

The following is a summary of questions and associated responses from the January 18, 2022 virtual town hall event regarding the Adam T. Bower Memorial Dam located at Shikellamy State Park. The below does not represent a verbatim representation of each question, but rather focuses on content and/or subject associated with the questions received.

Questions

1. What is the timeframe for the project this year?

Onsite work will commence as soon as conditions allow, barring any unforeseen complications. Required conditions involve low river levels, favorable weather forecasts, and air temperatures greater than 55°F for a length of 4-8 weeks. On average, the Susquehanna River is annually lowest in the months of July, August, and September.

2. Does DCNR believe there is any potential for a boating season this year?

Until the dam becomes fully operational, Lake Augusta water depth will be determined by natural river flow conditions. This means that at times throughout the boating season, the lake will be an acceptable depth for traditional boating. River depth changes naturally based upon rainfall and snowmelt within the greater Susquehanna River watershed basin, which is a variable that is impossible to predict more than a few days in advance. On average, springtime and early summer have higher river conditions than later summer or fall.

Depending on the completion date of the project, DCNR hopes to be able to create Lake Augusta for a shortened boating season in the late summer or early fall

3. Does DCNR intend to begin work earlier if conditions permit?

Yes. The ability to work on the dam is entirely contingent upon the worksite conditions (river depth, air temperatures, and weather forecasts) and the work will begin as soon as conditions are appropriate.

4. What are the financial commitments associated with the overall project?

A typical bag replacement project on the Adam T. Bower Memorial Inflatable Dam costs approximately \$1million to complete. For this current replacement project, essentially half of the work has been completed (such as the purchase of the new bag and removal of the old, damaged one). Additional funds have already been committed to finish the install portion of the project this summer (2022). The remaining work includes rebuilding the causeway, evaluating of the clamping system, and acquiring the equipment and incidental material for the new bag install which is approximately an additional \$250,000.

5. Will the main boat ramp at the marina remain open for smaller fishing boats?

Yes. The park's three-lane public boat ramp will remain open. However, due to the boat ramp parking lot being the winter storage location for the State Park's marina docks, the amount of available parking will be limited. We estimate approximately 20 boat trailer parking spots will be available for the 2022 boating season. The overflow boat trailer parking area will also remain open for the public to use. Overflow parking is located near the central parking area of the park. Please contact the Shikellamy State Park office for more information on overflow boat trailer parking.

6. Will all the marina docks be installed if the project is completed in time to accommodate a shortened boating season?

No. Based off timeline projections for the remaining work, there will not be a long enough season to justify the installation and operation of the park's 73-slip marina.

7. During the repair/replacement of the damaged bag, will all other bags be inflated? If they are inflated, will this complicate work on bay 6?

During any work on the dam, whether it be a repair or full replacement, variables and river conditions continually change the need for inflating the surrounding bags. In the case of the current bag 6 project, bag 7 will remain inflated (so that it is "dry" and up fully out of the water) once work on the causeway road begins. This protects the causeway road from wash-out. Additionally, bag 5 will likely be inflated (so that it is also "dry") in order to protect the general bag 6 worksite from river flow.

8. At the current time do any of the remaining bags warrant repairs? If so, is there a schedule and plan in place for the associated work and subsequent boating seasons?

As of the last dam inspection, no other bag requires repairs to the degree of the current bag 6. The next major anticipated project will be the scheduled replacements of two other bags simultaneously, projected to occur several years out, likely in 2025 at the earliest. Schedules remain consistent for bag replacement projects, typically the associated boating season will end about 1 month early, immediately after Labor Day weekend to allow for an adequate window of opportunity to complete the work when conditions are in place.

9. In the absence of the dam, will the river levels support any type of recreational boating?

Yes, at times. Every boat requires different minimum depth to safely use. We caution all boaters, especially novice ones, to exercise awareness of their equipment's limitations. Typically, spring and early summer see the highest natural river levels out of the boating season. We recommend all river recreators

to utilize the online USGS river gauge data and forecast chart, URL link provided below here:
<https://water.weather.gov/ahps2/hydrograph.php?wfo=ctp&gage=sbyp1>

10. Has DCNR determined whether the project schedule will be further impacted by additional repair needs identified during the project to date?

A thorough inspection of the clamping system will take place once the coffer dam and causeway road are rebuilt. This will help evaluate the extent of any additional repairs needed. Based off engineer evaluations performed at the end of 2021, a nominal 1-2 weeks is estimated to be added to the timeline.

11. Has DCNR considered reinstalling the cofferdam and using it to function in place of the damaged bag and then inflating the remaining bags to recover Lake Augusta for the season while work is being completed?

Temporary Cofferdams would be necessary above and below the dam and span the length of 3 bags to create an adequate work surface and would have to be much bigger to accommodate fluctuating river levels to allow for normal dam operations, and would come at an enormous cost to the project. Permitting would be extensive and require approval from the US Army Corps of Engineers, the US Fish and Wildlife Service, the PA Department of Environmental Protection Dam Safety, as well as the PA Fish and Boat Commission. From a permitting and cost perspective, this is not a feasible option.

12. Has DCNR considered decommissioning the dam entirely and/or replacing it with a more permanent structure?

While a permanent, concrete dam may seem like a solution for easier operation and maintenance however, the permitting of new permanent dam structures on the Susquehanna River is near impossible due to federal environmental laws. Additionally, the project budget for such a structure is far outside the capabilities of DCNR.

13. Are there any plans regarding potential fish ladder installation?

Yes, a proposed fish ladder is in the works. The design of the fish passage is complete, and capital funding for this project has been secured. There are a few more steps in the planning phase before it goes out to bid.

14. Is DCNR considering bringing on outside contractors to augment the current work staff?

Yes. As with all bag replacements on the inflatable dam, a private contractor is hired to install and remove the causeway road, as well as contracting a crane and operator onsite to lift the bag into place. Also the rubber dam manufacturer provides an onsite team to oversee the installation, working directly with DCNR staff with the new bag install. Due to the unique circumstances of this project's delay, the upcoming installation of the coffer dam will also be contracted out. Additionally, the testing and repair work to the clamping system is a specialized assignment and will be completed through an outside contractor as well.