



PENNDOT MAJOR BRIDGE P3- I-80 LEHIGH RIVER BRIDGE



Bridging Pennsylvania Developers I & Bridging
Pennsylvania Constructors
Public Meeting

August 28, 2023

How to MAXIMIZE today:

- **PUBLIC MEETING:** It is our intention to address all previously identified questions and comments during today's presentation, please hold your questions until the Q&A portion, as they may be answered throughout the presentation.
- **PUBLIC SERVICE ANNOUNCEMENT:** If you are attending this meetings and currently have ongoing PennDOT real estate negotiations, those inquiries are considered private and will not be discussed in a Public Meeting setting. Should you wish to address any specific real estate questions, please speak with the team following this meeting to be connected to a representative.

Agenda

- Welcome & Introductions
- Program & Project Updates
- Pre-Construction and Current Activities
- Construction Scope of Work
- Closing Remarks & How to Stay Informed



Welcome & Introduction

Meet the I-80 Lehigh River Bridge





PennDOT- Program & Project Update

PENNDOT MAJOR BRIDGE P3



KEY DATES

- November 2020- The Major Bridge P3 (MBP3) was approved by the Pennsylvania P3 Board, for the replacement or rehabilitation of nine major interstate bridges throughout a progressive P3 delivery model.
- At that time, PennDOT planned to make annual payments to pay for the work and financing costs on these bridges using mandatory tolling, as was permitted by the Pennsylvania P3 law.
- Since that time, Act 84 of 2022 amended the P3 law to eliminate mandatory tolling of existing free lanes. The act also preserved the department's ability to continue the MBP3 and move forward with the Predevelopment Agreement (PDA) with Bridging Pennsylvania Partners (BPP).
- February 2021- I-80 Over Lehigh River Bridge website goes live
- August 9, 2021- Diversion route workshop was conducted to gather additional information regarding potential issues along the diversion routes.
- November 2021- Launched initial public & stakeholder outreach campaigns included: email blasts postcards, legal advertisements, news releases, and social media.

PENNDOT MAJOR BRIDGE P3



KEY DATES

- November 17, 2021- Follow-up Diversion route workshop. Additionally public Officials were invited to a pre-launch briefing to get a first look at the materials for the virtual public meetings.
- November 17, 2021, to December 17, 2021- Project- specific virtual public meetings were held, consisting of text, graphics and videos that provided a project overview and explained the project purpose and need, project design, proposed funding, traffic studies and associated diversion route improvements, environmental studies, comment process and next steps.
- December 8, 2021- In-person public open house was held at Split Rock Resort in Lake Harmony, PA. Similar to the virtual public meeting, display boards were provided for project purpose and need, project design, proposed funding, traffic studies and associated diversion route improvements, environmental studies and schedule. Both the virtual and in-person meetings offered opportunities for online and in-person comments.
- December 14, 2021, and February 10, 2022- additional coordination was held in White Haven and East Side Borough officials to discuss potential traffic improvements to enhance safety along the diversion routes.

PENNDOT MAJOR BRIDGE P3



KEY DATES

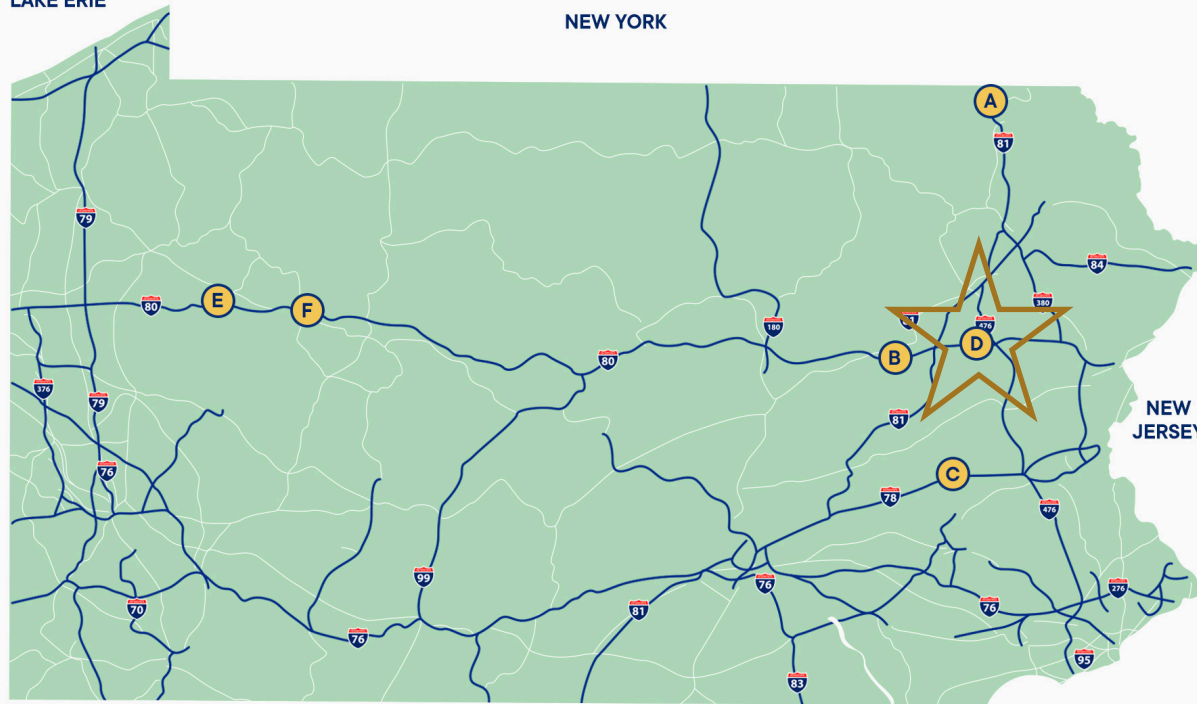
- August 2022- PennDOT chose to move the bridge projects in the MBP3 forward without tolling and pay for the project(s) using existing funds to make annual payments to the development entity over 35 years.
- December 2022- Financial Close is achieved on Package I, including six (6) bridges
- Summer 2023- Bridging Pennsylvania Constructors (BPC) and design lead, Michael Baker International (MBI) may be seen in the area performing pre-construction surveying and meeting with local property owners.
- Spring 2024- Ahead of the start of construction and throughout construction, BPC and Major Bridge Subcontractor, Wagman Heavy Civil, Inc. will be providing construction updates through public meetings and additional public outreach in coordination with local municipalities.
- April 2024- Anticipated Construction Start for I-80 Lehigh River Bridge



MAJOR BRIDGE P3 PACKAGE I

LAKE ERIE

NEW YORK



NEW
JERSEY

WEST VIRGINIA

VIRGINIA

MARYLAND

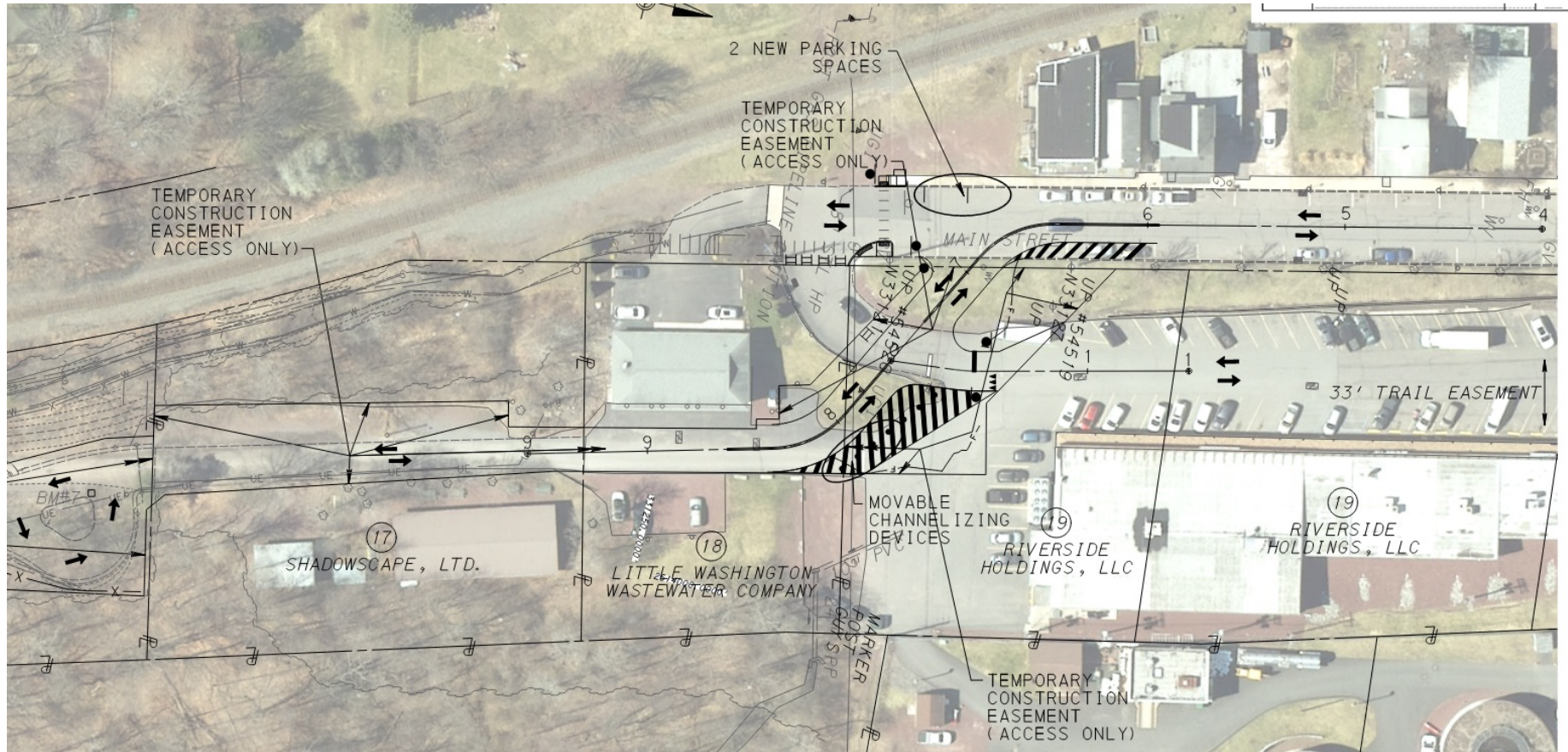
BRIDGE PROJECTS

- A** I-81 SUSQUEHANNA
- B** I-80 NESCOPECK
- C** I-78 LENHARTSVILLE
- D** I-80 LEHIGH
- E** I-80 CANOE CREEK
- F** I-80 NORTH FORK

 PROJECTS MOVING FORWARD UNDER THE MBP3

APPROVED Temporary Construction Access Point

The approved Temporary Construction Access Point for the project is shown below:



Alternative Temporary Construction Access Points Considered

During Preliminary Engineering, alternative Construction Access Point options were considered for the Project:

- **White Haven Shopping Center parking lot**
 - This is a privately owned parking lot.
 - There are various legal reasons why this option was not selected.
- **Existing access road between Main Street and Shopping Center parking lot, near Aqua building**
 - The Lehigh Gorge Trail access crosses this road and must be maintained during construction, in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966.

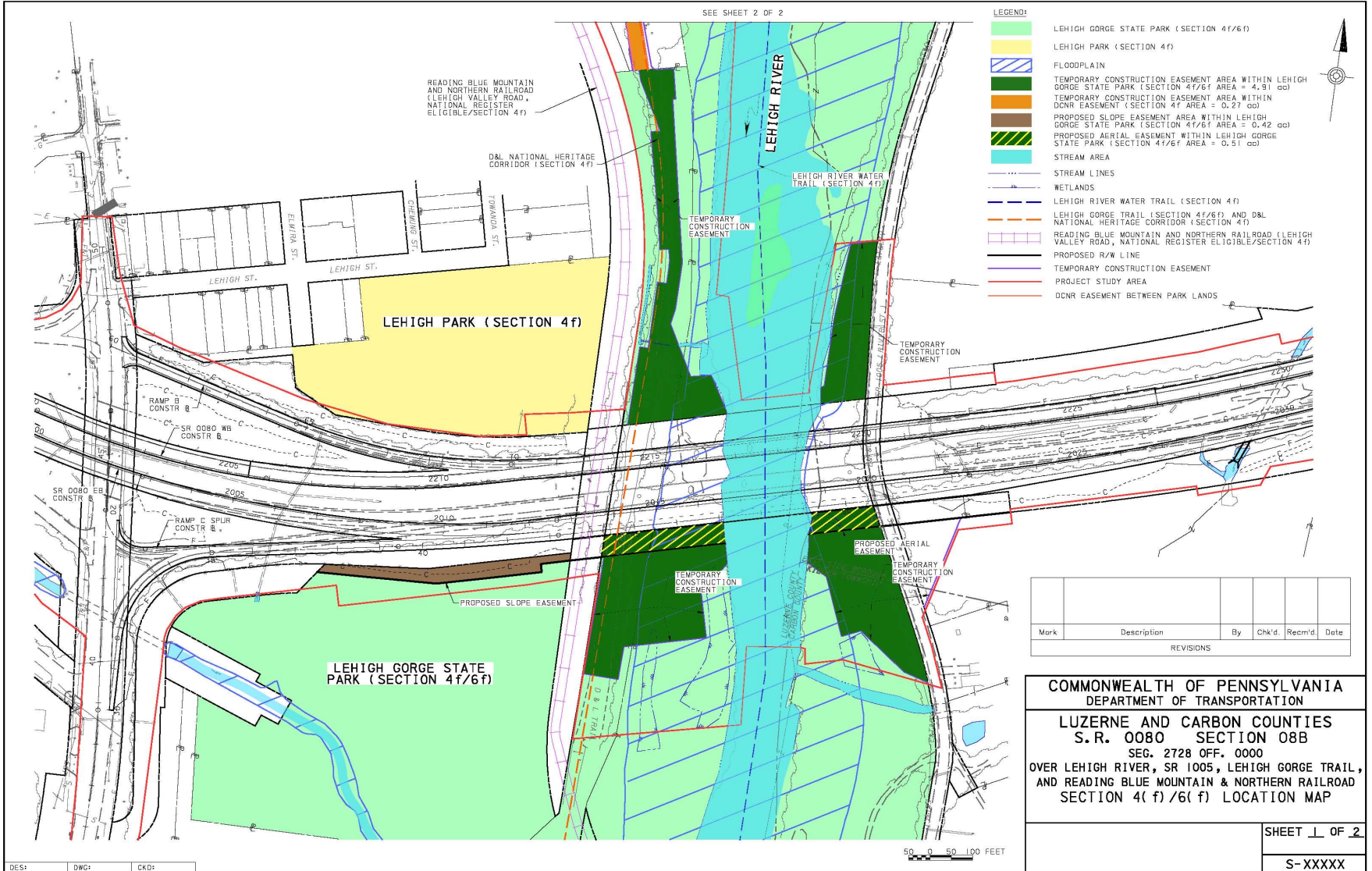
Alternative Temporary Construction Access Points Considered

- **DCNR Lehigh Gorge Trail access road south of existing bridge**
 - This property is owned by DCNR and is public park land, which is therefore a protected resource under Section 4(f) of the U.S. Department of Transportation Act of 1966.
 - Under Section 4(f), agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless there are no prudent and feasible alternatives to using those resources, and the proposed project plans include all possible planning to minimize harm to the property or the project has a de minimis impact on the property.
 - DCNR used the Land and Water Conservation Fund to purchase land for the Lehigh Gorge State Park. Therefore, the entire state park is afforded protection under Section 6(f) of the federal Land and Water Conservation Act.
 - Under Section 6(f), any land necessary to be acquired for construction of the project would be considered a conversion from public outdoor recreation use to transportation use. Temporary non-conforming use of Section 6(f) protected land lasting longer than 180 days is also considered a permanent conversion. Both uses require replacement of property according to the National Park Service's policy.

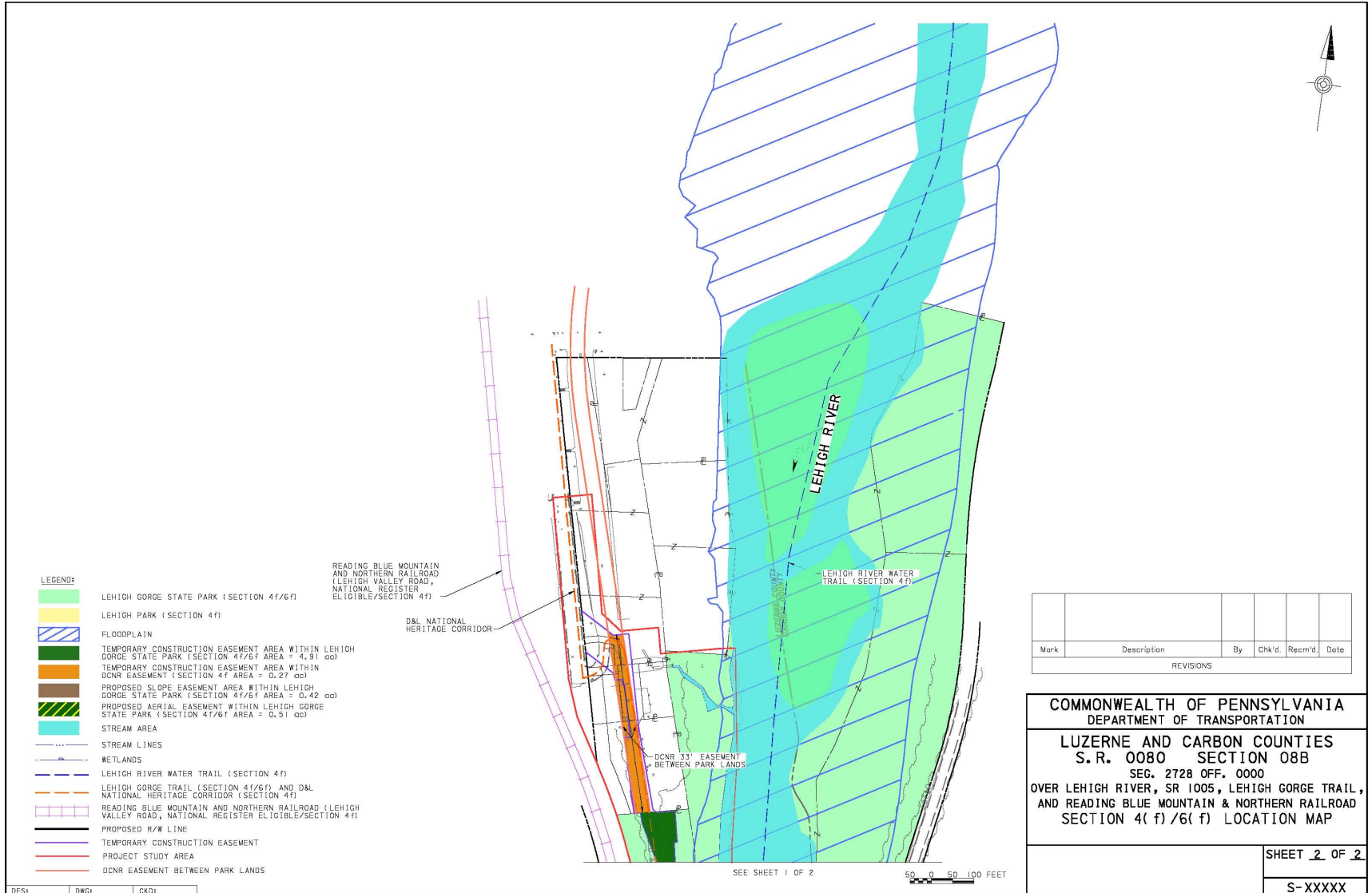
What is Section 4(f) and Section 6(f)?

- The project bridges span a valley that includes numerous resources protected under Section 4(f) of the Department of Transportation Act of 1966. Section 4(f), abbreviated here for simplicity, specifies that the Secretary of Transportation may approve a transportation project requiring the use of publicly owned land of a public park, recreational area, or wildlife or waterfowl refuge, or land of a historic site only if there is no prudent and feasible alternative and the project includes all possible planning to minimize harm resulting from the use, or the use is de minimis (negligible).
- Lehigh Gorge State Park (LGSP) is also protected under Section 6(f) of the Land and Water Conservation Fund Act. PennDOT will provide replacement land for Section 6(f) conversion within LGSP totaling approximately 6 acres. Although not required for Section 4(f) mitigation, this replacement land will also serve as mitigation of the Section 4(f) use of LGSP. The replacement land being provided is forested land, therefore, the replacement land offsets the removal of trees in the construction staging area. Approximately 6 acres of land will be replaced for permanent and temporary impacts within LGSP.

Section 4(f) and Section 6(f) Properties



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Section 4(f) and Section 6(f) Properties

Of these Section 4(f) resource only Lehigh Gorge State Park and Trail and the Lehigh River Water trail will be used by the project. Anticipated impacts to these resources have been identified in the I-80 Lehigh River CE under Parks & Recreational Areas and can be found on the project website.

Section 4(f) Resource	4(f) Criteria	Additional Information
Lehigh Gorge State Park and Lehigh Gorge Trail (also Delaware & Lehigh National Heritage Corridor)	Publicly Owned Park/Recreational Land	PA DCNR; also Outstanding Scenic Geologic Feature of PA
Lehigh Park	Publicly Owned Park/Recreational Land	White Haven Borough
Lehigh River Water Trail	Publicly Owned Park/Recreational Land	Recreational river and PA Scenic Rivers System (scenic designation)
Lehigh Valley Railroad/Reading Railroad	Historic Resource	National Register of Historic Places Eligible



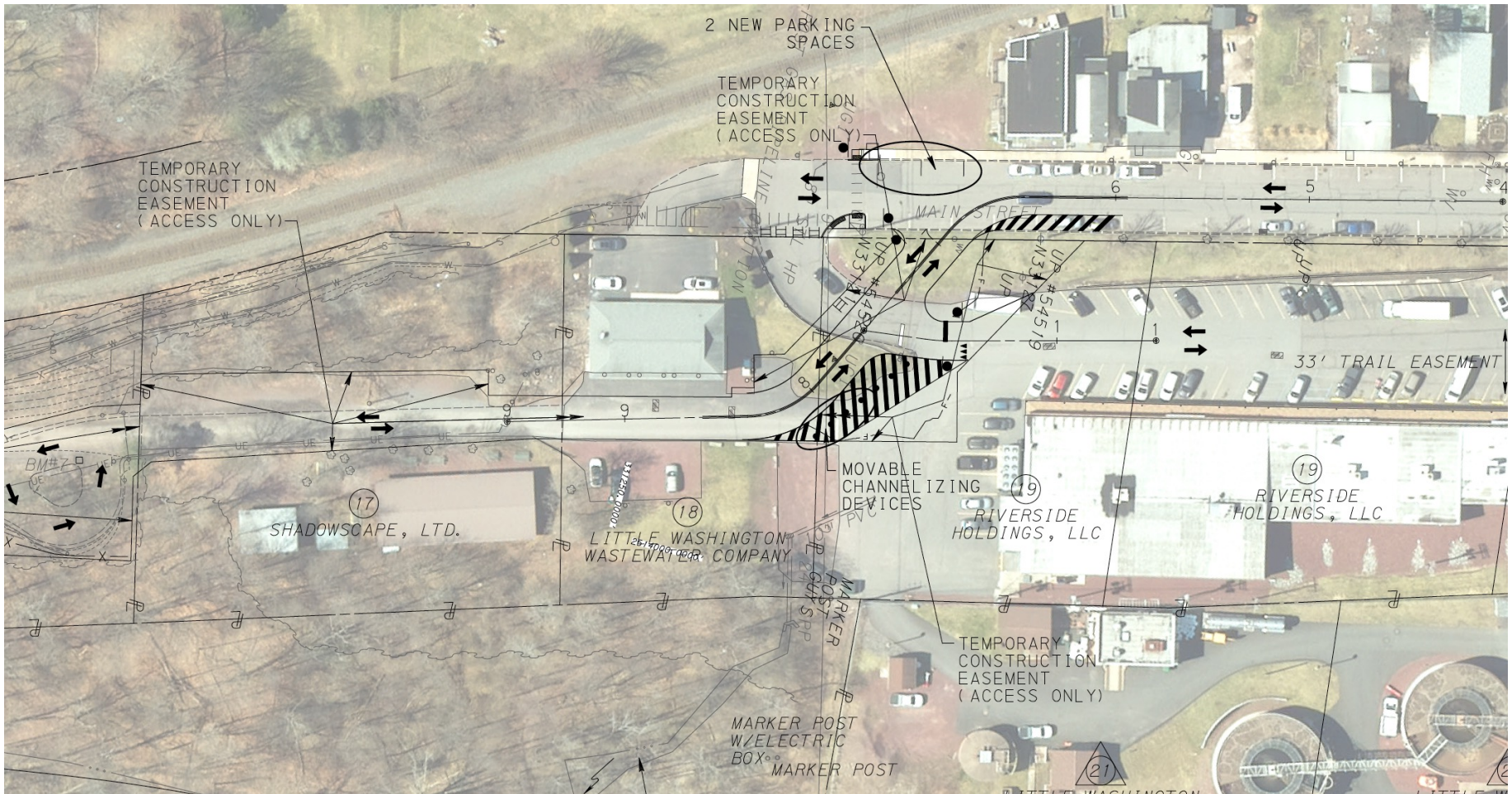
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**Pre-Construction and Current Activities:
Michael Baker**

APPROVED Temporary Construction Access Point

The approved Temporary Construction Access Point for the project is shown below:

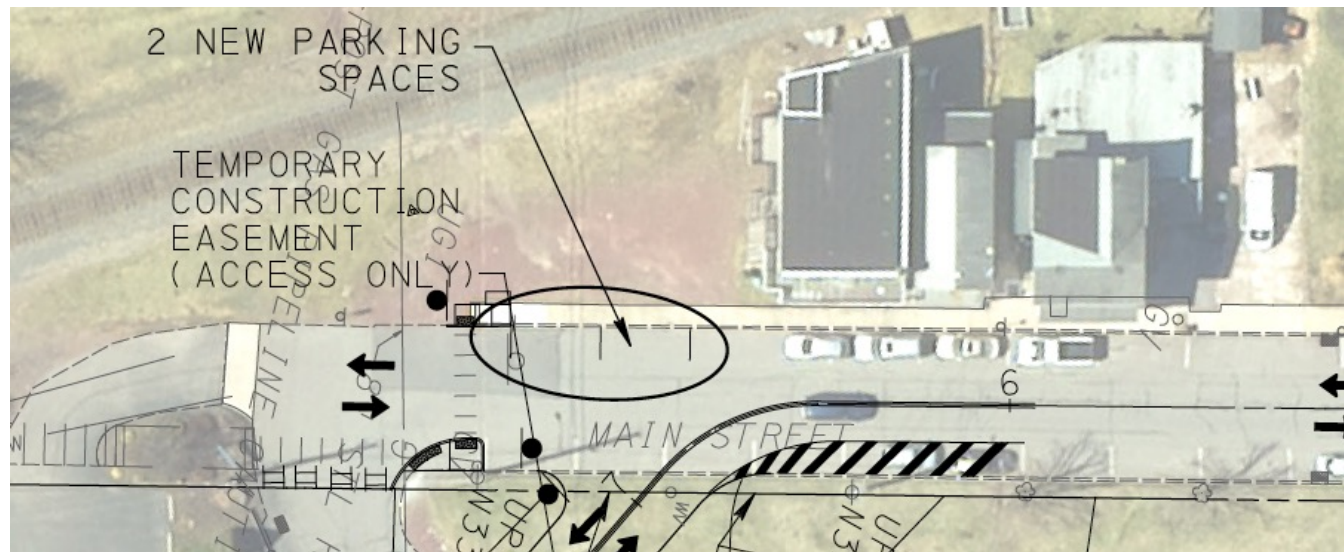


Proposed Access Features Include:

- Current access conditions to be restored post-construction
- Maintains Lehigh Gorge Trail access
- Provides bi-directional traffic from Main Street to Lehigh Gorge Trail access road.
- Provides bi-directional access to/ from White Haven Shopping Center
- Movable channelizing devices permit truck/ bus access for Shopping Center, Aqua and Pocono Biking

Impacts to Public Parking

- Current parking conditions to be restored post-construction
- Net of four (4) parking spaces to be temporarily unavailable during construction.
 - Temporary closure of six (6) parking spaces along Northbound side of Main St.
 - Temporary addition of two (2) parking spaces along Southbound side of Main St.





**Construction Scope of Work
Wagman**

Introduction to Wagman

- Wagman is a fourth-generation family-owned business of over 120 years headquartered in York, PA with additional offices in Dinwiddie, VA and Berryville, VA.
- Wagman offers general, geotechnical, and heavy civil construction services including latex modified concrete and grooving and grinding operations throughout the Mid-Atlantic.
- Our **core** values are the foundation of our company and reflect our guiding principles:
 - **Integrity, Innovation, Mutual Respect, Sense of Urgency, Safety, and Community**
- Wagman is the designated Major Bridge subcontractor to BPC tasked with the replacement of the I-80 EB & WB structures over the Lehigh Gorge State Park, D&L Trail, RBM&N RR, Lehigh River, and SR 1005 – River Rd.
- Other significant project elements include the rebuilding of Ramps B & C at the SR 940 interchange, mainline paving, and a culvert extension on I-80 EB.



Wagman Scope of Work

- General Sequence of Construction – Approx. 4 years beginning Spring 2024
 - New I-80 EB structure & culvert extension to the south of existing on a new alignment
 - Place I-80 EB traffic onto the new structure
 - Crossover I-80 WB traffic onto old I-80 EB
 - Demo and replacement of I-80 WB Structure on the current alignment
 - Restore I-80 WB traffic pattern
 - Demo old I-80 EB Structure





Q&A and How to Stay Informed

Next Steps & Contacts Info

BPD-I Public Information Office
PIC Hotline: (717) 500-6088
PublicInformationOffice@PennBridges.com

BPD-I Public Information Manager
Carla Julian
Carla@moderntimesinc.com

BPD-I Equal Employment Opportunity
Manager
Alex Cann
Alexandra@moderntimesinc.com

Thank you for joining us today, please utilize this time for any unanswered QUESTIONS or comments you may have for the team.

District 5 I-80 Over Lehigh River Bridge
PennDOT

Community Relations Coordinator
i80LehighRiverBridge@pa.gov

For Project updates visit:
www.penndot.pa.gov/i80LehighRiverBridge

For Contracting Opportunities visit:
Bridgingpennsylvaniapartners.com





THANK YOU FOR ATTENDING!



August 28, 2023