Final Section 106 Consulting Parties Meeting Minutes
(revisions shown in bold)

Sugan Road over Cuttalossa Creek
Solebury Township, Bucks County, Pennsylvania
MPMS # 102321

The Event Center
New Hope Eagle Firehouse
46 N. Sugan Road
New Hope, PA 18938

Monday, December 5, 2016
6:00PM– 8:00PM

Attendees:

Deborah Suciu-Smith, Federal Highway Administration (FHWA)
Emma Diehl, Pennsylvania State Historic Preservation Office (PA SHPO)
Kristin Caparra, Consultant Project Manager, PennDOT, District 6-0
Monica Harrower, Cultural Resources Professional, PennDOT, District 6-0
Margaret Newman, Solebury Township Historical Society/Solebury Township HARB
Mike Cuddy, PE, TranSystems
Meg Sherman, PE, TranSystems
Kenneth J. Basalik, Ph.D., CHRS, Inc.

Welcome and Introductions

Kristin Caparra, Consultant Project Manager, PennDOT, District 6-0, welcomed the Section 106 Consulting Parties to the meeting. Ms. Caparra asked the attendees to introduce themselves and to identify what organization they represent. Ms. Caparra noted that the Sugan Road bridge is a stone masonry arch bridge that is structurally deficient. PennDOT is proposing to rehabilitate the bridge. A recent vehicular accident at the bridge has damaged the bridge parapets. While stable at the present time, reconstruction of the parapets is required in order to avoid a potential emergency closure situation in the future. The Section 106 Consulting Parties meeting is an opportunity to ask questions and provide comments or concerns about the project and impacts to historic resources.

Project Purpose and Need

Ms. Caparra read the purpose and need statement that was part of the handout package (see attached Purpose and Need Statement). The purpose of the project is to address the structural

deficiencies of the bridge and to provide a safe and efficient crossing over Cuttalossa Creek. The project needs are identified as the existing stone masonry barrier/parapet does not meet current safety requirements for crash worthiness, and the existing parapets terminate in blunt ends. The bridge's stone masonry arch, spandrel walls, abutments, and wing walls are deteriorating primarily due to water infiltration.

Existing Conditions

Meg Sherman, TranSystems, presented a number of slides that illustrated the existing conditions of the Sugan Road bridge (see attached PowerPoint handout). Ms. Sherman began her discussion with a review of the terminology of stone arch bridge components. Ms. Sherman noted that the bridge had been hit by automobiles on several occasions and had been repaired by PennDOT. The repairs included the patching of holes where vehicles punched through the bridge, the replacement of some stone capstones with concrete capstones, and repointing and large patched areas. In addition to vehicle impacts, the bridge is exhibiting bulging walls, voids, some as deep as 15 inches, and some scour. Some of these problems are being caused by water infiltration. Repairs have included the installation of a concrete wall and rip rap to reduce scour of the masonry wall by Cuttalossa Creek, patching of voids, and the application of gunite to the face of the masonry arch.

Ms. Sherman indicated that the vehicle crashes have added to the damage caused by water infiltration. In addition, the parapet walls and blunt ends do not meet current PennDOT safety requirements for crash worthiness.

Proposed Rehabilitation

Mike Cuddy, TranSystems, presented the work that was proposed to rehabilitate the Sugan Road bridge (see attached PowerPoint handout). Mr. Cuddy indicated that the proposed work would include the removal of the existing parapets, spandrel walls, earth fill and pavement and rebuilding using traditional masonry techniques. The earth fill will be replaced with light concrete fill and full-width, reinforced concrete moment slabs will be constructed on top with a bituminous pavement. The stone masonry parapets will be reconstructed with stone-faced reinforced concrete cores tied to the moment slab. The moment slab on the bridge will be extended to the end of the western wing wall. Partial width moment slabs will be buried under the pavement on the eastern approaches. The parapets will reuse as much of the existing stone as possible. The stone capstones will be reused to the extent possible and new capstones will closely match the existing stone. Also included is the installation of scour protection measures and guiderail (powder coated brown) with attenuators at all four quadrants. The improvements to this arch will strengthen and restore the structure to a non-structurally deficient status and also provide more crash worthy stone masonry parapet bridge barriers while having minimal impacts to the arch appearance and aesthetic. Architectural details on the existing bridge will be maintained (for example the recess detail on the spandrel walls).

Examples of Masonry Arch Rehabilitations

Mr. Cuddy provided a series of slides (see attached PowerPoint handout) that illustrated the type of work that was being proposed at the Sugan Road bridge. The slides showed examples of the type of temporary arch support that might be used during rehabilitation of the bridge. He provided

examples of the removal of earth fill and the examples of the replaced earth fill with lightweight concrete fill. Mr. Cuddy also provided an example of the construction of a moment slab and the reconstruction of parapets. He pointed out that the reconstructed parapet will be comprised of a 12-inch reinforced concrete core with 4 inches of stone facing (3 inches of stone and 1 inch of mortar). The stone to be used will be salvaged from the existing parapets. If additional stone is needed, the replacement stone will closely match the existing stone. Mr. Cuddy indicated that a sample panel will be prepared that will allow a visual example of how the stone facing and the new capstones will look. The Section 106 Consulting Parties will be provided an opportunity to view and comment on the sample panel before the stone facing and capstones are applied to the parapets. Mr. Cuddy provided an illustration of how the stone facing is applied and what a sample panel may look like (see attached PowerPoint handout).

Margaret Newman, Solebury Township Historical Society/Solebury Township HARB, asked if the width of the bridge was increasing from 20 feet to 24 feet. Mr. Cuddy indicated that the width of the bridge would remain the same. Ms. Newman asked if the parapets would be thinner. Mr. Cuddy indicated that the width of the parapets would be the same as the existing parapets, otherwise the existing capstones could not be used.

Emma Diehl, PA SHPO, asked what was the proposed height of the parapets. Mr. Cuddy indicated that the parapets were stepped, but at the highest point they would be 3.5 feet high. Ms. Diehl asked what the height of the parapets is now. Mr. Cuddy indicated that they are about 2.5 feet high. The parapets would be reconstructed to follow the same stepped pattern and scale as exists now, but would be about a foot higher in order to meet current safety requirements for crashworthiness.

Mr. Cuddy indicated that the work would also include milling and resurfacing of the roadway. It was anticipated that about 75 feet of roadway would be milled and resurfaced on each end of the bridge. The use of a bituminous overlay would soften the appearance of the new road surface on the historic bridge. New guiderails and attenuators would be installed in each quadrant. Mr. Cuddy provided slides showing examples of finished rehabilitations in elevation, and from the road surface as well as guiderails and attenuator installations on rehabilitated masonry arch bridges (see attached PowerPoint handout).

Mr. Cuddy indicated that the bridge would be closed during the rehabilitation. A detour has been developed that uses State roads. The detour is about 6 miles.

Ms. Newman asked if there was the same type of damage to the examples as had happened to the Sugan Road bridge in terms of bulging walls. Mr. Cuddy said yes, the damage of some of the examples was similar to that at the Sugan Road bridge. He described the need of setting the bulging walls to plumb. Ms. Sherman added that even a minor bulge in the bridge can result in it being rated as structurally deficient.

Ms. Newman asked if the Section 106 Consulting Parties would be given an opportunity to comment on the sample panel and the capstones. Mr. Cuddy indicated yes. Ms. Newman asked if the rehabilitation would result in new masonry or the extension of the existing walls. Mr. Cuddy indicated that there would be no new masonry wall, but rather only guiderails. Ms. Newman asked

about how the guiderails worked. Mr. Cuddy explained that the guiderails were to redirect a vehicle from impacting the parapet walls of bridge.

Section 106 Review

Monica Harrower, PennDOT District 6-0 Cultural Resources Professional, discussed the Section 106 process. She noted that PennDOT is divided into districts and that each district has a Cultural Resources Professional for archaeology and for above ground cultural resources. Ms. Harrower is the District 6-0 Cultural Resources Professional for above ground and Cathy Spohn is the District 6-0 Cultural Resources Professional for archaeology.

Ms. Harrower indicated that the Federal funds from the FHWA were the trigger for the Section 106 process for this project. Federal permits and federal licensing could also trigger the Section 106 process. Ms. Harrower indicated that detailed information about the Section 106 process is available online. Ms. Harrower indicated that anyone could sign up for email notifications of new postings on ProjectPATH. PennDOT makes all of its Section 106 submittals through ProjectPATH (https://www.paprojectpath.org).

Ms. Harrower indicated that the Section 106 process included the identification of Section 106 Consulting Parties, the identification of properties eligible for or listed in the National Register of Historic Places, and the assessment of the effects to historic properties. Section 106 Consulting Parties are individuals or organizations with a legal or economic interest in the project or those who may have historic preservation concerns. Ms. Harrower indicated that the table in the handouts (see attached) provided the names and organizations that were contacted for this project and given the opportunity to become Section 106 Consulting Parties, as well as those who responded that they wished to be Section 106 Consulting Parties.

Ms. Harrower discussed the process of identification of historic properties. She noted that a historic property could be an individual building, a district, a structure, a site, or an object. Ms. Harrower briefly described the criteria to determine if a building/structure is a historic property. She noted that buildings/structures need to be more than 50 years old, have integrity, and meet the National Register criteria for significance: Criterion A: associated with a significant event; Criterion B: associated with a significant individual; Criterion C: significant design or engineering; and Criterion D: for the significant information it might contain (generally Criterion D is associated with archaeological sites).

Ms. Harrower noted that there was one historic property in the project's Area of Potential Effect (APE): the Cuttalossa Valley Historic District. A description of the historic district was provided as a handout (see attached Historic Properties handout). She noted that the Cuttalossa Valley Historic District is significant under Criterion A for its eighteenth- and nineteenth-century role in the development of industry; under Criterion B for art and its association with the artist Daniel Garber, and under Criterion C for architecture, representing eighteenth- and nineteenth-century local building traditions and twentieth-century interest in historic architecture. The historic district's period of significance is circa 1748 to 1952. She noted that the Sugan Road bridge is a contributing resource to the National Register of Historic Places-listed Cuttalossa Valley Historic District and is specifically called out in the National Register of Historic Places Nomination form prepared for the historic

district. Ms. Harrower noted that a map (see attached map handout) was included from the Nomination form that showed the extent of the historic district and the location of the Sugan Road bridge.

Ms. Harrower asked Kenneth J. Basalik, CHRS, Inc., to talk about archaeology. Dr. Basalik indicated that the proposed project will not impact areas of archaeological potential. Contractor staging and access will be from the roadway to avoid impacts to the surrounding area. Project activities will have no effect on archaeological resources.

Ms. Harrower briefly discussed Determination of Effect. She noted that there were three possible assessments: No Effect, No Adverse Effect, and Adverse Effect. Federal agencies are tasked with avoiding, minimizing impacts, and/or mitigating adverse effects to historic properties. It is anticipated that the rehabilitation of the Sugan Road bridge would meet the Secretary of the Interior's Standards for the Treatment of Historic Properties, and that the project would result in a No Adverse Effect determination.

Feedback/Questions and Answers

Ms. Caparra asked if there were additional comments or questions. Ms. Newman asked how a decision was made to repair or rehabilitate the bridge and how federal money got into the project. Deborah Suciu-Smith, FHWA, indicated that the bridges in need of replacement or rehabilitation are identified through the planning process of the Delaware Valley Regional Planning Commission. Federal funding entered the project in the Utilities Phase of Final Design. Ms. Newman asked if the bridge repairs are always done by PennDOT. Ms. Caparra indicated that **maintenance** on State roads and bridges are done by PennDOT. Sugan Road is a State road. Ms. Suciu-Smith indicated that **maintenance** to roads and bridges are the responsibility of PennDOT. Roadway and bridge **maintenance** is not federally funded.

Ms. Newman noted that at the last Solebury Township Historical Society meeting, the proposed rehabilitation of the Sugan Road bridge was discussed. There was a concern raised about whether an anti-graffiti coating was going to be applied to the bridge. Mr. Cuddy indicated that anti-graffiti coatings were not usually added to masonry arch bridges. He noted that the arches have a gunite coating that adheres well and will be patched. If there is a problem, a sealant can be added in the future.

Ms. Newman indicated that the neighbors of the bridge were worried about truck traffic and asked if there was any way to reduce truck traffic. Mr. Cuddy noted that as a State route, the bridge needs to be open to all legal loads. The bridge can currently carry large tractor-trailers, but Mr. Cuddy thought the nature of the approach roadways should, from a practical standpoint, keep away large trucks. Ms. Caparra indicated that the rehabilitation of the Sugan Road bridge will not change its classification. It will still be classified as a Neighborhood Collector – Rural.

Ms. Newman noted that if additional stone is needed, she would strongly recommend that it be obtained from the local quarries so that it would more closely match the existing stone. Ms. Newman indicated that the Solebury Township Historical Society wants it known that they appreciate FHWA and PennDOT making the effort to keep the historical appearance of the Sugan Road bridge. Ms.

Suciu-Smith noted that FHWA and PennDOT were happy that the Sugan Road bridge lends itself to rehabilitation.

Next Steps

Ms. Caparra noted that the next step would be preparing minutes of the meeting and distributing the minutes to the attendees and all of the Section 106 Consulting Parties. An Effect finding would be made and submitted to the PA SHPO and the Section 106 Consulting Parties for review and comment. The Determination of Effects memo will also be posted on ProjectPATH. The project is expected to be let in February of 2017. The Sugan Road bridge is part of a nine bridge package and there is some flexibility in the scheduling of the work on this bridge. Ms. Newman asked if the bridge package included just bridges in the area or whether the bridges were district-wide. Ms. Caparra noted that the bridge package included bridges district-wide. Ms. Caparra noted that of the nine structures in the bridge package, work on the Sugan Road bridge was expected to be done quickly. The rehabilitation was expected to take 3 to 4 months. Construction is not expected to start sooner than May 1, 2017.

Ms. Caparra thanked all of the attendees for their input.

The meeting adjourned at 7:15 p.m.

Please forward any comments to these meeting minutes by January 12, 2017, to Kenneth J. Basalik, Ph.D., at CHRS, Inc., 395 N. Cannon Avenue, Lansdale, PA 19446, or email them to kbasalik@chrsinc.com.

Attachments:
- Agenda
- Project Description
- Project Purpose and Need
- Historic Properties Description
- Cuttalossa Historic District Map
- PowerPoint Presentation
- Section 106 Consulting Parties Table
- Sign-in sheet

Agenda

Section 106 Consulting Party Meeting

Sugan Road over Cuttalossa Creek
Solebury Township, Bucks County, Pennsylvania
MPMS # 102321

The Event Center
New Home Eagle Firehouse
46 N Sugan Road
New Hope, PA 18938

December 5, 2016

6:00PM – 8:00PM

- **Welcome and Introductions**
- **Project Purpose and Need**
- **Existing Conditions**
- **Proposed Rehabilitation**
- **Examples of Masonry Arch Rehabilitations**
- **Section 106 Review**
  - **Project Path http://www.paprojectpath.org**
  - **Section 106 Consulting Parties Coordination**
  - **Identification of Historic Properties**
    - **Cuttalossa Valley Historic District (Key #: 050688)**
    - **Archaeology**
  - **Determination of Effect finding**
- **Feedback/Questions and Answers**
- **Next Steps**

Project Description

Sugan Road over Cuttalossa Creek
Solebury Township, Bucks County, Pennsylvania
MPMS # 102321

The existing stone masonry arch bridge listed below is structurally deficient and we are proposing to rehabilitate it. A recent vehicular accident at the bridge has damaged the bridge parapets. While stable at the present time, reconstruction of the parapet is required in order to avoid a potential emergency closure situation in the future.

The proposed scope of work is to include in-kind reconstruction of spandrel walls and wingwalls as needed, and the reconstruction of stone masonry parapets with reinforced concrete cores tied to a full-width concrete moment slab as per typical detail attached. Also included is the installation of scour protection measures and guiderail (power coated brown) at all four quadrants. The improvements to this arch will strengthen and restore the structure to a non-structurally deficient status and also provide more crash worthy stone masonry parapet bridge barriers while having minimal impact to the arch appearance and aesthetic. Contactor staging and access will be from the roadway to avoid impacts to the surrounding area.

BMS #: 09-1002-0110-0000
County: Bucks
Municipality: Solebury Township
Location: 1 mile northwest of Solebury (18G11/2812G9)
Facility Carried: Sugan Road (S.R. 1002)
Name/Featured Intersected: Cuttalossa Creek
Type: Closed Spandrel, Stone Masonry Arch Bridge
Spans: 1
Length: 20’
Width: 20’ (Roadway); 23.83’ (out-to-out)
Yr. Built: 1886
NR Status: Not Eligible (Individually); Contributing to the Cuttalossa Valley Historic District listed on the National Register of Historic Places (Key # 050688)
Stone Arch Bridge Management Plan Rank: 70th

Bucks County, Solebury Township

Sugan Road over Cuttalossa Creek (SR 1002; Section HBQ)

Project Purpose and Need

The bridge is currently posted for a weight limit of 34 tons except combination vehicles of 40 tons. S.R. 1002 (Sugan Road) is classified as a Neighborhood Collector - Rural. The current Average Daily Traffic (ADT) carried by the bridge is 4,318 vehicles per day.

The bridge parapet was struck by a vehicle on June 2016. The bridge is in fair condition with significant deterioration of the superstructure and substructure that has been temporarily stabilized by PennDOT maintenance forces. Gunite patches have recently been placed over voids, up to 15" deep, in the arch intrados. The northeast wingwall was patched, a concrete curtain was constructed in front of the wall and rock protection was placed. A minor bulge in the spandrel wall has been partially repaired with mortar, which has since cracked. The grout bags at the near abutment are undermined to the face of the abutment. The purpose of the project is to address the structural deficiencies of the bridge and to provide a safe and efficient crossing over Cuttalossa Creek.

Based on this information, the project needs are identified as:

1) The existing stone masonry barrier/parapet does not meet current safety requirements for crash worthiness, and the existing parapets terminate in blunt ends.
2) The bridge's stone masonry arch, spandrel walls, abutments, and wingwalls are deteriorating primarily due to water infiltration.

HISTORIC PROPERTIES

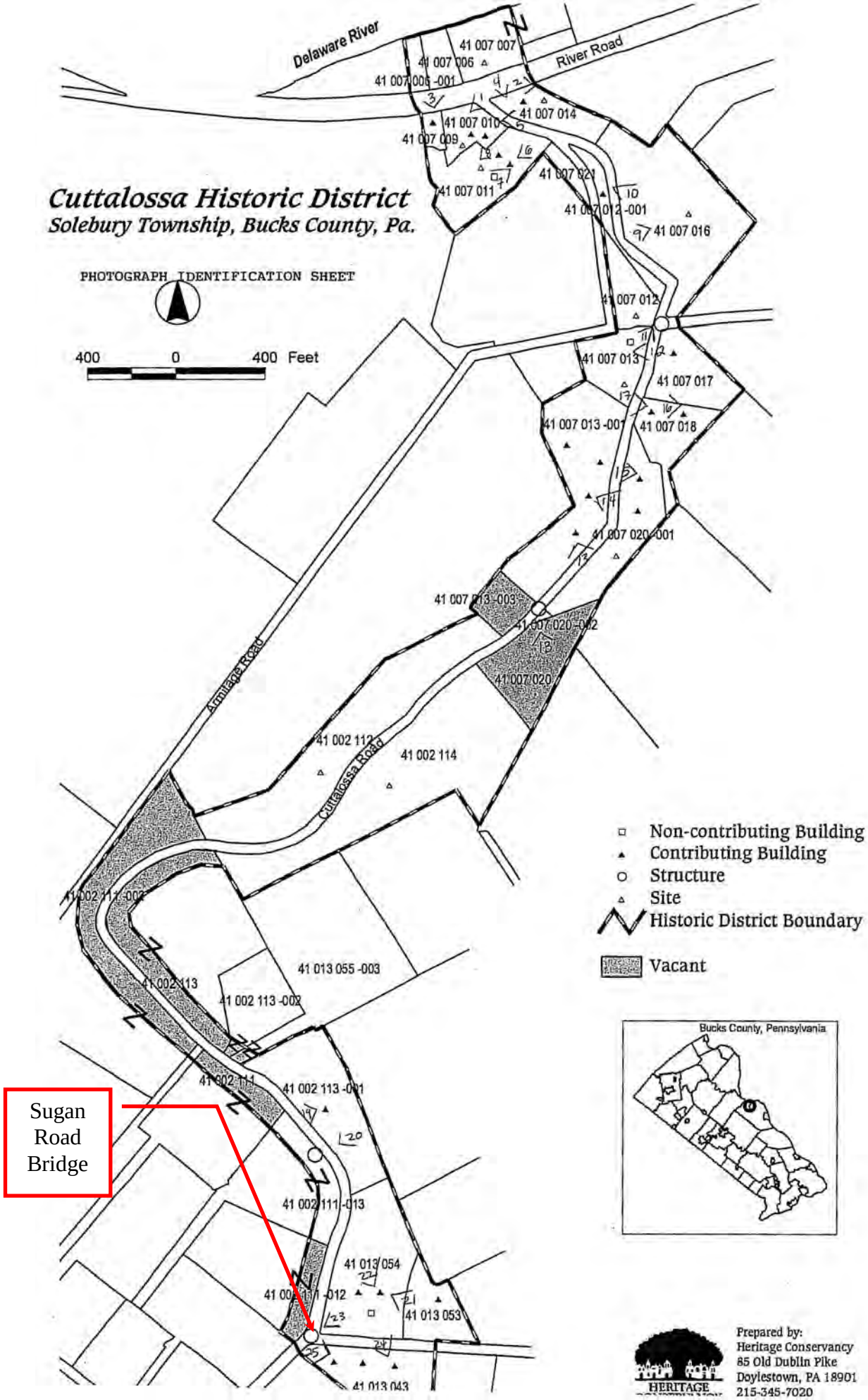
The Cuttalossa Valley Historic District (Key #: 050688)

"The Cuttalossa Valley Historic District is significant under Criterion A for its 18th and 19th century role in the development of industry; under Criterion B for art and its association with the artist Daniel Garber, a leader in the Pennsylvania Impressionist movement of the early 20th century, and for entertainment and recreation due to its importance in tourism that emerged in the early 20th century; and under Criterion C for architecture, representing 18th and 19th century local building traditions and 20th century interest in historic architecture." The district's period of significance is circa 1748 to 1952.

The Sugan Road bridge is a contributing resource to the National Register of Historic Places listed Cuttalossa Valley Historic District. "The bridge … is the earliest bridge constructed [within the historic district] circa 1880. It is an one arched, one lane stone structure with concrete coping."

Archaeology

The proposed project will not impact areas of archaeological potential. Project activities will have no effect on archaeological resources.


Cuttalossa Historic District
Solebury Township, Bucks County, Pa.
PHOTOGRAPH IDENTIFICATION SHEET
400 0 400 Feet
Delaware River
River Road
Armitage Road
Cuttalossa Road
41 007 007
41 007 006
41 007 006 -001
41 007 010
41 007 014
41 007 009
41 007 011
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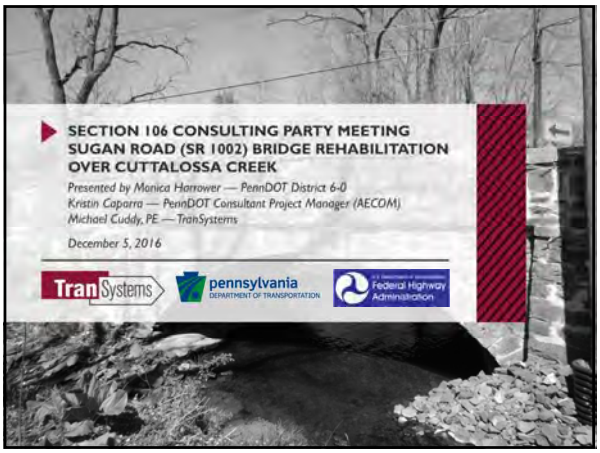
41 002 113 -002
41 002 111
41 002 113 -001
41 002 111 -013
41 013 054
41 002 111 -012
41 013 053
41 013 043
Non-contributing Building
Contributing Building
Structure
Site
Historic District Boundary
Vacant
Bucks County, Pennsylvania
Sugan Road Bridge
HERITAGE
Prepared by:
Heritage Conservancy
85 Old Dublin Pike
Doylestown, PA 18901
215-345-7020



Welcome and Introduction

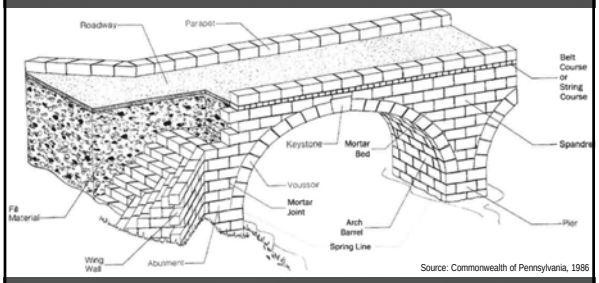
CONSULTING PARTY MEETING SUGAN ROAD (SR 1002) BRIDGE REHABILITATION OVER CUTTALOSSA CREEK 2

Project Purpose and Need

CONSULTING PARTY MEETING SUGAN ROAD (SR 1002) BRIDGE REHABILITATION OVER CUTTALOSSA CREEK 3

Existing Conditions

Stone Arch Bridge Components



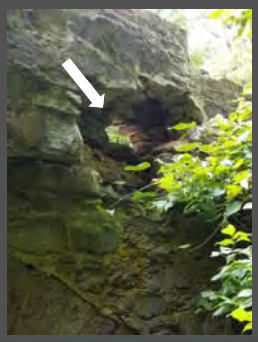
Source: Commonwealth of Pennsylvania, 1986

South Fascia

North Spandrel Wall Recess

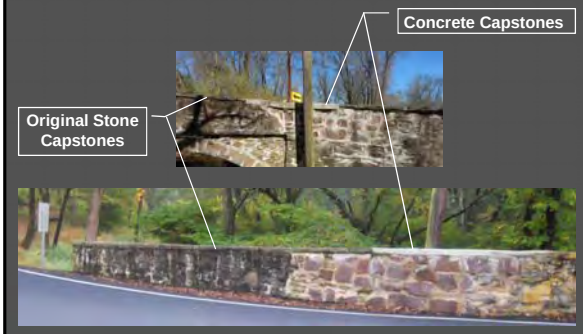
Impact Damage on North Side of Bridge

Impact Damage on North Side of Bridge

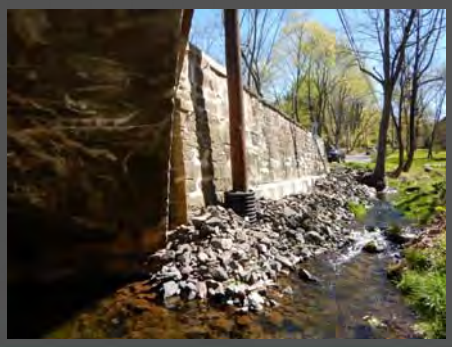


East Barrier (Looking South)

Capstones



Southeast Wingwall



Southwest Wingwall

Span Underside

Span Underside

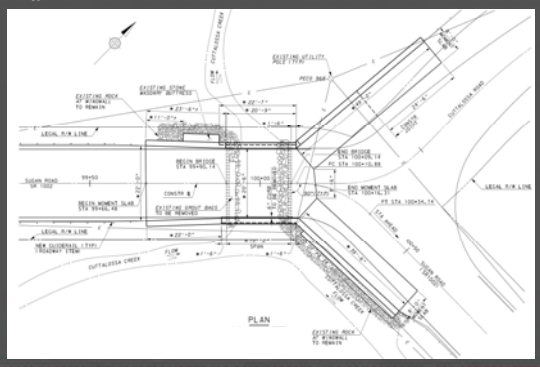
Blunt Ends on Parapet Walls

CONSULTING PARTY MEETING SUGAN ROAD (SR 1002) BRIDGE REHABILITATION OVER CUTTALOSSIA CREEK 16

Proposed Rehabilitation

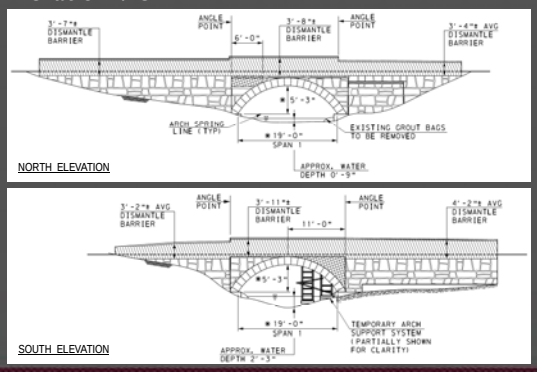
CONSULTING PARTY MEETING SUGAN ROAD (SR 1002) BRIDGE REHABILITATION OVER CUTTALOSSIA CREEK 17

Plan

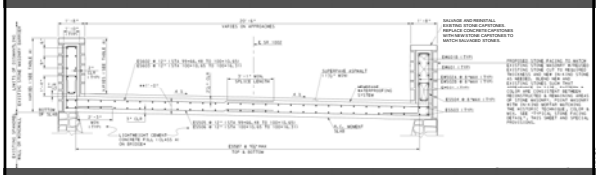


CONSULTING PARTY MEETING SUGAN ROAD (SR 1002) BRIDGE REHABILITATION OVER CUTTALOSSIA CREEK 18

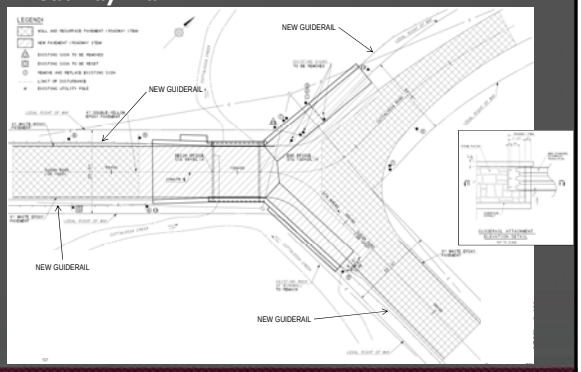
Elevation View



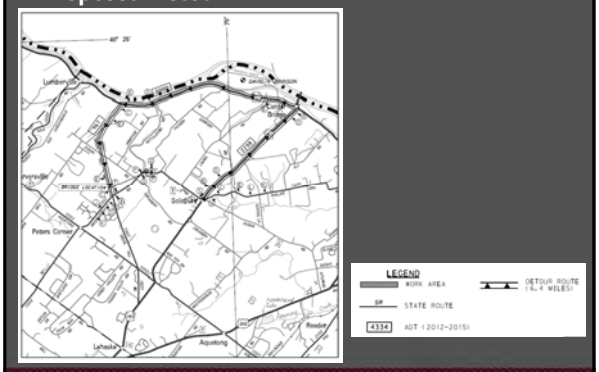
Moment Slab and Barrier Section



Roadway Plan



Proposed Detour



Examples of Masonry Arch Rehabilitations

Example of Temporary Support of Arches

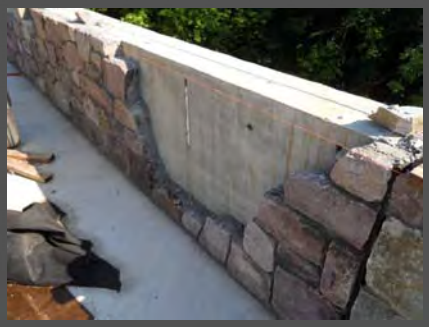
Example of Removal of Earth Fill

Example of Replaced Earth Fill With Lightweight Concrete Fill

Example of Slab Rebar Placement

Example of Barrier Rebar Placement

Example of Stone Facing Construction



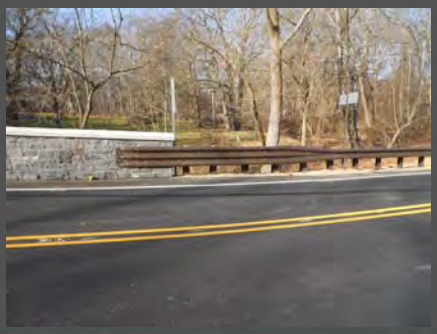
Example of Sample Panel

Example of Finished Concrete Moment Slab

Example of Finished Elevation

Example of Finished Roadway Section

Example of Guiderail Connection to Parapet



Example of End Treatment

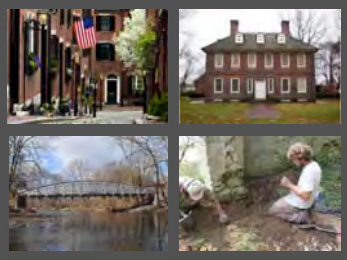
Section 106 of the National Historic Preservation Act Review

PROJECT PATH

▶http://www.paprojectpath.org/

Section 106 Consulting Parties

Identification of Historic Properties



Historic Properties

The Cuttalossa Valley Historic District (Key #: 050688)

The Cuttalossa Valley Historic District is listed on the National Register of Historic Places.

The Sugan Road bridge is a contributing resource to the Cuttalossa Valley Historic District.

Archaeology

The proposed project will not impact areas of archaeological potential. Project activities will have no effect on archaeological resources.

Determination of Effect

- **No Effect**
- **No Adverse Effect**
- **Adverse Effect**

Feedback
Questions and Answers

Next Steps

Sugan Road over Cuttalossa Creek (SR 1002, Section HBQ)
Solebury Townships
Bucks County, Pennsylvania

SECTION 106 CONSULTING PARTIES
November 29, 2016

Organization:	Contact:	Address:	Phone Number/email	Yes	No	No Response/ Comments
PA Senate	Senator Charles T. McIlhinney Jr.	22 S. Main St. Suite 220 Doylestown, PA 18901	(215) 489-5000 cmcilhinney@pasen.gov	X		
PA Representative	Representative Scott A. Petri	1038 Second Street Pike 1st Floor Richboro, PA 18954	(215) 364-3414 Spetri@pahousegop.com	X		
PA State Historic Preservation Office	Emma Diehl	Commonwealth Keystone Bldg. 400 North Street Harrisburg, PA 17120	(717) 787-9121 emdiehl@pa.gov	X		
Bucks County	Kevin Spencer, Director of Operations	55 East Court Street Doylestown, PA 18901	(215) 345-3951 ksspencer@buckscounty.org		X	
Bucks County Planning Commission	Lynn T. Bush, Executive Director	The Almshouse Neshaminy Manor Center 1260 Almshouse Road Doylestown, PA 18901	(215) 345-3400 bcpc@buckscounty.org			No response
Solebury Township Board of Supervisors	Helen Tai, Chair	3092 Sugan Road, PO Box 139, Solebury Township, PA 18963	(215) 297-5656 htai@soleburytwp.org			No Response
Solebury Township Roadmaster/Township Manager	Dennis H. Carney	3092 Sugan Road, PO Box 139, Solebury Township, PA 18963	(215) 297-5656 dcarney@soleburytwp.org soleburymanager@soleburytwp.org	X		
Solebury Township, Historical Architectural Review Board-(HARB) Administrator	Christine Terranova	3092 Sugan Road, PO Box 139, Solebury Township, PA 18963	(215) 297-5656 cterranova@soleburytwp.org			No Response
Solebury Historical Society	Stephanie Garomon	3020 Sugan Rd, New Hope, PA 18938	(215) 297 9814 President@soleburyhistory.org mnewmanhistory@comcast.net	X		Represented by Margaret Newman PO box 222 Carversville, PA 18913

Organization:	Contact:	Address:	Phone Number:	Yes	No	No Response/ Comments
Heritage Conservancy	Jeffrey Marshall, President	85 Old Dublin Pike Doylestown, PA 18901	(215) 345-7020 ext. 113			No Response
Property Owner	Robert S. Creighton	3322 Sugan Rd, New Hope, PA 18938	(215) 297-8788 screig2457@aol.com	X		
Property Owner	Kathryn Surmay and Paul Kenny	3361 Sugan Road New Hope, PA 18938	201-401-7063 pk@eminencecapital.com	X		
Property Owner	Sarah B. Melson	3368 Sugan Road New Hope, PA 18938	(215) 297-5174	X		
Property Owner	Phyllis Gagner	3380 Sugan Road New Hope, PA 18938	(215) 297-0454 Gagner42@comcast.net	X		
Property Owner	Eileen and Michael Flood	3392 Sugan Road New Hope, PA 18938	(215) 859-2696		X	No response form received. Telephone conversation indicated an interest in receiving materials being distributed but can't attend meetings and doesn't want to be a consulting party.

Sign-In Sheet

Sugan Road over Cuttalossa Creek (SR1002, Section HBQ)
Solebury Township, Bucks County, Pennsylvania

Section 106 Consulting Parties Meeting

December 5, 2016

Name	Organization/Address	E-Mail address	Telephone No.
Ken Basalik	CHRS, Inc.	KBASALIK@CHRSINC.com	@ 215.699-8006
Kristin Caparra	Penn DOT consultant proj. manager	c-kcaparra@pa.gov	610.205.6870
Meg Sherman	TRANSYSTEMS	mksherman@transystems.com	267-546-0083
Monica Harrower	PennDOT	mharrower@pa.gov	610-205-6709
MICHAEL CUDDY	TRANSYSTEMS	mjcuddy@transystems.com	267-546-0084
EMMA DIEHL	PA SHPO	emdiehl@pa.gov	717-787-9121
Margaret Newman	HARB/STHS	mnewmanhistory@comcast.net	~~60~~245.297.9814
Deborah Sucu Smith	FHWA	deborah.sucu-smith@dot.gov	717-221-3785