

ULLOM ROAD OVER WESTLAND RUN

Bridge Replacement Project
T-697, Section C42

Chartiers Township
Washington County



Pennsylvania
Department of Transportation

OUTLINE

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PROJECT TEAM



- Kevin D. Altman Jr., P.E.
 - LDG Project Manager
- James Shroads, P.E.
 - Principal Engineer

Washington County

- Vincent P. Ley
 - Washington County
Planning Commission



- Cristin Covert, P.E.
 - PennDOT Project Manager



District 12 Projects Near You

PROJECT DESCRIPTION

- The proposed project is the replacement of the existing bridge that carries Ullom Road over Westland Run in Chartiers Township, Washington County.
- Project activities include replacing the existing single span one-lane bridge (with a temporary timber pier) with a single span two-lane bridge, installation of new guide rail, and paving of the approach roadways.
- To accommodate the widening of the structure and to provide adequate sight distance, the bridge and approach roadways will be on a new alignment approximately 20' South of the existing structure.



PROJECT LOCATION

- The project is located on Ullom Road approximately 0.5 miles from SR 519 (Western Ave.) and 0.8 miles from the intersection of Washington Ave., McCarrell Rd., and Old Hickory Ridge Rd.



PROJECT PURPOSE AND NEED

- Purpose: The purpose of this project is to address deficiencies to provide a reliable and efficient crossing for current and projected traffic including pedestrians, and to maintain community and regional connectivity.
- Need(s): The structure is considered to be in poor condition due to areas of deterioration to the superstructure and substructure.

EXISTING CONDITIONS



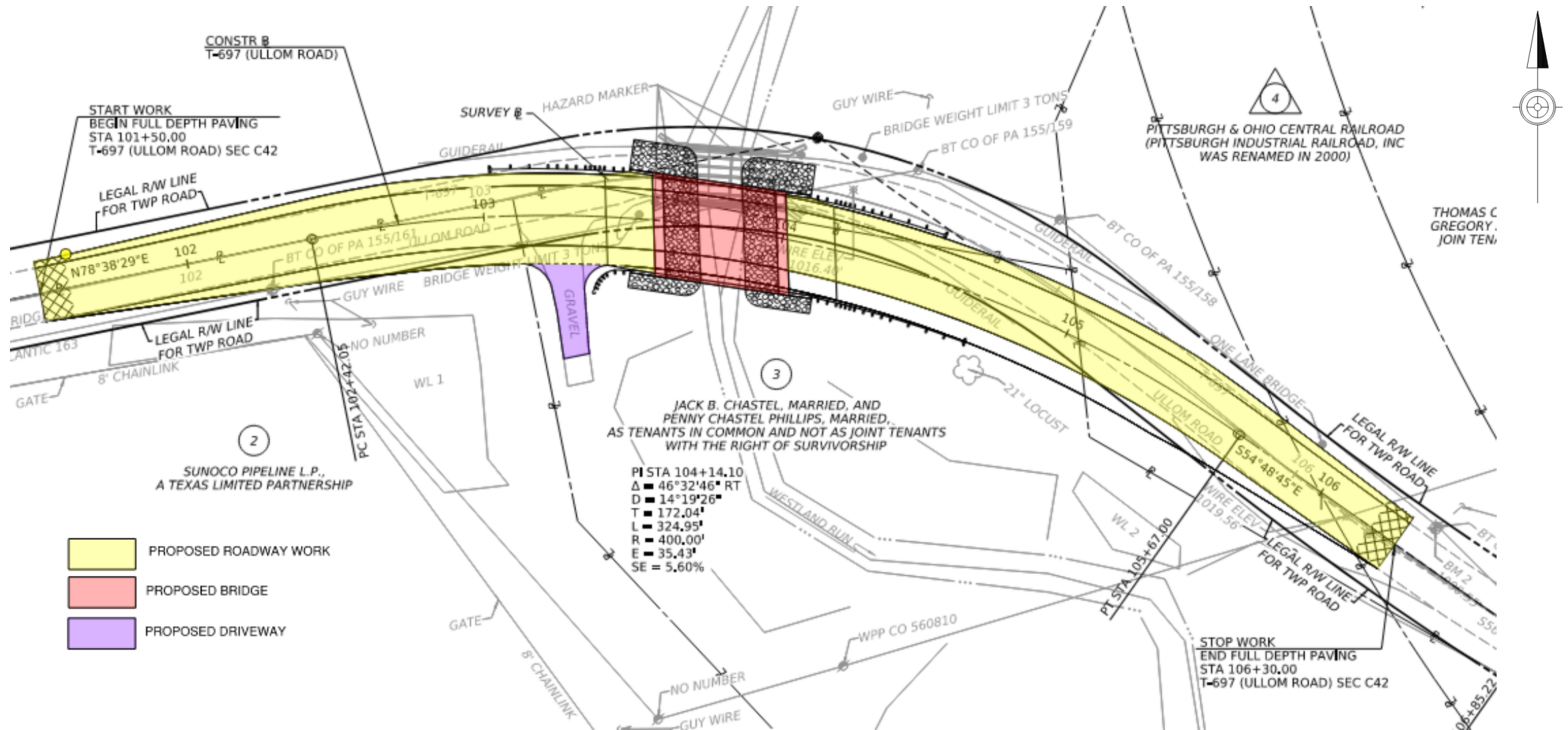
Oct 28, 2025 at 11:10:22
Ullom Rd
Hickory PA 15340
United States



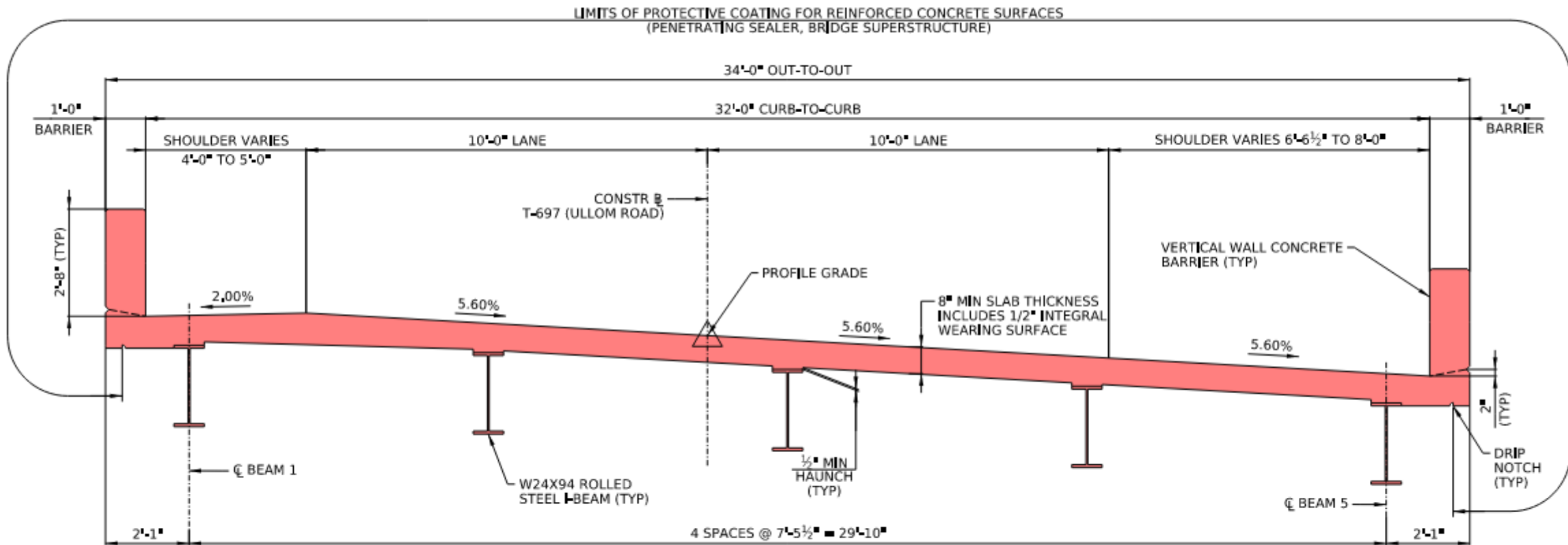
PROPOSED SCOPE OF WORK

- The proposed project will include replacement of the existing structure.
- The road will be realigned approximately 20' downstream of the existing alignment. This will allow for a 2-lane structure with adequate sight distance.
- The proposed structure is a 42-foot single span rolled steel beam bridge on 80° skewed abutments. The proposed structure will be 15 feet wider than the existing structure.
- The proposed roadway will include two 11-foot lanes and 4-foot (left) and 6-foot (right) shoulders. The right shoulder is wider to allow a safe crossing for pedestrians. Because the structure is straight and the roadway is on a curve, the shoulder widths over the structure vary with a minimum of 4'-0" (left) and 6'-6½" (right).
- There is a driveway at the near side of the structure which will be tied into the new roadway.

PRELIMINARY PLANS



PRELIMINARY PLANS



TYPICAL SECTION
(LOOKING STATIONS AHEAD)

LEGEND



PROPOSED STRUCTURE

ENVIRONMENTAL

- **Section 106 :**

- The Brevard Bridge is a historic structure.
- A Historic Bridge Rehabilitation Analysis determined that the bridge could not be rehabilitated to meet the Project Purpose and Need and the Secretary of the Interior's Standards for Rehabilitation.
- Bridges of this type with condition ratings below 5.0 cannot be rehabilitated due to the changes needed as they result in reconstruction or replacement of the parts that make the bridge historic.
- A Determination of Adverse Effect was posted on PennDOT's Cultural Resource public website on August 5th, 2026. We are awaiting SHPO concurrence.
- SHPO Comment period: August 5th – September 4th, 2026
- Next Steps – consulting party discussion and development of mitigation document.

- **Streams & Wetlands:**

- The proposed structure will have minimal (0.003 acres) impacts to a wetland. No wetland mitigation was required.
- A DEP permit will be required for the replacement of the structure.

- **Threatened & Endangered Species:** A Determination of Not Likely to Adversely Affect was obtained via consultation with USFWS via IPAC for the Indiana Bat and the Northern Long-eared Bat.

- **No other environmental impacts were identified.**

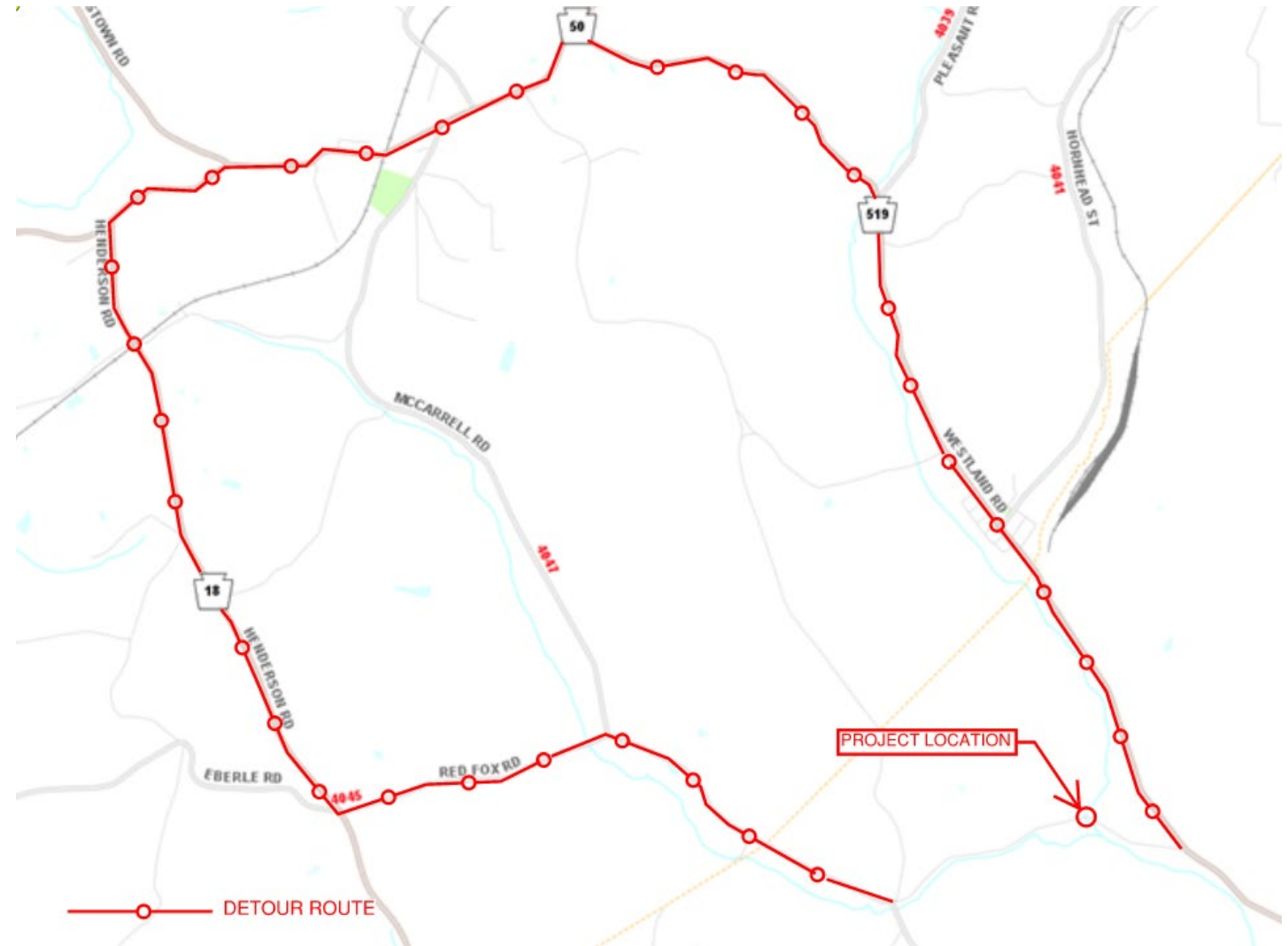


ANTICIPATED PROJECT SCHEDULE

- Complete Preliminary Engineering and Environmental Clearance: Early Fall 2026
- Final Design: Late Fall 2026 to Winter 2027
- Right-of-Way Acquisition Process: Late Fall 2026 to Winter 2027
- Anticipated Construction Cost: \$1.9 Million
- Anticipated Construction: 2028 Construction Season

TRAFFIC CONTROL CONSIDERATIONS

- Ullom Road will be closed to traffic during construction. The proposed detour plan is shown to the right.
- A 10.5-mile detour will be posted using SR 4047 (McCarrell Road), SR 4045 (Red Fox Road), SR 18, SR 50, and SR 519.
- The detour is expected to be in place for approximately 6 to 8 months.



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