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Larson Design Group and Skelly & Loy attended the regularly scheduled Germany Township meeting, held on Monday May 14, 2018 at 6:30 pm, to present the Mengus Mill Road bridge replacement project. The following items were discussed during the meeting:

- The proposed project is the replacement of the Mengus Mill Road (T-438) bridge over Piney Creek.
- The project is being managed by PennDOT District 8-0 and upon completion of the project the ownership of the bridge will be returned to Germany Township.
- The project funding is 80% Federal, 15% State and 5% Local.
- Construction is currently anticipated to be completed during the 2020 construction season and should take approximately 4 to 5 months to complete.
- The horizontal alignment of the proposed roadway will be adjusted to eliminate the “jog” in the existing roadway. The alignment has curves on the near and far approaches which meet the 35 mph design speed for the project.
- The proposed vertical alignment will closely match the existing with a sag vertical curve on the near and far approaches and a crest vertical curve over the structure. The low point in the roadway was maintained so the overtopping characteristics at the site remain unchanged.
- The proposed roadway will consist of 11 ft lanes and 2 ft shoulders. The roadway cross slopes will transition from existing to a 2.0% normal crown on the near approach and then transition back to existing on the far approach. There is approximately 225 ft of full depth paving associated with the project.
- Concrete bridge barrier will be placed across the proposed bridge with guide rail at all four corners. The near right guide rail will terminate at the driveway with a radius and boxing glove end and the other three quadrants will terminate with an impact attenuating device.
- The driveway at the near right will require some regrading and paving to tie into the proposed roadway.
- The drainage swale along the near right will be regraded to ensure it can handle the runoff that flows to the swale. Additionally, a new elliptical pipe will be installed under the driveway at a grade sufficient enough to prevent clogging like the existing pipe.
- The existing structure steel I-beam structure will be replaced with a prestressed concrete spread box beam bridge on integral abutments with a 26 ft curb-to-curb width. The bridge will have a larger span and hydraulic opening than the existing, which results in lower water surface elevations on Piney Creek and reduced roadway overtopping. Additionally, the integral abutments allow for the natural stream channel to be carried through the structure and have a smaller impact to the environment due to excavation.
- At the near and far ends of the structure, reinforced concrete approach slabs will be constructed. Beyond the approach slabs will be bituminous pavement.

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- The project will require relocation of overhead lines due to proposed structure excavation and setting of the concrete beams.
- During construction, the roadway will be closed and a detour will be in place. The detour will include Georgetown Road and SR 97.
- Due to the widening of the roadway and structure, there will be minor right-of-way takes required as part of the project.
- There is a large wetland adjacent to the project. The wetlands are located outside the temporary construction easement and will not be impacted as part of the project.
- There are no stream restrictions on Piney Creek due to trout stocking or natural reproduction.
- A PNDI Search for the project resulted in no known impacts to threatened or endangered species.
- The project is located in a known bog turtle county and the wetlands located in the far left quadrant of the project was found to be suitable bog turtle habitat. A bog turtle survey was completed at the site and no bog turtles were found present; therefore, the site is cleared of bog turtles.
- The Lee property on the downstream side of the project is enrolled in the Pennsylvania Conservation Reserve Enhancement Program (CREP). Since a portion of this property will be impacted as part of the project, mitigation will be required to meet the CREP requirements. The impacted area will be seeded with a conservation seed mix and trees and shrubs will be planted in the area as part of the project.