

ROUTE 41 OVER WHITE CLAY CREEK BRIDGE REPLACEMENT PROJECT

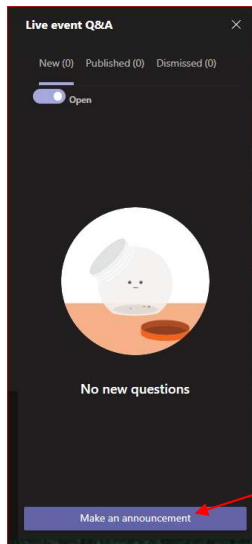
Virtual Stakeholder Meeting

APRIL 8, 2026

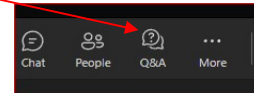


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Q&A INFORMATION



Questions can be entered by clicking on the Q&A feature located at the top of your screen



A box will show up on the right side where you can click on the "Make an announcement" and enter your question.

Please note the slide number in your question if appropriate.

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PENNDOT PROJECT INFORMATION

Route 41 Bridge Over White Clay Creek

Avondale Borough,
Chester County

MPMS #78617

Design Funding: 80% Fed/20% State
Construction Funding: 100% State



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PROJECT TEAM

- George Gumas – PennDOT Project Manager
 - 610-757-1877
 - 7000 Geerdes Boulevard, King of Prussia, PA 19406
 - c-ggumas@pa.gov
- Brandon Peterson – Consultant Designer
 - 717-766-1741
 - 100 Sterling Parkway, Suite 212, Mechanicsburg, PA 17050
 - peterstonb@erdmananthony.com
- Brad Rudolph – PennDOT Media Contact
 - 610-205-6800
 - 7000 Geerdes Boulevard, King of Prussia, PA 19406
 - bradrudolph@pa.gov



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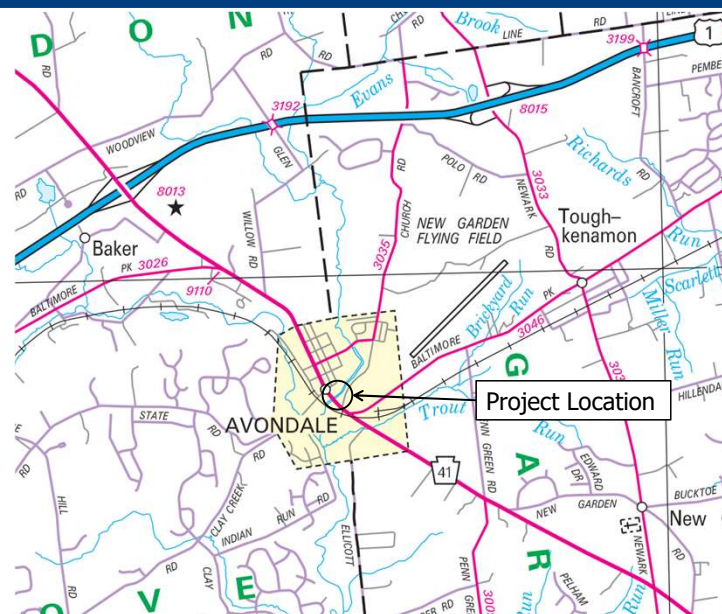
AGENDA

- Project Location
- Purpose and Need
- Historical Significance
 - Avondale Historic District, Character Defining Features, Existing Cross Section, HBRA/Consulting Party
- Design Considerations
- Traffic Control Considerations
- Potential Detours
 - Vehicle and Truck Detours
- Conceptual Design
- NEPA
- Project Schedule

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PROJECT LOCATION



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PURPOSE AND NEED

- **Project Purpose**
 - Provide a structure capable of supporting pedestrian and vehicles.
 - Provide adequate hydraulic opening for White Clay Creek.
- **Project Need**
 - Structure conditions show advanced section loss, spalling, and scouring
 - Existing load rating conditions deter some truck traffic from the structure.
 - Existing load restriction is 27-ton, except combinations of 40-tons
 - Flooding is expected at the near and far approach of the structure. Avondale Borough frequently is hindered by flood waters due to the confluence of White Clay Creek, Trout Run, and Chatham Run.

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HISTORICAL SIGNIFICANCE

- **Avondale Historic District (Resource No. 2001RE01456)**
 - Area of significance is listed in the National Register of Historic Places under criterion A for commerce and criterion C for architecture.
 - The period of significance is from c. 1830 to c. 1950.
- **Avondale Bridge No. 58 (Route 41 bridge over White Clay Creek)**
 - Not individually eligible for National Register of Historic Places but is a contributing element to the Avondale Historic District.
 - The bridge was constructed in 1927 & widened in 1936.

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HISTORICAL SIGNIFICANCE

- The character-defining features of the bridge include:
 - Concrete encased steel I-Beam and concrete T-Beam structure
 - Concrete Balustrade Parapets
 - The bridge plaque is considered an aesthetically significant secondary feature.

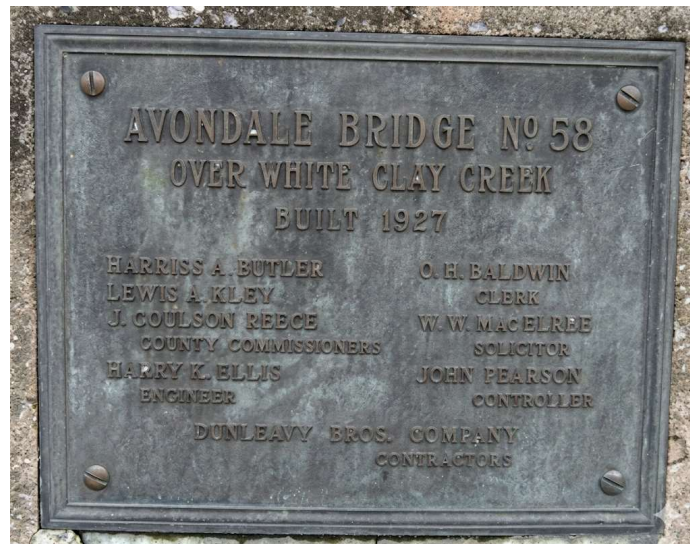


Concrete Balustrade Parapet

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HISTORICAL SIGNIFICANCE

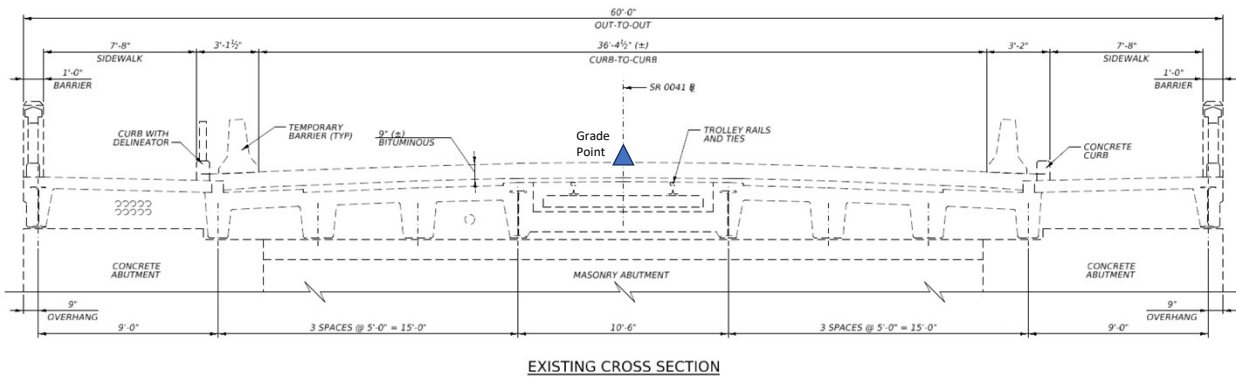


Bridge Plaque

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HISTORICAL SIGNIFICANCE



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HISTORICAL SIGNIFICANCE

- **Historic Bridge Rehabilitation Analysis (HBRA)**
 - After performing the HBRA on the PA 41 Bridge the results conclude that rehabilitation is not practical.
- **Consulting Party Meeting**
 - A consulting party meeting is planned for spring 2026 following the public meeting.
 - The purpose of this meeting is to present the results of the HBRA and to update the consulting parties on the next steps of the project, as well as collect their comments and concerns.

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DESIGN CONSIDERATIONS

- Traffic Control
- Right-of-Way
- Utilities
- Historic Features
- Constructability
- Creek Hydraulics
- Bicyclist and Pedestrian Accommodations
- State Street Intersection Project



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TRAFFIC CONTROL CONSIDERATIONS

- Detour Benefits
 - Full closure and detouring during construction will allow for **reduced** construction durations.
 - **Safer** working conditions for contractor demolishing and constructing the bridge.
 - Single direction detours would allow for **some** traffic to flow through the construction area throughout the duration of the project.

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TRAFFIC CONTROL CONSIDERATIONS

• Staging Benefits

- Maintains access to **all** local businesses and access through Avondale Borough.
- Emergency services would maintain access throughout the duration of the project.
- Pedestrian and bicycle access will also be maintained through staging.
- **Prevents** the need for a vehicle detour.

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TRAFFIC CONTROL CONSIDERATIONS

• Detour Challenges

- Full closure causes **major** delays to region, especially trucks and wide loads, plus pedestrians.
- Single direction detours still impact traffic flow regionally, especially trucks.
- Any type of detour will cause a **major** hindrance to everyday commuters utilizing the route.
- Detours would complicate access to and from local businesses on both sides of the bridge.
 - Businesses adjacent to the structure would face **severely** reduced local business traffic in Avondale.

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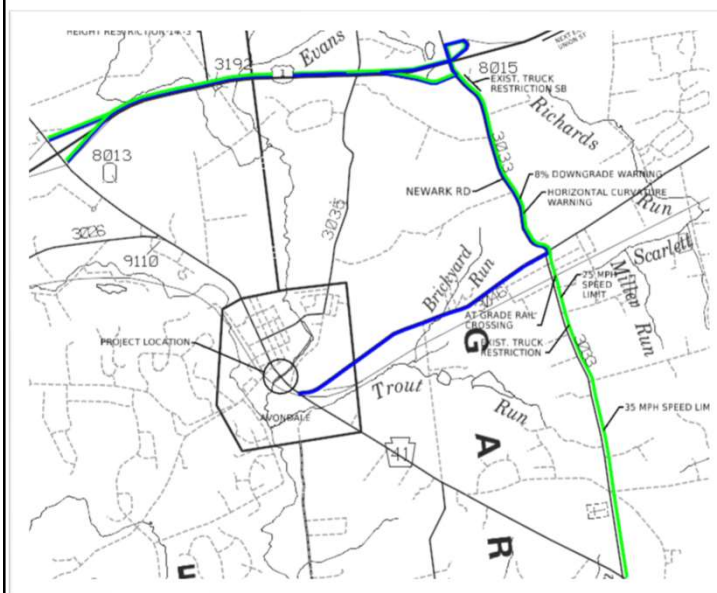
TRAFFIC CONTROL CONSIDERATIONS

- Staging Challenges
 - **Extends** demolition and construction times
 - Traffic traveling adjacent to the active work zone increases exposure to potential **hazards** for the contractor.
 - May still cause **congestion** and delays in traffic through Avondale Borough.

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POTENTIAL VEHICLE DETOUR



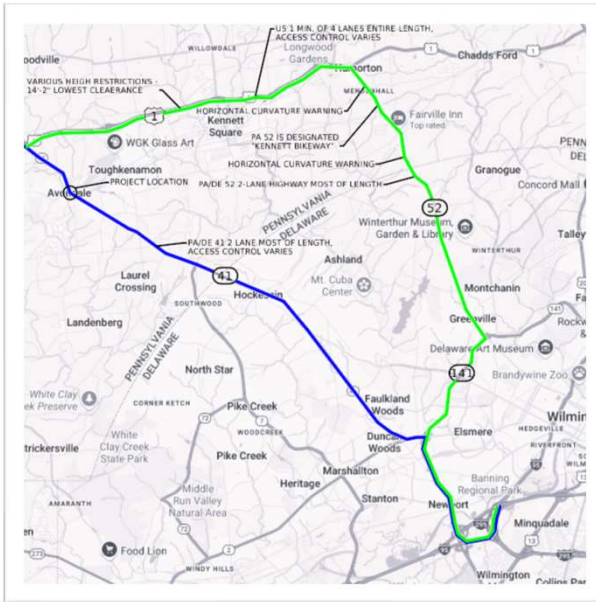
Local Avondale Detour= —
 Detour Length = 4.53 mi
 Length of PA 41 Between Detour
 Termini = 1.77 mi
 US 1 -> PA 3033 (Newark Rd) ->
 PA 3046 (Baltimore Pike)

Thru Traffic Detour= —
 Detour Length = 4.78 mi
 Length of PA 41 Between Detour
 Termini = 3.62 mi
 US 1 -> PA 3033 (Newark Rd)

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POTENTIAL TRUCK DETOUR

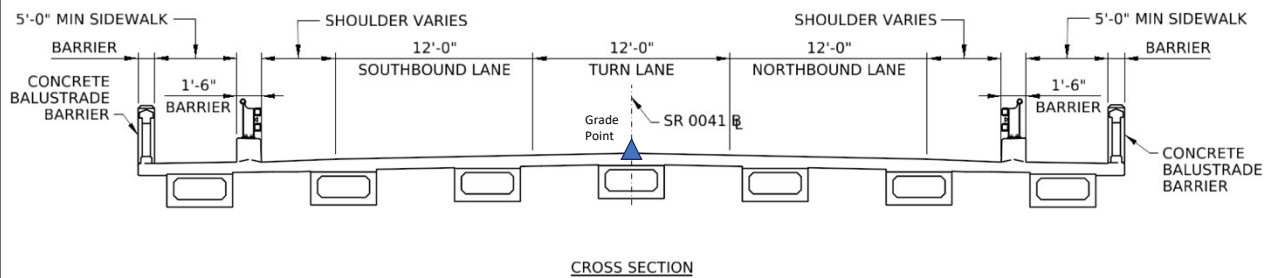


Truck Routes bound for I-95 SB and I-495

Existing Route = —
 Distance to I-95 = 15.3 mi
 Distance to I-495 = 17.2 mi

Detour Route = —
 Distance to I-95 = 21.6 mi
 Distance to I-495 = 23.5 mi

CONCEPTUAL DESIGN



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

Public outreach begins with PennDOT Connects and extends into the **NEPA** (National Environmental Policy Act) process:



- NEPA requires agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.
- NEPA also includes public involvement activities and gathering feedback from the public.
- This PowerPoint presentation is part of District 6-0's coordination with the public to obtain feedback on the project and to meet NEPA requirements.

- **Public Involvement**
- **Cultural Resources – Archaeological and Historic Preservation**
- **Aquatic Resources – Streams and Wetlands**
- **Threatened and Endangered Species**
- **Section 4(g) / Section 2002 – Parks and Historic Properties**

- **Waterway Permitting**
- **Erosion and Sedimentation / NPDES Permitting**
- Agricultural Resources
- Recreational Grants - Section 6(f) / Project 70 / Project 500
- Navigable Waterways
- Highway Traffic Noise
- Hazardous and Residual Waste Sites
- And More

PROJECT SCHEDULE

Task	2026	2027	2028	2029	2030	2031
Preliminary Design						
Environmental Clearance						
Final Design/Utility/ROW Acquisition						
Section 404/105 Permitting						
Advertisement/Letting/Contracting						
Construction						

QUESTIONS?



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THANK YOU FOR PARTICIPATING

Route 41 over White Clay Creek Bridge Replacement Project | Department of Transportation | Commonwealth of Pennsylvania

Also, Website Contact Information Found:

Contact Information

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