



Public Advisory Group (PAG) Meeting 3 Questions

Questions received during the PAG meeting

- John Donahue (Chat): What is the purpose of the upper fence?
- Mark Zakutansky: Thank you I do have a question. I really appreciate the team providing this information and data. Specific to cumulative impacts that will be evaluated in the Environmental Assessment, do the impacts related to these projects also get analyzed in the EA or this rockfall project on Route 80 — so, specifically, the 611 wall rebuilds, the repaving project crossing the river. Those projects all potentially impact the experience of the Appalachian Trail and other, you know, public lands and users to those facilities, so my question is will the impacts of all of those projects be considered as cumulative impacts to this project in the Environmental Assessment? It's a little bit different than the segmentation question.
- John Donahue (Chat): If all goes perfectly according to schedule, the rockfall project will take place beginning in 2023 for how long? The PA DOT reconstruction of I-80 a few miles into PA will begin in 2024, and the reconstruction of the entrances etc. at I-80 and 209 and 447 will go on simultaneously and the 611 work will take place near the same time. Does this not mean all four major roads that converge with I-80 will all possibly be under construction at more or less the same time? Please address after the cumulative/segmentation discussion is complete. Thank you.
 - John Donahue: Could I join in for a minute just on clarifying some of the comments that Mark has already made. I also want to thank you for all your efforts to respond to all these numerous questions that we pose, but let me just ask you this, because it seems that you're facing huge obstacle in the fact that within the scope of about 10 miles you're in two different states. So if those projects — the ones that are taking place in Pennsylvania and the ones that are taking place in New Jersey — were all in one state within a 10-mile area, four or three or four or five different projects on the same interstate highway, I think you would certainly be looking at it as cumulative impacts. For you to look at those projects separately would be segmentation almost by definition, but because your NEPA is being handled by the State of New Jersey and the other projects' NEPA is being handled by the State of Pennsylvania, it seems like a very large obstacle for you in that you need to perhaps do more than coordinate but actually, you know, perhaps have the same Environmental Impact Statement looking at all these projects. I think that's important –
- John Donahue: So, both of those questions... I mean, the first one was why are you not considering the maintenance cost of this project in the decision process and... because I think the public has a right to know what it is that they are buying into in terms of expenditures over the next ten to twenty years and in your EA, since that's what you're doing right now, you would be comparing it not to other alternatives but to the alternative of no action which would presumably have little or no cost whatsoever. And then the second question, what I was getting at and, you know, I think that there's case law that identifies that significant impacts is not just negative impacts/adverse impacts but can also be significant positive impacts. At least in the court cases I've been involved in, the judges have stated that and that, if it is going to have a significant enough impact to justify an initial \$60-million expenditure followed by perhaps tens of millions of dollars over the next twenty years, I think that that should be recognized that that's a significant impact regardless of whether its one we like or one we don't like. That's kind of what I was getting at and I'm not sure the answers really addressed either one of those questions.
- John Donahue: I do, and I will take my little hand down. Thank you for reminding me. So, it seems more like... on a normal day 80 West at rush-hour — five to six, seven o'clock — it can back up all the way exit 35 in Rockaway, so it seems likely that one of the alternative routes might be 15, 206 up to go through the national park across the Dingman Bridge or across the Milford Bridge on 206 and then just go down 209 for twenty minutes to get to the Stroudsburg area. So it seems like another place you might consider for impacts to traffic and to the areas, you know, being affected by that traffic.
- Mark Zakutansky: Great, thank you very much. I think I had my chat panel up or something. My question is specific to search and rescue needs in the Delaware Water Gap National Recreational Area and Appalachian Trail, you know, if there's a delay for vehicular traffic for commuters or general public that's not a big deal, but a fifteen or twenty minute delay for an ambulance or rescue vehicle or as we saw most recently for fire response due to a fire on Mount Tammany, I'm wondering if the project team has evaluated the potential impacts to search and rescue or to emergency operations and coordinated with the parks service and local





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search and rescue and/or fire operations on how they might view any types of delays, especially at peak times for high recreational use, when those accidents occur with some frequency.

- John Donahue (Chat): Will River use be stopped during blasting?
- John Donahue: Yeah, just a quick question. As you consult with these emergency responders and with the National Parks Service and others, will you be then reporting all that information back to the PAG group so that we can absorb that information along with you?
- Mark Zakutansky: Sorry to jump in but I'm curious how the delays that are projected broadly speaking compared to other comparable highway improvement projects. Is this normal fifteen, twenty-minute delays on an average day or do you feel that these impacts are higher or lower than you might see for a similar project elsewhere?
- Maryann Carroll (Chat): With the aesthetics, will you have the updated renderings with the new modeling tools?

