

OLD MERCER ROAD BRIDGE REPLACEMENT, MERCER COUNTY

PROJECT DESCRIPTION

The purpose of this project is to provide an efficient and reliable vehicle crossing of Old Mercer Road over Neshannock Creek in East Lackawannock Township, Mercer County. The current Pratt through-truss structure was built in 1922. It has an existing average daily traffic of approximately 400 vehicles with 4% truck traffic. The bridge is owned by Mercer County.

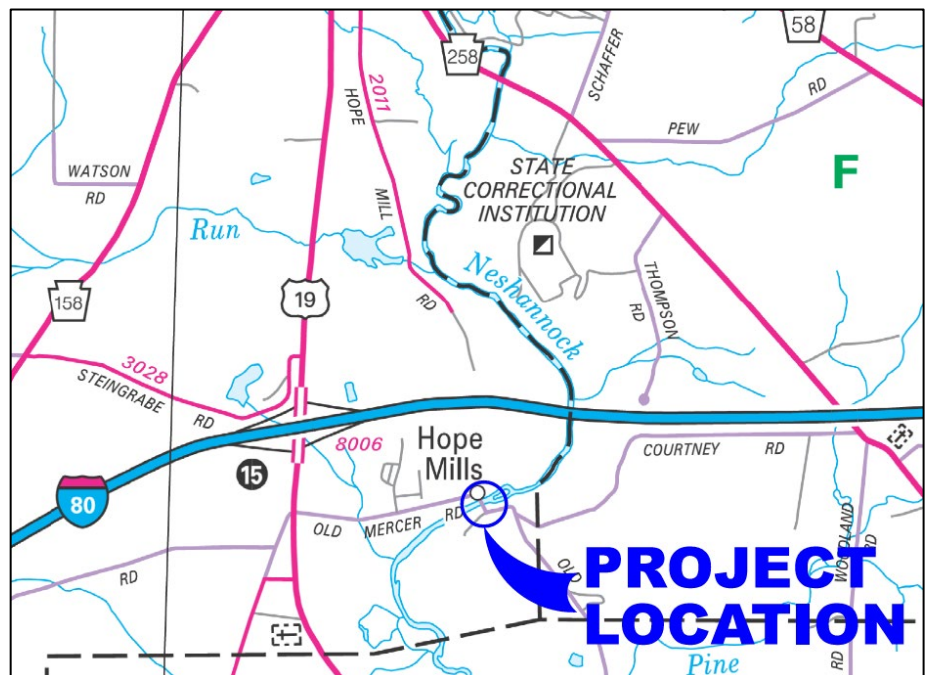
The current structure is in poor condition and has a posted with a 9-ton/13-tons combination weight limit and a 14-foot, 5-inch vertical clearance restriction. The structure is between two substandard S curves making it difficult for trucks to use the bridge.

PROJECT AREA

The Old Mercer Road Bridge is in a rural setting in Hope Mills, Mercer County.

The project is on Old Mercer Road approximately 1-mile from the Interstate 80-Route 19 intersection.

Old Mercer Road is a local road with a relatively low volume of traffic. The terrain is mostly comprised of gentle hills with the land surrounding the bridge mostly wooded and vegetated.



PROPOSED PLAN

The bridge project will replace the existing bridge with a one-span integral abutment, steel I-beam bridge. It will have two 10-foot lanes and no vertical clearance restrictions. The roadway near the bridge and the new bridge will be slightly realigned to improve the turning radii at both ends of the bridge. Proposed work also includes paving the roadway near the bridge, grading to tie into the existing terrain, drainage and guiderail upgrades and clearing and grubbing the area for the new alignment.

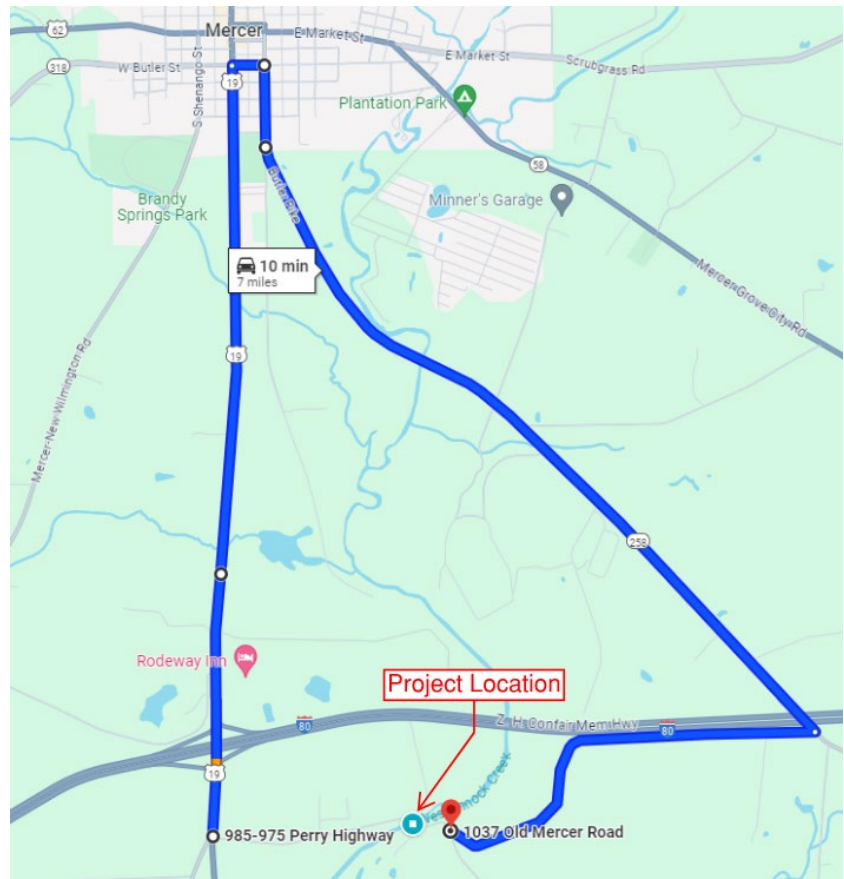
ANTICIPATED CONSTRUCTION/STUDY SCHEDULE

Construction is anticipated to begin in the Spring of 2026 and be completed in the Fall of 2026.

TRAFFIC IMPACTS

A detour will be required during construction and is expected to be in place for approximately five months.

The proposed 7-mile detour will be posted using Route 19, Butler Street (Route 2008), Route 258 and Courtney Road.



SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

Section 106 of the National Historic Preservation Act (NHPA) protects resources eligible for listing on the National Register of Historic Places (NRHP).

There are remains of a historic grist mill located in the northeast quadrant of the project. During preliminary engineering, it was concluded, based on the boundary of the mill and project impacts, the footprint of the mill will be fenced off and avoided during construction. There will also be officials present during demolition and construction to document any artifacts that may be found during excavation between the mill's footprint and the existing bridge.

The State Historic Preservation Office (SHPO) has reviewed the Phase I-II archaeological investigation and has concurred with the findings of "No Adverse Effect" and the monitoring approach during the demolition of the existing bridge abutment.

View project plans and complete the online comment at www.penndot.pa.gov/District1.

SECTION 4(F)

Section 4(f) of the Department of Transportation Act of 1966 protects historic resources, parks, and other resources from conversion to transportation use.

One Section 4(f) resource is present within the project footprint as the National Register of Historic Places deems the Junkin Mill/Hope Mills archaeological site (36ME0304) an eligible location. A small portion of the property will be impacted due to the existing bridge footprint since the Junkin Mill/Hope Mills archaeological site extends up to the existing masonry bridge abutment.

There will be a minimal impact due to the future skewed alignment away from the Junkin Mill/Hope Mills site. The impact will largely be due to earthwork and the rock protection placed in front of the new bridge abutment.

This project is considered a De Minimis Use under Section 4(f). De Minimis Use means this project will not adversely affect the features, attributes or qualities that qualify the property for protection under Section 4(f).

CONSTRUCTION FUNDING

The estimated construction cost is between \$2.5 to \$3.5 million. It will be funded using a combination of federal, state, and local funds.

CURRENT PUBLIC COMMENT PERIOD

The purpose of the public comment period is to introduce the project and receive input regarding any questions or concerns with the project. It is also an opportunity for the public to review and comment on the project's potential effect upon Cultural Resources pursuant to the Advisory Council on Historic Preservation's 36 CFR Part 800 regulations implementing Section 106 of the National Historic Preservation Act. The project documents can be made available in alternative languages or formats if requested.

Comments and questions can be submitted to PennDOT Project Manager Mark A. Nicholson at manicholso@pa.gov or 814-678-7057, or 255 Elm Street, Oil City, PA 16301. An online comment form for the Old Mercer Road Bridge Replacement Project is also available at www.penndot.pa.gov/District1.