

Final Report - Potential Historic Districts

PennDOT Statewide Historic Metal Truss Bridge
Management Plan



June 2012

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PennDOT Statewide Historic Metal Truss Bridge Management Plan

The Pennsylvania Department of Transportation (PennDOT) Statewide Historic Metal Truss Bridge Management Plan will evaluate the remaining population of metal truss bridges (state and locally owned) to determine which can be preserved for continued vehicular use utilizing a systematic analysis that takes into account structural condition, safety, transportation needs, feasibility, cost-effectiveness and historic significance. PennDOT has hired consultant firms to complete five objectives. The first objective is to prepare a methodology which consists of two basic components, “A Protocol for Defining Levels of Significance for Pennsylvania Truss Bridges,” and “A Protocol for Determining Preservation Potential of Pennsylvania Truss Bridges.” The second objective is to prepare a Statewide Historic Metal Truss Bridge Management Plan. The third objective is Project Management, Meetings and Coordination. The fourth objective is to complete Individual Assessments, and the

District 09 – Blair County - 07721405123048



fifth objective is a Statewide Management Plan Familiarization Session.

During the fiscal year 2011-2012, Pennsylvania Historical and Museum Commission (PHMC) Bureau of Historic Preservation (BHP) staff participated in various meetings in relation to the first objective (Task #1); and completed the specific BHP task (Task #2). During fiscal year 2012-2013 BHP will review and comment on the plan; and assist in

implementing the plan (Task #3). An additional concurrent task is the statewide historic bridge inventory. This inventory is updating and correcting BHP’s Cultural Resources Geographic Information System (CRGIS) bridge data, including bridge management system (BMS) numbers, PennDOT bridge key numbers (BRK), demolished status, etc. so that corrected BMS2 data can be uploaded into CRGIS:

The goal of PennDOT is to eliminate the use of BMS numbers since BMS numbers often change [the SR or Section of a road can change, etc.]. BMS numbers also do not stay with the bridge, but rather with the location. If a historic bridge has been demolished, in some cases the new bridge receives the same BMS number. BHP’s records were set up [with the Lichtenstein project] to hold the BMS number assigned to the “historic” bridge. Over the years, PennDOT has changed BMS numbers yet BHP has not updated their records. Therefore, BHP’s records need to reflect the current BMS number for the historic bridge. Also, they need to retain [if a bridge has been demolished] the initial BMS or new “old” BMS, and in the comments section add information relating to the new bridge constructed at the same exact location as the historic bridge.

BHP Tasks

Task 1

BHP participated in various planning meetings held by PennDOT central office. The meetings were attended by representatives from Federal Highway Administration (FHWA), Tran Systems Corporation and PennDOT. Discussion topics included methodology for the test approach, public involvement and outreach, bridges as part of historic districts, the meaning of “significance,” funding, preservation, Section 106 and other pertinent topics. BHP will continue to be a part of the discussion in fiscal year 2012-13.

Task 2

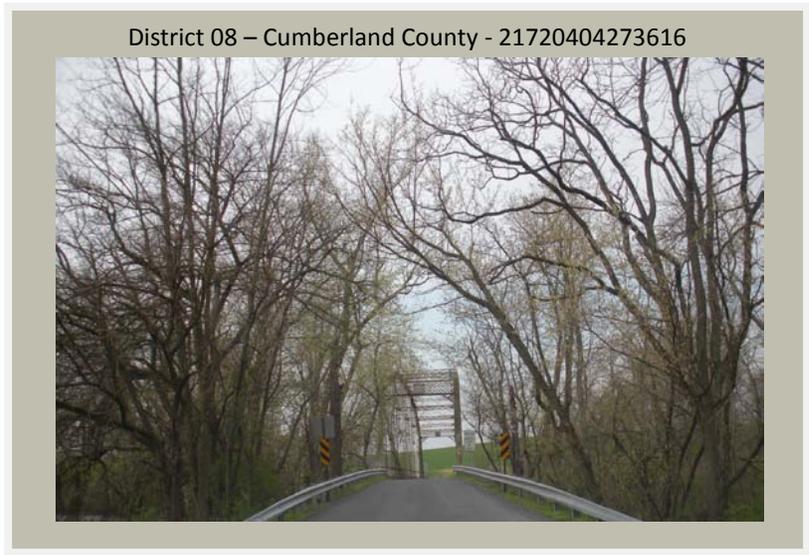
For fiscal year 2011-12, BHP was tasked with evaluating the potential for National Register of Historic Places (NRHP) historic districts in the vicinity of the commonwealth’s population of historic metal truss bridges.

The individual eligibility of 12,000+ bridges of all types in Pennsylvania had previously been evaluated and the subsequent Determinations of Eligibility (DOE) concurred upon by the two agencies through the 2001 Statewide Historic Bridge Survey. The historic bridge survey provided recommendations from the consultant regarding the presence or absence of potential historic districts in the vicinity of the bridges being evaluated as well.

BHP performed the task of reviewing BHP files, aerials, field work, etc. to determine the possible presence of potentially eligible historic districts in the vicinity of the bridges under Criterion A of the NRHP. The potential for historic districts under Criterion C had previously been explored by Lichtenstein Consulting in the Statewide Historic Bridge Survey, although no official DOEs were made regarding historic districts.

Due to the nature of the project and work schedule, it was determined that

BHP would start their research, evaluation process and field work at least one month prior to the start of the consultants field work for each district. PennDOT and BHP agreed that District 01 and District 12 would be the first districts examined due to the availability of updated truss bridge information for those districts. After 01 and 12, the districts would be done in numerical order 02, 03, 04, etc. The main work on District 01 and 12 was started by BHP in September 2011. BHP completed all district field views by June 2012.



Objectives

BHP's objective was to determine if the metal truss bridge (regardless of its individual DOE) would be a contributing resource, because of its location and construction date, of a potentially eligible historic district. This study was to determine if there was a potential for a historic district under Criterion A. Possible types/themes/areas of significance of districts included but were not limited to: agricultural/rural historic district, industrial historic district, residential, commercial, transportation related, etc.¹

Methodology

Each PennDOT engineering district Cultural Resource Personnel (CRP) sent BHP the 2009 BMS Truss Bridge Spreadsheet. The spreadsheet is an internal PennDOT document that started recording information in 2009 from various external and internal bridge databases. The spreadsheet had been updated by the CRP to reflect any bridge that had been demolished and/or replaced and those that were known to have already been through or at the end of the Section 106 process (there was a LOA or MOA in draft, etc.).² BHP would not analyze any bridge whose project

(demolition) had cleared Section 106 or was too far along in the process to warrant review. BHP would review all bridges with other status entries (extant, rehabbed, on the TYP, etc).



Methodology³

1. A spreadsheet was created to track the process and documentation for each bridge. The spreadsheet also included columns to track the field view date, comments and rating system.
2. The "In-House" rating system was as follows:
 - a. (0) The bridge has been demolished or is in the process of being demolished, or too far into the Section 106 process. The bridge and its setting were not reviewed, nor field viewed.

¹ See "Areas of Significance/Themes" section for a detailed account of the evaluation.

² The PennDOT CRPs were able to clearly identify those state owned bridges that had been demolished recently or were going through Section 106. However, with locally owned bridges the data available to PennDOT was supplied by others thus not necessarily accurate. In the end, a few locally owned bridges field viewed were found to have been demolished. See image of BMS 0672170886002.

³A copy of the "Test Methodology" is in the Interim Report provided to PennDOT in January 2012.

- b. (1) there does not appear to be any potential for a historic district. The bridge and its setting will not be field viewed
 - c. (2) there may be potential for a historic district: do a field view or more research. The bridge and its setting will be field viewed
 - d. (3) there most likely is a historic district and the setting retains integrity (based on area of significance/theme), the bridge would contribute [this was also used if there was an existing eligible or listed district]
3. Using the Lichtenstein database, staff gathered the UTM, coordinates, setting fields and other relevant data that was not included in the 2009 BMS Truss Bridge Spreadsheet.
 4. Each bridge was mapped by converting the UTMs to coordinates in either Google or Bing Maps (aerial views). Each bridge was mapped in CRGIS to determine what current historic districts (listed, eligible, ineligible, undetermined) the bridge was adjacent too or located within.
 5. Current aerials and historic aerials from 1937 to 1942 were downloaded and placed into word documents (and hyperlinked into the spreadsheet).
 6. A team of three National Register section staff members were assembled as a review committee to evaluate the information available to determine if a field view would be necessary [this is the “in-house” review].
 7. During the staff assessment meeting, the staff utilized the “street view” features in Google and Bing maps whenever possible, and also zoomed in on various areas on the aerials.
 8. The bridges were mapped in Google and sections of the district were bundled based on proximity to one another.
 9. The field crew did reconnaissance for the bridges, a minimum $\frac{1}{4}$ - $\frac{1}{2}$ mile radius for rural/agricultural areas and 4-5 block area for village/town/city/urban areas was field viewed. The field crew consisted of BHP staff member Nagle, and an additional BHP staff member and/or PennDOT CRP.
 - a. The field crew took at least one picture of the bridge and two or more of the setting.
 - b. The “Field” rating system was as follows:
 - i. (0) the bridge has been demolished or the crew was made aware that Section 106 has been done
 - ii. (1) no historic district potential based upon the available data and scoping of the area
 - iii. (2) there is possibly a historic district, at some point additional research should be conducted
 - iv. (3) there is a potential for a historic district and the bridge would contribute to said district
 - v. (4) there is a potential for a historic district but the bridge would not contribute to said district.

Staff Participants/Time Management

Task 1 Participants: Cheryl L. Nagle and Bill Callahan

Task 2 Participants: BHP staff and PennDOT CRPs.

Breakdown of staff time

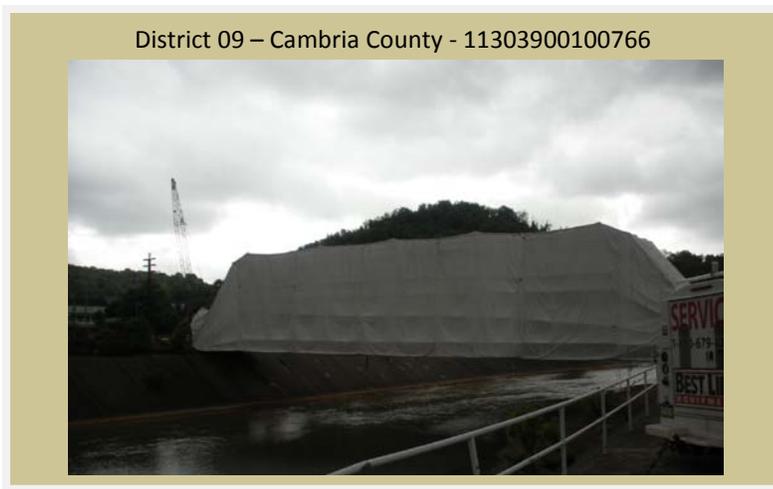
Staff	Time Spent
Nagle ⁴	560
Callahan	39
Frantz	27
Heinrich	21.5
Arnold	15
Kegerise	15
Frederick	7.5
Galle	7.5
MacDonald	7.5
Maher	7.5
Reilly	7.5

Total BHP Staff Time: 715 hours

Total Uncounted PennDOT staff time: 202.50 hours

TOTAL HOURS: 917.50

Data Storage



All files created for this project (image files, spreadsheets, additional information, etc.) are on BHP's N: drive. A spreadsheet for each district was created. Each spreadsheet contains hyperlinked files (current and historic aerials, field view photos, additional information, existing historic district narratives, etc.). As of the close of this project it has not been determined if paper files will be created.

⁴As the lead, Nagle spent the most time on the project. Her involvement included: attending the Statewide Management Planning meetings, background research (CRGIS, Lichtenstein, context/survey, etc.), compilation of bridge information (conversion of UTM's to useable data, plotting bridges on maps, creating current and historic aerial documents, etc.), other meetings, time management duties, etc.; field views, field view reports, interim and final reports.

Data Analysis

Data has been compiled and analyzed using two different scenarios. Table 1 and Table 2 is data compiled by the potential historic district's rating scale organized by PennDOT engineering district and Table 3 is by "area of significance or theme" organized by PennDOT engineering district.

Table 1 is a breakdown of the rating scale done "in-house." Analyzing the data from Table 1 shows that of 585 historic metal truss bridges in the population:

- 64 bridges or 11% of the population have been demolished or in the process of being demolished since 2009
- 291 bridges or 50% of the bridges' surroundings were immediately discounted for potential historic districts due to a loss of setting or no apparent area of significance/theme during the in-house review.
- 179 bridges or 31% of the bridges' surroundings warranted a field view
- 48 bridges or 8% of the bridges' surroundings were determined to contribute to an existing or potential historic district (the surroundings had very good integrity; the bridge was within a mapped district and it had relevance to the period of significance, area of significance, etc.; the bridge and its surroundings had relevance to published thematic, etc.)

Table 2 is a breakdown of the rating scale done once the field views had been completed. Analyzing the data from Table 2 shows that of 585 historic metal truss bridges in the population:

- 80 bridges or 14% of the population have been demolished or are in the process of being demolished since 2009.
- 408 bridges or 70% of the population's surroundings do not have integrity of setting or have no apparent area of significance/theme under Criterion A. The data shows that the number of potential historic districts decreased again even when a bridge had been granted a 2 [field view]. In most cases, the field crew determined that the setting had lost integrity to such a degree that no potential historic district was present.
- 18 bridges or 3% of the population's surroundings have integrity of setting and their surroundings appear to have an area of significance/theme that warrants additional research for the potential of a historic district.
- 60 bridges or 10% of the population are located in surroundings that appear to be a potential historic district based upon integrity of setting and area of significance/theme; and the bridge would contribute to the potential historic district.
- 12 bridges or 2% of the population are located in surroundings that while have integrity of setting and an apparent area of significance, the bridge would not contribute to the potential historic district. The bridge would not contribute due to its lack of integrity, its date of construction (outside of the period of significance for the potential historic district) or other factor.
- 7 bridges or 1% of the population were not located on the field view due to issues of access.

In all, 179 or 31% of the bridge population's setting were field viewed. Four areas of significance/themes are discussed in terms of setting integrity: agricultural/rural, residential, commercial and industrial.

Loss of setting

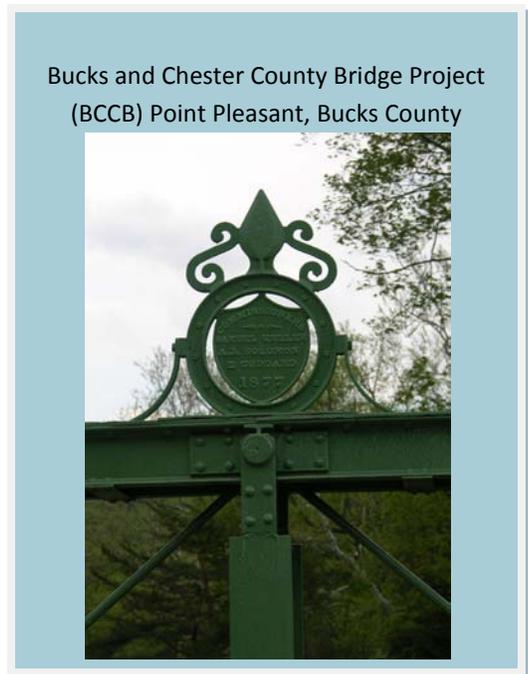


In rural areas, loss of setting constituted modern residential construction generally in linear patterns along the transportation routes or small residential clusters. Generally, while there may have been one or two intact farms adjacent to one another, there was such surrounding infill that the area no longer had a sense of a farming or rural community. Construction of large quarries or transportation routes also bisected the immediate area, modifying the environment. These recent changes erased historic characteristics including the loss of farm fields, open spaces, tree lines, etc. In addition, what appeared to be historic farms and farmstead buildings in aerial photographs were

discovered to have been either highly altered or new construction. Due to time limitations, the field crew did not look for large rural historic districts (the Oley Township Historic District, Berks County, is 15,000 acres in size); rather they looked for and evaluated the potential presence of significant collections of neighboring farms or village clusters. Continuity of the landscape and a pattern of concentration around the bridge were determined to be the main focus of determining if a rural historic district was present and if the bridge was able to contribute.

The BHP was identified as having a central role in completing Recommendation #2 of the PennDOT Contextual Bridge Task Force Action Plan. The objective of the pilot project was to develop a protocol to adequately consider NRHP eligibility potential for the approximately 1,000 bridges in Bucks and Chester Counties (BCCB). The methodology was similar to the historic metal truss bridge project (HMTB) in that staff reviewed and compared historic and current aerials to identify potential districts, however in the BCCB project, only potential rural historic districts were to be identified, no other theme or areas of significance were explored or researched (unlike the HMTB scope).

The HMTB project came to the same conclusion regarding rural historic districts. Rural historic districts identified through the use of historic and current aerials failed to provide an accurate understanding of the impact of modern intrusions, thus identification of historic districts cannot be confirmed without field investigations.



In residential and commercial areas, this loss of setting constituted modern construction. In commercial areas this could be the construction of unsympathetic buildings with large mass, sprawling footprints and large parking lots and included drugstores, discount stores, banks, etc. In both residential and commercial areas, pockets of demolition had occurred which separated the bridge from the built environment. In most cases, there was no “connectivity” between the bridge and the landscape or built environment.

District 05 – Lehigh County – 39032901300882/39087301601890



In industrial areas, loss of setting was generally not an issue if the industrial complex was still in use, or was located in an area that was not conducive to re-use for a different function. Generally the built environment was historic in nature for the most part, infrastructure including railroad tracks/siding and freight loading docks remained, there was limited access to the complex, the site remained industrial in use and the site had not been subdivided for residential or some other unrelated function. Generally the bridge’s construction date related to the building stock’s construction period.

For those areas where deindustrialization has occurred, there is a need for a context to be created to better understand how the current landscape reflects this trend.

District 12 – Westmoreland County – 64106000100037



TABLE 1						
District	Bridge Population	Rating Scale				Issue
		0	1	2	3	
01	68	10	23	25	9	1
02	39	1	27	8	3	0
03	89	7	47	34	1	0
04	47	9	25	11	2	0
05	34	5	17	10	2	0
06	70	7	30	14	19	0
08	54	10	14	28	2	0
09	39	5	21	10	3	0
10	21	1	15	5	0	0
11	61	7	33	14	6	1
12	63	2	39	20	1	1
TOTALS	585	64	291	179	48	3

0 bridge demolished or about to be demolished; to far through 106 (also used if it was a modern bridge)

1 No potential for historic district

2 May have potential – do field view or more research

3 Most likely potential for historic district, do a field view

Issue Could not locate the bridge on current aerials. NOTE: The biggest issue was

Lichtenstein's use of UTM's and the fact that they were generally not the exact location of the bridge

TABLE 2						
District	Rating Scale					Issue
	0	1	2	3	4	
01	18	44 [+2]	2	0	1	3
02	4	31 [+2]	2	2	0	0
03	11	71	2	2 [-1, +2]	3	0
04	10	32	1	3 [+1]	1	0
05	8	21 [+1]	1	4	0	0
06	3	33 [+2]	4	23 [+2]	5	2
08	11	36	2 [+2]	4	0	1
09	5	27	0	7	0	0
10	1	20	0	0	0	0
11	7	39	0	13	2	0
12	2	54 [+1]	4 [+1]	2 [+2]	0	1
TOTALS	80	408	18	60	12	7

0 bridge demolished or further in Section 106 then appeared initially

1 No potential for historic district

2 Possibly a historic district, need additional research. NOTE: A bridge ranked as "2" was to be further researched after the field view or at a later time (if there is a bridge project). A "2" then could become a 1, 3 or 4, see [+1/-1.] A "2" could remain a "2" if no additional research was done

3 Potential historic district, the bridge would contribute

4 Potential historic district, the bridge would not contribute

Issue Could not locate the bridge in the field. NOTE: crew not being able to get to the bridge location (geographic issue, private road, inclement weather, washout of the road, etc.) or could not locate the bridge

Analyzing the data in Table 3 gives us a better understanding of how the historic metal truss bridge population fits into the various areas of significance/themes by PennDOT region. This table only represents those bridges whose setting appeared to have integrity as documented by historic and current aerials [see Table 1, rating scale 2 and 3]. This specific population (227) represents the potential areas of significance or theme, as determined by the in-house staff looking at aerials or the field crew in the field. These numbers are approximations – the setting for the area could fall into more than one category. This is most apparent in the commercial and residential categories: often historic districts are a combination of both type of resources and function/use, however for Table 3, the potential district could only be given one area of significance. Please note that this HMTB project was to assess the potential for a historic district, it is not a determination of eligibility, although property registrations, integrity standards and such were used to formulate the assessment.

57% of this specific bridge population [227 bridges] is in rural areas, followed by 13% in residential areas, 11% in industrial areas, 7% in recreational areas, 4% in commercial areas, 4% in transportation areas, and 4% in coastal/flood/other areas.⁵

TABLE 3								
PennDOT District	Agricultural, rural	Industrial	Recreation	Commercial	Residential	Ethnic	Transportation	Coastal, Flood, Other
01	25	5	3	0	1	0	0	0
02	5	1	0	1	4	0	0	0
03	24	1	2	1	6	1	0	0
04	8	1	1	0	3	0	0	0
05	6	1	2	0	1	0	1	1
06	13	5	4	0	7	0	0	4
08	28	0	1	1	0	0	0	0
09	6	0	0	1	2	0	1	3
10	4	0	0	0	1	0	0	0
11	1	9	2	1	3	0	5	0
12	10	4	0	4	2	0	1	0
Totals	130	26	15	9	30	1	8	8

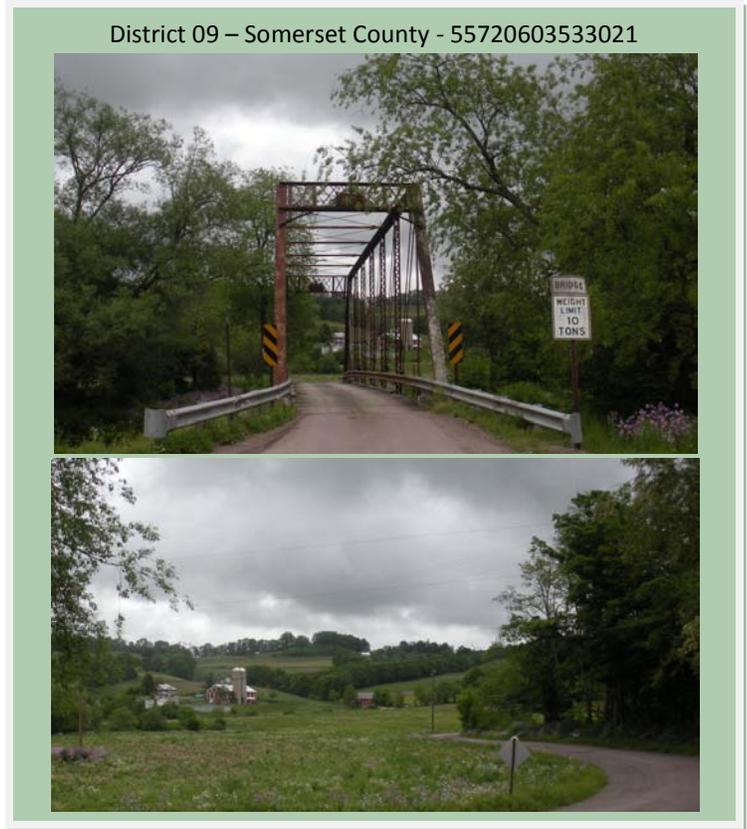
⁵ Ethnic was combined in with agricultural (it was an Amish farming community).

The National Register Bulletin #30 “Guidelines for Evaluating and Documenting Rural Historic Landscapes,” states that rural historic landscapes usually fall within one of the following types based upon historic occupation or land use: agriculture (including various types of cropping and grazing), industry (including mining, lumbering, fish-culturing and milling), maritime activities, recreation (including hunting or fishing camps), transportation systems, migration trails, conservation (including natural reserves), sites adapted for ceremonial, religious, or other cultural activities. Because rural areas often reflect multiple land uses and physical evolution over many years, they usually relate to more than one historic context.” In an effort to capture as many areas of significance or themes, BHP staff divided rural historic landscapes into more of a microcosm.

Considering that a large number of landscapes were agricultural in nature, the Agricultural context document was invaluable, in addition, singular region’s Multiple Property Document Forms (MPDF) were used, as well as Survey and Context Reports for transportation projects. An agricultural historic district is “a group of farms which share common architectural and agricultural landscape features; are linked together by historic transportation corridors, including roads, railroads, paths, and/ or canals; and together express characteristic features of local historical agricultural patterns.”⁶

Trends may include agricultural practices confined to a specific period, or those that reflect substantial change and adaptation over time. The staff looked for the retention of those buildings and landscape features that were reflective of trends in farming and land in agricultural use.

Additionally, districts may be eligible under Criterion A in the area of ethnic heritage. “To be significant in the area of ethnic heritage, a district must be associated with and reflective of the broad patterns of land use identified with a particular cultural or religious group in the Agricultural Context.”⁷



⁶Historic Agriculture Resources of Pennsylvania, c1700-1960, Section F page 1.

⁷A.D. Marble & Company, “SR 0030 Section S01 Corridor Improvement Study Reconnaissance Survey and Historic Contexts Report, ER 03-8010-071 East Lampeter, Leacock, Strasburg, Paradise, Salisbury, and Sadsbury Townships, Lancaster County, Pennsylvania,” Volume 1, March 2004, 187 .

Per the *Historic Farming Resources of Lancaster County Multiple Property Documentation Form* “Pure plain sect farms . . . should also have significance under Criterion A, typically representing sustained Plain sect ownership over several generations [There will be evidence of alternative power sources, additions to the dwelling house, evidence of horse traction, and evidence of vegetation patterns]. Plain Sect farms may also be eligible under Criterion A in the area of agriculture or settlement if they retain sufficient integrity from the period of significance.”⁸

District 08 – Lancaster County - 36721308484001



District 01 – Crawford County - 20740688093006



A number of the bridges in residential and commercial areas were located near existing historic districts. The field crew’s responsibility was to assess if the district boundary could or should be reconsidered to encompass the bridge. A significance statement, area of significance and a period of significance (POS) had already been established, therefore there was no need to consider other contexts or histories, unless the POS would have excluded the bridge’s construction date.

⁸ *Historic Farming Resources of Lancaster County Multiple Property Documentation Form; “SR 0030 SectionS01 Context Report,” Volume 1.*

District 03 - Northumberland County - 49721208020050



A surprising percentage (7%) of bridges was located in recreational areas. Some were remote areas which did not necessarily have a built environment, such as state parks. Other recreational areas were linear hunting/fishing camps along small creeks. While the staff did minimal research on the development of the particular park in which the bridge was located, not having a published context of the development of the Commonwealth of Pennsylvania's state park system was a hindrance to the staff for evaluating its potential significance under Criterion A.

District 11 – Lawrence County – 37203000101613

Located within the McConnells Mill State Park, Perry and Slippery Rock Townships, Lawrence County was constructed in 1940. The land that comprises the park was transferred from Thomas H. Hartman to the Western Pennsylvania Conservancy in 1942. The conservancy then transferred the land to the Commonwealth of Pennsylvania in 1957 when McConnells Mill State Park was formally dedicated.¹



The transportation theme was most prevalent in District 11. Two thematic studies “Highway Bridges Owned by the Commonwealth of Pennsylvania, Pennsylvania Department of Transportation” and “Allegheny County Owned River Bridges” were used as references.



The criteria used for the highway bridges thematic included the following: technological significance of individual bridges, structures associated with an important bridge engineer or particularly important bridge company, bridges that exemplify a specific type, design, or method of construction, and bridges that significantly contributed to the development of transportation on a local, state or national level. The bridges had to be of a type considered technologically significant prior to 1941.

The Allegheny County thematic nomination consists of seven roadway bridges which cross the major rivers in Allegheny County and are owned by the county (the period of significance is 1892-1937). Per the nomination, “The county-owned bridges are part of a group of thirty-five roadway bridges that cross

the county's three major rivers. These thirty-five bridges are the most visually prominent, functionally important, and structurally significant of the county's more than 1,700 bridges. Of the thirteen county-owned bridges, 4 are ineligible because they are less than fifty years old. Two more county-owned bridges are ineligible because they are being replaced. The remaining seven county-owned bridges are eligible for nomination because they pre-date 1935, are free of major alterations, and have significance in the areas of county transportation, engineering and politics.”

Neither thematic accounted for Post World War II era bridges, nor did it appear that significance under Criterion A was considered to a great extent. Case in point is the Fleming Park Bridge, which was not mentioned due to its construction date of 1955. The bridge accesses Neville Island from the south. Neville Island has not been evaluated for the NRHP, and a possible area of significance is Industry.⁹

⁹ “Although the transformation of Neville Island was clearly advanced by 1908, the year 1918 is the time often cited as the final end of Neville Island as an agricultural community. In 1918, the US Government seized 130 acres in the area of the Gulf Terminal to be used as the site of a large ammunition plant. By 1938, almost all the eastern end of the Island had been industrialized.” NIDA, Chief Engineers, “History of Neville Island,” 2001, www.nevilleisland-pa.gov/veritcal/Sites/{AB287A32797D-4498-804B-67D0235AB63A}, Accessed 25 June 2012 “The site was owned by Pittsburgh Coke & Iron Co. [later named Pittsburgh Coke & Chemical Co. (PC&C)] from the 1920s until 1970, when the property was transferred to a wholly owned subsidiary, Neville Land Co. According to EPA, from the 1930s until the mid-1950s, the site served as a landfill for municipal wastes from Neville Township. From 1952 until 1965, trenches were dug on-site to dispose PC&C's wastes such as coking sludges (which often contain benzene and toluene), cement production wastes, and pesticides. In 1979, an Allegheny County consultant reported that on-site ground water and soil contained contaminants.” U.S. Environmental Protection Agency, “NPL Site Narrative for Ohio River Park,” Federal Register Notice, August 30, 1990.

MPDFs, Thematic or Contexts Referenced:

- Agricultural Resources of Pennsylvania, c1700-1960
- Allegheny County Owned River Bridges TR
- Allegheny River Navigation System MPMS
- Aluminum Industry Resources of Southwestern Pennsylvania MPS
- Anthracite-Related Resources of Northeastern Pennsylvania MPS
- Bituminous Coal and Coke Resources of Pennsylvania MPS
- Farms in Berks County MPS
- Highway Bridges Owned by the Commonwealth of Pennsylvania, Department of Transportation
- Historic Farming Resources of Lancaster County MPS
- Industrial Resources of Huntingdon County, 1780-1939 MPS
- Iron and Steel Resources of Pennsylvania MPS
- Lincoln Highway Corridor Historic Resources: Franklin to Westmoreland Counties MPS
- National Road in Pennsylvania MPS
- Oil Industry Resources in Western Pennsylvania MPS
- Upper Delaware Valley, New York and Pennsylvania MPS

Conclusion

The high percentage of potential rural historic districts only underscores the importance of regional and statewide contexts such as the Agricultural Context. Additional new contexts such as Recreation and/or State Park System need to be developed.¹⁰ A partnership between PennDOT, often the owner of the roadway, the Department of Conservation and Natural Resources (DCNR), the stewards of the park and the BHP may facilitate the process with the owner of the bridge (generally the county). Collaboration as well as communication is essential to effectively carry out this objective. PHMC's soon-to-be released "Pennsylvania's Statewide Historic Preservation Plan, 2012-2017" recognizes the importance of partnerships on the local, state and federal level. Other context development should focus on bridges constructed post 1945 and deindustrialization. Current contexts that discuss industrial and transportation themes are invaluable, but there is a need to update them to capture additional periods of significance, areas of significance and property types. PennDOT's Contextual Bridge Task Force Action Plan which calls for a draft historic context on the development of road-based transportation systems in Southeastern Pennsylvania attests to the need for such a conversation.¹¹

While this document is the final report for Task #2, BHP will continue to work with PennDOT during fiscal year 2012-13 on Task #3. BHP looks forward to reviewing and implementing the Statewide Historic Metal Truss Bridge Management Plan.

¹⁰Including State Game Lands and State Forest Lands.

¹¹ PennDOT's continual utilization of BHP to further implement the Contextual Bridge Task Force Recommendations beyond Recommendation #2 is suggested. BHP can also assist with developing a definition for "contextual preservation" and help municipalities determine which bridges should be on this "contextual preservation" list.

