



January 29, 2026

Kirk Stoner

RE: ER Project # 2026PR00201.001, Demolition of Bishop Bridge, Department of Environmental Protection, Monaghan Township, York County

Dear Kirk Stoner,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Proposed Project and Background

The project proposes the removal of Bishop Road Bridge which is jointly owned by Cumberland and York County. Cumberland County applied for a General Permit from the Department of Environmental Protection (DEP) for the demolition of the bridge. On December 4, 2025, the PA SHPO notified the DEP that the bridge is eligible for listing in the National Register of Historic Places (synonymous with the Pennsylvania Register of Historic Places). DEP sent the County a letter on December 9, 2025 informing them that the General Permit does not apply and is not valid for projects which may affect historic properties, resources listed in or eligible for listing in the National Register of Historic Places. The DEP instructed Cumberland County to coordinate with the PA SHPO if they would like to pursue demolition, removal or repair of the bridge. Since this time, Upper Allen Township has expressed interest in taking ownership of Bishop Road Bridge and is investigating owning and funding the rehabilitation of the bridge.

Above Ground Resources

Identified Historic Properties

The Bishop Road Bridge was determined eligible for listing in the National Register of Historic Places (National Register) under Criterion C in the area of Engineering. The bridge is a 134-foot pin-connected Pratt thru truss built in 1898 by the Wrought Iron Bridge Company. The bridge is constructed of both wrought iron and steel and exhibits early use of rolled metal truss members. The character defining features of the bridge include the material, rolled metal truss members, truss form, method of truss member end connections (pin-connections), top and bottom chords, A frame portal bracing and vertical and diagonal members. The bridge plaque and lattice railings are also significant features. The period of significance for the bridge is 1898, date of construction and the boundary is the footprint of the bridge.

Continued Consultation

We understand the County is requesting coordination with the PA SHPO and advice on the next steps to take in the process. If the county were to move forward with demolition of the bridge, it would result in a finding of adverse effect to the Bishop Road Bridge as demolition of the bridge will result in physical destruction of the resource. The PA SHPO would require the County to prepare a

consideration of alternatives that avoid and minimize the adverse effect. This could include carefully disassembling the bridge and placing it in storage while continuing to market the bridge to a new owner or turning over ownership of the bridge at its current location to a new owner and providing the new owner with the cost of demolition funds. Cost of demolition funds are the funds the County would incur to demolish the bridge and would be used to help the new owner fund the rehabilitation of the bridge.

We understand that Upper Allen Township is potentially interested in taking ownership of the bridge to rehabilitate the bridge at its current location for either pedestrian or vehicular use and is currently investigating funding options. The PA SHPO would support the bridge being given to the township with the County providing money for the careful disassembly of the bridge or the cost of demolition provided to the township for rehabilitation. If the County is concerned with timing of removing the bridge and would like to remove the bridge sooner, then the PA SHPO recommends careful disassembly of the bridge so that it can be reassembled at a later date and placing the bridge in storage. The Upper Allen Township may be able to provide a location to store the bridge for the county.

Due to the project's potential to adversely affect historic properties, this project may have the potential to be elevated to the U.S. Army Corps of Engineers; if demolition without storage is pursued further consultation with the DEP would need to occur to determine if this is a Reporting Activity. Please note if a federal permit is required or if federal funding is utilized, the federal agency, or those acting on their behalf, will need to continue to consult with our office, as well as identify and consult with other preservation stakeholders and notify the Advisory Council on Historic Preservation, pursuant to 36 CFR Part 800.

For questions concerning above ground resources, please contact Tyra Guyton at tyguyton@pa.gov.

Sincerely,



Barbara Frederick
Environmental Review Division Manager

CC: Eric Fairchild, Upper Allen Township