



Documents for Administrative Record

Attached with Comment Letter:

Comparison of Left Truss (NY Abutment) Measurements

Comparison of Left Truss (NY Abutment) Inspection Report Photos

Buoy displacement emails/photos re: Skinners Falls Bridge

Pond Eddy Bridge causeway flooding correspondence

Downloadable Only, due to Size (please contact if you have problems downloading the material, or cannot access Dropbox):

Three PDF Portfolios of Correspondence for Admin Record:

<https://www.dropbox.com/scl/fo/ljvdy4ig8lt1dozc5fq2/ANGNy26UjmRQY3sEb86CsH8?rlkey=my7es1eavmzo0tyrejnd9odmh&st=50hjs08x&dl=0>

2024 correspondence with agencies

2025 correspondence with agencies

Additional correspondence re: Skinners Falls Bridge (incl. MPMS #9983)

1997-present inspection reports – DCS requests that PennDOT include these in the administrative record in their full unredacted form, including all photos.

Until then, 1997-2020 inspection reports (with some gaps, redactions, etc.) are available here:

<https://www.dropbox.com/scl/fo/jhdgjdgljv28m2j3wg041/AFXFinQiUTqgpQShXw3vVyY?rlkey=9vy47me152x1qaahfgggg6ibd&st=xqn4rfeg&dl=0>

Comparison of Left Truss Bearing (NY Abutment) Measurements



54. Detail of previous photo. Note the truss is shifted laterally to the left and the cap stone is fractured and settled underneath the bearing.

Nov. 2018 inspection report - "post grout repair"



54. Left truss expansion bearing at the far abutment, looking back. Note the rollers are frozen and the truss is shifted laterally to the left.

October 2024 Inspection Report

Same measurements



81. Sole plate shifted left on the left truss bearing at the Far Abutment.

82. Close-up of previous photo.



53. Left truss expansion bearing at the far abutment, looking back. Note the rollers are frozen and the truss is shifted laterally to the left. Also note the lateral probe below the masonry plate and fractured cap stone.



54. Detail of previous photo. Note the truss is shifted laterally to the left and the cap stone is fractured and settled underneath the bearing.

Comparison of Left Truss Bearings - NY Abutment Photos

Grout or concrete was applied to hide the settlement by filling the gap visible in the 2017 photos. However, no work addressed the structural forces acting on the abutment.



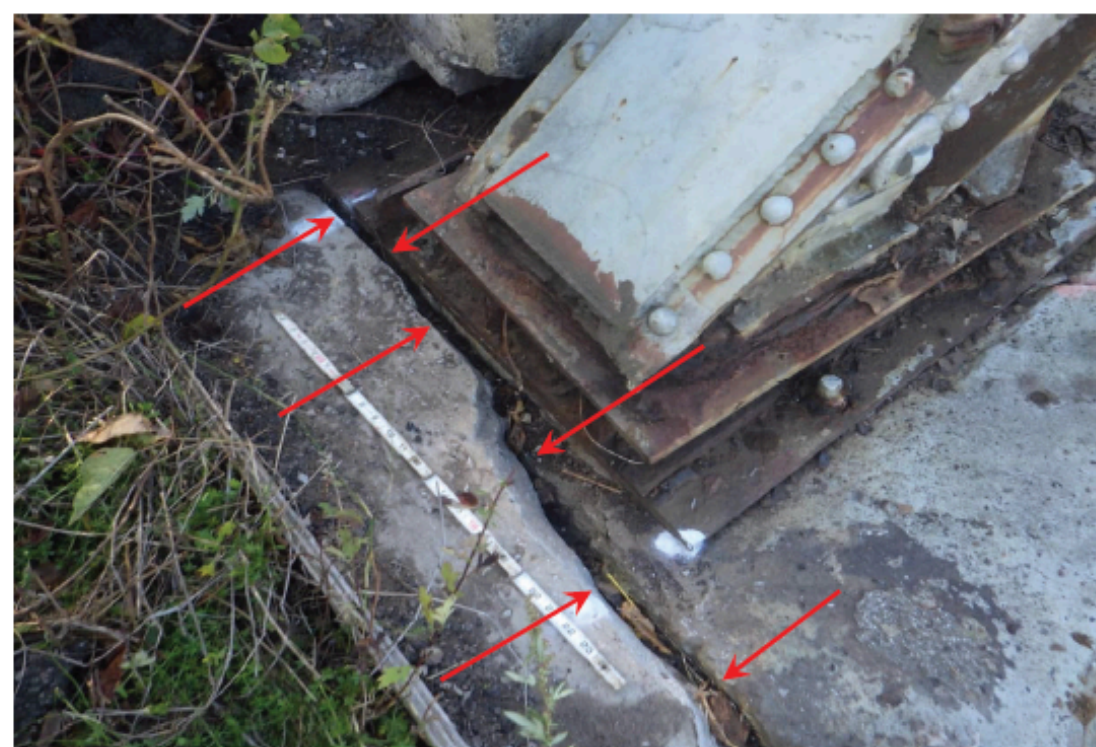
55. Left truss bearing at the far abutment, looking back. Note the grouted repair on top of the fractured cap stone (work done).

Not surprisingly, the grout/concrete fractured.



79. General view of the Left Truss bearing at the Far Abutment.

However, the cracked/fractured grout in April 2024 is gone in October, making the "gap" between the failed repair and the truss bearing appear larger than it is



80. Repair done in 2018 adjacent to the Left Truss bearing showing evidence of movement

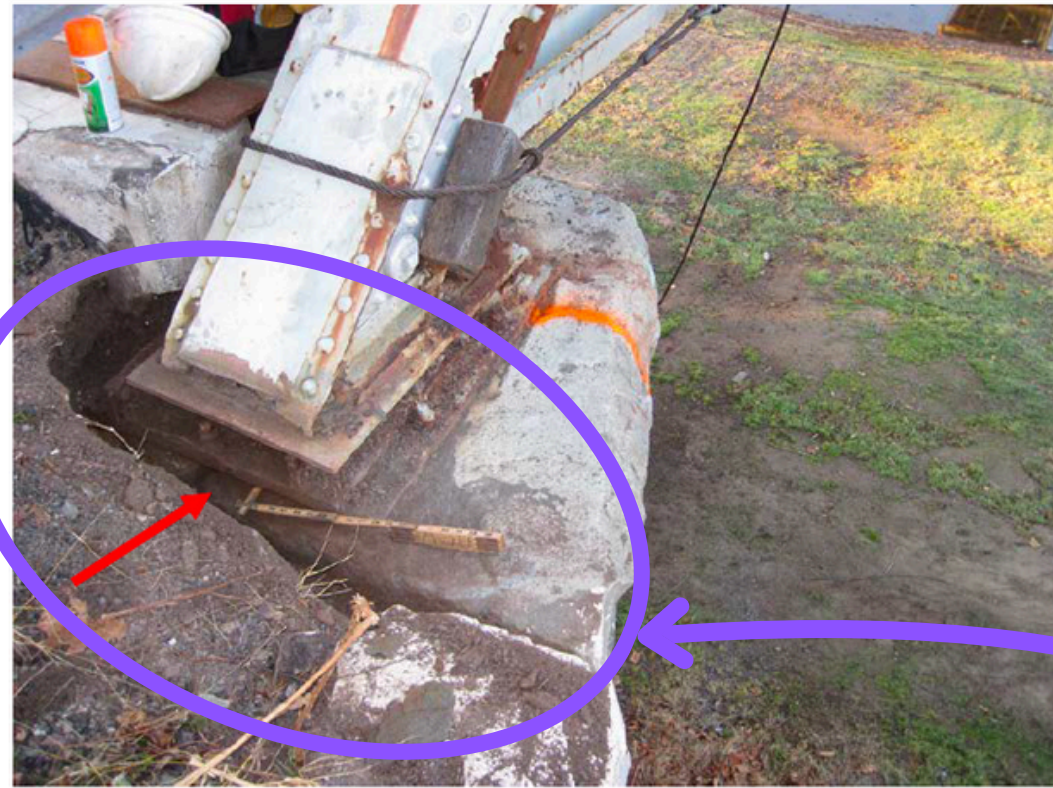
Here, PennDOT claims "evidence of movement", pointing to the gap between the failed concrete repair and the truss bearing, *but does not have previous measurements*

Oct. 2024 Inspection



8. Far left truss bearing, looking back. Note cracks in the (2018) concrete repair.

April 2024 Inspection



53. Left truss expansion bearing at the far abutment, looking back. Note the rollers are frozen and the truss is shifted laterally to the left. Also note the lateral probe below the masonry plate and fractured cap stone.



54. Detail of previous photo. Note the truss is shifted laterally to the left and the cap stone is fractured and settled underneath the bearing.

In addition, the “grout repair” filled in this gap.



79. General view of the Left Truss bearing at the Far Abutment.



80. Repair done in 2018 adjacent to the Left Truss bearing showing evidence of movement

This alleged “gap” is merely what was previously visible in 2017 becoming visible again as the “grout repair” erodes and fractures. The “gap” between the grout repair and the truss bearing is not “evidence of movement,” but merely the failure of the concrete to correct the lateral forces acting on the bridge abutment. Further, there is no measurement of this “gap” prior to Oct. 2024 for comparison.

[REDACTED]

[REDACTED]

[REDACTED]

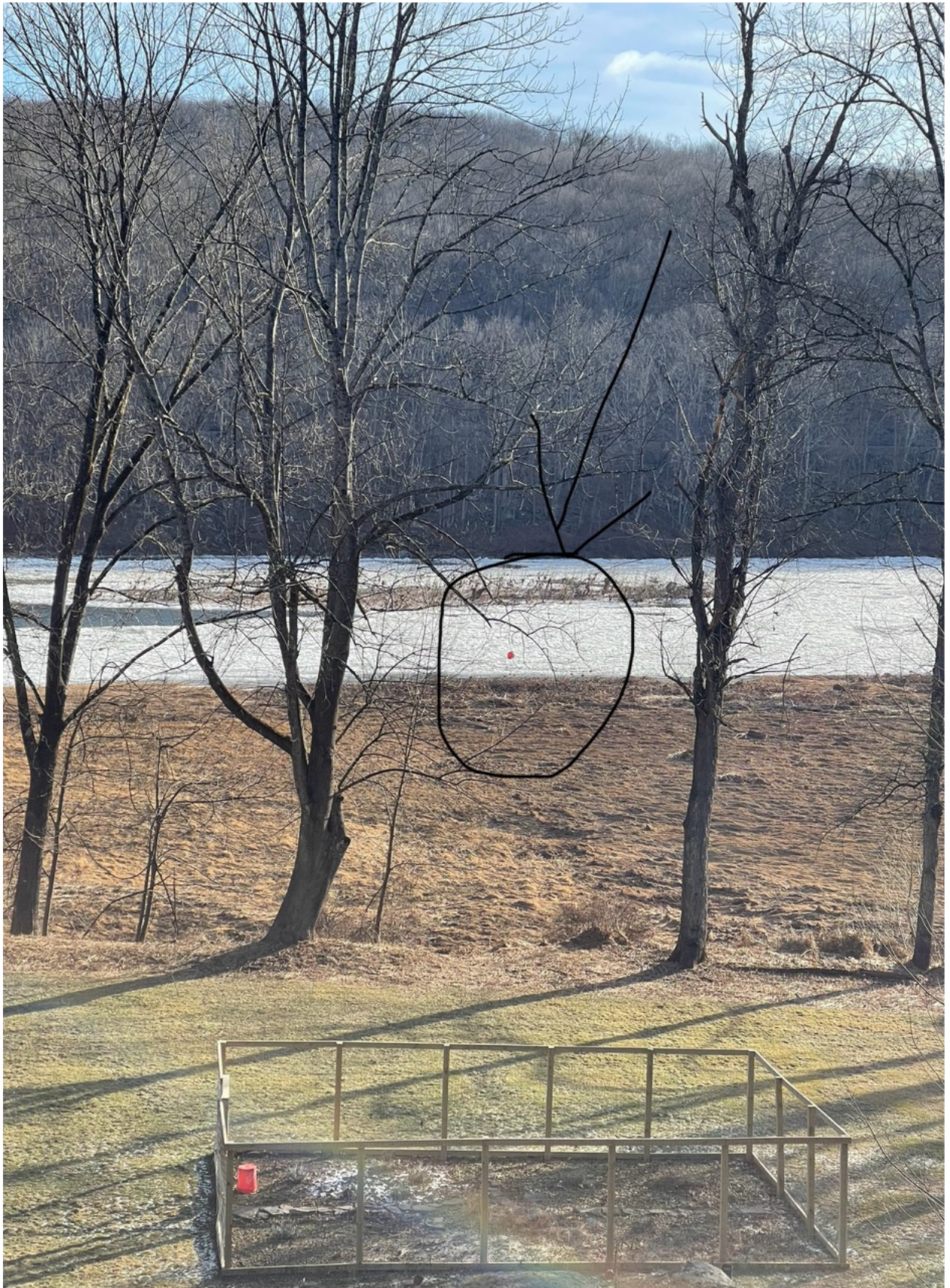
[REDACTED]

[REDACTED]

[REDACTED]

From: Rose Biondi <rosebiondi2@gmail.com>
Date: January 14, 2025 at 11:23:09 AM PST
To: Schumacher Ryan C <ryan_schumacher@nps.gov>
Subject: [EXTERNAL] Re: Buoys in the River

Hello,
Last correspondence was on January 9th.
Sent this photo to Jeff Schaeffer, showing new buoy.



His response, “ Ok thank you for letting me know. I’m working on another project right now, but I will let the people working on that project know.”

██████████. So not sure if this will be addressed. They have not retrieved other buoy on that island (island shown in

photo above). Both were still there when I left the house on the ninth.

Thank you,
Rose Biondi

On Jan 14, 2025, at 9:46 AM, Schumacher, Ryan C <ryan_schumacher@nps.gov> wrote:

Good afternoon Ma'am,

I just wanted to make sure the contractors responded to this alert. Has this buoy been delt with yet?

Very Respectfully,
Ryan Schumacher

From: Rose Biondi <rosebiondi2@gmail.com>
Sent: Thursday, January 9, 2025 12:53 PM
To: jschaeffer@jdeckmaninc.com <jschaeffer@jdeckmaninc.com>; Schumacher, Ryan C <ryan_schumacher@nps.gov>
Cc: Gerling Heather <hgerling@pa.gov>; Conway Michael <michconway@pa.gov>; Conway Michael <michconway@pa.gov>
Subject: [EXTERNAL] Re: Buoys in the River

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Hello.
Discovered another buoy in river opposite our home.
One on island us still there as well.

Thank you,
Rose Biondi

742 River Road
Milanville.

> On Dec 19, 2024, at 9:50 AM, Rose Biondi <rosebiondi2@gmail.com> wrote:

>
> Hello Ryan
>
> Connecting you all.
> Jeff Schaeffer of JD Eckman is working on removing dislodged buoys.
> 484-798-9645
> jschaeffer@jdeckmaninc.com
>
> Sharing contact because he may need suggestions regarding river access.
>
> Ryan Schumacher
> ryan_schumacher@nps.gov
> 570-229-6287
>
> And copying both Heather Gerling and Michael Conway of PENNDOT
>
> michconway@pa.gov
> 570-749-1764
> Inspector in charge Skinner Falls Project
>
> hgerling@pa.gov
> 570-368-4414
> Architectural Historian
>
>
> Thank you,
> Rose Biondi
>
>



COMMONWEALTH OF PENNSYLVANIA
GOVERNOR'S OFFICE OF GENERAL COUNSEL

April 20, 2017

Janine G. Bauer, Esquire
Szaferman, Lakind, Blumstein & Blader, P.C.
101 Grovers Mill Road – Suite 200
Lawrenceville, NJ 08648

**Re: Pond Eddy Bridge over Delaware River in
Pike County, PA & Sullivan County, NY**

Dear Ms. Bauer:

Thank you for bringing your clients' concerns to our attention in your March 13, 2017 letter to Secretary Richards, District Executive Roberts, and others. According to the information you provided, your clients are concerned their property is at risk for about three weeks in September and October 2017 because of stages 3A, 3B, and 3C of the PennDOT project. Your clients believe their property may become inundated at that time.

Based on the information you provided and available to PennDOT, we reviewed the project's hydraulic analysis to determine the potential impact to your clients' property. Our review shows the causeway will not cause any increase in flood elevations.

- The causeway constructed for the bridge project is designed to be overtopped as the river rises and should not create backwater to Mill Brook (unless some unforeseen event would develop). Overtopping would happen with a five-year storm or greater, and therefore a larger storm should have no measurable impact on backwater effects. If flooding occurs, it should be no greater in extent and cause no greater damage than if the causeway had not existed.
- The hydraulic model considered the effects of a five-year storm for the temporary conditions model (when construction is in progress). Effects from the five-year storm needed to stay within the boundaries of the delineated 100-year flood plain and not impact any structures in the 100-year flood plain (including your client's house and barn). All the conditions that were set during the design for consideration of the backwater effects from the causeway were satisfied in the hydraulic model.

Janine G. Bauer, Esq.
Pate 2
April 20, 2017

Notwithstanding, PennDOT reserves the right to continue its investigation and to defend itself with all facts revealed in that investigation. If you believe there are facts that PennDOT has not considered, please provide that information immediately.

Your letter purports to give notice of a tort claim. The contents of the letter make clear that no damage has in fact occurred, and therefore at this point no actionable tort has occurred. Your notice of claim appears in that sense to be premature. To the extent a claim is made, that claim must be, and hereby is, denied.

Concerning the "related requests" you make on behalf of your clients – relating to insurance coverage, individual notice, and unspecified "mitigation measures" – they are also denied. We understand your clients are concerned about our contractor's urgency to remove equipment from the site on February 25th as the river was rising, and we want to stress that PennDOT inspectors visited the site on February 26th to ensure that the causeway is functioning as designed. We see no need for temporary mitigation now, but we will continue to monitor the project. In the meantime, your clients can check river height information from the same National Weather Service website that PennDOT and its contractors use. See:

<http://water.weather.gov/ahps2/hydrograph.php?wfo=bgm&gage=BRYN6>.

Please know, and please inform your clients, that PennDOT is committed to public safety and will examine reasonable steps to minimize the likelihood and degree of potential property damage, if any, resulting from construction operations.

Sincerely,



Steven Roth
Senior Counsel

cc: Leslie S. Richards, Secretary of Transportation (email)
George J. Roberts, P.E., District Executive, Eng. Dist. 4-0 (email)
SAI Consulting Engineers (attn. Craig Broadbent & William G. Ferko)
D.A. Collins Construction Co., Inc. (attn. Scott Pierce)

From: Richard Plunz <rap9@columbia.edu>
Date: Fri, May 4, 2018 at 1:35 PM
Subject: Re: Enhanced Flooding Hazards PennDOT District 4-0;
Agreement
E02611 Pond Eddy Bridge Replacement
To: "Leslie S. Richards" <lsrichards@pa.gov>
Cc: "George J. Roberts" <georgerobert@pa.gov>, Craig Broadbent
<cbroadbent@saiengr.com>, "Wiliam G. Ferko"
<wferko@abcdpittsburgh.org>, "William G. Ferko"
<wferko@saiengr.com>,
Scott Pierce <spierce@dacollins.com>, Kristina Heister
<kristina_heister@nps.gov>, Laurie Ramie <udcramie@frontier.com>,
Jack
Williams <Jack.Williams@dot.ny.gov>, "Janine G. Bauer"
<JBauer@szaferman.com>, "Maya K. van Rossum, Delaware
Riverkeeper"
<keepermaya@delawareriverkeeper.org>, Maria-Paola Sutto
<ms3719@columbia.edu>

Dear Secretary Richards,
Thank you for your letter dated April 5 (as attached), in response to our inquiry of March 20, 2018. We are pleased that PennDOT now recognizes that the causeway is an obstruction to the river entailing increased flood hazards. It should be noted that the causeway ramp in question is still in place, as of today. The attached photos were taken on April 28 with no subsequent change in the status of the blockage. In fact, additional rubble stone has been added since our last correspondence of March 20. We understand that the work on the

ground can have delays but also want to note that removal of the ramp is now many months past the DRBC approved timeline. We also note that

the contingency plans for flooding hazard that you mention will require a major intervention given the volume of material that is constraining river flow, such that two-days notice is unrealistic. As well, flooding hazard will be triggered at far less than "significant flood event" such that it would be important to understand precisely on what basis your decision will be made as to emergency removal and timetable.

Of course, our pressing question remains, which is are we assured that PennDOT "self-insuranc"e will cover the costs related to private property damage when and if the aforementioned flooding event occurs?

Thank you again for your attention in anticipation.
Richard Plunz & Maria Paola Sutto
2 Swanerbury Road
Pond Eddy, New York 12770

On Tue, Mar 20, 2018 at 3:48 PM, Richard Plunz
<rap9@columbia.edu> wrote:

Dear Secretary Richards,

We are in receipt of your letter dated February 21, 2018 in response to our query. It is good to know that the construction ramp will soon be removed, as it has been in place for several months longer than the DRBC-approved agreement. The original agreement stipulated "approximately 14 days."

Given the commencement of the spring high water season, it is fair to remember that the ramp is a particularly stressful presence. We appreciate your stated acknowledgement of the issue and appreciate your declaration that the ramp can be removed in two days.

Of course the hazards created by the "causeway island" itself remains. We have obtained two independent hydrological reports that directly question the representation dated April 20 2017 made by Mr. Roth that the causeway will be over-topped by the five-year storm and therefore storms of large magnitude will have no

measurable impact on backwater.

The PennDOT models that you mention are not publicly accessible, but regardless, we are assured that there is a basic misunderstanding. "Mr. Roth states that the causeway will be over-topped by the 5 year storm and therefore storms of large magnitude will have no measurable impact on backwater. He fails to understand that in order to pass the equivalent flow of water over the causeway, the water surface will have increased by the energy that is required to achieve that flow."

We have been advised that Pennsylvania's representation that a five-year storm will be contained within the 100-year storm is a de facto acknowledgement that this project changes the flood risk. As well, we are advised that when NYSDOT does a project and it increases the hazard (i.e. a 5 year becoming a 100-year, which means a 100 year becomes more), they purchase flood hazard insurance for the potentially impacted properties for the duration of the project.

Please advise as to whether such insurance has been taken for the Pond Eddy Bridge Project.
Thank you for your attention to this matter.

Richard Plunz
Maria Paola Sutto
2 Swanerbury Road
Pond Eddy, New York 12770

On Sun, Feb 25, 2018 at 5:36 PM, Richard Plunz
<rap9@columbia.edu> wrote:

Dear Secretary Richards,
A courtesy of reply would be appreciated.
Since our last communication, the "causeway" temporary ramp has been augmented rather than removed. As of this afternoon, the "causeway" is being breached, with higher river levels predicted by morning; and with an even higher crest predicted for the end of the coming week. Photos are attached.
Again, we are asking for advice on if and when these enhanced obstructions to river flow are to be removed; and what remedial action plans

are in place for any eventual catastrophic private property damages related to this project.
Richard Plunz

On Sun, Jan 28, 2018 at 12:43 PM, Richard Plunz <rap9@columbia.edu> wrote:

Dear Secretary Richards,
We are writing as private property owners within the flood plain that is currently being impacted by the the Pond Eddy Bridge replacement:
PennDOT District 4-0; Agreement E02611
Pike County, SR 1011-470 -
MPMS No. 9329

This multi-year project creates a backwater flooding hazard to our home through obstruction of river flow. The nature of the obstructions involves large "causeway" islands in the river for construction phasing as per the below diagrams that were released by PennDOT at the time of review and approval. As the corrective diagram indicates, flooding hazard is presently substantially enhanced beyond the official sections by a construction ramp that was mandated to be removed "immediately after" completion of "Stage 3C" as per the attached document from SAI Engineers also attached. This blockage has not been removed to date, and additional obstruction from excavations is also in place as blockage.

In effect, the river flow is now three-quarters blocked at a height substantially higher than the original PennDOT representation.

Two recent rain and temperature events have caused reason for concern, with substantial further obstruction caused by ice accumulation at the ramp and causeway island.

Please advise as to if and when these enhanced obstructions to river flow are to be removed; and what remediative action plans are in place for any eventual catastrophic private property damages related to this project.

Richard Plunz
Maria Paola Sutto
2 Swanerbury Road
Pond Eddy, New York 12770

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Professor of Architecture, Columbia University
Director Urban Design Lab, The Earth Institute
www.urbandesignlab.columbia.edu

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA 17101-1900

OFFICE OF
SECRETARY OF TRANSPORTATION

April 5, 2018

Richard Plunz
2 Swanerbury Road
Pond Eddy, NY 12770

Dear Mr. Plunz:

Thank you for your follow up letter regarding Pond Eddy, and possible flooding from the Delaware River.

The ramp in question is scheduled to be removed within approximately two weeks. The Department is self-insured and does not purchase secondary flood insurance on any project.

Regarding your statement referencing the Roth memo, we acknowledge there may be a difference of understanding between the two sides. It is recognized that the presence of the causeway in the river, as designed, serves as an obstruction to the river flow and will, therefore, have an effect on water surface elevations during flood events.

It should be noted that the agreed upon 5-year storm criteria, which was referenced in previous correspondence, will be satisfied when the causeway ramp is removed and the as-designed causeway is present within the PA channel. It should also be noted that contingency plans are in place for the removal of the causeway ramp and portions of the causeway itself, if a significant flood event is forecasted.

Should you require any additional information, please contact Engineering District 4-0 District Executive, Mr. George J. Roberts, P.E., at 570.963.4010.

Sincerely,

A handwritten signature in blue ink that reads "Leslie S. Richards".

Leslie S. Richards
Secretary of Transportation



