

**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
DESK MEMORANDUM**

**SUBJECT: ER# 2016-8043-071 MPMS 91324, SR 2002, Sec 000 over Reynolds Run
Bridge Replacement Project Adams County Additional Minimization Measures**

TO: Douglas McLearn, Chief
Division of Archaeology and Protection

FROM: Joanne Keim, A.D. Marble & Company Cultural
Resource Professional Architectural Historian P3 Rapid Bridge
Replacement Project

DATE SENT: October 25, 2016

DATE NEEDED: October 28, 2016

INFORMATION & FILE	X	NECESSARY ACTION	
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As a result of consultation with your office and consulting parties, including two consulting party meetings, additional items have been suggested to minimize project effects to the Village of Kirks Mills Historic District.

On September 28, 2016 a memo was submitted to your office and the consulting parties outlining minimization measures as follows. Please refer to the Minimization Measures Memo for a full description.

- 1) Bridge Aesthetic Design: A form liner will be used that is similar to the foundation stone found on Kirks Mill. The form liner, abutments and wingwalls will be stained and tinted.
- 2) Inspection of the Tail Race and Mill: Pre and post construction inspections and reports will be completed. The tail race pre-inspection has been completed and a report submitted to all consulting parties. Seismic monitoring will be completed during construction for the tail race and mill.
- 3) Treatment of Tail Race: Staging will not take place over the tail race.
- 4) Guide Rail: Painted standard guide rail will be used.

Additional items were proposed at the October 18, 2016 consulting party meeting that included:

- 1) Use of stone similar to the mill foundation stone for the rip-rap.
- 2) Additional seismic monitoring based on recommendations of the seismologist to include the Swisser barn (Eidson Property) in the southeast quadrant and the Brick House (Heher Property) in the northwest quadrant, if warranted.
- 3) Heavy equipment exceeding the load limits for the bridge and roadway will be brought in from the west side of the bridge to avoid crossing over the tail race. A PennDOT permit will be required if equipment exceeds load limits.
- 4) Use of a form liner on the inside face of the parapet. The form liner will be tinted and stained.

Considering the measures to minimize project effects previously described in the Minimization Measures Memo including the context sensitive design for the bridge and guide rail suggested by the consulting parties, the provision for the tail race and mill inspection, seismic monitoring during construction, the commitment to limit staging over the tail race during construction, and the additional measures described above, the proposed project will have a No Adverse Effect on the Village of Kirks Mill Historic District.