

Historic Metal Truss Bridge Capital Rehabilitation Program

Veronica Martin

Historic Bridge Program Manager



Zorger Road Bridge, Clearfield County

• Terms to Remember

- “Historic” – eligible for listing, or listed, in the National Register of Historic Places
- “Metal Truss Bridge” – a bridge with a load-bearing superstructure composed of connected elements, usually forming triangular units

Old \neq Historic



Pratt Truss



Double Intersection Pratt Truss

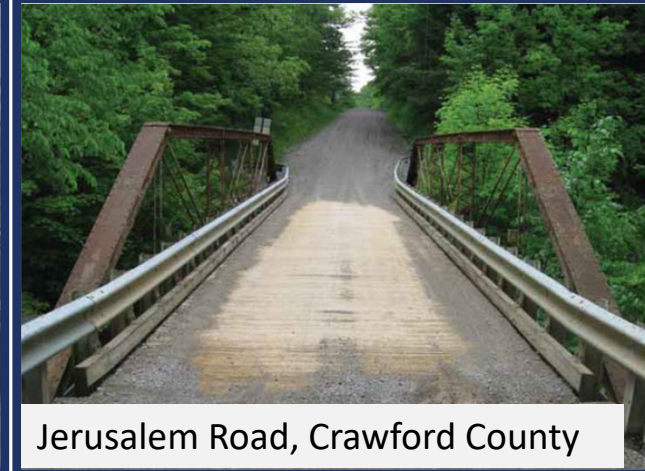


Warren Truss

Do you have a historic metal truss bridge in your municipality?



Faux Road, Luzerne County



Jerusalem Road, Crawford County



TR 597 Bridge, Greene County

Have you heard of the Truss Management Plan?



Metal Truss Bridge Population Data

851 Metal
Truss Bridges

**51% Loss
in 17 years**

414 Metal
Truss Bridges

321 Historic
Metal Truss
Bridges

141 Historic
Metal Truss
Bridges

2001

2018

Historic Metal Truss Bridge Management Plan

- Developed to address the accelerating loss of historic metal truss bridges within the state
- Goals of the Plan:
 - Take sensible measures to extend the useful life of historic truss bridges.
 - Seeks to maximize the chances of rehabilitation for transportation use
- Elements of the Plan:
 - National Register Evaluation and Prioritization
 - Development of Preservation Priority and Preservation Assessments
 - Creation of Truss Maintenance Manual
 - Integration of Management Plan as a Planning Tool



Old Mill Road, Union County

The Biggest Challenge:



Historic Metal Truss Bridge Capital Rehabilitation Program

- Funded by Federal Surface Transportation Program (STP) discretionary funding (SPIKE funds)
 - Promote the rehabilitation of historic metal truss bridges for transportation use
- \$18 Million over a ten-year period
 - \$1 Million/Federal Fiscal Year for FFY 2023 and FFY 2024,
 - \$2 Million/Federal Fiscal Year starting FFY 2025
 - Additional funding from mitigation will be added to the Program as it becomes available
- Primary focused on county and municipally owned bridges for continuous vehicular use
 - No application process
 - No local match

Historic Metal Truss Bridge Capital Rehabilitation Program Parameters

Overall Parameters:

- Average Daily Traffic (ADT)
- Condition
- Risk
- Safety factors
- Land use
- Regional needs and goals
- Regional economic benefit

Prioritized Parameters:

- Included in the Historic Metal Truss Bridge Management Plan
- Has an “exceptional” or “high” preservation priority
- Be visible by the public, either by vehicles or pedestrians
- Have strong local support, including local commitment to maintain the bridge following rehabilitation

Current Projects

Cons Road – Bradford County
Iams Hill Road – Washington County

Cons Road - Bradford County

- Owned by Bradford County
- Warren Double Intersection Thru Truss
- Built 1904 by Owego Bridge Company
- Exceptional Preservation Priority
- *Currently in Preliminary Engineering*



Iams Hill Road - Washington County

- Owned by Washington County
- Pin-connected Pratt Thru Truss
- Built 1890
- Attributed to the Penn Bridge Company
- Exceptional Preservation Priority
- *Currently in Preliminary Engineering*



Iams Hill Road, Washington County

What's Next for the Program?

- Prioritization Subcommittee
 - Add two or three projects
- Ownership Outreach in 2024
- Ongoing Promotion



Devereux Road, Chester County

How often do you use PennDOT's website?





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Cultural Resources Management Program

During transportation project planning, PennDOT must consider how each project could affect Pennsylvania's cultural resources. Cultural resources include bridges, buildings, archaeological sites, and other properties listed in, or eligible for listing in, the [National Register of Historic Places](#).

PennDOT maintains a staff of cultural resource professionals (CRPs) with expertise in archaeology and historic preservation. These CRPs work with project managers and environmental managers during the design process to design transportation projects which avoid or minimize effects to cultural resources, to the extent possible. The CRPs consult with the [Pennsylvania Historic Preservation Office](#), federally recognized Native American tribes and nations, the public, and others pursuant to [Section 106](#) of the National Historic Preservation Act and the [Pennsylvania State History Code](#) which require consideration of effects to historic properties. For federally-funded highway projects, the CRPs act on behalf of the Federal Highway Administration.

This webpage provides visitors with access to our staff directory, our publications, and other useful information related to our program. It highlights some of our successes in preserving historic bridges and presents the results of some of our archaeological investigations and historical research. Come and explore!

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Recent Updates

PennDOT has signed an updated **Section 106 Programmatic Agreement** with the Federal Highway Administration (FHWA), the U.S. Army Corps of Engineers (USACE), the Pennsylvania State Historic Preservation Office (SHPO), and the Advisory Council on Historic Preservation (ACHP). This agreement delegates much of the Section 106 responsibilities to PennDOT and streamlines the Section 106 process. [Click here](#) to view the full document.

The **Historic Metal Truss Bridge Capital Rehabilitation Program** has been expanded to include support for adaptive use projects. [Click here](#) for more information on the Program!

[Link to Website](#)



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Historic Truss Bridge Management Plan

As part of our mission to both maintain a safe and efficient transportation network and to care for Pennsylvania's transportation heritage, PennDOT, in conjunction with the Federal Highway Administration (FHWA) and the PA State Historic Preservation Office (SHPO) developed a [Historic Metal Truss Bridge Management Plan \(Management Plan\)](#). The Management Plan was to address the accelerating loss of historic metal truss bridges within the state. Historic metal truss bridges are those listed in, or eligible for listing in, the National Register of Historic Places. Pennsylvania has, by many accounts, the most distinct population of metal truss bridges in the United States; however, over half the population of historic metal truss bridges have been lost over the last 20+ years. The goal of the effort was, and remains, to take sensible measures to extend the useful life of historic metal truss bridges.

The effort began in 2012 by gathering a list of all extant historic metal truss bridges that are part of PennDOT's Bridge Management System. This was followed by the development of preservation assessments on bridges that could

Resources

- [Historic Metal Truss Bridge Management Plan \(PDF\)](#)
- [Program Overview \(PDF\)](#)
- [Program FAQs \(PDF\)](#)
- [Truss Maintenance Manual \(PDF\)](#)

Contact

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Questions?



**For More
Information**

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PENNDOT CONNECTS

Webpages:

PennDOT Connects

<https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>

Municipal Resources

<https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Land-Use-and-Transportation-Planning.aspx>

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