



## **PROJECT INFORMATION**

### **S.R. 1024, Section NRV** **Replacement of Bridges on Salford Station Road (PA Route 1024)** **over the Perkiomen Creek and the Mill Race**

The Pennsylvania Department of Transportation (PennDOT) is in the process of completing environmental documentation and final engineering design of the replacement of the Pennsylvania Route 1024 (Salford Station Road) bridges over the Perkiomen Creek and Mill Race. These bridges are located at the border of Upper Salford and Lower Frederick Townships in Montgomery County. The existing Perkiomen Creek structure is a steel through-girder bridge that consists of three approximately 92' long spans. The bridge was constructed in 1933. The existing structure carries two 10' wide lanes with a 4' sidewalk for an overall width of 24'. Due to the poor condition of the structure, the bridge was closed to traffic on December 18, 2008. Prior to closure the Average Daily Traffic (ADT) was approximately 225 vehicles per day.

The nearby bridge over the Mill Race is a steel beam bridge with a single span of 42'. The existing bridge was constructed in 1933. The existing structure carries two 10' wide lanes with a 4' sidewalk. There is an existing retaining wall that parallels the Mill Race for approximately 175' downstream of the structure.

The new Perkiomen Creek structure will be constructed on the same alignment as the existing bridge. Minor modifications will be made to the vertical profile to maintain the existing hydraulic opening. The width for the new structure is anticipated to be two 10' lanes with 2' wide shoulders for a total width of 24'. The same three spans of approximately 92' will be used for the new structure. No sidewalk is proposed. The new bridge over the Mill Race will also carry two 10' lanes with 2' wide shoulders. The retaining wall will be rehabilitated in its existing location. The toe of the retaining wall will be extended 1.5' and a new 1.5' wide facing will be placed on the wall. A new cap will also be provided on the top of the wall.

Presently, construction is anticipated to start in the spring of 2011 and last approximately 1 to 2 years. It is anticipated that a detour using the new Spring Mountain Road bridge will be used during construction. The Spring Mountain Road bridge is currently under construction and is scheduled to be complete by the end of 2010.

The engineering consultant for the project is Michael Baker Jr., Inc. of Horsham, PA.

For any comments or questions please contact:

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