



Replacing the Headquarters Road Bridge with a two-lane bridge is not in Tincum Township's best interest.

The Delaware Riverkeeper Network is opposed to the destruction and replacement of the historic Headquarters Road Bridge, a 200-year-old historic structure. Experts have analyzed the bridge, PADOT's proposed replacement plans, and the potential impacts of both options on the Exceptional Value Tincum Creek. These expert analyses make clear that replacement of the bridge will:

1. harm ecological and historic resources;
2. negatively impact the health and quality of Tincum Creek;
3. diminish quality of life in Tincum Township and Bucks County;
4. adversely affect the ecotourism experience in the region; and
5. could undermine the protective Wild & Scenic designation of the Lower Delaware River and Tincum Creek.

Further, analysis indicates that bridge replacement is **not necessary** to serve the traffic needs of the community, and would take longer than simply rehabilitating the existing structure.

➤ The current bridge can be rehabilitated:



McMullan and Associates Structural Engineers of Vienna, Virginia, has inspected the Headquarters Road Bridge and has determined that this bridge, which is recognized as a historic structure, can be rehabilitated and continue to be a useful element in the county road system. Rehabilitation work would include repairing the existing stone masonry piers and abutments, and improving the existing scour counter measures, using approved materials and techniques. A new one-lane deck would be installed.

Construction for this rehabilitation can be accomplished within the set of standards for historic properties, as published by the Secretary of the Interior. The Secretary's standards are to be used by the National Park Service and the State Historic Preservation Officers and their staffs in planning the treatment of such properties.

Doug Bond of McMullan and Associates states, "Historically, rehabilitation has been cheaper in most projects than replacement."

➤ **PennDOT’s plan for a two-lane bridge doesn’t make sense for Tincum Township.**

A review by Mark L. Stout Consulting, a transportation planning consultant, found that a two-lane bridge does not fit into Tincum Township’s current or future growth plans. Tincum Township’s comprehensive plan identifies the town as an essential part of a greenbelt: “a band of land in rural and conservation uses.” This greenbelt separates the Philadelphia, New York, and Lehigh Valley metropolitan areas. The plan’s goals include preserving and enhancing the traditional character of the town (“particularly its heritage of buildings and landscapes with their natural beauty and rural quality”), conserving the natural environment, and protecting agricultural land from development. Tincum Township’s vision is reinforced and articulated at a regional level both by the Bucks County comprehensive plan and by the long-range plan of the Delaware Valley Regional Planning Commission.

As a policy matter, the roadway network in the zone should be planned, designed, and maintained to support that land use, so that roadway widening and capacity improvements, which could induce more through-trips, are avoided. There are concerns that installing a two-lane bridge could lead to an increase in traffic volume and higher speeds by motorists using the road. A one-lane bridge on the current footprint is the alternative most consistent with the current and proposed roadway network serving the Tincum Township.

➤ **Building a new bridge will threaten the Tincum Creek:**

A review by Meliora Environmental Designs raised concerns about building a new bridge on the Tincum Creek, a Wild & Scenic River and state-designated Exceptional Value waterway. The firm found that increasing the length of the bridge for increased traffic could result in increased scour and erosion. Further, plans to remove the existing piers could result in construction debris and sediments being released downstream. A similar bridge replacement project on Headquarters Road in 2011 resulted in sediment and debris, fouling a tributary of the Tincum Creek. PennDOT’s anti-degradation measures are inadequate to protect this stream.

➤ **Replacing the current bridge could threaten the Wild & Scenic River designation for the Lower Section of the Delaware River:**

In 2000, the National Wild & Scenic River System incorporated key segments of the lower Delaware River to form this unit of the National Park System. Removing the historic bridges that were a recognized part of that designation could result in the region losing important historic resources in the region, possibly leading to the loss of the Wild & Scenic designation.

Learn more:

<http://bit.ly/SaveBucksBridges> – link to information on this topic at Delaware Riverkeeper Network’s website



<http://bit.ly/SaveBucksBridges-Video> – link to video on this topic at Delaware Riverkeeper Network’s YouTube page.



The Delaware Riverkeeper Network, a 501(c)(3) nonprofit environmental organization, has been working since 1988 throughout the four states of the Delaware River Watershed to ensure the rich and healthy future that can only exist with a clean, healthy and free-flowing river system.

www.delawareriverkeeper.org