

 Stop The Wall

 Preserve The Gap

 Fix The S-Curve

**I80 - 611 DWG
Corridor Solution
Long Term Solution Thoughts**

**Pocono Mountain COG
February 26, 2024**



Photo by: Local Airplane Pilot Alexander T Davidson

Mount Tammany

Rockfall Project Area

Retaining Wall Project Area

Mount Minsi





 **Stop The Wall**

 **Preserve The Gap**

 **Fix The S-Curve**

Rockfall Project

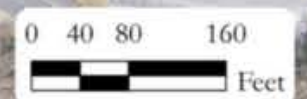
Rockfall Project

Retaining Wall

Approximate Project Area

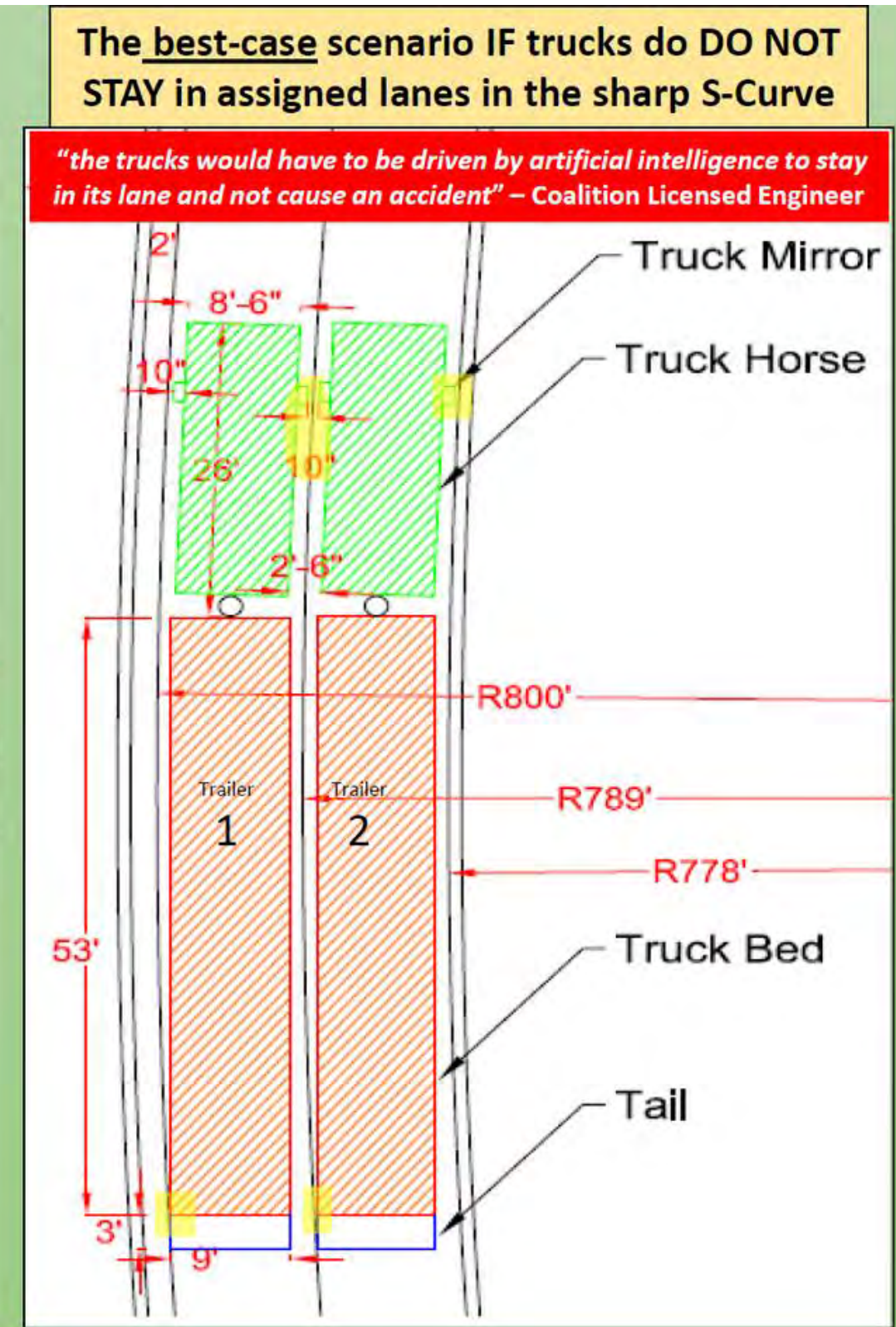
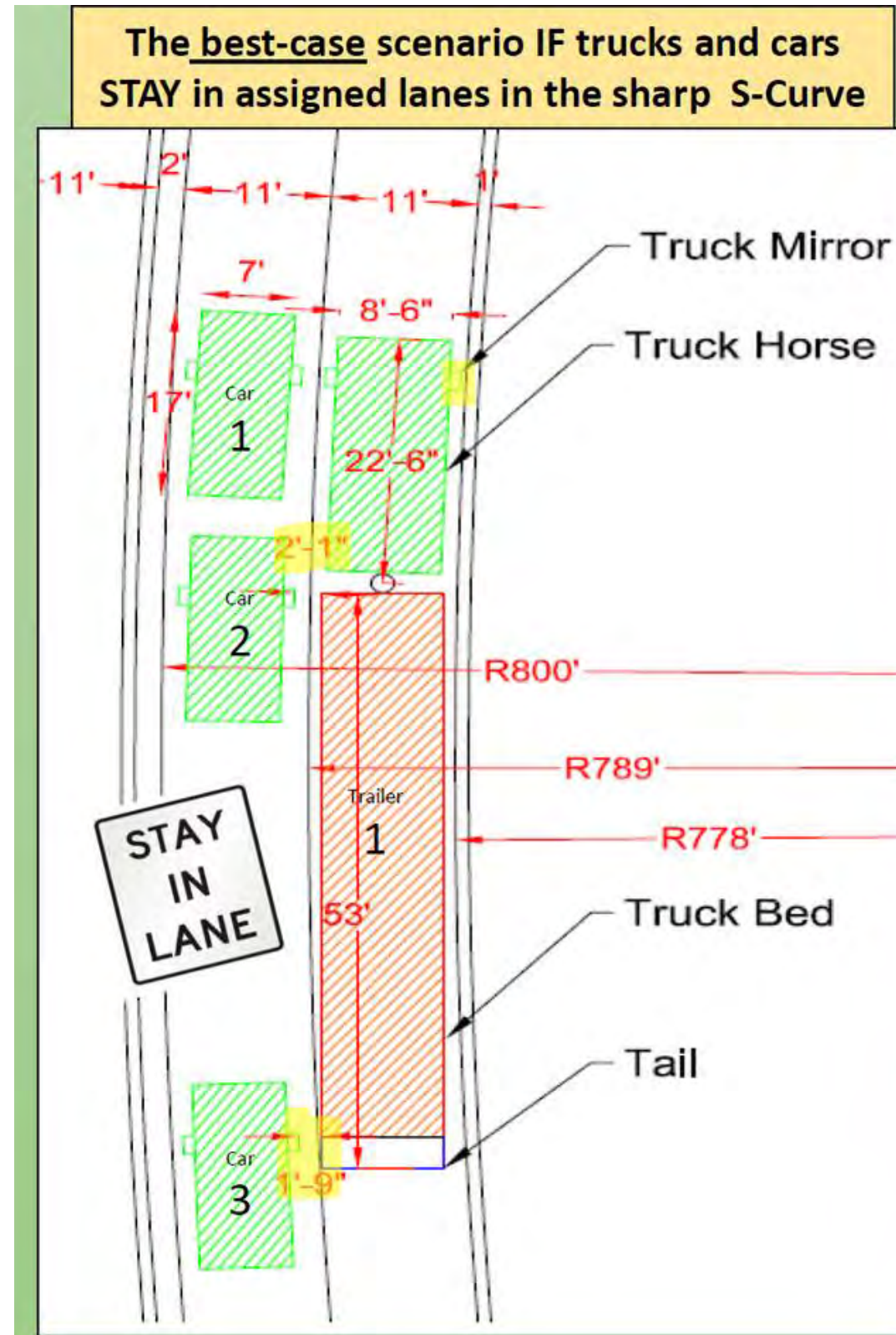
LEGEND

-  Project Area
-  Surveyed Right-of-Way
-  NJDOT Mileposts
-  State/Municipal Boundary

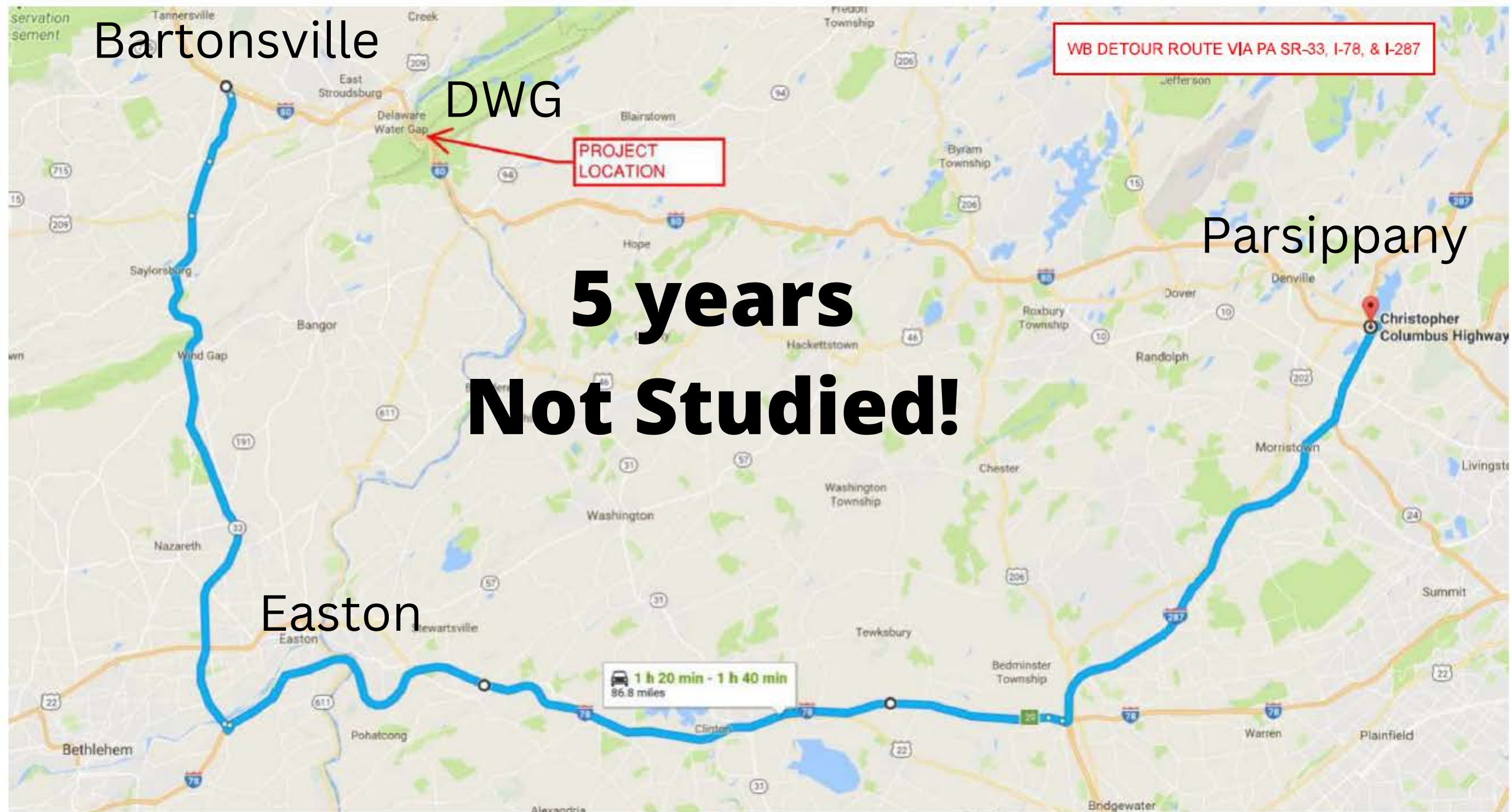




NJDOT 5-Rockfall Plan year plan = shrink the lanes & remove the shoulders - NOT STUDIED - NOT SAFE!



Regional Diversion Routes



We show NJDOT the wall is a problem in February 2020 - NJDOT does not inspect until UNTIL July 2022



Wall Panel
14 thru 17

SEVERE
Condition



Where we are today... the good news

- **The I-80 S-Curve is safer to drive**
 - Warning signs are up - been asking since 2013
 - Barrier is up to protect the 4 failed wall panels
 - Trees have been cut back
- **The structural issues - the roadway and retaining wall are being addressed**
 - Fixed separated pipe that was creating a huge erosion hole
 - Addressing the failed wall panels
- **The Rockfall Project is delayed** - was 2020 now 2028
- **NJDOT Office Of Inspector General Investigation** began in 2021 we think it is still ongoing



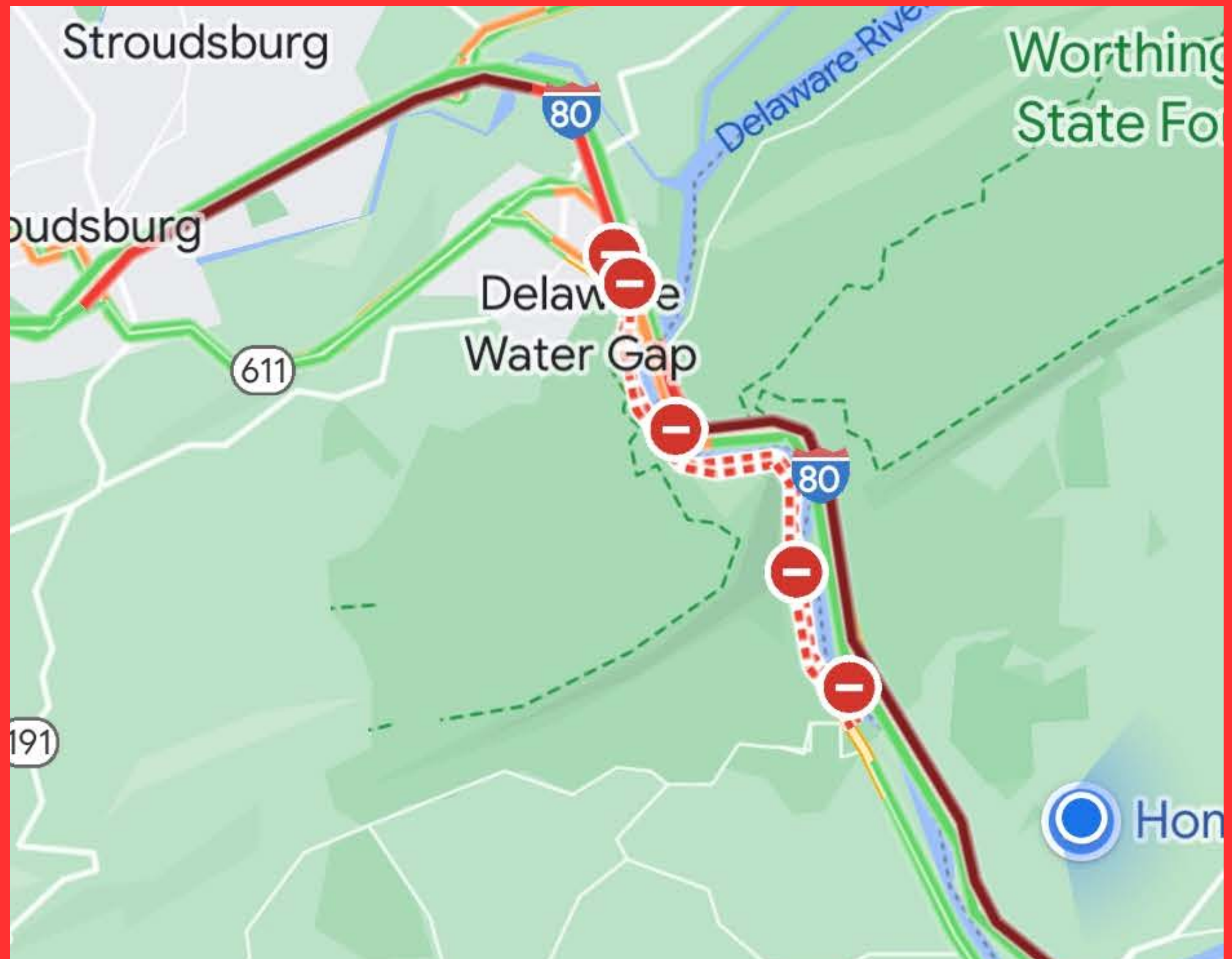
Not-So-Good I80 / 611 News

- Both have structurally failed
- Both need retaining wall work
- Both need rockfall mitigation

Multiple multi-year
simultaneous projects are
upon us

WITH NO COORDINATED
PLAN

WITH NO LONG-TERM
SOLUTION



| | | | | | | |
|------------------------|--|--------------------|--------|--------------------|---------|-----|
| PA 611 Corridor Repair | Route 611 corridor repair and needs to be opened | Delaware Water Gap | Monroe | Listening Sessions | Project | Low |
|------------------------|--|--------------------|--------|--------------------|---------|-----|

DWG Projects - Now Through 2032

- I80 EB Emergency Wall Repair - indefinite
- I80 EB Retaining Wall Replacement
- I80 WB Rockfall Mitigation
- 611 Emergency Slope Stabilization- indefinite
- 611 Rockfall Mitigation
- 611 Retaining Wall Rehab
- 611 Retaining Wall Replacement

SOLUTION - Consider the DWG as THE Transportation Corridor it is:

- Agencies can immediately initiate the I-80 and 611 DWG Corridor Transportation Study ... how?
 - Each MPO & DOT studies their segment.
 - The MPOs and DOTs can then collaborate to study and develop a Bi-State, Tri-MPO solution.
- Do not advance ANY planned I-80 / 611 Project to Final Design until the Bi-State, Tri-MPO DWG Corridor Solution Primary Preferred Alternative has been identified - YES FULL EIS!
- Incorporate reasonable I80 / 611 Rockfall Mitigation and Retaining Wall Replacement Plans into the multi phased Bi-State - Tri-MPO I80 / 611 DWG Solution.

Possible Long Term Solutions to "Fix The S-Curve"- Can't Get There Without a Study

I-80 ROCKFALL MITIGATION

HIGHWAY REALIGNMENT OVER DELAWARE RIVER

ALT. 12
CONSTRUCTION COST: \$500 MILLION

HIGHWAY REALIGNMENT OVER DELAWARE RIVER

- APPROXIMATELY 1 MILE LONG
- 0.8 MILES OF BRIDGE
- 0.4 MILES OF ROADWAY IMPROVEMENTS

2. IMPROVES HORIZONTAL GEOMETRY
3. AVOIDS MAJOR ROCKFALL MITIGATION

LEGEND

- SIMPLE SPAN BRIDGE
- ROADWAY
- OPEN CUT ROADWAY
- TUNNEL

BRIDGE TYPICAL SECTION

| ALT. 12 | |
|---|--|
| SHIFT HIGHWAY ALIGNMENT SOUTH OVER DELAWARE RIVER. | |
| POSITIVE EVALUATION CRITERIA | |
| S-CURVES SOFTENED | |
| ROCKFALL HAZARDS ELIMINATED | |
| - Temporary lane closures only | |
| NEGATIVE EVALUATION CRITERIA | |
| FUNDING ISSUES | |
| - Does not meet purpose & need/scope of project and will not qualify for rockfall mitigation funding | |
| - Cost is 10x higher than Preliminary Preferred Alternative (PPA cost - \$47M) | |
| - Federal funding to come from highways sources from NJ, PA and Delaware River Joint Toll Bridge Commission | |
| - Could require unique funding (Joint Venture, etc.) due to extremely high cost | |
| ADDITIONAL ENVIRONMENTAL IMPACTS | |
| - NEPA Environmental Impact Statement (EIS) | |
| - Impacts to Delaware River are subject to Wild & Scenic Rivers Act | |
| - Bridge construction (2.4 mile +/-) - 9+ acres of river disturbance | |
| - High visual impacts - Bridge through center of Delaware River | |
| - Bridge will impact river species habitat | |
| CONSTRUCTION ISSUES | |
| - Overall project schedule must re-start and will be significantly longer: EIS - 3 to 6 years | |
| - Design - 3 to 5 years | |
| - Construction - 3 to 10 years | |
| - Extreme construction issues - new alignment with bridge | |
| - Temporary rockfall mitigation is still required | |
| ECONOMIC IMPACTS | |
| - Directly impacts Pennsylvania lands | |
| - Diverts traffic away from existing recreational area | |
| - Bridge requires long term maintenance and support | |
| ADDITIONAL JURISDICTIONAL COORDINATION | |
| - Tribal Nations | |
| - USDOI National Park Service | |
| - USDOT FHWA | |
| - US Army Corp of Engineers | |
| - US Coast Guard | |
| - US Fish & Wildlife Service | |
| - State of New Jersey | |
| - Commonwealth of Pennsylvania | |
| - Delaware River Joint Toll Bridge Commission | |

I-80 ROCKFALL MITIGATION

SHORT TUNNEL / BRIDGE REALIGNMENT

ALT. 10
CONSTRUCTION COST: \$3.2 BILLION

SHORT TUNNEL / BRIDGE REALIGNMENT

- APPROXIMATELY 1.75 MILES LONG
- 0.5 MI TUNNEL
- 2 NEW DELAWARE RIVER BRIDGES
- 1 MI ROADWAY EMBANKMENT
- NEW NPS INTERCHANGE AND FACILITIES IMPROVEMENTS

2. TWO STAGE CONSTRUCTION ALTERNATIVE
3. DIFFICULT TUNNELING CONDITIONS IN BLOOMSBURG FORMATION
4. PENNSYLVANIA INVOLVEMENT AND APPROVAL REQUIRED

LEGEND

- SIMPLE SPAN BRIDGE
- ROADWAY
- OPEN CUT ROADWAY
- TUNNEL

BRIDGE TYPICAL SECTION

TUNNEL TYPICAL SECTION

| ALT. 10 | |
|--|--|
| SHIFT HIGHWAY ALIGNMENT APPROXIMATELY 2 MILES THROUGH NPS LANDS WITH TUNNEL BENEATH MT. TAMMANY AND BRIDGES OVER DELAWARE RIVER. | |
| POSITIVE EVALUATION CRITERIA | |
| S-CURVES SOFTENED | |
| ROCKFALL HAZARDS ELIMINATED | |
| - Temporary lane closures only | |
| NEGATIVE EVALUATION CRITERIA | |
| FUNDING ISSUES | |
| - Does not meet purpose & need/scope of project and will not qualify for rockfall mitigation funding | |
| - Cost is 67x higher than Preliminary Preferred Alternative (PPA cost - \$47M) | |
| - Federal funding to come from highways sources from NJ, PA and Delaware River Joint Toll Bridge Commission | |
| - Could require unique funding (Joint Venture, etc.) due to extremely high cost | |
| ADDITIONAL ENVIRONMENTAL IMPACTS | |
| - NEPA Environmental Impact Statement (EIS) | |
| - Parkland - Estimated up to 620 acres of parkland to be physically impacted and acquired | |
| - Extreme visual impacts - Removes vista view from roadway | |
| - Tunnel construction (1.2 mile +/-) | |
| - Tunnel will impact groundwater flow and subsurface mitigation of species | |
| - New Delaware River bridge (1 mile) - 12+ acres of river disturbance | |
| - Tunnel will impact groundwater flow and subsurface mitigation of species | |
| CONSTRUCTION ISSUES | |
| - Overall project schedule must re-start and will be significantly longer: EIS - 3 to 6 years | |
| - Design - 3 to 5 years | |
| - Construction - 10+ years | |
| - Extreme construction issues - new alignment with tunnel and bridges | |
| - Temporary diversionary roadway required to maintain traffic | |
| - Temporary rockfall mitigation is still required | |
| ECONOMIC IMPACTS | |
| - Directly impacts Pennsylvania lands | |
| - Diverts traffic away from existing recreational area | |
| - Tunnels and bridges require long term maintenance and support | |
| ADDITIONAL JURISDICTIONAL COORDINATION | |
| - Tribal Nations | |
| - USDOI National Park Service | |
| - USDOT FHWA | |
| - USDOT Federal Lands Highway | |
| - US Army Corp of Engineers | |
| - US Coast Guard | |
| - US Fish & Wildlife Service | |
| - State of New Jersey | |
| - Commonwealth of Pennsylvania | |
| - Delaware River Joint Toll Bridge Commission | |

I-80 ROCKFALL MITIGATION

MT. MINSI TUNNEL REALIGNMENT

ALT. 11
CONSTRUCTION COST: \$4.5 BILLION

MT. MINSI TUNNEL

- APPROXIMATELY 1.6 MILES LONG
- 1.5 MILE TUNNEL
- 0.5 MILE ROADWAY EMBANKMENT

2. I-80 CLOSED DURING CONSTRUCTION
3. DIFFICULT TUNNELING CONDITIONS
4. PENNSYLVANIA INVOLVEMENT AND APPROVAL REQUIRED

LEGEND

- SIMPLE SPAN BRIDGE
- ROADWAY
- OPEN CUT ROADWAY
- TUNNEL

TUNNEL TYPICAL SECTION

| ALT. 11 | |
|---|--|
| SHIFT HIGHWAY ALIGNMENT APPROXIMATELY 2 MILES THROUGH NPS LANDS WITH TUNNEL BENEATH MT. MINSI (PA) AND BRIDGES OVER DELAWARE RIVER. | |
| POSITIVE EVALUATION CRITERIA | |
| S-CURVES ELIMINATED | |
| ROCKFALL HAZARDS ELIMINATED | |
| - Temporary lane closures only | |
| NEGATIVE EVALUATION CRITERIA | |
| FUNDING ISSUES | |
| - Does not meet purpose & need/scope of project and will not qualify for rockfall mitigation funding | |
| - Cost is 90x higher than Preliminary Preferred Alternative (PPA cost - \$47M) | |
| - Federal funding to come from highways sources from NJ, PA and Delaware River Joint Toll Bridge Commission | |
| - Could require unique funding (Joint Venture, etc.) due to extremely high cost | |
| ADDITIONAL ENVIRONMENTAL IMPACTS | |
| - NEPA Environmental Impact Statement (EIS) | |
| - Parkland - Estimated up to 50 acres of parkland to be physically impacted and acquired | |
| - Tunnel construction (1.5 mile +/-) | |
| - Tunnel will impact groundwater flow and subsurface mitigation of species | |
| - Extreme visual impacts - Removes vista view from roadway | |
| CONSTRUCTION ISSUES | |
| - Overall project schedule must re-start and will be significantly longer: EIS - 3 to 6 years | |
| - Design - 3 to 5 years | |
| - Construction - 10+ years | |
| - Extreme construction issues - new alignment with tunnel and bridges | |
| - Temporary diversionary roadway required to maintain traffic | |
| - Temporary rockfall mitigation is still required | |
| ECONOMIC IMPACTS | |
| - Directly impacts Pennsylvania lands | |
| - Diverts traffic away from existing recreational area | |
| - Tunnels require long term maintenance and support | |
| ADDITIONAL JURISDICTIONAL COORDINATION | |
| - Tribal Nations | |
| - USDOI National Park Service | |
| - USDOT FHWA | |
| - USDOT Federal Lands Highway | |
| - State of New Jersey | |

I-80 ROCKFALL MITIGATION

LONG TUNNEL REALIGNMENT

ALT. 9A, 9B, 9C
CONSTRUCTION COST: \$9.5-10.5 BILLION

BYPASS ALTERNATIVES

- APPROXIMATELY 5.75 MILES LONG
- 0.75 MILES OF EMBANKMENT
- 4 MILES OF TUNNEL
- 1 MILE OF SIMPLE SPAN BRIDGE

2. DIFFICULT TUNNELING CONDITIONS
3. EXTENSIVE LAND ACQUISITION

LEGEND

- SIMPLE SPAN BRIDGE
- ROADWAY
- OPEN CUT ROADWAY
- TUNNEL

BRIDGE TYPICAL SECTION

TUNNEL TYPICAL SECTION

| ALT. 9A, 9B, 9C | |
|---|--|
| SHIFT HIGHWAY ALIGNMENT APPROXIMATELY 11 MILES AROUND MT. TAMMANY THROUGH NPS LANDS. | |
| POSITIVE EVALUATION CRITERIA | |
| S-CURVES ELIMINATED | |
| ROCKFALL HAZARDS ELIMINATED | |
| - Temporary lane closures only | |
| NEGATIVE EVALUATION CRITERIA | |
| FUNDING ISSUES | |
| - Does not meet purpose & need/scope of project and will not qualify for rockfall mitigation funding | |
| - Cost is 190x to 210x higher than Preliminary Preferred Alternative (PPA cost - \$47M) | |
| - Federal funding to come from highways sources from NJ, PA and Delaware River Joint Toll Bridge Commission | |
| - Could require unique funding (Joint Venture, etc.) due to extremely high cost | |
| ADDITIONAL ENVIRONMENTAL IMPACTS | |
| - NEPA Environmental Impact Statement (EIS) | |
| - Parkland - Estimated up to 620 acres of parkland to be physically impacted and acquired | |
| - Extreme visual impacts - Removes vista view from roadway | |
| - Tunnel construction (4 miles +/-) | |
| - Tunnel will impact groundwater flow and subsurface mitigation of species | |
| - New Delaware River bridge (1 mile) - 12+ acres of river disturbance | |
| CONSTRUCTION ISSUES | |
| - Overall project schedule must re-start and will be significantly longer: EIS - 3 to 6 years | |
| - Design - 3 to 5 years | |
| - Construction - 10+ years | |
| - Extreme construction issues - 3 to 6+ miles new alignment with tunnel | |
| - Temporary rockfall mitigation is still required | |
| ECONOMIC IMPACTS | |
| - Diverts traffic away from existing recreational area and Delaware Water Gap, PA | |
| - Tunnels and bridges require long term maintenance and support | |
| ADDITIONAL JURISDICTIONAL COORDINATION | |
| - Tribal Nations | |
| - USDOI National Park Service | |
| - USDOT FHWA | |
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| - US Army Corp of Engineers | |
| - US Coast Guard | |
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| - State of New Jersey | |
| - Commonwealth of Pennsylvania | |
| - Delaware River Joint Toll Bridge Commission | |

The Situation...

Our Metropolitan Planning Authorities (MPOs) - NEPA-Alliance, LVPC and NJTPA- have other legitimate priorities...so


It is our job to unite our:

- Three MPOs
- Three Congressional Districts
- Three State Legislative Districts
- Three Counties


..and we are on our way!

Our Ignored I80/611 DWG Corridor



 Stop The Wall

 Preserve The Gap

 Fix The S-Curve

Monroe County

- Delaware Water Gap 2018, 2019, 2020
- Smithfield 2018, 2019
- Middle Smithfield 2018
- East Stroudsburg 2018
- Stroudsburg 2018, 2019

Legislators

- US Senator Casey 2020
- Congresswoman Wild 2020
- State Senator Scavello 2019, 2020
- State Representative Brown 2019, 2020
- State Representative Emrick 2019, 2020
- State Representative Probst 2024

Northampton County

- Northampton County Council 2020
- Portland 2018, 2019, 2020
- Upper Mount Bethel 2020
- Lower Mount Bethel 2018, 2019 2020
- East Bangor 2018, 2020
- PenArgyl 2020
- Plainfield 2020

Pocono Mountains Visitors Bureau
2019, 2020

SOLUTION - Consider the DWG as THE Transportation Corridor it is:

- **Agencies can immediately initiate the I-80 and 611 DWG Corridor Transportation Study ... how?**
 - **Each MPO & DOT studies their segment.**
 - **The MPOs and DOTs can then collaborate to study and develop a Bi-State, Tri-MPO solution.**
- **Do not advance ANY non-emergency I-80 / 611 Project to Final Design until the Bi-State, Tri-MPO DWG Corridor Solution Primary Preferred Alternative has been identified - YES FULL EIS!**
- **Incorporate reasonable I80 / 611 Rockfall Mitigation and Retaining Wall Replacement Plans into the multi phased coordinated Bi-State - Tri-MPO I80 / 611 DWG Solution.**

Next Steps - how municipalities can help:


March 2024 - provide municipalities with

- Draft Support Resolution for April's agendas
- Letter to Council/Board of Supervisors describing the purpose, need, goals and objectives of the resolution

April 2024 - we will be available to attend as many municipal meetings as we can to answer all questions. Please contact us ASAP so we can get them on our calendar.

- Resolutions on the agendas

May 2024 submit full package to Federal, State, and County to demonstrate need and regional support

 Stop The Wall

 Preserve The Gap

 Fix The S-Curve

Thank you!

Tara Mezzanotte

- Founding Member I80 Fence and Safety Concerns at the Delaware Water Gap Coalition
- Knowlton, Hardwick and Upper Mount Bethel Township
- NJDOT/PennDOT Liason

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