsible for the applications for Consulting Party.