

ADC50 (A1F05) –Committee on Historic and Archaeological Preservation

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IN MEMORY OF MYRA L. FRANK

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By Henry Ward, Parsons Management Consultants

Unfortunately 2003 ended on a somber note, as it marked the passing of a remarkable woman, Myra L. Frank, who died in her sleep December 7 after a short illness.

Everyone that had the pleasure of knowing Myra understands that we have lost a stalwart member of A1F05 (ADC50), a consummate preservation professional and a very special friend.

Myra brought her considerable intellect and a common sense approach to the transportation-planning field. She was famous for helping her clients’ to successfully navigate through complex environmental and preservation regulations and get their projects built. Along the way she demonstrated again and again, that it is possible to do the “right thing” and still stay on schedule and budget. Myra laid the foundation of her professional expertise with a B. A. in Political Science from Syracuse University, where she graduated Phi Beta Kappa and magna cum laude. She further honed her skills at Harvard University, where she was awarded a Woodrow Wilson Fellowship for graduate study and received an M.

A. in Advanced Studies in Government – Urban Government.

Myra founded her own Los Angeles consulting firm in 1980, and over the years built Myra L. Frank & Associates (MFA), into one of the nation’s premier environmental planning and assessment firms. Over three decades, Myra and her handpicked professional staff played a critical role in the success of almost every major transit project in Los Angeles County. The firm’s reputation for excellence soon spread beyond California, and eventually they were awarded important projects in 31 states. Their innovative solutions to complex infrastructure and transportation planning projects garnered many awards, including honors from the California Preservation Foundation. Myra was especially proud of the fact that the *LA Business Journal* selected MFA as one of the TOP 100 Women-Owned Businesses for the last three years.

Her dedication to her firm and its staff never wavered; in fact, she spent her last months concluding a merger with another environmental planning firm, forming Myra L. Frank/Jones & Stokes. Myra felt that it was important that her staff could stay together and



continue to provide the outstanding service that was the hallmark of the firm she founded and lead.

In addition to her key role on our TRB Committee, Myra was active in the Women’s Transportation Seminar, Association of Environmental Professionals, American Planning Association, American Society of Civil Engineers, Central City Association, and many other organizations. She also served as president of the San Marino Library Board as well as a board member of Pasadena Heritage.

Myra was selected as A1F05 (ADC50) committee member in 1999, and was reappointed

IN MEMORY OF MYRA L. FRANK (Cont)

to a second term in 2002. I had the privilege of serving as her co-chair for the Subcommittee on Transit, Rail and Air, and benefited first hand from her tireless work ethic and good humor. While all of us struggle to balance our TRB duties with our other professional commitments, Myra made this balancing act seem effortless. She was always ready to step forward and take on additional responsibility and was critical to the success of many Annual Meeting committee sessions and Summer Workshops. In particular, she was one of the driving forces that made the 1998 San Diego meeting so successful and enjoyable. Former committee chair, Kate Quinn, noted that she often turned to Myra in difficult situations, because she could be relied on to find a solution, as well as bring balance, perspective and a much needed sense of humor.

Despite all of her hard work and professionalism, it was Myra's personal warmth and graciousness that left the most lasting impression. As I was collecting information for this memorial, some of you contacted me with personal recollections of Myra. Each of you remarked on how she would always go out of her way to lend a helping hand and an encouraging word. The fact that we all remember her as both a consummate professional and a warm human being is a dual legacy of which Myra and her family can be justifiably proud. It should serve as an inspiration to us all, to balance our drive for professional accomplishment with a personal commitment to helping others.

Myra is survived by her husband, Dr. Robert G. Frank Jr., Professor of Medical History at the UCLA School of Medicine, and two daughters, Elisabeth and Katharine. Memorial gifts may be made to the San Marino Public Library Foundation (1890 Huntington Drive, San Marino, CA 91108), or the Syracuse University Undergraduate Scholarship Fund (Office of Financial Aid & Scholarship Programs, Syracuse University, 200 Archibald North, Syracuse, NY 13244).

Henry Ward would like to thank Richard Starzak and the staff of Myra L. Frank Associates, Margaret Buss, Kate Quinn and Hope Luhman for their kind assistance.

The Switch to ADC50 on the Web

By Hope Luhman, Louis Berger Group

We are in the process of transitioning the A1F05 website and listserv to ADC50. Our website and listserv host, NCSU, is making this transition as painless as possible.

The plan for changing the website URL is to establish an alias so that regardless of whether a committee member types < <http://itre.ncsu.edu/A1F05/A1f05.htm> > or < <http://itre.ncsu.edu/ADC50/ADC50.htm> (not yet functional) > he/she will be directed to the same site. The old URL will remain active for approximately six months until everyone feels comfortable with the new URL and bookmarks it accordingly. The first task is to redesign the website and get a new homepage loaded that explains the transition. That process has begun and the plan is to have a new homepage up this April. If anyone has any transportation imagery that they would like to recommend for the new website, please send it to Hope Luhman at hluhman@louisberger.com. In addition, many of you have sent in updates, changes, and suggestions for various pages on the website, which will be addressed as the website is redesigned and updated.

Transitioning the listserv will be the most difficult task. There is no way to rename an existing listserv through our host. Therefore, we will create a brand new list, re-subscribe the members, and then cancel the old list. This requires frequent communication to the list before, during, and after this transition, so it goes relatively smoothly. To keep everyone informed, the timetable for the listserv switch will be posted to all members. If you are not on the listserv, please join us! Go to <<http://www.itre.ncsu.edu/a1f05/A1F05listserv.htm>> and follow the instructions.

As always, if you have any questions or comments about the website or listserv, please contact Hope at hluhman@louisberger.com.

Abba G. Lichtenstein Named Emeritus Committee Member

By Mary McCahon, Lichtenstein Consulting Engineers

In August, 2003, the committee appointed Abba G. Lichtenstein P.E. of Tenafly, New Jersey as its first member emeritus. TRB established the emeritus membership category to recognize the significant and long-term contributions of individuals who have provided outstanding service through participation in its standing committees. Abba was a founding member of A1F05, and he served from 1990 through 1999. As a practicing engineer, he carried the issues and validity of preservation in transportation to his other TRB committees including steel bridges, where he was a member starting in 1981, dynamic and field testing of bridges (1995-2004), and fabrication and inspection of metal structures (1990-1997). Many acknowledge him as the engineer who made preservation of historic bridges a viable alternative and who tirelessly convinced others to follow suit. He, along with other engineers like Howard Newlon and Emory Kemp, taught us how to understand and analyze old bridges and that their preservation is not only feasible but that it is also prudent and proper.

An Ohio State University-trained engineer, Abba has over 45 years of experience in the design, inspection, rating, and rehabilitation of bridges. Because of his keen understanding of how old bridges work, he helped develop national standards for the inspection and rating of all types of bridge, and he was the principal investigator in the revisions of the AASHTO Manual for the Condition Evaluation of Highway Bridges (1994 issue). In 1963, he founded A. G. Lichtenstein & Associates, Consulting Engineers of Fair Lawn, NJ. The firm specialized in county and state bridges in New Jersey, especially the old bridges. This work steered the firm's reputation for bridge rehabilitation and led to projects all over the country. In large part because of his work with historic bridges, Abba has been appointed an Honorary Member of ASCE and received its History and Heritage Award. He has also received New Jersey's Lindbergh Transportation Award, and, representing the firm, received presidential and FHWA awards for bridge rehabilitation projects.

Abba's great legacy to the committee is the passion for historic bridges and canals that he instilled in so many of us as well as the practical and sometimes brilliant schemes he and his associates developed to move historic bridge preservation into the mainstream. His elevation to member emeritus status represents peer recognition of his many contributions to TRB. Abba continues to be active with the committee, never hesitating to point out to his contemporaries and us pups when we could improve our effort, and we are all the better for it.

Congratulations to a true giant in preservation. Abba's appointment was announced to the TRB membership in the program for 2004 Annual Meeting Chairman's Luncheon, where he was a recognized guest.

Subcommittee Report: Program

Chair: Tony Opperman, Virginia DOT

While the summer meeting is in the immediate future, it's never too early to submit program ideas for the TRB Annual Meeting in Washington next January. The Programs Subcommittee believes that we need to become more proactive - and less reactive - for ADC50's summer and winter activities. Accordingly we'll be including some additional detail about the structure of the TRB Annual Meeting on the Committee's web site in the near future along with some functionality that will allow everyone to submit program ideas to the subcommittee as easily as possible. In the interim, please send all your Annual Meeting program ideas to Tony Opperman or to any of the other members of the Programs Subcommittee.

Subcommittee Report: Transit, Rail and Air

Chair: Henry Ward, Parsons Brinckerhoff

Obviously the most notable subcommittee news was the sad loss of Co-chair Myra Frank, in December of 2003 (see memoriam in this newsletter). Her enthusiasm, humor and hard work will be missed.

Although she will be impossible to replace, the remaining Co-chair is seeking committee members, friends of the committee or potential interested parties who would like to become involved in sub-committee activities. If you are up for the challenge, please feel free to contact (wardhe@pbworld.com). With three transportation modes – there are plenty of interesting projects and issues to go around.

After not sponsoring a session for a year or so, the subcommittee is actively working on a new program on aviation presentations, focusing on recent airport related historic preservation projects. In 2003, the Advisory Council on Historic Preservation, presented the Chairman's Award for Federal Achievement in Historic Preservation to the Federal Aviation Administration (FAA) for three unique preservation projects located in San Diego; Sitka, AK; and Newark, NJ.

These projects represent a fascinating range of projects including: a regional program to retrofit sound insulating windows on historic structures, a complicated statewide reinterment of Native Alaskan burials, and the record breaking building relocation of a historic airport terminal. If anyone has any leads or contacts for other interesting airport projects, please pass them along. The committee hopes to put together a session for the 2004 Annual Meeting or the 2005 Mid-year meeting.

Subcommittee Report: Bridges, Canals, and Roadways

Chair: Mary E. McCahon, Lichtenstein Consulting Engineers, Inc.

At the winter meeting, the subcommittee members and friends, which included several managers and assistant managers of DOT environmental offices, broke out into an informal group to discuss how the subcommittee could be most useful and proactive. Terry Klein of SRI Foundation shared information about the workshop on historic bridges. Some of the subcommittee are part of that group.

It became apparent from discussion that the subcommittee wants its goal to be education about assessment and conservation of historic transportation resources and best practices related to addressing Section 106 and 4(f) issues in the NEPA and scoping processes. Its intent is to reach out to other committees in order to share information that will help them understand historic preservation issues. Since the group identified a myriad of different but equally relevant topics that they believe would be useful and germane to other decision makers, it was decided that the subcommittee should pursue an all-day Sunday workshop at TRB's 2005 annual meeting. The intent is provide a tool box of options for preservation of historic bridges and roadways, from maintenance/conservation issues to best practices on the environmental review process. The subcommittee will work to define the topics to be presented and to invite leaders in those areas to present at the workshop.

Steven Bedford with Fitzgerald & Halliday, Inc. and Mary McCahon with Lichtenstein Consulting Engineers, Inc. presented papers at the annual meeting. They were joined on the panel by Ernest Hutchins with DMJM+HARRIS to discuss the historic context, technological significance, and rehabilitation of America's Super Highway: New Jersey's 1924-1932 Approach Road to the Holland Tunnel.

**TRANSPORTATION RESEARCH BOARD
COMBINED SUMMER MEETING**

**LANDSCAPE AND ENVIRONMENTAL DESIGN
AND
ARCHAEOLOGY AND HISTORIC PRESERVATION IN TRANSPORTATION**

AUGUST 8-11, 2004

**PROVIDENCE, RI
HOSTED BY: RI DEPARTMENT OF TRANSPORTATION**

Conference theme:

“FITTING TRANSPORTATION TO OUR HERITAGE LANDSCAPE: ADVANCING THE PRACTICE OF CONTEXT SENSITIVE SOLUTIONS (CSS)”

The meeting will be held at the historic Providence Biltmore Hotel (built in 1927). The hotel is located right in the middle of downtown and overlooks our new Waterplace Park and is within walking distance of the historic College Hill National Register Historic District.

The Providence Biltmore Hotel telephone # is (401- 421-0700) and the email is (www.providencebiltmore.com). Room rates are \$115.00 per night for both a single and double and this rate will be available from Saturday August 7th through Friday August 13th. A block of rooms have been reserved for this meeting. When calling for reservations, please reference the “RI Department of Transportation –Transportation Research Board Meeting”. Please reserve your room early!

The agenda is currently being finalized. The format for the meeting will be as follows:

Sunday Aug.8 th	Registration from 2-5 pm ADC50 (A1F05) Committee Meeting 2-5 pm Ice Breaker Reception 7-9 pm
Monday Aug 9 th	General Sessions 8:30 am to Noon Lunch at Noon with Key Note Speaker Concurrent Sessions 1:30-5 pm AFB40 (A2A05) Committee Meeting 3-5:30 pm
Tuesday Aug 10 th	Field Trip all day
Wednesday Aug 11 th	General Sessions 8:30 am to Noon Adjourn at Noon

Contacts: Barbara Petrarca 401-222-2023 x 4090 bptrarca@dot.state.ri.us
Michael Hebert 401-222-2023 x4040 mhebert@dot.state.ri.us

ADC50 Updates on the summer meeting, from Tony Opperman:

For Monday afternoon, the number of breakaway sessions will be dependent on the topics being covered. The issue of Context Sensitive Solutions (CSS)/Context Sensitive Design (CSD) is of particular interest to the AFB40 Committee and is a logical point of connection with ADC50 - perhaps for both the Joint Session and for the breakaway sessions. Other preliminary concepts for breakaway sessions include the historic preservation components of reauthorization, tribal perspectives on archaeology and curation, and perhaps a workshop on developing problem statements in transportation research. Your ideas on potential topics and presenters are needed as soon as possible and can be sent to Tony Opperman (a.opperman@viriniadot.org) who will coordinate them with the Meetings/Programs Subcommittee and with AFB40.

Hey, Bob, tell us about the Stillwater Bridge” project.”

By Bob Newberry, Wisconsin DOT



Bob Newberry and Mary Ann Naber at the 2003 Summer Meeting.

Many have made the point that talking off-the-cuff for an hour on their favorite subject is easy; being called on to make a coherent and concise 2-minute summary is hard. (I’ve always quoted Woodrow Wilson on this point.) At the Vancouver conference I provided yet another example of how difficult the 2-minute summary is! Let me try to make up for it. For those who were not there, I was asked about the Stillwater Bridge Project. This project proposes a new crossing of the Wild and Scenic St. Croix River between Wisconsin and Minnesota. The project is one of seven projects in the country so mired in controversy that the current administration in Washington has proposed to “elevate,” “streamlining” the process in an attempt to get them completed. Given my chance of a lifetime opportunity, I blithered and blathered about this detail and that to no great effect.

For that audience and this, there are three important lessons of the Stillwater Bridge. The first lesson is that we must continue to sell our mission. It is not good enough to rely on our opinion and (loud) assertions of superiority and rectitude. We need to reverse the law enforcement aphorism that said, “It’s not just a good idea, it’s the law.” Waving Section 106 and even Section 4(f) around is just not very effective consultation, particularly for complex projects where EVERYONE has at least one law on “their” side. We have to be convincing in showing people that with regard to important decisions, “Historic preservation: It’s not just the law. It’s a good idea.”

A second lesson (and my phrasing here is no doubt influenced by some Native American presentations at the conference) is that we must listen more with the heart and speak more with the head. The Stillwater Bridge in some ways pits cultural resource values against natural resource values. We, in our role as cultural resource advocates, have to hear the passion behind the natural resource viewpoints, but make our points more clearly, more cogently, and with more emphasis on evidence and logic. Again, otherwise we end up chanting past one another, wondering how the other person can be so blind.

Finally, when we are discussing historic bridges, and particularly historic metal truss bridges, we need to recognize the special properties that distinguish them from other cultural resources (and probably most natural resources). Sources of funding, responsibility for decisions, inherent structural qualities and reasonable expected life span distinguish these structures from houses and other buildings and require proponents to use care in the language they choose to extol the values of preservation (see items 1 and 2, above). I know this may sound heretical but just as one example, I think we would be better served to talk about extending the useful life of a metal truss bridge by 15 or 25 years rather than “saving” them. Choosing to rehabilitate a bridge rather than to replace it involves a very different scenario than choosing an alternative that avoids an adjacent cultural or natural resource.



Highlights from the summer meeting included the variety of bridges in Vancouver and Portland.

TRB Schedule for 2004

There are a number of key dates for TRB that occur between May and November each year. Please make a note of them!

- **May 1**—Deadline for calls for papers
- **June 15**—Deadline for preliminary sessions for Annual Meeting
- **June 15**—Deadline for proposed workshops for Annual Meeting
- **August 1**—Deadline for Paper Submission
- **September 15**— Deadline for paper reviews
- **October 1**— Deadline for complete sessions and workshop details
- **November 15**— Deadline for any session changes.

Virginia DOT's Programmatic Agreement

By: Tony Opperman; Virginia DOT

The Virginia Department of Transportation (VDOT) is negotiating a Programmatic Agreement (PA) to govern transportation-related Section 106 undertakings with the Virginia Division of the Federal Highway Administration (FHWA), the U.S. Army Corps of Engineers, Norfolk District (Corps), and the Virginia State Historic Preservation Officer (SHPO). VDOT, FHWA, and the Virginia SHPO have prepared a first draft PA which is being circulated for review by the Corps and the Council over the next couple of months. The Council's regulation, however, requires that PA development also include public participation, though the nature and extent of public participation is not prescribed (36 CFR 800.14(b)(2)(ii)). A number of such federal agreements are now in effect across the country and VDOT would like to learn from the experience of other state DOTs and FHWA division offices in conducting public participation specifically for transportation-related PAs. The following seven questions cover a number of potential issues in PA public involvement:

1. Did the Council require specific actions pertaining to public involvement and, if so, what were they?
2. Did public involvement efforts result in any substantive changes to the PA before it was signed?
3. Were public involvement efforts focused on particular groups and organizations or was it more general in nature?
4. Did public involvement efforts involve public meetings or hearings and, if so, how many?
5. Did public involvement efforts utilize the internet and/or broadcast media?
6. Were out-of-state Indian tribes involved in public involvement efforts and, if so, were their views affirmatively sought-out?
7. If the PA involved other federal agencies than FHWA, did those agencies have specific public involvement requirements and, if so, what were they?

In addition to specific information on the above seven questions, any general comments concerning public involvement in PA development will be appreciated. Please send your information to Tony Opperman at VDOT. He can be reached by phone at 804-371-6749 or by e-mail: a.opperman@viriniadot.org.

**ADC50 - Committee on Historic
and Archaeological Preservation**

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Don't miss the August
Summer Meeting in
Providence, Rhode Island!!!



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See page 5 inside for more details!!