

Marketing and Education:

15. ODOT will explore appropriate events and organizations to share data and promote the Ohio-DOT Historic Bridge Inventory's research findings, program objectives, and publicize Ohio's extensive bridge-engineering heritage; e.g., the Ohio Transportation & Engineering Conference (OTEC); the CEAO Ohio Bridge Conference & Trade Show; Professional Engineers' meetings; ODOT District Environmental Coordinator meetings; ODOT training courses; and historical organizations.

Interview Questions for NCHRP 25-25/88

As you probably know, Federal law requires that a historic bridge slated for demolition be offered for donation to state, local or responsible private parties. There are two common situations in which efforts are made to donate a historic bridge. The first is often called bypass-and-preserve, in which a new bridge is built on a different alignment, making the old bridge available for non-vehicular use, provided a recipient can be identified. The second is relocation of the old bridge away from its original site, provided a recipient can be identified. In these questions, these two options will be called "bypass" and "relocate."

1. What is your general experience with donating a historic bridge, either because it will be bypassed or because it will be relocated?
2. What percentage of bridge marketing efforts of which you are aware were related to a bypass situation and what percentage involved relocation efforts?
3. Describe briefly the methods you used in notifying the public and public agencies about the availability of the bridge – phone calls to local transportation and parks officials, newspaper advertisements, notices via a dedicated Adopt-a-Bridge Program, etc.
4. In your experience, is one of these media more useful than others?
5. How many bridge marketing efforts in your state or region were successful, i.e. resulted in the bridge being donated to a willing recipient?
6. If you were involved in a successful transfer, describe the conditions that, in your view, led to that success.
7. If you were involved in a marketing effort that failed (i.e. did not result in a transfer), describe the conditions that, in your view, led to that failure.
8. Speaking specifically about the bypass option, describe some specific cases with which you are familiar, successful or not.
9. Speaking specifically about the relocation option, describe some specific cases with which you are familiar, successful or not.
10. Some transportation officials have maintained that it is ineffective to attempt to market certain bridges, because they are too big, in deteriorated condition, or having some other characteristics that make it nearly impossible that a recipient could be found. Do you have direct experience in this situation?
11. Would you support developing some type of screening mechanism to weed out poor candidates from the donation program? If the answer is yes, how do you think such a screening mechanism might be structured?
12. Do you have any opinion as to how much time should be allocated to the effort to market or donate a historic bridge? One month? Six months? Some other length of time?
13. Under Federal law, funding for relocation or rehabilitation for non-vehicular use of a historic bridge is limited to the estimated cost of demolition. In your experience, has this limitation acted as a deterrent to effectively donating a historic bridge? If so, would a change in the funding formula assist in efforts to identify potential recipients?
14. Would you support changes to Federal law to eliminate or modify the blanket donation requirement? If so, what changes would you recommend?
15. Are there other aspects of the historic bridge marketing program that you would like to discuss?



NCHRP 25-25 Task 88

Transferring Ownership
of Historic Bridges:
Approaches and
Challenges

Technical Memorandum, Task 3:
Summary of Interviews and
Considerations for Recommendations

February 28, 2014

1. Introduction to the Technical Memorandum

This Technical Memorandum presents the results of a series of interviews pertaining to what is commonly called the historic bridge donation requirement. This requirement originates under federal law (23 USC 144(g), "Any State that proposes to demolish a historic bridge for a replacement project with funds made available to carry out this section shall first make the bridge available for donation to a State, locality, or responsible private entity..." The same law also requires that a sum not to exceed the cost of demolition be made available to the donation recipient.

ICF International prepared this report under contract with the National Cooperative Highway Research Program (NCHRP). (NCHRP 25-25 Task 88) Task 88 calls for three phases of research and analysis.

The first phase comprised a literature search, delving into the practices of the many state departments of transportation (DOTs) in implementing this law. A report entitled "Tech Report Task 1: Literature Search and Proposal for Interviews" summarizes the results of that first phase of research. The second phase involved a series of interviews with DOT personnel, nonprofit bridge advocates, and national transportation experts regarding the effectiveness of the "donation" requirement. This report is designed chiefly to document the results of the second phase of research.

The third and final phase will include recommendations for future action to correct observed deficiencies in the program and foster a more effective realization of the goals behind the "donation" requirement.

The Tech Report, Task 1 included a series of questions to be asked of each person interviewed. After consulting with the NCHRP advisory panel for this research task, ICF identified a total of 15 questions. These questions ask states to summarize the conditions in which the "donation" requirement has been implemented. The answers to these questions also highlight the differences in practices from one state to the next. The bulk of this Technical Memorandum is built around summarizing the results of this process. Section 2 below explains the methodology for the interviews. Section 3 represents a detailed summary of the results of the interview. Section 4 represents a higher level discussion of conclusions that can be drawn, based upon the Task 1 literature search and the interviews in Task 2. Section 5 provides an annotated areas of consideration that will likely be addressed in the Final Technical Report.

2. Interview Methodology

At the conclusion of the literature search phase of this project, ICF proposed a list of individuals to be interviewed and a list of interview questions. The interview questions were based upon issues that emerged from the literature search. ICF selected the interviewees from states that seemed to have especially active bridge preservation programs, or that had encountered unique problems with implementation of the donation requirement. Both the list of questions and list of interviewees were submitted to the NCHRP review panel for approval. Comments from the panel resulted in adding three additional questions and two additional states to the list.

The interviewee, professional affiliation, and date of interview are presented in Table 1 below. The slate of interviews was divided among the members of the team. The team member conducting the interview is indicated in Table 1. The interviews were recorded but not transcribed.

As initially planned, interviews were to be conducted with two parties in each state: someone from the DOT and someone representing the preservation community. The response rate from the DOTs was excellent; every state DOT but one agreed to participate in the interviews. The response from national experts was also excellent. The response from the preservation community was less satisfactory. The lack of response from State Historic Preservation Officers (SHPO) staff can be explained by a lack of familiarity with the law in question. For those SHPO offices responding, the explanation for non-participation was unfamiliarity with the law.

Table 1.

Interviewee	Affiliation	Interview Date	Interviewer
Jon Axline	Montana DOT	October 4, 2013	Stephen Mikesell
Tom Barrett	Ohio DOT	October 18, 2013	Marie Venner
Paul Brandenburg	Indiana Historic Spans Task Force (NGO)	October 11, 2013	Stephen Mikesell
Robert Hadlow	Oregon DOT	October 22, 2013	Jessica Feldman
Kitty Henderson	Historic Bridge Foundation (NGO)	November 8, 2013	Stephen Mikesell
Bruce Jensen	Texas DOT	October 24, 2013	Jessica Feldman
Mary Kennedy	Indiana DOT	October 7, 2013	Stephen Mikesell
Sandy Lawrence	Georgia DOT	November 6, 2013	David Lemon
Elizabeth Merritt	NTHP	November 18, 2013	Stephen Mikesell
Elizabeth Muzzey	New Hampshire SHPO	October 25, 2013	Richard Casella
MaryAnne Naber	FHWA	November 19, 2013	Stephen Mikesell
John Narowski	Vermont AOT	October 9, 2013	Marie Venner
Antony Opperman	Virginia DOT	November 5, 2013	Richard Casella
David Powellson	New Hampshire DOT	October 24, 2013	Richard Casella
Kara Russell	Pennsylvania DOT	October 30, 2013	Richard Casella
Jack VanDop	Federal Lands Highway	November 14, 2013	Stephen Mikesell

3. Results of the Interviews

This section of the Technical Memorandum summarizes what was learned from interviews with twelve persons from 10 states as well as a representative from the Federal Highway Administration (FHWA) Federal Land Highway program and three national experts. The questions below are those that were asked of the subjects; their overall responses to each are summarized.

1. *What is your general experience with donating a historic bridge, either because it will be bypassed or because it will be relocated?*

The general impressions of the “donation” requirement differed greatly from one state to the next, as did rates of success in finding recipients for bridges.

Officials from Vermont were perhaps most optimistic about the past and future performance of the donation requirement. They observed that it was the success of a project in Wilmington, Vermont, where a truss bridge was bypassed and rehabilitated using projected demolition costs, that helped lead to passage of the original donation requirement and the “cost of demolition” set aside. Following that success, the state has pursued donation aggressively, chiefly through relocation of metal pony truss spans.¹

Indiana has one of the most successful bridge preservation programs in the country, at least in part because it has a bridge-specific Programmatic Agreement (PA) that automatically builds marketing requirements into the environmental review process for any project that involves a historic bridge. It is also widely acknowledged that the historic bridge program in Indiana has benefited from active involvement by nonprofit groups, especially the dedicated bridge advocacy group, Indiana Historic Spans Task Force, and the broader statewide preservation advocacy group, Indiana Landmarks.

Ohio has also been successful in donating bridges through relocation. Ohio officials emphasize that success comes from early planning and personal contacts between state DOT officials, county engineers or other local officials, even before the National Environmental Policy Act (NEPA) process begins. Successful discussions begin with scoping meetings, or even earlier. State officials did observe that Ohio is generally reluctant to pursue bypass options because of

¹ Robert McCollough of the University of Vermont contends the Wilmington bridge controversy was the precipitant for passage of the donation requirement. Elizabeth Merritt of the National Trust for Historic Preservation cites controversy over demolition of the Pasco-Kennewick Bridge in Washington State as the precipitant.

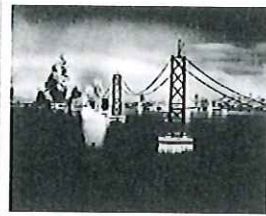


Field Trip

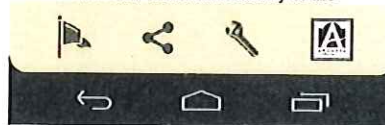
MonikaLabs@Google - December 7, 2013
Travel & Local

Install Add to Wishlist

★★★★☆ (2.3/5)



The San Francisco-Oakland Bay Bridge is actually two bridges connected at Yerba Buena Island. The eight-and-a-half-mile bridge was completed after three and a half years of construction. The Bay Bridge opened on November 12, 1936, at a cost \$77.6 million. For the first two decades of its use, half of the lower roadway of the



Description

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NOTE: This app is optimized for smartphones, not tablets.

Highlights:

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- ★ Go on a Field Trip while you drive. Field Trip can detect when you're driving and automatically "talk" about interesting places and experience around you.
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Barrett, Tom

From: Carl Damerow <carldamerow@google.com>
Sent: Thursday, May 15, 2014 7:47 PM
To: Barrett, Tom
Cc: publishers fieldtrip
Subject: Re: Content Inclusion for The Ohio Historic Bridge Inventory database

Hi Tom,

Thanks for your email. Glad you're still interested in being included in Field Trip.

The best format is a RSS feed following our example here: http://www.fieldtripper.com/fieldtrip_rss

If no one on your team is technical (or doesn't have the time to generate a RSS feed), we are also building a publisher tool that would allow you to manually create the entries. If interested, I can send an invite to let you into an account if you can provide a gmail account.

Happy to answer any other questions, Tom.

Cheers,
Carl

Carl Damerow | Partnership Development | 415-736-1230 | Niantic Labs at Google

On Thu, May 15, 2014 at 8:07 AM, Barrett, Tom <Tom.Barrett@dot.state.oh.us> wrote:

Hello,

I just wanted to check in and see what type of format you would like us to submit the Ohio Historic Bridge Database in, if you are interested?

Thanks,

Tom

Thomas P. Barrett, Environmental Specialist
Cultural Resources/Historic Bridges
Office of Environmental Services

Mail Stop 4170, 3rd Floor