(3/16/10)

PennDOT
Above Ground Historic Properties
Field Assessment and Finding

Combined Early Notification/Finding?
x Yes ☐ No

Historic Properties Finding

X No Historic Properties Affected

☐ **No Adverse Effect**

☐ **Adverse Effect**

Concurrence Needed:
☐ Yes
X No

MPMS: 422
ER# *(if consultation with PHMC required):*
County: Crawford
SR: 1043 **Section:** B00
Municipality: Woodcock Township
Name of Project: Price Road Bridge over Woodcock Creek
USGS Quad: Blooming Valley
Field View Date: 03/06/2012

TE:
Funding Source: 80 Federal / 20 State
Lead Agency: FHWA

I. Project Description (*describe project activities or note attachment)*:

This project will include the replacement of the structure which carries SR 1043 over Woodcock Creek. The current structure is an 86 foot long Pratt thru truss with a curb to curb width of 14.5 feet. The proposed structure will be a single span pre-stressed concrete bulb-T design approximately 110 feet in length with a proposed curb to curb width of 15 feet. The new structure will be on the same alignment. Due to the surrounding property being owned by the U.S. Army Corps of Engineers, all work will be completed within the existing right of way.

II. Area of Potential Effect *(describe dimensions of APE and/or visual description of APE using landscape and land use features)*:

The APE is limited to the immediate area around the bridge which also includes approach work. The APE is approximately 700 feet long (north-south) and 50 feet wide. The bridge is located in a rural, wooded setting. The approach roads are gravel and there are no other buildings within the vicinity of the bridge.

III. Background Research Sources Checked:

- ☒ CRGIS/PHRS/National Register Files (*list previously evaluated properties below noting eligibility determination or date of NR listing*)
- ☐ Historic Maps (*list*):
- ☐ Local Historic Society or Library (*name*):
- ☐ State Archives
- ☒ Historic Bridge Inventory
- ☐ Other (*list*):

Previously Recorded and Evaluated Resources:

(Name and address (or location) of resource, PHMC Key No. and determination)

1.Bridge BMS 20-1043-0010-1440 (also 20-1043-0010-1464) BHP 092223 Not Eligible
2.
3.

(If additional space is required, please use the Other Comments section at the end of this form.)

IV. Historic Resource Survey Forms Completed (*if applicable*) - National Register Eligibility Determination - and NR Committee Request

None

V. Above Ground Finding:

x No Historic Properties Affected
- x No Historic Properties Present
- ☐ Historic Properties Present but Not Affected

☐ No Adverse Effect

☐ Adverse Effect

Basis for Finding:

There are no National Register listed or eligible structures within the APE.

The bridge is not eligible. The structure was initially determined eligible through the Historic Bridge Inventory. During the 2001 final determination of eligibility, the bridge was determined not eligible. The bridge is a later example of its type. The bridge was constructed at a time when riveting technology was coming into existence. There are two earlier pin-connected Pratt Thru-trusses which still exist in the county: Mercer Pike Bridge (1888; BMS 20-2003-0020-0000) and Wightman Road Bridge (1887; BMS 20-7210-0620-3014).

There is not a rural historic district present. There are no agricultural properties within the vicinity. The general wooded area does not exhibit any distinct development or settlement patterns.

VI. Attachments:

x USGS Quad Map
☐ Historic Resource Survey Form(s) (*full or short forms*)
☐ Identification and Evaluation Report
☐ Feasibility Analysis/Preliminary Case Study (*typically for bridges*)
☐ Determination of Effect Tables
☐ Determination of Effect Report
x Other (*list)* plan sheet, bridge summary form

VII. Additional Information:

(Include information such as consultation with PHMC [when applicable], efforts to identify consulting parties, & efforts to involve the public to date and anticipated activities, efforts to avoid/minimize effects)

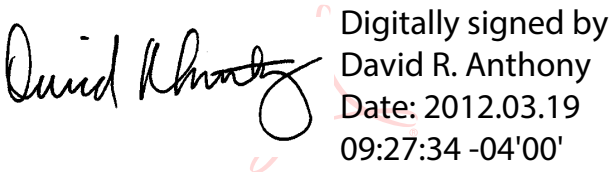
A NEPA Public Meeting will be held on March 27, 2012. At that time, the proposed project will be presented to the public.

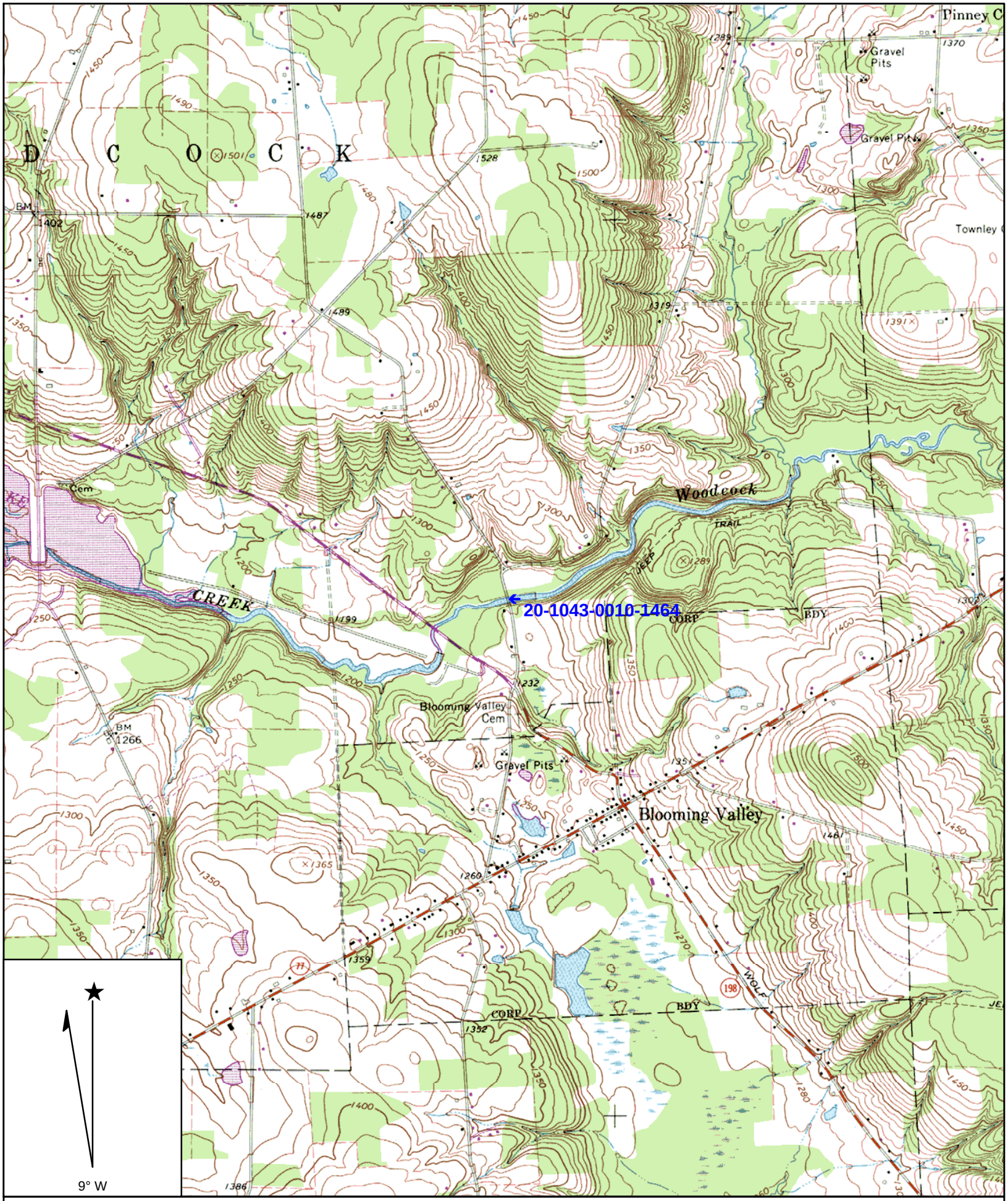
VIII. Status of Archaeology

☐ Complete

x Not complete

Project Finding:

District Architectural Historian: 



Name: BLOOMING VALLEY
Date: 3/7/2012
Scale: 1 inch equals 2000 feet

Location: 041° 41' 26.42" N 080° 02' 53.60" W

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL QUALITY

A.G. LICHTENSTEIN & ASSOCIATES, INC.

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS #: 20104300101440 **DIST:** 1 **UTM:** 18/79960/4627651

OLD BMS #: **CTY:** CRAWFORD **OWNER:** PADOT

MUNICIPALITY: WOODCOCK **LOCATION:** .3 MI N OF SR 198

FACILITY CARRIED: SR 1043 (PRICE ROAD)

NAME/ FEATURE INTERSECTED: SR 1043 OVER WOODCOCK CREEK

TYPE: THRU TRUSS **DESIGN:** PRATT

MATERIAL: STEEL

#SPANS: 1 **LENGTH:** 86 (26.2 m) **WIDTH:** 16 (4.9 m)

YR BUILT: 1896CA **ALTERATION:** **SOURCE:** STYLE

DESIGNER/BUILDER: YOUNGSTOWN BRIDGE COMPANY

SETTING/CONTEXT:

The bridge carries 1 lane of a 2 lane road over a stream in a sparsely developed, wooded setting that does not have historic district potential.

CY01 INDIVIDUAL ELIGIBILITY: Not Eligible

CY01 CONTRIBUTING STATUS:

AGL NR RECOMMENDATION: Eligible

AGL SUMMARY:

The ca. 1896, pin connected, single span, 86'-long, Pratt thru truss bridge is supported on concrete-filled steel caisson abutments. Although the bridge is traditionally composed, it stands out in the county population of over 35 metal truss bridges because of its completeness and details that are associated with fabricator the Youngstown Bridge Co. These include the lattice web portal brace with a radiating pattern in the knee braces. The verticals and top lateral bracing have laced webs. The documented bridge is a historically and technologically significant example of its type and design.

PHOTO INDEX (DATE): 325:6-9 (7/97) **REVIEWED BY/ DATE:** GMK (8/98)

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
1-0	CRAWFORD	1043	B00	5 OF 6
WOODCOCK TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY

BM #1 ELEV 1217.204
22' LT CONSTR ℄ STA 14+11
WROUGHT IRON SPIKE IN 30" BIRCH TREE

BM #2 ELEV 1207.557
40' LT CONSTR ℄ STA 16+00
WROUGHT IRON SPIKE IN 30" HEMLOCK TREE

EXISTING STRUCTURE DATA

STATION - 15+31.00
TYPE OF STRUCTURE - THROUGH TRUSS BRIDGE
NORMAL CLEAR SPAN - 86'-0"
UNDER CLEARANCE - 13'-3¼"
CLEAR ROADWAY WIDTH - 14'-6"

PROPOSED STRUCTURE

STATION - 15+23.64
TYPE OF STRUCTURE - P/S CONC BULB-TEE BEAM
SPAN - 110'-0" C-C BEARINGS
UNDER CLEARANCE - 9'-1½"
SKEW - 90° TO TANGENT
ROADWAY WIDTH - 15'-0" (CURB-CURB)
STRUCTURE NO. S-_____
RECOMMENDED _____

HYDRAULIC DATA
DRAINAGE AREA = 30.2 SQ. MI.

DESIGN STORM
MAGNITUDE = 2600 C.F.S.
FREQUENCY = 25 YEARS
WATER SURFACE ELEV. = 1208.17
VELOCITY = 3.40 F.P.S.

100 YEAR FLOOD
MAGNITUDE = 3570 C.F.S.
WATER SURFACE ELEV. = 1209.55
VELOCITY = 3.85 F.P.S.

SR 1043
HORIZONTAL CURVE DATA

P.I. STA. 13+86.10
Δ = 9°50'26" LT.
T = 94.64'
L = 188.81'
R = 1099.35'
E = 4.07'
P.C. STA. 12+91.46
P.T. STA. 14+80.28
SUPERELEVATE 4.00%

LIMIT OF WORK
STA 11+00.00
SEG 0010 OFFSET 1113
SR 1043 SEC B00
WOODCOCK TOWNSHIP
CRAWFORD COUNTY

START WORK
STA 12+00.00
SEG 0010 OFFSET 1213
SR 1043 SEC B00

LEGAL RIGHT-OF-WAY LINE

0.2 MILES TO SR 198

N 6°36'08" W

ANCHORED TERMINAL BACKSLOPE

DRIVEWAY ADJUSTMENT

TERMINAL SECTION, SINGLE

ARMY CORPS OF ENGINEERS

WOODCOCK CREEK

PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3

SR 1043 ℄ CONSTR
N 16°26'34" W

LIMIT OF WORK
STA 18+70.00
SEG 0010 OFFSET 1883
SR 1043 SEC B00
WOODCOCK TOWNSHIP
CRAWFORD COUNTY

STOP WORK
STA 17+70.00
SEG 0010 OFFSET 1783
SR 1043 SEC B00

3.4 MILES TO SR 1002

SR 1043
HORIZONTAL CURVE DATA

P.I. STA. 18+84.17
Δ = 23°12'02" RT.
T = 67.74'
L = 133.63'
R = 330.00'
E = 6.88'
P.C. STA. 18+16.43
P.C.C. STA. 19+50.05

LEGEND

PARCEL IDENTIFICATION NUMBER-NO TAKE

—F— FILL SLOPE

SCALE
0 25 50 FEET

FOR PROFILE, SEE SHEET 6 OF 6

SURVEY BOOK NO. 20133

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ERIC C. MEYER
ENGINEER
No. 35588-E

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