APPENDIX G:

HISTORIC BRIDGE GUIDANCE

Authorizing Legislation and Implementing Agreement


- Section 106 Programmatic Agreement (executed 11/30/11)
  
  o The signatories of this agreement (ACHP, FHWA, OHPO, and ODOT) consider historic bridges an important component to Ohio’s transportation engineering heritage and historic tourism. As a result ODOT ensures that rehabilitation or reuse is emphasized in the scoping phase of project development for federal undertakings or approvals, hence rehabilitation of historic bridges is the preferred alternative unless proven to be infeasible by thorough analysis or management plan.

  o Flexibility in highway design standards recognized by AASHTO and ODOT will be considered when a historic bridge is part of a federal undertaking or approval.

Historic Bridge Projects

Historic bridges (i.e., bridges included in or eligible for inclusion in the NRHP) are subject to the Section 106 Consultation Process when part of a federal undertaking, except for items listed in Appendix B of the Section 106 Programmatic Agreement. FHWA and ODOT will ensure that, through ODOT’s Project Development Process (PDP), all feasible and prudent alternatives to replacement of a historic bridge are explored in the project planning phase when scoping the undertaking. Rehabilitation is preferred until proven infeasible or not a prudent use of public funding. Rehabilitation for vehicular use will be thoroughly evaluated before other alternatives are considered. Rehabilitation alternatives must consider a one-way pair alternative that involves rehabilitating the existing bridge and constructing a new parallel bridge, when applicable. If rehabilitation is not feasible and prudent, then bypassing it with an agreement to maintain the bridge, or relocation for another use must also be considered. Please refer to Guidelines for Historic Bridge Rehabilitation and Replacement (Transportation Research Board/NCHRP 2007) and the Ohio Historic Bridge Maintenance and Preservation Guidance (Ohio Department of Transportation 2010).

Identifying Historic Bridges in the Cultural Resources Records Check

ODOT’s PDP requires the development of the Project Initiation Package (PIP), which contains a broad range of basic secondary source information and is produced very early in the PDP Planning Phase. If a project includes bridges, ODOT’s 2010 historic bridge update at www.buckeyeassets.org should be consulted for information on those bridges. Refer to Chapter 3 of this manual for more information about the Cultural Resources Records Check.
ODOT will maintain the Ohio-DOT Historic Bridge Inventory Database (originated in 1981 and updated in 2010). A copy of the database will be forwarded to OHPO and FHWA on a semiannual basis; and made available to the public through ODOT's website. The database will also be forwarded to the ODOT Office of Structural Engineering and the ODOT IT office for inclusion in NBIS, BMS, and ODOT's www.buckeyeassets.org website (or their successors) on a semiannual schedule.

Project managers, investigators, and researchers, must bear in mind that the historic bridge database is a dynamic database. The NRHP eligibility status of a bridge may change based on significant new information such as elevated preservation potential, updated historical data, historic contexts, or significant loss of a particular bridge type. The NRHP eligibility status of a bridge may also change as a result of updated statewide historic bridge studies. Under the Section 106 Programmatic Agreement, ODOT is required to evaluate bridges for NRHP eligibility that have reached 50 years in age. These studies will be scheduled at the discretion of the signatories of the agreement.

ODOT-OES will periodically announce updated bridge information via the ODOT-OES environmental listserv, by posting new information on the Section 106 Toolkit page of the ODOT-OES website, and by posting new information on www.buckeyeassets.org. Project managers, investigators, and researchers should ensure they are signed up on the ODOT-OES listserv and periodically check the toolkit for new information.

Field Investigations for Bridges

Bridges 50 years of age or older within the APE will be documented on a Phase I History/Architecture Resource Table. In the address/location column include the structure file number and/or OHI number. Identify structures included in the NRHP or that are eligible for inclusion in the NRHP as a result of previous inventories and evaluations. Refer to Chapter 6 of this manual for more on Phase I History/Architecture Survey procedures.

System Preservation and Environmental Stewardship

ODOT, FHWA, and OHPO will complete management plans for historic bridges with a high level of significance; e.g., endangered; one of a kind; associated with a regional or national historic context, engineering trend, or notable designer. The completed management plans will developed in consultation with the interested public, if any, and be forwarded to their respective bridge owners to be used in local and regional transportation plans.

ODOT and FHWA will promote routine maintenance, proper treatments of materials, and rehabilitation and reuse of historic bridges based on guidance established by AASHTO, the National Park Service (NPS), ODOT's Ohio Historic Bridge Maintenance and Preservation Guidance (2010), and recommendations outlined in ODOT's completed Historic Bridge Management Plans.

Management Plans

If a bridge has been identified as one of the highly significant structures for which ODOT has completed a management plan, then proper methods for its maintenance and rehabilitation have been evaluated and outlined in that plan. Any federal undertakings that affect these highly significant bridges will follow the recommendations established in their respective management plans.
Marketing for Adaptive Reuse

ODOT maintains a web site which advertises bridges and salvaged bridge components for reuse at other locations on roads, in parks, at golf courses, on multiuse trails, bikeways, and other applications that will preserve and maintain the structures. If a bridge is scheduled for removal via a non-federal project or as part of a federal undertaking, ODOT-OES can advertise the structure for reuse at another location.

These bridges are free but recipients must fund dismantling, transportation, and storage of the bridges on non-federal projects. If removal is part of a federal undertaking on ODOT’s transportation program, the federal-aid project can provide funding up to the cost for demolition of the bridge. That is subject to approval by FHWA on each project. Transportation and storage costs will likely be borne by the recipient.

ODOT and OHPO will contact parties that may have an interest in reusing historic bridges; e.g., state and local parks departments, golf courses, multiuse trails, and municipal and regional planning organizations. Information will be provided on sources of funding and structures that are currently available for reuse.

Mitigation

When avoidance and minimization alternatives for rehabilitation or relocation for adaptive reuse are determined infeasible, identified Section 106 Consulting Parties stakeholders, OHPO, FHWA and ODOT will consult to determine what mitigation measures are appropriate for the removal of the historic structure. Refer Chapter 10 of this manual for more information about avoidance and minimization procedures, and refer to Chapter 11 for more information on mitigation procedures.

Photographing Bridges

When photographing bridges, investigators should take multiple photos in order to show the entire structure, structural details, design elements, the abutments, piers, and its setting.
References and Web Resources

American Association of State Highway and Transportation Officials
2011 Case Studies On The Rehabilitation Of Historic Bridges. Electronic document,

American Association of State Highway and Transportation Officials (AASHTO) –
Center for Environmental Excellence
http://environment.transportation.org/cop/groups/historic_bridges/default.aspx

Historic Bridge Alliance – Membership Inquiries
historicbridgealliance@meadhunt.com

Federal Highway Administration
Ohio Department of Transportation


Ohio Department of Transportation – Historic Bridges database
www.buckeyeassets.org

Ohio Department of Transportation, Office of Environmental Services: Historic Bridges
http://www.dot.state.oh.us/Divisions/Planning/Environment/Cultural_Resources/HISTORIC_BRIDGES/Pages/default.aspx

Ohio Department of Transportation, Section 106 Programmatic Agreement (Appendix C: Historic Bridges)
http://www.dot.state.oh.us/Divisions/Planning/Environment/Cultural_Resources/Documents/Sec106PA-signed.pdf

Transportation Research Board – National Cooperative Highway Research Program


Vermont Transportation Research Council