



A NOTE FROM THE EDITOR...

Welcome to the newest edition of the newsletter for the Committee on Historic and Archaeological Preservation (A1F05). It has been almost a year since the last newsletter – but we are still working towards a bi-annual newsletter! The next issue will hopefully be out in September 2003. If you have any articles or information that you would like included in the next addition of the newsletter, please feel free to call or email me.

There are still a number of issues with the mailing list that we are using for the newsletter. Please verify your mailing information on the label and email me with any corrections. If you know of anyone who did not receive a newsletter, but would like too, please have them email me as well. Updating the mailing list is a slow process, but we're working on it.

My thanks to everyone who assisted with the newsletter. I appreciate your help! I certainly wouldn't have been able to do it without all of your assistance!

Sincerely,

Mary Alfson
Newsletter Editor
malfson@chrsinc.com

A1F05 COMMITTEE WEBSITE

<http://itre.ncsu.edu/a1f05/A1F05.htm>

Please check out the Committee Website!!

Table of Contents:

A Note From the Editor	pg. 1
A1F05 Website	pg. 1
“The Two Hour Rule” By Bob Newberry	pg. 1-2
“New York State Department of Transportation – Historic Bridge Inventory and Management Plan Project.” By Mary Ebeling	pg. 2-3
“California’s Statewide Historic Bridge Survey” By Andrew Hope	pg. 3-4
“Explore Navajo Spiritualism: the Nightway Trip” By Johna Hutira	pg. 4-5
“WisDOTs 10 th Annual Training Session” By Bob Newberry	pg. 5
“Summer Meeting Agenda – Draft”	Insert

“THE TWO HOUR RULE”

By Bob Newberry, Wisconsin DOT

It is a cliché in WisDOT to say that the letting schedule drives everything. We are all committed to delivering projects on time. In a perfect world, we in BOE would always receive reports that were ready for signature and transmittal to the SHPO. And we would always hustle them out the door and keep projects on schedule. Alas, we find we

Preservation Notes...

do get reports that do not meet professional standards. These standards are not just the whim or expectation of SHPO. They are set forth in law and regulation, and we oversee their implementation on behalf of FHWA.

So, what do we do when an incoming report falls short? How do we decide when to fix it and when to send it back? In short, if we think we can bring it up to standards in two hours or less we do it; if we estimate it will take more than two hours of our time to fix it, then we send it back and ask that the author make the changes. Not to be snarky, but they are getting paid to do it right in the first place. The only alternative to limiting our efforts on any given project is to have ALL projects wait while 1.5 FTE (1.0 me and 0.5 by way of a consultant contract) tries to do all the work in the state. It's actually less than 1.5 FTE, because I have duties other than review of historic structures. Moreover, while my focus is on WisDOT Administered projects, I find I cover a lot of secondary roads projects.

We ask your understanding of our limitations in this area. The real solution to some aspects of streamlining is to get better reports coming into the pipeline. We offer training every May to this end. We need you to help us insist that the client get the product they are paying for.

The bulletin outlines a context-based approach to identification and evaluation and encourages the development of local contexts at the local or metropolitan level. Many sources are recommended for further reading and for researching local suburban history and historic neighborhoods.

Together, the bulletin and MPS are intended to encourage the expansion of existing historic resources surveys, foster the development of local and metropolitan suburbanization contexts, and facilitate the nomination of residential historic districts and other suburban places to the National Register. For further information contact the National Register at 202-343-9536, or watch for the bulletin online at <www.nr.nps.gov/>.

“NEW YORK STATE DEPARTMENT OF TRANSPORTATION – HISTORIC BRIDGE INVENTORY AND MANAGEMENT PLAN PROJECT

By Mary Ebeling, Mead and Hunt

In 1999 the New York State Department of Transportation (NYSDOT), in cooperation with the Federal Highway Administration (FHWA), and the State Historic Preservation Office (SHPO), initiated a multi-year effort to identify state and locally owned highway bridges that are eligible for listing in the National Register of Historic Places (National Register) and develop a management plan for them. This effort is rooted in more than two decades of FHWA policy. The Surface Transportation Assistance Act of 1978, for the first time, permitted states to use funds from FHWA's Bridge Replacement and Rehabilitation Program to conduct inventories of historic bridges. In 1980 FHWA adopted a policy of encouraging states to conduct such inventories. In the early 1980s, many states undertook inventories to identify bridges eligible for listing in the National Register. As these first inventories become outdated or were found to be incomplete, state transportation agencies – including NYSDOT – reassessed their needs.

The current Historic Bridge Inventory and Management Plan project updates New York's previous inventory, providing a comprehensive approach that covers the entire pre-1961 bridge population. The project involved four principal steps:

- preparation of a contextual study for historic bridges in New York State;
- development of a methodology for the inventory and evaluation of National Register eligibility;
- inventory and field survey of selected bridges; and
- development of a management plan for state and locally owned National Register eligible and listed bridges.

Preservation Notes...

As a result of this effort, a statewide population of nearly 600 historic bridges was identified, reflecting consensus among NYSDOT, SHPO, and FHWA on the eligibility of pre-1961 bridges that are currently located on public roads and for which NYSDOT has management responsibility. The *Historic Bridge Database* (November 2002) compiles historic determinations and information specific to individual bridges included in the inventory. An overview of the project and discussion of eligible bridges by type are included in the report, *Evaluation of National Register Eligibility* (January 2002).

A recently completed management plan represents the culmination of the project. The *Historic Bridge Management Plan*



BIN 3309490, CR 73 over Otsuago Creek, Montgomery County, New York

recommends practices, consistent with the needs of both transportation and preservation, that NYSDOT and other bridge owners can apply to National Register eligible and listed bridges. Drawing upon lessons learned from other state transportation agencies, the management plan was developed in consultation with FHWA and SHPO. Other interested parties, including the Association of County Highway Superintendents, the Association of Counties, and the Preservation League of New York State provided input through participating in meetings and providing review comments.

The Management Plan presumes that every reasonable effort will be made to continue historic bridges in useful transportation service, in accordance with transportation need and safety. To meet this objective, discussions of transportation need and condition of the structure help bridge owners assess the feasibility of retaining a bridge in place and allow decision-makers to set preservation priorities.

Rehabilitation, alternative use options, and potential application of alternate design standards provide a range of choices that can be tailored to specific bridges. Guidance concerning maintenance and rehabilitation techniques is provided by bridge type. In addition, bridge owners using the plan are directed to organizations, standards, and resources that will help them to craft a maintenance and/or rehabilitation plan specific to their bridge.

As part of its outreach effort, NYSDOT has produced a brochure on the *Historic Bridges of New York*, featuring some of the National Register-eligible bridges identified as a result of this project. Through the brochure, as well as dissemination of other information gathered for the inventory, NYSDOT seeks to raise awareness of bridges as historic resources. Public support and commitment to rehabilitation and maintenance are considered essential to the preservation and continue use of historic bridges.

Mead & Hunt, Inc. (www.preservation@meadhunt.com) served as consultants for the *Historic Bridge Inventory and Management Plan* project. For further information about the project, contact Mary Santangelo, NYSDOT Environmental Analysis Bureau at (518) 485-9967 or msantangelo@dot.state.ny.us.

“CALIFORNIA’S STATEWIDE HISTORIC BRIDGE SURVEY”

By Andrew Hope, Associate Environmental Planner (Architectural History); California Department of Transportation

The California Department of Transportation (Caltrans) is currently updating its statewide historic bridge inventory. The original survey was carried out in 1986-88, and evaluated bridges that were at least fifty years old at that time, up to the mid-1930s. In recent years, Caltrans cultural resources staff have been evaluating bridges constructed from the mid-1930s to the early 1950s on a project-by-project basis, which is less

Preservation Notes...

efficient and leads to less consistent findings. The bridge survey update will include all California bridges constructed prior to 1960, which will eliminate the need for individual bridge evaluations until 2010. In addition to evaluating 1936-1959 bridges for the first time, we will be re-evaluating the older bridges that were included in the original survey.

As one of the first tasks in the bridge survey update, Caltrans engaged a consultant to prepare a context study for the 1936-1959 period. Two important developments in bridge engineering during this period are the development of the concrete box-girder bridge and the introduction of prestressed concrete. At least a few of the pioneering examples of these two new bridge types will likely be found eligible for National Register listing in the updated survey. Although many of the bridges constructed in the 1950s were part of the state's burgeoning freeway system, evaluation of the freeways was considered to be too complex an issue to tackle as part of the bridge survey.

There are approximately 8,800 roadway bridges in California that were built prior to 1960. For most bridge types, only a small group of potentially significant examples which retain integrity will be surveyed and evaluated in detail. The rest will be considered ineligible, as common examples of their type, based on the information in Caltrans' bridge files. This information includes scanned original plans and plans for later alterations, photographs, inspection reports, and research material from the original statewide survey. For example, the state has about 2,200 pre-1960 concrete slab bridges, many hundreds of which are small creek crossings in rural areas. Only about two dozen of the earliest, largest, most ornate, or otherwise potentially significant slab bridges will be the subject of detailed survey and evaluation.

Exceptions to this methodology will be the treatment of metal truss and masonry arch bridges. As a group, these are the oldest bridges in California and are the most vulnerable to replacement. All of the extant pre-1960 metal trusses (279) and masonry arches (42) will be surveyed in the field. The trusses will be evaluated

using a slightly modified version of the numerical scoring system used in the original survey. More than 20% of the truss bridges evaluated in the original survey have been removed in the 15-years since that survey was completed. Because the surviving truss bridges are becoming increasingly rare, some of the examples that were found ineligible in the original survey are likely to be considered eligible in the present.



Basso's Ferry bridge over the Tuolumne River, Stanislaus County, California. Built in 1911.)

"EXPLORE NAVAJO SPIRITUALISM – THE NIGHTWAY TRIP"

By Johna Hutra

Join noted scholars on a trip through the Navajo Southwest as we trace the origin and recount portions of the Nightway Ceremony. The Nightway is a 9-day traditional Navajo ceremony whose narrative, in part, follows the journey of The Hero as he travels to White House in Canyon de Chelly, Cliff Palace in Mesa Verde, and the San Juan River. On our trip we will visit these places and discuss their significance to the Nightway ceremony in particular and Navajo history in general. Along the way we will stop at other important cultural and historical locales and weave a complex tapestry of the archaeology, history, and culture of the Navajo people. This

Preservation Notes...

unique opportunity will benefit the Society for American Archaeology's Native American Scholarship Fund. For further information please contact Johna Hutira at 480-894-0020, or NightwayTrip@msn.com. Trip cost: \$2,600.00

"WISDOTS 10TH ANNUAL TRAINING SESSION"

By Bob Newberry

On May 22, 2003, WisDOT, with the assistance of the Wisconsin SHPO and the Wisconsin Division of FHWA, will hold its 10th Annual Training Workshop. Unlike PennDOT's two-day this March, the WisDOT/SHPO/FHWA Spring workshops have always been a one-day affair with the focus on the Section 106 Process and the particulars (not to say peculiarities) of how that process is done in Wisconsin. (In the fall, the Wisconsin SHPO sponsors a one-day symposium focused on resources evaluation, National Register Criteria, and new and unusual resource types.) The Spring Workshops have featured presentations by SHPO staff, engineering consultants, WisDOT contract administration personnel, and FHWA staff. Generally, we rely on local talent (again unlike PennDOT which is able to lure such luminaries as Kevin Cunningham), although one year we did entice MaryAnn Naber (when she was with the ACHP) to stop in on her way to a project review. Recent presentations have included sessions on Partnering; Streamlining; how to work with a variety of project reviewers and supervisors; new IT initiatives at SHPO, including a new GIS program; how to read a Plan-and-Profile map; the

interaction of 4(f) and Section 106; the importance of correct packaging of cultural resource submittals; and WisDOT's attempt to use the concept of "pre-qualification" to establish consultant qualifications in History and Architecture.

The last several workshops have utilized cases studies with participants working in small groups to identify, evaluate and assess affects to historic properties. These case studies are time-intensive to prepare but are extremely well received by participants. They also allow us to solicit input for resources and/or issues from (and, at the same time, advertise the workshop to) participants. The case study for 2002 featured the village of Loon Junction, in Loon County (soon to become more famous than Lake Wobegon!). This modest village provided an amazingly wide variety of properties and project proposals. The eligibility of some of the resources was obvious to anyone with a modicum of cultural resource knowledge, while other resources were "local favorites." Some properties had hidden histories that were the key to their significance. If you can make it to Madison in May, don't be surprised if Loon Junction, the charming village with its 50-foot high statue of Loonie, landscaped parks, prominent downtown square, and every architectural style and building type known to man, makes a repeat appearance as the case study du jour. After all, in this the village where Preservation and Progress are the twin engines of a dynamic democracy, one might discover a Smart Growth initiative, an Enhancement project, an airport expansion, a controversy over removal of parking in the downtown commercial district, or a rail spur project.

Be sure to check out the new Federal Highways website:
<http://www.fhwa.dot.gov/environment/archaeology/index.htm>