### SPECIAL USE PERMIT



**UPPER DELAWARE SCENIC & RECREATIONAL RIVER** 

274 River Road, Beach Lake, PA 18405 Special Use Permit Coordinator, upde\_permits@nps.gov 570-729-7134 x2234



Permittee information	Park alpha code: <u>UPDE</u>
Permittee name:	
Susan Hazelton	Permit #: UPDF2025-5700-146
Company/Organization:	
PennDOT Engineering District 4-0	
Street address:	Type of use:
55 Keystone Industrial Park	∐ Special event
	□ Filming or still photography
City:	Demonstration, sale or distribution of printed
Dunmore	matter, etc.
State:	□ Agricultural or grazing
Pennsylvania	⊠Other: Construction
Country:	NEPA compliance:
United States	⊠ Categorically excluded
Zip code:	□EA/FONSI
18512	□EIS
Mahila shana susahas	— ■ PEPC # 128176
	─────────────────────────────────────
570-963-3015	DEMOLITION/CONSTRUCTION
Fax number:	
570-963-4949	Authorizing logiclation or other authority
Email address:	
shazelton@pa.gov	$\square 54 \cup 5.0.8 100751(a)$
	🖂 34 0.3.0. § 103104

☑ 54 U.S.C. § 100905☑ Other authority:☑ Park-specific legislation:

# The Permittee is authorized to conduct activities at the following described lands or facilities in Upper Delaware Scenic & Recreational River:

The section of the river waterway, up to and including the banks below the normal high-water mark, that extends from the northernmost point of the Cochecton Access, New York, to the southernmost point of the Skinners Falls Access, New York, including the NYDEC Skinners Falls parking lot that is co-managed by NPS. Refer to Appendix A.

This permit begins at 6:00 am EST on February 6th, 2025, and expires at 6:00 pm EST on May 25th, 2025.

Pursuant to the emergency declaration, the Permittee will fulfill compliance obligations and restoration activities, pending NPS approval, beyond the expiration date of this permit.

SUMMARY OF PERMITTED ACTIVITY: (see attached sheets for additional information and conditions)

The permitted activity involves the comprehensive removal of the Skinners Falls Milanville Bridge due to its deteriorating condition, facilitated by the construction of a partial causeway from the New York banks to provide access for the demolition process. PennDOT will utilize explosive charges to remove the New York truss span and drop it onto the causeway while also dropping the Pennsylvania span into the river from the abutment. Following demolition, all components will be scrapped in compliance with environmental regulations, and the Pennsylvania

abutment will be stabilized with a concrete cap, with the area secured by fencing. The project will include the complete removal of the causeway from the river, along with rehabilitation efforts aimed at restoring the affected resources in the surrounding area. Pursuant to the emergency declaration, PennDOT will assess level of impact and develop and implement mitigations as the project progresses, in coordination with stakeholders as noted in plans.

Person on site responsible for adherence to the terms and conditions of the permit, Catherine Daniels (570-963-4070):

 Application fee
 Received
 Not Required
 X
 Amount Waived

 Performance bond
 Received
 Not Required
 X
 Amount Waived

 Liability insurance
 Received
 X
 Not Required
 X
 Amount See Condition #9

 Cost recovery
 Received
 Not Required
 X
 Amount Waived

 Location fee
 Received
 Required
 X
 Amount Waived

 Other authorized fee
 Received
 Required
 Amount Waived

Issuance of the permit is subject to the below-listed general and park-specific terms and conditions. The undersigned hereby accepts this permit subject to those terms and conditions and agrees to be bound by them.

Ju stryth 2025.02.07 09:14:48 -05'00'	PennDOT ADE-Design	2/7/2025
Permittee signature	Title: Superintendent	Date: 2/7/2025
Authorizing NPS official	Title:	Date:
Authorizing NPS official (additional, if required)	Title:	Date:

#### **General Terms and Conditions**

1. The Permittee must perform the work or conduct the activities authorized by this permit in accordance with the permit's terms and conditions and in accordance with all applicable federal, state, or local law, including the regulations in 36 C.F.R. chapter I; the regulations in 43 C.F.R. part 5; and all applicable workplace-safety and public-health orders, rules, and requirements. If the Permittee fails to do so, then the Superintendent of Upper Delaware Scenic and Recreational River may immediately suspend or revoke this permit without notice.

2. The Superintendent may immediately suspend or revoke this permit without notice if destruction of, loss of, or injury to any park property or resource has occurred, is occurring, or appears imminent. In accordance with the System Unit Resource Protection Act, 54 U.S.C. §§ 100721-100725, any person that destroys, causes the loss of, or injures any park system unit resource will be liable to the United States for response costs and damages resulting from the destruction, loss, or injury.

3. The Superintendent may revoke this permit at any time after providing 24 hours' written notice to the Permittee setting forth the reasons for the revocation.

4. If this permit is revoked for any reason or upon its expiration, the Permittee must repair all damage to park property or resources in accordance with the Superintendent's direction and must restore the Permitted Area to its original, pre-permit condition.

5. The Permittee must obtain all federal, state, or local permits, licenses, inspections, or other reviews or approvals legally required to perform the permitted work or conduct the permitted activities.

6. This permit does not grant the Permittee exclusive use of the Permitted Area. Unless the Superintendent restricts public access to or closes the Permitted Area in accordance with 36 C.F.R. § 1.5, the Permitted Area will remain open to the public to the same extent that it is open to the public during regular park visiting hours, and the permitted work or activities may not unduly interfere with the public's use and enjoyment of the Permitted Area.

7. This permit may not be transferred or assigned to another party without the Superintendent's prior written approval.

8. The Permittee waives all demands, claims, and causes of action against the United States and its officers, employees, agents, and representatives, and releases the United States and its officers, employees, agents, and representatives from all liability, arising out of or resulting from the permitted work or activities. The National Park Service issues this permit upon the express condition that the United States and its officers, employees, agents, and representatives will be free from all liability of any sort whatsoever arising out of or resulting from the permitted work or activities. Accordingly, the Permittee hereby agrees to indemnify, defend, and save and hold harmless the United States and its officers, employees, agents, and representatives from and against all liability of any sort whatsoever arising out of or resulting from the permitted work or activities.

9. If the Superintendent requires liability insurance as a condition of issuing this permit, then the Permittee must obtain general liability insurance against claims occasioned by the acts or omissions of the Permittee and its officers, employees, agents, representatives, and contractors while performing the work or conducting the activities authorized by this permit. The policy must be in the amount of \$2 million per occurrence and \$4 million aggregate; must be issued by a company licensed to do business and in good standing in the State of New York and the Commonwealth of Pennsylvania and must name the United States of America as an additional insured. The Permittee must provide the Superintendent with a Certificate of Insurance with the proper endorsements before the permit's effective date.

10. If the Superintendent requires a bond as a condition of issuing this permit, then the Permittee must deposit with the Park, before the effective date of this permit, a bond in the amount of n/a from a bonding company licensed to do business and in good standing in the State of New York and the Commonwealth of Pennsylvania or in the form of cash or cash equivalent, to guarantee that all financial obligations to the Park will be satisfied.

11. As authorized by 54 U.S.C. § 103104 or 54 U.S.C. § 100905 and in accordance with other applicable law and policy, the National Park Service will recover all costs of providing necessary services associated with this permit, including the costs of administering the permit and monitoring the permitted work or activities. The National Park Service may bill the Permittee for either actual costs or estimated costs. Payment is due at the time of billing. If the National Park Service bills the Permittee for estimated costs, and actual costs exceed the estimated amounts,

then the National Park Service will bill the Permittee for the excess. If the National Park Service bills the Permittee for estimated costs, and actual costs are less than the estimated amounts, then the National Park Service will refund the difference to the Permittee after the permitted work or activities have concluded and the permit has expired or been terminated. Under no circumstances will the National Park Service be liable for interest on any refunded amount.

12. The Permittee designates Catherine Daniels (570-963-4070) as the on-site person responsible for adherence to the permit's terms and conditions. The on-site person must have full authority to make all decisions about the permitted work or activities; must be reachable at all times; and is responsible for all persons or entities performing the permitted work or activities, including the Permittee's contractors and subcontractors.

13. Nothing in this permit binds the National Park Service to expend in any one fiscal year any sum in excess of appropriations made by Congress or allocated by the National Park Service for the purpose of this permit, or to involve the National Park Service in any contract or other obligation for the further expenditure of money in excess of such appropriations or allocations.

14. If any provision of this permit is found to be invalid or unenforceable, the remaining provisions of this permit will not be affected and may be enforced to the full extent authorized by applicable law.

15. Use of the National Park Service Arrowhead Symbol is governed by 36 C.F.R. part 11. The Arrowhead Symbol is the official emblem and a registered trademark of the National Park Service. The National Park Service must authorize any use of the Arrowhead Symbol, including incidental use. Using the Arrowhead Symbol for advertising, promotional, or other commercial purposes is prohibited. Unauthorized use of the Arrowhead Symbol may subject an individual to criminal penalties under 18 U.S.C. § 701.

16. Approval of the special use permit does not constitute and should not be construed as a Government endorsement of the Permittee's views, activities, products, goods, services, or enterprise. The Permittee shall not refer to special use permits awarded by the National Park Service for commercial purposes, in advertising, or in a manner which states or implies that, by issuing the special use permit, the views, activities, products, goods, services, or enterprises undertaken pursuant to this permit are approved of or endorsed by the Government.

17. Credit Lines recognizing the NPS issuance of this permit may be approved through additional terms and conditions.

18. Federal regulations prohibit any person from knowingly giving false information on an application for a permit and from knowingly giving a false report for the purpose of misleading a government employee or agent in the conduct of official duties. 36 C.F.R. §§ 2.32(a)(3) and 2.32(a)(4). Any violation of those regulations will result in this permit's immediate revocation.

#### Park Specific Terms and Conditions

19. Unless the National Park Service or the US Coast Guard have issued an active river closure, the Permittee must ensure that bridge demolition and causeway construction do not block or restrict the passage of river users, actively warning and rerouting them to safe access points while maintaining open access at public entry locations. Boating activities, including canoeing and kayaking, must be safely facilitated through the open river channel consistent with the approved ATON plan.

20. The Permittee must provide signs to recreational river users and canoe livery operators, informing them of closures, along with their effective dates, as specified in the preapproved Aids to Navigation Plan (Appendix B). Any exceptions to this condition require prior approval from the NPS and/or other relevant recreation agencies, either before the project begins or during construction.

21. This permit is applicable only on lands and waters under the jurisdiction of the National Park Service at the Upper Delaware Scenic & Recreational River and is issued solely for the designated areas. It does not grant permission for activities on private property within or adjoining the river.

22. The NPS may enter and inspect the permitted area at any time without providing prior notice to the Permittee for purposes such as monitoring ongoing activities, conducting inspections to ensure compliance with law and regulations, and responding to emergencies. For the safety of NPS employees, employees will check in with the construction foreman prior to entering the construction site. All on-site persons must comply with the site health and safety plan while on the site and any applicable safety requirements.

23. Order and proper conduct must be upheld by all individuals conducting or participating in bridge demolition and causeway construction, ensuring that public safety and the overall welfare of both the public and participants are not compromised.

24. Except as expressly authorized by this permit or subsequently approved in writing by the Superintendent, the Permittee may not move, remove, alter, damage, or destroy any park resources within the Permitted Area or the Park. As directed by the Superintendent, the Permittee must take all reasonable measures to avoid or minimize damage to park resources.

25. NPS lands and waters affected by the authorized activities, including the riverbed and access points, must be restored to substantially the same condition as it was prior to these activities, with all refuse properly disposed of or otherwise as required by the Superintendent.

26. The Permittee must keep the Permitted Area clear of litter and debris during and after bridge demolition and construction activities. Daily cleanup is required, along with proper containment of all debris, including but not limited to concrete chunks, asphalt, grindings, wood, rebar, and garbage, which must be stored in covered containers to prevent any materials from entering the Delaware River. If on-site bathroom facilities are unavailable, the Permittee is responsible for renting portable restroom facilities, which are not authorized on NPS land and must be placed on DEC property.

27. Vehicles may access the causeway and staging areas and may not enter the river.

28. Recognizing the staging area is identified as the NYDEC parking lot, diving, parking, or operation of heavy equipment should be limited in unpaved areas unless on construction matting to prevent ground disturbance. Care must be taken to ensure that equipment and staging areas do not cause further damage, such as compaction and rutting.

29. The Permittee is required to immediately report any accidents, injuries, spills or reportable releases of contaminants into either air or water to the National Park Service 24-hour Communication Center at 570-426-2457. In the event of an emergency or environmental incident, the Permittee must take necessary measures to mitigate harm and submit a report to the Superintendent within 24 hours.

30. All boats, ladders and miscellaneous equipment or supplies will be removed from the causeway and the water daily and relocated to higher locations during periods when work is not being conducted, especially in anticipation of high water or storms. The Permittee and participants will be responsible for retrieving any equipment or materials that may wash away.

31. In accordance with 36 C.F.R. § 2.1(a)(2), the introduction of wildlife, fish, or plants, including their reproductive bodies, into the park ecosystem is prohibited. Operators of equipment used for water access should avoid introducing any known invasive species when accessing the river. Withdrawal from surface water to clean equipment may be subject to US Army Corps of Engineers, NYDEC, PA Fish & Boat Commission and/or other regulations.

32. Personal Flotation Devices (PFDs):

- a. The Permittee must issue personal floatation devices (PFDs) that are in good, serviceable condition, meet U.S. Coast Guard (USCG) specifications, and have a legible USCG approval tag for all participants involved in the bridge demolition and construction activities who are in or on the water.
- b. The Permittee must ensure that PFDs are of the proper size for each user.
- c. Participants must be instructed that PFDs should always be worn and never tied to the vessel. By law, PFDs must be readily accessible.
- d. All individuals in or on the waters of the Delaware River within the Upper Scenic and Recreational River, during periods of high water, are required to wear a Type I, II, III, or V USCG-approved PFD/life jacket. PFDs must be worn during high water and the cold-water period, which is defined as running from November 1st to April 30<sup>th</sup>. High water is defined as six (6) feet and above, as measured at the Callicoon Bridge. For the river downstream of this point to the southern boundary of the park, high water is similarly defined as six (6) feet and above as measured by the Barryville gauge.

33. The Permittee shall implement appropriate measures to reduce unreasonable noise levels based on the nature and purpose of the activity, location, and time of day or night. Loudspeakers or microphones being used will be so adjusted as to be audible only to those people in the immediate area who are involved with the activity. Audio devices must adjust their volume in accordance with state and local town/ship ordinances.

34. No fires will be permitted, or fire pits dug or constructed in the project area.

35. All natural and cultural resources discovered in the Permitted Area are the property of the United States.

36. Unauthorized disturbance of archeological sites on federal lands, or the removal of artifacts from federally managed property without a valid permit is a violation of the Archeological Resources Protection Act (16 U.S.C. 470 ee, ff, gg), the Antiquities Act (16 USC 433), and other statues. Those in violation are subject to criminal and civil penalties, including forfeiture of personal property. If archaeological resources are discovered on NPS lands or waters during actions associated with the SUP, activities near the archeological resources are to cease and UPDEs Natural and Cultural Resource Program Manager is to be notified immediately at 570-493-0269. If human remains (remains) and/or funerary objects, sacred sites, objects of cultural patrimony (items) are inadvertently discovered, activities near the remains and/or items are to cease and the Superintendent is to be notified immediately at 631-873-8299. Tribes that are culturally affiliated with the Upper Delaware watershed will be notified within 24 hours of discovery. Treatment and/or deposition of the remains and/or items must follow current NAGPRA guidelines (43 CFR 10) in consultation with the culturally affiliated Tribes.

37. Launching, landing, or operating unmanned aircraft systems (UAS) from or on the lands and water administered by the National Park Service within the boundaries of the Upper Delaware Scenic and Recreational River is prohibited unless written approval is granted by the Superintendent and the UAS missions comply with RM-60 guidance. These operations must not interfere with public use of the river or harass wildlife.

38. The use, possession, storage, or transportation of explosives, blasting agents, or explosive materials is prohibited, except as specified in the preapproved blasting plan (Appendix C). When permitted, these activities must adhere to all applicable Federal and State laws.

39. Permittee or their contractor shall provide, at their own cost, private security personnel in accordance with the approved security plan (Appendix D).

40. The Permittee shall provide updates on the project status every two weeks to <u>upde\_permits@nps.gov</u>. These updates shall include a summary of completed activities, current schedule and compliance status, challenges encountered, and planned activities for the upcoming period.

41. The Permittee shall incorporate all required conditions from the Wild and Scenic Rivers Act Section 7(a) determination letter (Appendix E). These actions include correcting the temporary degradation of the Scenic Outstandingly Remarkable Value to maintain the aesthetic characteristics of the Upper Delaware Scenic and Recreational River corridor and is consistent with the recommendations of PennDOT's 2024 Planning and Environmental Linkages Study.

42. Pursuant to the emergency declaration, the National Park Service is adopting preliminary project plans and expedited procedures. The Permittee must fulfill all necessary compliance obligations in accordance all applicable federal, state, or local laws and regulations, following the implementation and completion of the project. The Permittee is required to report any updates or changes to the appendices or compliance mitigations to the National Park Service prior to implementation.

### List of Appendices

Appendix A – Map of New York Department of Environmental Conservation (NYDEC) Access & Parking Lot

**Appendix B** – Damascus Township, Wayne County, Pennsylvania Town of Cochecton, Sullivan County, New York Aids to Navigation Plan

- Appendix C Blasting Control and Monitoring Plan for PA DOT
- Appendix D Skinners Bridge Security Plan
- **Appendix E –** Wild and Scenic Rivers Act Section 7(a) Determination Letter

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### Appendix B

S.R. 1002 (Skinners Falls Road) over Delaware River Emergency Project Damascus Township, Wayne County, Pennsylvania Town of Cochecton, Sullivan County, New York Aids to Navigation Plan- Bridge Removal Addendum

### Narrative

An Aids to Navigation Plan (ATON) Addendum is required for S.R. 1002 (Skinners Falls W. Road)<sup>1</sup> Bridge (BMS 63-1002-0230-0739) over the Delaware River between Damascus Township, Wayne County, Pennsylvania and the Town of Cochecton, Sullivan County, New York. Please See **Attachment 1: USGS Project Location Map**. The project is located at Latitude: 41.669672 N, Longitude -75.058314°. The ATON is required due to emergency bridge removal activities. This ATON addendum follows the approval of the channel restriction ATON approved for this location, dated September 6, 2024.

The existing structure is a two-span, 466' long, Baltimore through truss bridge. The bridge is considered structurally deficient and has been closed to all traffic, including pedestrian and bicycle, since a 2019 inspection identified extensive timber deck and lateral truss bracing deterioration. Please see **Attachment 2: Photographs** for photographs of the existing bridge and watercourse.

In August 2024, reported debris falling from the bridge resulted in an emergency inspection. The resulting emergency visual inspection confirmed that bridge components had the potential to fall into the river. Bridge inspection crews removed several pieces of the bridge on August 3, 2024.

To protect the boating public during bridge removal, an ATON plan is proposed to restrict, and during certain phases of construction close, the navigable waterway in the vicinity of the bridge. An ATON plan has been created to show placement of warning signs and buoys upstream and downstream of the bridge to protect boaters within the vicinity of the bridge. The proposed buoy specifications are also included. All in-water buoys and signs are to be removed immediately prior to forecasted high flow events, or when significant ice is present on the river, by the contractor using appropriate boats. The ATON plan will be reset following such events when safe conditions are present.

At this time, the ATON for bridge removal will be implemented as noted in the following phases:

Phase 1): Delineation of restricted channel extending 40' on the PA side of the central river pier. Orange vinyl buoys and exclusion buoys will delineate the restricted channel. During this stage, workers will be installing the temporary half-width rock causeway, which will be used to facilitate the removal of the bridge. Phase 1 implements the previously approved ATON plan and is included Attachment 6 (**Aids to Navigation Plan Phase 1**). It is anticipated that it will take approximately 30 days to construct the causeway.

Phase 2): Once the causeway construction extends to beyond the central river pier, the river will be temporarily closed to all river traffic. Construction activities, including the installation of a debris catchment system both upstream and downstream of the bridge, will be installed in this phase.

<sup>&</sup>lt;sup>1</sup> Pennsylvania State Route 1002 is named Milanville Road on the Pennsylvania side. On the New York side it is named Skinners Falls W Road.

Other activities to prepare the bridge for demolition will also take place. As a result, conditions would be unsafe for any boaters or recreational users in the vicinity of the bridge.

River closure signage and exclusion buoys will be placed at the Cochecton-Damascus Bridge. Four 37" orange vinyl buoys and one exclusion buoy will be placed 300' downstream of the Cochecton-Damascus Bridge. Official signed portage will be to the Narrowsburg Boat Launch. Notifications will also be posted on the National Park Service Upper Delaware Scenic and Recreational River website.

Additionally, understanding that access to the river from private property cannot be enforced along the entire length of the portage, two exclusionary buoys will be placed 500' upstream of the Skinners Falls Bridge and additional sets of four 36" orange vinyl buoys and one exclusion buoy will be placed 300 ft upstream of the northernmost limits of the causeway and 300 feet downstream of the southernmost limits of the causeway. Two Warning Keep out signs on the downstream shore of the Skinners Falls Bridge warning of construction will be placed as well. No portage in the vicinity of the bridge will be allowed due to ongoing construction activities. This stage of the ATON will be in place for approximately two months.

This ATON will remain in place until the debris from the demolition of the bridge, the causeway and the catchment system are removed. Subsequent to the removal of the catchment system, the entire width of the river will be reopened to recreational users, and all ATON will be removed. This reopening will take place prior to the commencement of the boating season (May 1).

This section of the Delaware River is part of the Upper Delaware Scenic and Recreational River unit, as designated by the United States National Park Service (NPS). The Upper Delaware River is also a federal Wild and Scenic River and is a recreationally navigable waterway. The location of the ATON is part of the Upper Delaware River section of the Delaware River Water Trail. This section of the navigable water trail travels over 73 miles along the Upper Delaware River and is a (PFBC) water trail. The entire Delaware River Water Trail travels190 miles on the Delaware River, consisting of the Upper, Middle, and Lower Delaware River Trails.

## Upstream / Downstream Public Launch Facilities

- Upstream Launch: The closest upstream public kayak/canoe launch access points are located at the Cochecton-Damascus Bridge. The Damascus PA Fish Commission Access is located on the Pennsylvania side of the Cochecton-Damascus Bridge and the Cochecton NYSDEC Fish Commission Access is located on the New York side of the bridge; both are approximately 2.9 miles upstream of the Skinners Falls Bridge.
- Downstream Launch: The nearest downstream access is at Narrowsburg, approximately 5.5 miles downstream of the Skinners Falls Bridge.

This ATON Plan is anticipated to be approved concurrently by the National Park Service, Pennsylvania Fish and Boat and New York State Department of Environmental Conservation.

# Upper Delaware Scenic and Recreational River

# **BOATING SAFETY AND WORK PLAN**

For The

# Skinners Falls Bridge Emergency Waterway Restriction

# DRAFT

# January 2025

----Agency ----

PA Department of Transportation Engineering District 4 55 Keystone Industrial Drive Dunmore, PA 18512

--- Contractor ----

JD ECKMAN, INC.

## Upper Delaware (UPDE) Boating Safety Plan (BSP)

### January 2025

## **PROJECT INFORMATION**

### State Permitting Authority/Contact Name/Number:

Pennsylvania Department of Transportation (PennDOT) Engineering District 4 55 Keystone Industrial Drive Dunmore, PA 18512

PennDOT Contact: Greg Augustine – Environmental Manager - 570.963.4070 E-mail: <u>gaugustine@pa.gov</u>

Name of Construction Project Number SR 1002, Segment24R Skinners Falls Bridge

### Location by River Mile or Bridge Number:

Interstate Bridge #5 – Skinners Falls Bridge

River Mile: 295.40

### Name, Address and Telephone Number of Responsible Party:

Contractor Project Manager - Contractor Project Manager: Josh Smolinsky, PE, JD Eckman, Inc. Telephone: 610-310-4474

--- On-Site --- Construction Superintendent – TBD – Cell –

--- On-Site Boat Safety Coordinator – TBD – Cell –

On-Site PennDOT--- Contact Person/ Construction Manager: Katie Daniels, PE, PennDOT Assistant Construction Engineer Cell – 570-963-3445

PennDOT Project Manager Amy Lolli <u>-AMLOLLI@pa.gov</u> tele. 570.614.2958

# **EMERGENCY CONTACTS**

Dial 911	
570.226.5718	
570.253.7126	
845.292.6600	
845.252.3212	
570.426.2457	
570.729.7134	

### **Anticipated Construction Schedule:**

Order ATON Plan Materials: ASAP Install ATON Plan: Installation to begin as soon as materials are available Install Causeway: January 13, 2025 Remove Bridge Structure: ASAP once causeway is construction is completed Maintain ATON Plan: until causeway removal and associated activities are complete *Coordinate Winter ATON Removal Date(s) as required during conditions when ice is present on the River* Reinstall and Maintain ATON Plan: during periods when ice is not present. Construction Complete and ATON Removed: May 1, 2025 or eariler

## Schedule and Sequence of Bridge Signs and Buoys Installation

- At this time, the ATON for bridge removal will be implemented as noted in the following phases:

- Phase 1): Delineation of restricted channel extending 40' on the PA side of the central river pier. Orange vinyl buoys and exclusion buoys will delineate the restricted channel. During this stage, workers will be installing the temporary half-width rock causeway, which will be used to facilitate the removal of the bridge. Phase 1 implements the previously approved ATON plan and is included Attachment 6 (Aids to Navigation Plan Phase 1). It is anticipated that it will take approximately 30 days to construct the causeway.
- Phase 2): Once the causeway construction extends to beyond the central river pier, the river will be temporarily closed to all river traffic. Construction activities, including the installation of a debris catchment system both upstream and downstream of the bridge, will be installed in this phase. Other activities to prepare the bridge for demolition will also take place. As a result, conditions would be unsafe for any boaters or recreational users in the vicinity of the bridge.

River closure signage and exclusion buoys will be placed at the Cochecton-Damascus Bridge. Four 37" orange vinyl buoys and one exclusion buoy will be placed 300' downstream of the Cochecton-Damascus Bridge. Official signed portage will be to the Narrowsburg Boat Launch. Notifications will also be posted on the National Park Service Upper Delaware Scenic and Recreational River website. Additionally, understanding that access to the river from private property cannot be enforced along the entire length of the portage, two exclusionary buoys will be placed 500' upstream of the Skinners Falls Bridge and additional sets of four 36" orange vinyl buoys and one exclusion buoy will be placed 300 ft upstream of the northernmost limits of the causeway and 300 feet downstream of the southernmost limits of the causeway. Two Warning Keep out signs on the downstream shore of the Skinners Falls Bridge warning of construction will be placed as well. No portage in the vicinity of the bridge will be allowed due to ongoing construction activities. This stage of the ATON will be in place for approximately two months.

This ATON will remain in place until the debris from the demolition of the bridge, the causeway and the catchment system are removed. Subsequent to the removal of the catchment system, the entire width of the river will be reopened to recreational users, and all ATON will be removed. This reopening will take place prior to the commencement of the boating season (May 1).

# **General Conditions:**

- Signs, marker buoys and orange vinyl buoys will be placed in the Delaware River as coordinated with National Park Service, PA Fish and Boat Commission and NY Department of Environmental Conservation. The National Park Service (NPS) will determine if equivalent buoys are acceptable.
- The signs and buoys will be checked daily by the contractor and adjusted or moved as necessary.
- The contractor will remove in-water buoys and signs prior to forecasted high flow events, or when ice is present on the river. Reset ATON following such events when safe conditions are present.
- PennDOT will obtain a special use permit from NPS prior to starting work.
- Upon approval of the National Park Service Special Use Permit Application and Construction Boater Safety Plan (BSP), PennDOT will notify the NPS to schedule a project startup meeting at the bridge site.
- Daily visual inspection of the ATON equipment will be performed by the contractor. Contractor will immediately replace and/or correct any missing, defective, ineffective, or misaligned equipment to the satisfaction of the NPS. Due to yearround boater usage in this area, ATON equipment shall be maintained year-round.
- All devices will be installed and maintained as indicated in this ATON Plan. All devices will be inspected and approved by the NPS prior to placement and obtain approval from the NPS before implementing any deviation from the approved ATON Plan.
- PennDOT and/or the contractor will monitor river levels and weather conditions. The contractor will be available 24 hours a day, seven days a week to respond.
- The contractor or sub contractor(s) will be available 24 hours a day, seven days a week for notification and response in the event of actual or anticipated high water.
- NPS Law Enforcement Dispatch will be notified if river users do not obey signs and buoys as advised and continue towards the Skinners Falls bridge restricted area. No vehicles will be driven in the water.

Contractor will monitor work area to verify that river users are following signs.

- COCHECTON-DAMASCUS BRIDGE
  - Two "WORK AREA <sup>1</sup>/<sub>2</sub> MILE" 36" x 36" black on white signs will be placed on the

upstream banks (see attached signs for approval), to provide proper guidance, one-half mile upstream from the bridge crossing.

- Four orange vinyl buoys (36" diameter) and one 14" diameter white regulatory marker buoy with "DANGER KEEP OUT" and orange center cross vertical diamond will be placed 75' apart, within the river to alert of the waterway closure, 300' downstream of the structure. The buoys will be sufficiently anchored using the proper weight and line length to insure they stay in place. All buoys will be individually anchored and not connected (daisy-chained) to one another by any rope, cable, etc.
- Two "WARNING BRIDGE CONSTRUCTION USE EXTREME CAUTION WHEN BOATING IN THIS AREA" signs will be placed on the shore on both sides, 100' downstream of the structure.
- Four 48" x 24" "PORTAGE ALL BOATS EXIT HERE" signs will be placed between the buoys in the water alerting boaters for the need to exit the river.
- Four 48" x 48" "WARNING KEEP OUT" signs will be placed with the portage signs in the river, between the buoys,

# • SKINNERS FALLS BRIDGE

- Two "WORK AREA ½ MILE" 36" x 36" black on white signs will be placed on shore, one half mile upstream from the bridge.
- Two "WARNING BRIDGE CONSTRUCTION USE EXTREME CAUTION WHEN BOATING IN THIS AREA" signs will be placed on the shore on both sides, 350 'upstream of the structure.
- Two 14" white regulator marker buoy with label "WARNING" with orange vertical diamond will be placed 500' upstream of the structure.
- Four orange vinyl buoys (36" diameter) and one 14" diameter white regulatory marker buoy with "DANGER KEEP OUT" and orange center cross vertical diamond will be placed 75' apart, within the river to alert of the waterway closure, 300' downstream of the structure. The buoys will be sufficiently anchored using the proper weight and line length to insure they stay in place. All buoys will be individually anchored and not connected (daisy-chained) to one another by any rope, cable, etc.
- Four 48" x 48" "WARNING KEEP OUT" signs will be placed with the portage signs in the river, between the buoys,
- Two "WARNING BRIDGE CONSTRUCTION USE EXTREME CAUTION WHEN BOATING IN THIS AREA" will be placed on the shore on both sides, 100' downstream of the structure.
- Two permanent signs "WARNING Work at Skinners Falls Bridge Use Caution and Follow Signs When Boating in this Area" to be placed at the Pennsylvania Fish and Boat Commission's (PAFBC) Damascus Boat Launch (upstream) and New York State Department of Environmental Conservation's (NYSDEC) Skinners Falls Access (downstream). These signs were installed during ATON Phase I and will remain in place.

# Approved Signs To Be Implemented For Safety:

- Two "WORK AREA <sup>1</sup>/<sub>2</sub> MILE" 36" x 36" black on white signs will be placed on shore, one half mile upstream from the bridge.
- Two "WARNING BRIDGE CONSTRUCTION USE EXTREME CAUTION WHEN BOATING IN THIS AREA" signs will be placed on the shore on both sides, 100' upstream of the structure.

- Four orange vinyl buoys (36" diameter) and one 14" diameter white regulatory marker buoy with "DANGER KEEP OUT" and orange center cross vertical diamond will be placed 25' apart, within the river to alert of the waterway closure, 300' downstream of the structure. The buoys will be sufficiently anchored using the proper weight and line length to insure they stay in place. All buoys will be individually anchored and not connected (daisy-chained) to one another by any rope, cable, etc.
- Two "WARNING BRIDGE CONSTRUCTION USE EXTREME CAUTION WHEN BOATING IN THIS AREA" will be placed on the shore on both sides, 100' downstream of the structure.
- Two 14" white regulator marker buoy with label "WARNING" with orange vertical diamond will be placed 500' upstream of the structure.
- Four 48" x 24" "PORTAGE ALL BOATS EXIT HERE" signs will be placed between the buoys in the water alerting boaters for the need to exit the river.
- Eight 48" x 48" "WARNING KEEP OUT" signs will be placed with the portage signs in the river, between the buoys,
- Two permanent signs "WARNING Work at Skinners Falls Bridge Use Caution and Follow Signs When Boating in this Area" to be placed at the Pennsylvania Fish and Boat Commission's (PAFBC) Damascus Boat Launch (upstream) and New York State Department of Environmental Conservation's (NYSDEC) Skinners Falls Access (downstream). These signs were installed during ATON Phase I and will remain in place.

# **Required Safety Personnel, Equipment and Practices**

Every contractor working in or adjacent to the Upper Delaware River will:

- Ensure that a high visibility ANSI Class 2 or 3 vests, shirts, or jackets are worn at all times by all employees engaged in the work.
- Monitor work area on daily basis.
- The contractor will notify NPS staff if river users present conflict and request NPS assistance.
- Ensure that high visibility, US Coast Guard (USCG) approved, Type III Personal Flotation Devices (PFD's) are worn by all personnel at the construction site at all times when in, on, or near the river. The PFD's will be inspected for defects and replaced as needed.

## **River Closure**

Passage under the structure will remain restricted to Delaware River recreational boating traffic. The bridge structure itself will remain closed to vehicular, pedestrian, and bicycle traffic. Phase 2 of this ATON plan proposes river closure for a period of approximately two months.

The Contractor realizes the River cannot be closed without appropriate justification and special advance coordination with NPS officials.

PennDOT and its contractor will conduct a start of work meeting with the National Park Service prior to implementing the ATON plan. The contractor is required to keep the Park Service informed on progress of work.

### **Newspaper Press Release Information**

PennDOT will release information to update identified newspapers with updates. A press release will be issued January 2025 for the restricted channel at the structure, along with an additional press release when the channel is temporarily closed. PennDOT intends to have press release information depending on contractors work schedule.

### **Coordination with Boat Liveries/River Guides**

Using NPS's publicly available information, PennDOT has identified boat liveries and fishing guides that operate within the Upper Delaware Scenic and Recreational River. Attached to this plan are copies of the flyer which will be emailed prior to the start of work.

### **Coordination with area Campgrounds**

Using NPS's publicly available information, PennDOT has identified campgrounds in the Upper Delaware Scenic and Recreational River. Attached to this plan are copies of the flyer which will be emailed prior to the start of work.

### **PennDOT River Signs**

Attached are the typical sign placements, aerial photograph of project area, and signs.

### **Contract Special Provisions**

Attached are the PennDOT Contract Special Provisions for the Boating Safety Plan

### **Certification**

I have read and will abide by the conditions of this boater safety plan as a safety condition of this project.

Printed Name & Title

Signature

Date

Forward to:

Superintendent Attn: Construction Permit Review National Park Service Upper Delaware Scenic & Recreational River 274 River Road Beach Lake PA 18405 570.729.8251

Guide Approved: 01/XX/2025 Lindsey Kurnath Superintendent National Park Service Upper Delaware Scenic & Recreational River Attachment 1 Maps



Skinners Falls Bridge SR 1002-E24 over the Delaware River FIGURE 1: PROJECT LOCATION MAP







- **Skinners Falls Bridge**
- SR 1002-R24 over the Delaware River

FIGURE 2: UPSTREAM / DOWNSTREAM ACCESS POINTS

Long / Lat. 41.669659, -75.058519



Engineering District 4-0 55 Keystone Industrial Park Road Dunmore, PA 19512



625 W Ridge Pike Conshohocken, PA 19428 Attachment 2 Photographs



Skinners Falls Bridge SR 1002-E24 over the Delaware River EMERGENCY BRIDGE PROJECT PHOTOGRAPH LOCATION MAP



Source: USGS Earthstar Geographics SIO, 2014 Microsoft Corporation.



Photograph 1: Looking Downstream from Existing Truss Bridge (July 2023).



Photograph 2: Looking Upstream from Existing Truss Bridge (July 2023).



Photograph 3: Looking Upstream at Existing Truss Bridge (September 2023).



Photograph 4: NY Riverbank and PA Shoreline from Lander's Campground Property (September 2023).



Photograph 5: Sole plate shifted left on the left truss bearing at the Far Abutment (October 2024).



Photograph 6: Crack with voids and loose stones at the Far Left wingwall (October 2024).



Photograph 7: Deteriorated cross bracing (October 2024).



Photograph 8: Drone Photograph looking Upstream at Existing Bridge (November 2024).



Photograph 9: Drone Photograph looking Downstream at Existing Bridge (November 2024).

Attachment 3 Aids to Navigation Plan





# Attachment 4 Aids to Navigation Specification

### **ITEM 9000-XXXX NAVIGATION CONTROL**

### **DESCRIPTION -**

This item is the implementation and maintenance of an Aids To Navigation Plan (ATON) boat safety and recreational angler plan for Skinners Falls Bridge (SR 1002) over the Delaware River in Wayne County, PA and Sullivan County, NY. The ATON Plan is to include boat signing and channel markers as approved by the National Park Service (NPS), Pennsylvania Fish and Boat Commission (PAFBC), and New York State Department of Environmental Conservation (NYSDEC). All signs are to be in accordance with approved ATON Plan included in the contract drawings with bold face lettering contrasting from background sign color.

Complete required sections of PA Fish and Boat Commission – Form - PFBC-277, located as attachment in contract document. The Department completed a portion of Form PFBC-277. Complete remaining sections and submit to PAFBC to obtain permit approval to install ATON plan in the Delaware River. Emergency procedures are in place to facilitate approval by PFBC.

Do not begin any associated work with without having approved ATON Plan in place.

### MATERIALS -

Section 901.2 and as follows:

36" Diameter Orange vinyl buoys with rope hold

- 14" Diameter White Regulatory Marker Buoy with Label:
  - "Warning" with Orange Vertical Diamond
  - "Danger-Keep Out" with Orange Center Crossed Vertical Design

Anchors, anchor kits, and associated hardware.

In- River Traffic Control Signs including hardware/posts– See Table below for tabulation of In-River Traffic Control Signs.

### **IN-RIVER TRAFFIC CONTROL SIGNS**

IN-RIVER TRAFFIC CONTROL SIGNS		
SIZE (IN)	DESCRIPTION	TOTAL
48" X 48"	"WARNING KEEP OUT" (Sign A)	12
48" X 24"	"PORTAGE ALL BOATS EXIT HERE" (Sign B)	4
48" X 48"	" <u>WARNING</u> BRIDGE CONSTRUCTION USE EXTREME CAUTION WHEN BOATING IN THIS AREA" (Sign C)	6
36" x 36"	"WORK AREA ½ MILE" (Sign D)	4
36" x 36"	"WORK AT SKINNERS FALLS BRIDGE USE CAUTION AND FOLLOW SIGNS WHEN BOATING IN THIS AREA"	2
TOTAL		28

### **CONSTRUCTION -**

In accordance with Section 901.3 and as follows: Furnish, erect, place and maintain navigation control signs, buoys and devices as indicated and in accordance with:

a) The Special Provisions of the contract

b) PA Code, Title 67, Chapter 212, Publication 213 Work Zone Traffic Control guidelines

c) PA Code, Title 67, Chapter 211, Official Traffic Control Devices

d) PennDOT Publication No. 35, approved Construction Materials (Bulletin 15)

e) PA Code Title 67, Chapter 204, Guidelines to Implement Act 229 of 2002 Additional Traffic-Control

Devices in Highway Work Zones - Statement of Policy

f) PennDOT Publication No. 408, latest edition

g) PA Code, Title 67, Chapter 113, Miscellaneous Provisions

The Traffic Control Plan indicates construction activities within the Delaware River.

### Skinners Falls Bridge

Place and maintain all signs for length of bridge construction alerting users of the emergency channel restriction and temporary closure for the SR 1002 bridge over the Delaware River. Place buoys in Delaware River with sufficient anchorage to prevent dislodging or disorienting by waterway currents or wind damage. Locate warning signs on both banks of the project, above the normal water line, 300 feet upstream and downstream of bridge construction. The location of the signage, with respect to the distance from the construction, will need to be adjusted in the field to obtain the minimum distance from the bridge construction activities specified.

### **Cochecton-Damascus Bridge**

Place and maintain all signs for length of bridge construction alerting users of the need to portage due to the emergency channel restriction and temporary closure for the SR 1002 bridge over the Delaware River. Place buoys in Delaware River with sufficient anchorage to prevent dislodging or disorienting by waterway currents or wind damage. Locate warning signs on both banks of the project, above the normal water line, 300 feet downstream of the Cochecton-Damascus Bridge. Portage signs will be placed within the river alerting boaters of the need to disembark from the river and portage to Narrowsburg.

Obtain permission from adjoining parcel owners to place and maintain signs throughout construction. Check all ATON Plan components visually on daily basis to verify they are correctly positioned and not require maintenance. Any dislodged ATON device must be recovered and reinstalled as soon as possible.

Remove in-water buoys and signs prior to forecasted high flow events or when significant ice is present on the river. Reset ATON plan following such events.

Trim brush and trees on banks to expose and make signs visible from stream.

Designate an individual as Boat Safety Coordinator for the project. This person is to be available 24 hours a day, seven days a week should the ATON Plan need maintenance during or after normal work- day is complete. Provide theft resistant hardware for all signs placed. Complete utility mark out and PA One Call as necessary to install each boat sign. Provide sufficient anchorage if sign is placed on free standing post(s).

The NYSDEC boat launch can be used to launch boat for installation and maintenance ATON Plan buoys only. Wear proper personal flotation jackets when operating boat. Do not interfere with boat launch or operations. Do not store equipment or materials within NYSDEC boat launch or any other boat launch facility.

Provide warning vests, orange shirts or orange jackets at all times to all employees engaged in daylight work operation. Provide high visibility Type III Personal Flotation Devices to all construction personnel at the bridge construction site at all times when working on or near the river. Provide a registered motorized well maintained, flat bottom boat – minimum of 16 feet with sufficient horsepower to operate in river environment including oars and furnished with the following equipment: throw bags, Throwable Type IV Personal Flotation Device, Flashlight, Loud Hailer, air horn and whistle. Provide at least one person exclusively assigned to the boat whenever contractor operations have overhead operations that can affect safe passage of River users through work area.

Closure of Delaware River to recreational users is not allowed without approval from NPS, PFBC and NYSDEC. All work necessary to prepare and complete request to revise approved ATON Plan to close Susquehanna River passage is incidental to project.

Maintain daily surveillance of the boat safety operation and replace any missing, stolen, vandalized, ineffective or misaligned equipment. Do not deviate from the ATON Plan without approval from the Department. Remove all signs at completion of work.

### **MEASUREMENT AND PAYMENT – Lump Sum**

Includes all work and materials associated with installation, maintenance, reset and removal of buoys, anchor/anchor kits, in-river and on creek bank traffic control signs.







\$3WIL\$ \$3TAG\$ \$HESN\$ VECOW Attachment 5 Press Release Attachment 6 Aids to Navigation Plan Phase 1





Image: Second	SIGN E DETAIL NOT TO SCALE	AIDS TO NAVIGATION PLAN SIGN DETAILS Approved phase i aton plan
SOLAR LED BEACON		<u>Marker buoy</u>
	J/8" SHACRLE	BUOY CHAIN ATTACHMENT DETAIL NOT TO SCALE

### **BLASTING CONTROL AND MONITORING**

**DESCRIPTION** - This work is the use of blasting methods for various demolition purposes. Blasting will only be permitted for demolition of the existing superstructure. Blasting will not be permitted for demolition of the existing substructure or excavation. See special provision titled PRE-BLAST AND POST-BLAST SURVEY for survey requirements.

### MATERIAL -

Portable seismograph, three-component, as approved.

A. Electric initiating devices are prohibited in the conditions referenced in OSHA 1926.906(a) and (r).

B. Post and maintain all current licenses required for blasting and explosive handling. A qualified blaster licensed in the Commonwealth of Pennsylvania and New York State must perform all blasting. The Blaster must have 3 years minimum experience in the explosive demolition of reinforced concrete and steel structures. Provide a professional resume and a list of 5 successfully completed projects for the review and approval by the Department.

C. Provide a Certificate of Insurance showing that the blasting Contractor carries the required insurance to the limits to meet all local, State, and Federal regulations.

### **CONSTRUCTION** -

### General.

A. Conduct all blasting, explosive handling, and monitoring operations in accordance with the latest Occupational Safety and Health Act (OSHA) standards, 29 CFR Parts 1926.900 through 1926.914 and Pennsylvania Code, Title 25 Environmental Resources, Article IV - Chapter 77, Chapter 210 and Chapter 211 and in compliance with all local requirements. Also conduct blasting in compliance with all relevant and pertinent Federal, State and local ordinances and regulations. Maintain a copy of these standards on site and make available to any inspector upon request.

B. Obtain any and all permits from utility companies, and Federal, State and local authorities or agencies.

### Notification of Scheduled Work.

A. Perform blasting surveys in accordance with special provision titled PRE-BLAST AND POST BLAST SURVEY. No blasting is to occur until pre-blast surveys have been performed and reports accepted by the Department.

B. Obtain a list and notify utility owners having structures or other installations (if any) above or below ground within one-thousand-five hundred (1,500) feet of the blasting operation. Such notice must be given a minimum of seven (7) days in advance of blasting, to enable the utility owners to take such steps as deemed necessary to protect their property from damage.

C. Before blasting adjacent to or in the vicinity of existing roads, utilities, power lines, railroad or dam structures, secure special permits and/or agreements from the official having jurisdiction thereover and submit a copy to the Representative for information at least seven (7) working days prior to the commencement of blasting operations near such facilities. In addition, the railroads require up to forty-five (45) days to review all blasting submissions. Up to an additional thirty (30) days will be required to review any subsequent submissions returned not approved. Submissions regarding blasting shall include, but not be limited to, the maximum anticipated peak particle velocity for the proposed blasting (vibration, debris, etc.) and if necessary, provide details for any proposed blast shielding for protecting railroad property. A plan which indicates the proposed location(s) for seismic monitoring equipment shall also be provided. The blasting submission must be in accordance with the project specific construction requirements, railroad construction submission criteria and railroad special provisions. In addition, the

blasting submission must be approved in writing by the railroads prior to any blasting with the potential to impact the railroads.

D. A minimum of seven (7) days prior to the commencement of blasting operations and on the day of blasting, obtain a list and notify the National Park Service and all residents within 1,500 feet of blasting operations.

Notify the National Park Service and these residents that blasting signals will be used to warn of blasting.

### Test Blasting.

A. Design and conduct a test blasting program with the objective of demonstrating the adequacy of the proposed blast plan. Determine the type and weight of charge, location, spacing and delays, etc., which are commensurate with the peak allowable particle velocity and sound level.

B. At least two (2) weeks prior to the anticipated blasting operations, or at any time a change in the blasting method is proposed, arrange a meeting with the Representative and the licensed blaster to discuss the blasting operation. One (1) week prior to the meeting, submit a general control blasting plan and a DEP approved blasting plan to the Representative for review.

C. The general control blasting plan should include, as a minimum, details found in "Production Blasting, Section F, 1-10".

D. Upon completion of test blasting, expose the test area for the Representative to examine and evaluate the results. The Contractor should use this information to determine the spacing and cartridge strength to be used for the full-scale blasting operations.

E. The Representative's acceptance or approval of the testing blasting program and techniques and procedures associated with the test blasting program or production blasting will not relieve the Contractor of any responsibilities to employ appropriate safety measures, and exercise proper supervision of blasting operations. The Contractor is solely responsible for damage or injury to persons, property, or utilities as a result of the use of explosives. Perform all necessary repairs in a satisfactory manner, to roadway, structures, dwellings, utilities, or any property damage as a result of blasting, at no cost to the Department.

F. Maintain the peak particle velocity below two (2) inches per second. Do not generate a particle velocity which results in damage to any person, property, structure, or utility. Measure particle velocities in three (3), mutually perpendicular directions (longitudinal, transverse, and vertical). Maintain sound level below 129 dB. Monitor and document sound levels at the nearest structures.

G. For existing utilities, monitor particle velocities at the utility in a location nearest to the blast.

H. After each test blast, review the particle velocities and sound levels documented. Make adjustments to the blasting procedures, modifying the equation  $W = (D \setminus 50)2$ , and conduct subsequent test blasts until the desired parameters are met and approved by the Representative. Establish the relationship of the scale distance concept with respect to peak particle velocity to control ground vibration. If any test blast results in damage or injury to property, person or utility, immediately cease all blasting activity until written permission to resume is received from the Department.

### Production Blasting.

A. Blasting operations are not permitted during a holiday period or between sunset and sunrise.

B. No blasting will be permitted within fifty (50) feet of any structure, dwelling or utility; unless, through a Test Blast Procedure the Contractor can:

• At a scaled distance, less than forty (40): [SD = D/W^0.5]

- Maximum peak particle velocities DO NOT EXCEED TWO (2) IN/ SEC. Measured at four (4) locations or more; at nearby structures, utilities, dwellings, etc.
- Maximum airblast does not exceed limits given in table see Section I.

C. Furnish and use sufficient approved mats or similar containment systems to prevent scattering of blast debris and subsequent damage. Perform all necessary repairs to roadway, dwellings, utilities, and any property damaged as a result of the blasting at no cost to the Department. Be liable for all injuries to or deaths of persons and/ or farm/ domestic animals and damage to property caused by blasts or explosives.

D. Determine the existence of and comply with any local laws and/or ordinances concerning blasting.

E. During blasting operations, all traffic must be stopped in accordance with Section 901 and as follows:

1. Coordinate with the Representative to arrange for temporary closure of roadways during blasts. During blasting operations for the roadway all traffic must be stopped when blasting adjacent to existing roadways. Traffic may be halted for periods not to exceed fifteen (15) minutes. Time duration between stoppages will be as required for existing traffic conditions. Generally, successive stoppages may occur only after traffic has returned to its normal flow following the preceding stage. Do not halt traffic during unsatisfactory weather conditions, as determined by the Representative.

2. Notify the Representative of intent to stop traffic at least forty-eight (48) hours in advance of the scheduled work and have sufficient personnel (flaggers and/or police) available during these periods. When traffic is stopped for blasting, monitor the traffic back-up. Provide a vehicle- mounted flashing warning light, one each direction, 350 feet in advance of the last vehicle as the length of the queue increases.

3. Furnish, erect, and maintain on all affected roadways, appropriate standard signing in advance of and through the area warning of "Blasting." Conform to the requirements of the Pennsylvania Department of Transportation for size, color, legend, location, and mounting of signs. Appropriate signing includes the following:

PENNDOT Designation	Legend	Location	Size
W22-1	Blasting Zone Ahead	2,000' – Advance	48" x 48"
W22-2	Turn Off 2-Way Radio	1,000' - Advance	42" x 36"
W22-3	End Blasting Zone	1,000' - Beyond	42" x 36"

\*Payment for signs incidental to Item "Maintenance and Protection of Traffic During Construction"

4. Drive patrol vehicles, one each direction, through the project and post patrols up and down stream to ascertain that the site has been completely cleared before the blast is detonated.

5. As soon as advised by the blaster that the blast is complete, inspect the work area for any unsafe conditions. Only after this inspection is completed and any unsafe conditions are rectified can the blast debris begin to be cleared, as necessary. Have the patrol vehicles return through the site prior to opening the roadway to traffic.

6. Have all necessary equipment on standby prior to the blast in order to pull the Pennsylvania Truss (Span 1) from the river immediately following inspection of the work area, by the Blaster.

F. Submit to the Representative a site- specific blast plan for review a minimum of seventy- two (72) hours before blasting. This plan should include information found in the general control blasting plan, any changes made as a result of test blasting and any site- specific details. Do not begin production blasting

until the Representative has reviewed and approved the site- specific blasting plan. Include the following information in the blasting plan:

- 1. General Information
  - Signature and license number of the licensed blaster responsible for the plan
  - Company name
  - Contract Number
  - County
  - Township
  - Experience qualifications of the blasting Contractor with evidence of similar contracts carried out, including names and references
- 2. Dwellings and Structures
  - Distance to nearest dwelling or structure, from the area where blasting is to occur
  - Maximum peak particle velocity
  - Maximum airblast

3. Utilities, Pipeline, Storage Facilities - Identify any of the following which are located within two-hundred (200) feet of the area where blasting is to occur. If any are within two hundred (200) feet, describe any precautionary measures that are to be taken.

- Disposal wells
- Gas or oil collection lines
- Petroleum or gas storage
- Water and sewage lines
- Municipal water storage
- Utilities
- Fluid transmission pipelines
- Gas or oil wells

4. Blast Loading Plan - Include the following information if applicable:

- Blast location pattern
- Maximum amount of explosives per delay interval
- Scale distance (maximum and minimum) SD = D/W^0.5
- Maximum number of delay intervals to be used
- Method of blast initiation
- Anticipated range (minimum and maximum) of Powder Factors or Energy factors to be utilized.

- 5. Public Notice of Blasting Schedule (7 days prior to blast)
  - Include copy of blasting schedule, indicating day of the week and time of day.
  - Describe the public alert and warning system.
  - Provide a copy of the notarized proof-of-application of the blasting schedule that is published in a newspaper of general circulation in the Pennsylvania and New York localities of the area where blasting is to occur. Also describe public alert and warning system.
  - Provide the names of residents, owners of dwellings or other structures, local governments, agencies, and public utilities that are located within one-thousand-five hundred (1,500) feet of the area where blasting is to occur, who received copies of the blasting schedule. (Note: These residents and agencies are to be sent a copy of the blasting schedule.)
  - Submit a dated copy of the notice sent to residents and agencies, informing them of the blasting operations, pre- blast survey and estimated dates of surveys. Such notice must be given a minimum of seven (7) days in advance of blasting.

6. Pre-blast Survey - Conduct and distribute Pre-blast Surveys in accordance with Special Provision - PRE-BLAST AND POST-BLAST SURVEY.

7. Explosive Storage - If explosives are to be stored within the proposed permit area provide current magazine storage license numbers and submit a copy of approved plans if a Class A or Class B magazine is to be constructed. Cost for plan approvals is the responsibility of the Contractor.

8. Explosive Purchase - Supply permit numbers under which explosives are to be purchased.

9. Blasting Monitoring Plan - Include equipment to be used and locations of equipment.

10. Name and qualification of the independent seismographic monitoring company, and name and qualifications of the specific personnel responsible for the actual monitoring.

11. Special Conditions - Describe any site-specific conditions that apply to this blasting area; but not limited to the following:

- Any public building or school within 1,500 feet
- Active underground mines within 500 feet
- Abandoned underground mines within 500 feet
- Streams within 100 feet
- Landfills
- Historical structures
- Other

Describe any precautionary measures necessary for any site-specific conditions.

As per Chapter 211 of PA Code Title 25, do not blast within 800 feet of a highway or public roadway unless due precautionary measures are taken to safeguard the public. In these cases, submit your intended traffic control measures to the Representative, indicating your proposed method to protect the traveling public.

12. Revisions - Any and all changes to the original blast plan are to be described in a letter signed by a representative of the permittee and become part of the permit.

G. Airblast is not to exceed the maximum limits listed in the following table at the location of any dwelling, public building, school, church, community building, or institutional building:

Lower Frequency Limit of Measuring System in Hz (+ 3 dB)	Maximum Allowable Levels in dBL
0.1 Hz or Lower - flat response *	134 Peak
2.0 Hz or Lower - flat response	133 Peak
6.0 Hz or Lower - flat response	129 Peak

\* Only when approved by the Representative

H. Maximum Peak Particle Velocities:

1. The maximum peak particle velocity is not to exceed two (2) inches per second in any of the three (3) measured components, measured in or at any adjacent existing structure or facility at 40 Hz or greater. The maximum velocity must be decreased for frequencies below 40 Hz or as necessary to avoid damage.

2. Peak particle velocity at structural concrete not to exceed the limits given in the following table dependent of the age of freshly placed concrete and powder charge per delay.

Concrete Age	Maximum Peak Particle Velocity (inches per second)
Less than three days	0.2
Between three and seven days	1.0
Over seven days	2.0

3. Calculate values of maximum powder charge per delay permissible using a scaled distance of forty (40) at specified intervals of distance between the point of detonation and all critical structures.

I. Prepare a record of each blast sequentially numbered to include annotated seismograph records and all information required by Chapter 211, Pennsylvania Code, Title 25 Rules and Regulations. Prepare seismograph analyses and noise level reports of each blast. Provide seismograph and blast records to the Representative with 24 hours following a given blast or prior to the next blast, whichever is sooner. Have field records of blasting activities available for inspection on the job site.

J. Provide a minimum of four (4) currently calibrated portable seismographs for each blast. Monitor and record peak particle velocity, frequency, air blast pressure, and sound level at the structures closest to the blasting operations. Monitor all directions (approximately north, south, east and west) around the blast area. Monitor and record at other structures as necessary to establish control boundaries in all directions from blasting operations.

K. Monitoring, recording, and interpreting of vibration are to be by approved personnel provided by the Contractor with oversight by the Department's representatives.

L. Any blasting that will occur within five- hundred (500) feet of an active utility subsurface line must be coordinated with the respective utility company. A minimum of seven (7) days' notice must be provided since, in some instances, the utility companies will require a representative to be on site at the time of the blast. In addition, any blast that will occur within five hundred (500) feet of a utility line must be monitored by a seismograph placed directly above the utility line at the closest point to the blast. The peak particle velocity measured at the utility line cannot exceed two (2) inches per second on any one of three (3) mutually perpendicular components of ground motion (transverse, vertical, or longitudinal). Also, the requirements set forth in Chapter 211, Pennsylvania Code, Title 25, must be followed. Provide to the Department a list of all utility and building owners within one-thousand-five hundred (1500) feet of the blast.

M. In the event that an emergency prevents a blast from being made within the permissible hours and the blast areas are loaded, set off the blast as soon as safety allows. In the event blasting is found necessary during restricted hours, inform the Department and local residents prior to firing. In addition, report in writing the following day to the Representative the conditions which required blasting during the restricted hours. Do not leave blasting materials in blast locations for extended periods of time.

N. Store explosives on the site only during the blasting hours specified in the preceding paragraph. Track all explosives to the site at the start of each work day from a magazine located remote from populated areas and return surplus explosives to the magazine at the close of each work day. Keep an accurate daily record and account for each piece of explosive, detonator and equipment from the time of delivery until used or removed from the site. In the event of loss or misplacement of blasting materials, immediately notify the Representative and local authorities having jurisdiction in such matters.

O. Provide an accurate topographic map showing the blast area. Denote physical site features such as roads, homes, and water courses as shown on a U.S.G.S. Quadrangle Topographic Map. Roadway centerline, station locations and the section boundaries need to be identified on this map. The map must be submitted to the Representative and approved before the start of blasting operations. Seismograph placement and its distance to/from the blast zone should be determined using the scale of the aforementioned map. A copy must be maintained in the field by the blaster and used in referencing blast locations with respect to the nearest structure.

P. The licensed blaster is responsible for blasting records as to accuracy, legibility and completeness.

Q. Post and maintain any and all licenses required for blasting and explosive handling.

### Post Blast Survey.

Subsequent to the completion of blasting operations, conduct a post- blasting survey of the structures, dwellings, utilities, etc. Perform a post-blasting survey at all structures where a pre-blast survey was completed. Follow procedures described under "pre- blasting survey." The purpose of this survey is to document any damage or injury which may have resulted from the blasting activities. Conduct the survey in the presence of a representative of the Department, and a representative of the owner(s) of structures, dwellings, and utilities being surveyed. Submit the duly witnessed survey report to Department. Include in the report any diagrams or photographs of rooms or structures indicating size and location of cracks or separations in foundations, walls, ceilings, floors, etc.

### **MEASUREMENT AND PAYMENT -**

All material, explosives, labor, tools and equipment needed for the blasting operation including monitoring and survey activities are incidental to Item 1018-0048 REMOVAL OF PORTION OF EXISTING BRIDGE, and will not be paid for separately.

#### Appendix D

#### SKINNERS FALLS BRIDGE SECURITY PLAN

DESCRIPTION – This plan is for the security of the construction site during construction.

PLAN – During the first week of construction, during active construction (mobilization and materials moving in, etc) assistance from both PA and NY state police on site on both sides of the bridge.

From there on if no issues (of protesting or concerns), the contractor would hire a private security firm to guard each side of the bridge. This requirement may be for 24 hours or during off hours (during non-active construction). In this case, during construction, the construction or department personnel will secure site. Upon any trespassing by non-construction personnel, state police will be called.

During the timeframe of the actual demolition of the bridge (blasting operation or cut and pull/push method), state police assistance on site will be required. The timeframe for either the blast or cut and pull/push method is anticipated to take 1-2 days for each span. Blasting details are defined in "BLASTING CONTROL AND MONITORING" and "PRE\_BLAST AND POST BLAST SURVEY".

During demolition and other times when the approved ATON plan requires the river to be closed to all boating traffic, private security staff or law enforcement officers will look for river traffic approaching the Skinners Falls Bridge and warn boaters not to approach the bridge. If private security firm staff encounter boat traffic attempting to approach the bridge when the river is closed, they will contact the State Police.

The timeframe to pull each span from the river or causeway is anticipated to be up to 4 weeks. During this time security will be provided by the contractor for non-active construction duration.

It should be noted that PennDOT has discussed with the contractor to work 24/7 as feasible as possible.

Orange fencing will be installed along the perimeter of the construction site, see plan. The perimeter of the construction site will be signed as "ACTIVE CONSTRUCTION ZONE KEEP OUT". Appendix E



United States Department of the Interior NATIONAL PARK SERVICE UPPER DELAWARE SCENIC AND RECREATIONAL RIVER 274 River Road Beach Lake, Pennsylvania 18405



IN REPLY REFER TO: 1.A.1.2024-12

January 28, 2025

Nikolas Tranchik Senior Regulatory Project Manager U.S. Army Corps of Engineers Philadelphia District 1650 Arch Street Philadelphia, Pennsylvania 19103

# RE: S.R. 1002 Skinners Falls-Milanville Bridge over Upper Delaware SRR

Dear Nikolas Tranchik,

The National Park Service (NPS) has reviewed the proposed project application for S.R. 1002 Skinners Falls-Milanville Bridge over Upper Delaware Scenic and Recreational River. The proposed project involves the removal of the existing single-lane, 466.5 foot two-span, Baltimore Through Truss bridge, constructed in 1902 owned by the New York-Pennsylvania Joint Interstate Bridge Commission. The bridge crosses the Delaware River between Damascus Township, Wayne County, PA and Town of Cochecton, Sullivan County, NY (41.669672, -75.058314).

The Upper Delaware Scenic and Recreational River is a component of the National Wild and Scenic Rivers System (System) and a unit of the National Park System. 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 and for making Section 7(a) determinations of effect.

The location of the proposed project is within the federally administered area of the Upper Delaware Scenic and Recreational River. The subject project is within the Central recreational segment of the Upper Delaware that runs from Northern Damascus Township to a portion of Berlin Township (as measured from the PA side of the river). Recreational river segments maintain a generally natural appearance, and existing development is limited to residential development and some commercial activity, including a full range of agricultural and forestry uses, and there may be substantial signs of ongoing human activity, including parallel roads or railroads along the shoreline. Section 7(a) of the Act provides substantial protection to the corridor. It states that:

"no department or agency of the United States shall assist by loan, grant, license or otherwise in the construction of any water resources project that would have a direct and adverse effect on the values for which such river was established, as determined by the Secretary charged with its administration."

A Section 7(a) determination is prepared to evaluate whether a proposed project within a designated river segment would have a direct and adverse effect on the values for which a river was established. The Outstandingly Remarkable values within the Upper Delaware Scenic and Recreational River corridor are its water quality, free-flowing condition, cultural, ecological, geological, recreational, and scenic values. The enclosed Wild and Scenic Rivers Act Section 7(a) determination evaluates the proposed project's potential for direct and adverse effects on these values.

The Act prohibits federally assisted water resources projects that are determined by the NPS to have a direct and adverse effect, or that will invade or unreasonably diminish a designated river and its values. The Final Revised Guidelines for Eligibility, Classification and Management of River Areas (Federal Register, 1982) provides further clarification. These guidelines interpret Section 10(a) as a non-degradation and enhancement policy for all designated river areas, regardless of their classification as wild, scenic, or recreational. Section 10(a) states in part:

"Each component of the national wild and scenic rivers system shall be administered in such manner as to protect and enhance the values which caused it to be included in said system without, insofar as is consistent therewith, limiting other uses that do not substantially interfere with public use and enjoyment of these values."

The NPS has reviewed the proposed project for consistency with Section 10(a) of the Act and determined the project would be consistent with the anti-degradation policy of the Act by not degrading water quality, free-flowing condition, cultural, ecological, geological, recreational, and scenic values of the river corridor.

On December 16, 2024, the Governor of Pennsylvania declared an emergency based on the bridge deterioration. The declaration calls for the immediate removal of the structure, while attempting to minimize impacts to the environmental resource, to protect public security, well-being, and health. Pursuant to the emergency declaration, NPS is issuing an expedited a Section 7(a) determination based on the plan set dated January 22, 2025.

# FINAL DETERMINATION:

Pursuant to Section 7(a) of the Act, the NPS has determined this project will not have a direct and adverse effect on the water quality, free-flowing condition, cultural, ecological, geological, recreational, and scenic values of this river segment. The NPS therefore does not object to the proposed project, pending the required project conditions are met.

In addition to the WSRA 7(a) conditions, PennDOT shall comply with all requirements of the National Environmental Protection Act (NEPA), Endangered Species Act (ESA) Section 7 Review, National Historic Preservation Act (NHPA) Section 106, and the National Transportation Act 4(f) Evaluation. Pursuant to the emergency declaration, PennDOT must fulfill all necessary compliance obligations associated with said laws, policies, and regulations following the implementation and completion of the project.

NPS must be kept apprised of any substantial changes to the construction and mitigation plans. In the event substantial changes occur to the project, or mitigation actions overseen by other agencies, NPS may reevaluate the project and issue an updated determination.

## **REQUIRED PROJECT CONDITIONS:**

- 1. <u>Water Quality</u>:
  - a. Non-aquatic motor vehicles are prohibited from entering the river except in the event of unforeseen emergency circumstances, and then only if there is no contravention of water quality standards or the release of fuel or lubricants into the river. PennDOT must notify all regulatory agencies of any action necessitating motor vehicle entry into the river.
  - b. PennDOT is responsible for continued coordination with project stakeholders, as noted in the Project Description, to ensure any changes in the project do not damage water quality.
- 2. Free-Flowing Condition:
  - a. To ensure against degradation, PennDOT will use pre- and post-construction bathymetric surveys to assess causeway impacts on the river, including scouring and deposition. If impairment occurs, PennDOT is responsible for riverbed and riverbank restoration.
  - b. ITEM 9000-0009 POST-DEMOLITION WATERWAY SURVEY should be revised to specify all

Representatives, and to include the National Park Service as a Representative.

c. In the event of impairment to the streambed or streambanks, PennDOT is responsible for restoration.

- 3. <u>Cultural</u>:
  - a. Development and satisfaction of the National Historic Preservation Act (NHPA) Section 106 Memorandum of Agreement (MOA) in coordination with stakeholders including, but not limited to, NPS, PA SHPO, NY SHPO, ACHP, and USACE.
  - b. Digging within or near the Pennsylvania abutment is not allowed due to known archaeology deposits adjacent to the abutment.
  - c. Stones associated with the New York abutment and center pier are to be saved for future repurposing efforts.
- 4. <u>Ecological</u>:
  - a. Adherence to the submitted Erosion & Sedimentation Control (E&SC) plan and PennDOT's Publication 408/2020 Specifications.
  - b. PennDOT's E&SC plan defines different seed mixes for different areas (grassy areas, wetland areas, etc.). NPS recommends the seeds be sourced with a local PA/NY ecotype. Ernst Seeds (as an example) creates mixes with state ecotypes (Ex: Pennsylvania New England Province Riparian Mix).
  - c. The project will likely impact the tree/shrub replanting plot (approximately 30 plantings) near the seasonal kiosk location in the NYSDEC parking lot. All tree or shrub saplings that are affected during the project must be replaced. Main species planted in the plot are black willow, shrub willow, and red osier dogwood, and all originated from local source cuttings.
  - d. The weed barrier tarps on the NYSDEC access property can be removed during the project, if replaced by appropriate revegetation seeding. Existing fencing in this location should be replaced if removed during the project.
  - e. In the event that Threatened & Endangered Species, State Listed Species, or Critical Habitat are impacted, PennDOT and FHWA must coordinate with appropriate agencies to include, but not limited to, USFWS, PFBC, PADEP, NYDEC, and NPS to both assess level of impact and to develop and implement mitigations.
  - f. PennDOT and FHWA are to monitor efficacy of riverbed and riverbank rehabilitation efforts in coordination with project stakeholders.
- 5. <u>Geological</u>:
  - a. To ensure against degradation, PennDOT will use pre- and post-construction bathymetric surveys to assess causeway impacts on scouring and deposition. If impairment occurs, PennDOT is responsible for riverbad and riverbank restoration.
  - b. A pre-construction and post-construction survey and assessment of the streambed and stream banks, including repeat photo points, is required to identify any areas affected by or erosion to the bed or banks. If erosion has occurred, PennDOT will be required to submit a plan for restoration.
  - c. In the event of impairment to the streambed or streambanks, PennDOT must pursue restoration to expedite the recovery of geological processes.
- 6. <u>Recreational</u>:
  - a. PennDOT's Aids to Navigation Plan (ATON) will use buoys and signage to direct visitors to the open channel, towards the PA side of the river.
  - b. Site safety for river closure during active demolition and bridge removal must be ensured in accordance with Site Safety Plan
  - c. The expedited project timeline of 76-days during the winter and springs months, which are traditionally lower visitation periods, is intended to keep impacts to recreational use minimal. The demolition and causeway removal must be completed by May 25, 2025, to avoid significant negative impacts to recreational use of the river during peak season.
  - d. Pursuant to the PA Governor's emergency, and in keeping with FHWA policy and Section 4(f) regulatory guidance, an Individual Section 4(f) Evaluation will be prepared concurrently as construction begins and the project progresses. PennDOT and FHWA are currently preparing an Individual Section 4(f) Evaluation for all five of the 4(f)-qualified resources. PennDOT must

coordinate the 4(f)evaluation with all the Officials with Jurisdiction to ensure that the use of the Section 4(f) resources is accounted for, and any mitigations are fully documented.

e. NYSDEC is considering using the river access site's disruption as an opportunity to improve the recreational user's experience by improving the hand-launch ramp. Coordination on access improvements shall include PennDOT, NYSDEC, NPS, and USACE (if applicable). Evaluation of the proposed improvements shall be included in the final NPS Section 7(a) review and determination.

# 7. <u>Scenic</u>:

- a. To prevent permanent degradation to the scenic values, PennDOT must complete their evaluation of an alternative crossing with public involvement. Based on the results of PennDOT's 2024 Planning and Environmental Linkages study, a replacement is required to meet the purpose and need. 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.
- b. To the extent possible, PennDOT should save stone from the New York abutment and center pier to use as facing on a replacement bridge to maintain the historic fabric of the bridge and the aesthetic characteristics.
- c. If PennDOT decides not to build a replacement bridge, they must remove the Pennsylvania abutment to restore the area to its natural state.

## 8. Standard Required Measures

The required measures below consist of the applicable standard conditions for bridge construction, removal, and/or replacement projects undertaken in Wild and Scenic Rivers sourced from the National Park Service Reference Manual #46, pursuant to Director's Order #46.

## a. Project Coordination:

- NPS must be notified of any proposed changes to the project package originally submitted for evaluation January 22, 2025, such as the plan set, special provisions, construction methods, or schedule for instream work. Any such changes require consultation with NPS before the work proceeds and may require additional Section 7(a) review and approval. PennDOT may be required to undo or change any construction that was not part of the approved package.
- Through an email sent to the <u>UPDE\_permits@nps.gov</u> inbox, NPS must be notified and invited to all pre- and post-construction agency coordination meetings, including final site inspections.
- NPS must perform project plan reviews, comment on preliminary project construction plans, and monitor on-site construction activities. Site visits and on-site construction reviews are required to identify maintenance needs and chronic problems that may be occurring.
- Remedial actions must be implemented in a timely manner.
- A pre-construction meeting with equipment operators must be held prior to project commencement to discuss project requirements.
- NPS must be promptly notified of accidents and/or failures of project features intended to protect the free-flowing condition, water quality, or ORVs during construction activities.
- PennDOT must submit a post construction report to the NPS within 90 days of project completion. The report should include a set of before and after pictures along with a written summary of the project, any complications or challenges, and any solutions or deviations to plans.
- b. Notification to River Users:
  - Except for the duration of the river closure for blasting and removing the Pennsylvania abutment, recreational river users shall be safely maintained throughout the duration of the project through the existing river channel.
  - Construction during peak recreational season must be avoided unless otherwise authorized in writing by the NPS and/or other recreation agency. Avoidance measures must be developed in consultation with the NPS.
  - PennDOT shall issue press releases to local media prior to project implementation and signs must be provided to recreational river users and canoe livery operators, advising users of closures and/or portage routes and their effective dates.

### c. Erosion Control:

- An erosion and sediment control plan must be developed for the site and remain on site for the duration of the project. Particular attention shall be given to any drainage ways, ditches and streams that could convey sediment laden water directly to the river. Appropriately designed rock-check dams and other erosion controls shall be utilized in ditches and drainage ways.
- A phased construction schedule must be utilized to minimize open areas and reduce the potential for erosion.
- Appropriate sediment/storm water controls must be installed prior to grading or other land disturbing activities.
- Properly installed silt sock or fencing shall be properly installed around the work site perimeter and storm water inlets.
- All erosion control devices shall be inspected daily and properly maintained until final site stabilization is achieved. Accumulated sediment shall be cleaned out of erosion control devices, and worn-out or deteriorated materials must be replaced on a regular basis.
- All sediment and erosion controls shall be removed upon stabilization of the project area with vegetation.
- Straw bales shall not be permitted as a form of erosion control.
- All denuded areas, including ditches, culverts and river/stream banks, shall be permanently seeded and mulched (or covered with fiber mat material) immediately upon completion of earthwork or temporarily seeded and mulched (or covered with fiber mat material) within seven days if the area is to remain idle for more than thirty days.
- d. Construction Equipment/Staging Areas/Work Site:
  - Litter and construction debris shall be contained daily. Construction and/or worker generated debris/garbage must be contained on site in properly covered containers; daily clean up must be performed to prevent materials from entering the river.
  - All construction equipment must be inspected daily for hydraulic and fuel leaks and repaired as necessary.
  - When not in use, idle equipment, petrochemicals and toxic/hazardous materials shall be locked and may not be stored on the causeway, within 50 feet of surface water, near any drainage ways, ditches or streams, and must be removed to an upland location during any time when there is risk or expectation of a high-water event. Discharge of petroleum products, cement washings, or other construction materials into the river is not permitted.
  - All fueling operations, lubricating, hydraulic topping off, fuel tank purging, and equipment maintenance/repairs shall be performed at a minimum of 50 feet distance from surface water, and cannot occur near any drainage ways or ditches. These activities shall take place on an appropriate pad with spill control/collection devices in place. The use of canola oil or other biodegradable fuels and fluids is recommended when working in sensitive riverine environments.
  - Appropriate oil spill kits shall be maintained on site and readily accessible at all times during construction and each operator trained in its use.
  - No wastewater shall be discharged into the river.
  - Prior to moving construction equipment into the project area, the contractor must take reasonable measures to ensure that each piece of equipment is free of soil, seeds, vegetative matter, or other debris that may contain seeds of non-native invasive species.
  - All tools, equipment, barricades, signs, surplus materials, and rubbish from the project work limits shall be removed upon project completion. All construction debris and litter must be completely removed off site and disposed of properly upon completion of the project.
  - All debris, excess fill material and material excavated shall be disposed of at an approved upland location (above 100-year flood elevations). Disposal in wetlands, floodplains or within 1000 feet of the river is prohibited.
- e. Bridge Removal:
  - If painting, sand or water blasting any portion of the PA bridge abutment is necessary, appropriate

aprons shall be utilized to provide for complete containment of all mortar, over-spray particles, and other debris during abutment repair and repointing.

- Aprons, tarps, shrouds, and/or other containment devices must be in place during bridge demolition activities to capture falling debris, paints, welding slag, sealant overspray, asphalt deck materials, or other debris. All concrete chunks, concrete materials, wood, rebar, and other debris generated during demolition or construction that enters the river shall be immediately removed and taken to an appropriate disposal facility outside of the floodplain.
- All concrete chunks, asphalt, grindings, concrete materials, wood, rebar, and other debris generated during demolition or construction that enters the river must be immediately removed from the river and taken to an appropriate disposal facility outside of the floodplain.
- The NY bridge abutment and the center pier and its foundation must be removed entirely, and riverbed/features restored to preconstruction condition. No rebar or other structural remnants that pose a danger to paddlers and other river users shall remain.
- Bed, banks, and corridor must be restored, and no net loss of floodplain is required unless otherwise agreed to in writing.
- f. Work Pad/Causeway:
  - Temporary causeways must be completely removed in a timely manner, and natural channel conditions must be fully restored.
  - Work platforms (causeways; work pad) shall be kept to the absolute minimum size needed to facilitate in-stream work.
  - In-stream work shall be conducted through the use of water diversions made of clean/rinsed quarried stone of appropriate size and not requiring the placement of earthen fill (sheet piling, membrane dams, etc.) wherever possible. Additional requirements include:
    - The causeway must be removed prior to May 25, 2025.
    - The riverbed underneath the causeway must be returned to its pre-construction contours, elevations, and substrate sizes and types.
    - All motorized equipment operations must be conducted from the causeway; machinery is not permitted to operate from within the riverbed.
  - Work area isolation (sheet piling, bladder bags, solid barriers or coffer dams) must be implemented prior to any streambed excavation unless it can be demonstrated that work area isolation will cause more resource harm then the excavation activity.
  - Clean, non-erosive rock material must be used to construct the causeway. This rock material must be free of any fines, clay or silts and of sufficient size to prevent movement downstream.
  - All appropriate measures must be in place to minimize sedimentation and streambed impacts prior to initiating in-stream work. All in-stream work must be kept to a minimum.
  - The use of concrete, broken concrete (with or without rebar), asphalt, slag, or other such material for construction of the causeway is prohibited.
  - Commercial riprap should be avoided or otherwise kept to the absolute minimum amount needed to prevent scour and shall consist of clean rock only (free of any toxic or fine material). Native field stone from the area should be used whenever possible. All fill material used as riprap, work platforms or cofferdams shall be a minimum of three inches in diameter and be washed to remove fine particulate matter (clay, silt, sand and soil).
  - Temporary rock pads must be completely removed to channel bottom immediately upon completion of in-stream work and disposed of at an appropriate upland site out of the 100-year floodplain and out of view from the river. To minimize soil compaction and turbidity, causeway rock may not be removed during rain events.
- g. Bank Protection:
  - The use of stone fill to stabilize the riverbanks is prohibited. To stabilize the riverbanks, use approved native boulders, cobble and gravel; loam; vegetation; and bio-engineering techniques such that the banks, when fully restored, have an appearance and function similar to the natural riverbank.

- Riparian areas must be restored to pre-disturbance conditions immediately after construction activities are completed.
- Disturbed/exposed banks, staging and project access areas must be properly stabilized (seeded, mulched, or otherwise) with native vegetation to prevent erosion and establishment of invasive plant species. A non-persistent cover crop of annual rye or equivalent temporary seeding may be used to ensure a more rapid establishment of cover while native perennial plantings grow.
- The use of demolition debris for slope armoring is not allowed.
- h. Vegetative Plantings/Tree Removal/Tree Replacement:
  - Avoid unnecessary tree removal within the project work area.
  - A vegetation plan shall be in place to protect existing vegetation/trees from damage by construction equipment (e.g. provide temporary barriers to protect existing trees, plants, root zone).
  - Disturbances of the riparian zone must be limited to the indicated access points; prior to the operation of heavy equipment (dozers, cranes, trucks), orange construction fencing must be erected to delineate the dripline of remaining trees to avoid compaction of tree roots.
  - The fastening of ropes, cables, or fencing to trees is prohibited.
  - To ensure bank stability, trees removed within fifteen feet of the top of the riverbank shall be cut flush to the ground; stumps and roots shall be left in place; indiscriminate bulldozing of riparian trees is prohibited.
  - All trees removed from the riparian corridor shall be replaced with a native tree of like species. Replace each mature tree removed (12-inch or greater diameter at breast height [DBH]) with 3:1 ratio depending on expected survival rate and with trees that are a minimum 2.5-inches DBH. Plant only local, native trees/shrubs/grasses, naturally occurring within the riparian zone. Trees should be replanted with the same species that were removed. Acceptable species include Willow sp., River Birch, Sycamore, Maple sp., Oak Sp., Dogwood sp., and Spicebush. Other riparian tree species native to the area are also acceptable with consultation and approval from NYS DEC and NPS.
  - A qualified individual (arborists, foresters, or trained staff with similar experience) shall plant replacement trees at the appropriate time of year and in a random fashion to avoid a plantation effect. Cultivate and monitor planted tree seedlings/saplings for two years to ensure success; water plantings as necessary. Promptly replace planted stock showing signs of mortality.
  - Stakes and guide wires shall be properly removed and dispose of once seedlings are established.

### **APPROVED BY:**

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Lindsey Kurnath Superintendent, Upper Delaware Scenic and Recreational River