

APPENDIX A

Study Questionnaire

National Cooperative Highway Research Project 20-5, Topic 28-08

Historic Highway Bridge Preservation Practices

The National Cooperative Highway Research Program (NCHRP) has convened a panel of experts from around the country to prepare a synthesis of information on the policies and practices of state and other agencies for dealing with historic bridges when they become candidates for rehabilitation or replacement. Historic bridges are understood to be those that are listed, or determined to be eligible for listing, in the National Register of Historic Places. The synthesis will focus on policies and decision-making procedures that have been employed by the agencies to determine which bridges to preserve and which not to preserve. The synthesis will compliment a current study of the Federal Highway Administration (FHWA) focused on the technical aspects of preserving historic bridges, and will supplement NCHRP Synthesis 101, "Historic Bridges - Criteria for Decision Making", published in 1983.

If ample space has not been provided for responding to specific questions, please feel free to write on the back side of any page or to add pages. A supplemental sheet has already been included for responses to Questions 3-5. Also, please feel free to add any additional comments that you believe would be helpful. Your responses will be carefully evaluated and incorporated into the synthesis report, copies of which will be furnished to your agency as a participant in this important program.

Schedule: We ask that you complete and return the survey form by April 1, 1997.

Returns: Please return the completed survey forms to:
William P. Chamberlin
1046 Shave Court
Schenectady, N.Y. 12303

Questions: In the event that you have any questions about the survey, please call Mr. Chamberlin at (518) 356-1090.

**THANK YOU FOR YOUR COOPERATION
AND ASSISTANCE IN COMPLETING THIS QUESTIONNAIRE**

QUESTIONNAIRE / INTERVIEW DOCUMENT

Name of Agency: _____
 Name of Respondent: _____
 Title of Respondent: _____
 Telephone Number: _____ ; FX Number _____
 Date of Response: _____

Definition of Preservation: For the purpose of this questionnaire, you should consider the term “preservation” to mean continued use of a bridge for a vehicular or non-vehicular transportation function, at either its present location or at an alternate location, even when structurally or geometrically modified. Its use as a display or monument, or for any other non-vehicular function at any location, should also be considered a form of preservation even though it may no longer serve a transportation function. Similarly, match-marking, dismantling and storage for future use should be considered a form of preservation. For the purpose of this questionnaire, neither salvage of specific structural or decorative elements for display, research or reuse nor recordation/documentation followed by destruction should be considered forms of preservation.

* * * * *

State or Local Legislative Requirements Please identify any legislation enacted within your jurisdiction that either clarifies, interprets or adds to the requirements of existing Federal legislation (ISTEA and its predecessors) regarding the treatment of historic bridges.

None enacted ____
 If enacted, please, please enclose a copy.

Status of Historic Bridge Inventories:

1. Please check the types of historic bridges that have been inventoried in your jurisdiction.

Metal truss ____, Timber truss (incl. covered) ____, Concrete arch ____,
 Stone or brick arch ____, Non-arched concrete ____, Metal beam/girder ____,
 Moveable ____, Rigid frame ____, Trestle ____,
 Long span (suspension, cantilevered truss, metal arch) ____, Other (please identify)

2. If any of these inventories have been published, either as an internal agency document or for broader distribution, please give the appropriate citation(s).

Historic Bridge Preservation Patterns: The purpose of the four questions that follow is to identify patterns of preservation within specific historic bridge types in your jurisdiction, and to identify those factors that have been the principle determinants of whether or not preservation was successful. While the questions are posed in sequence, you may wish to record your responses in the table on the following page. Please review carefully the definition of “preservation” given above.

- 3. For each of the bridge types inventoried, how many of the total number inventoried were determined to be National Register eligible?
- 4. Among those NO eligible bridges that have been included in bridge rehabilitation or replacement projects since the inventory was completed, how many of each type have been preserved, according to the above definition; how many have not been preserved?
- 5. For each bridge type, can you identify the factors that have contributed most strongly to the decision to preserve or to not preserve (e.g., historic importance, safety, cost, tort liability, local support, etc.)?
- 6. Based on your experience, how would you describe the usefulness of the historic bridge inventory as a planning tool in your jurisdiction?

Extremely Useful _____ Moderately Useful _____ Not at all Useful _____

Please give the reason(s) for your response. _____

Historic Bridge Preservation Plans: The purpose of the next two questions is to determine whether or not your agency has developed a preservation plan for historic bridges and, if so, the nature of that plan. For this purpose, a “preservation plan” is defined as a document that identifies preservation warrants, preservation constraints and feasible preservation alternatives for each NO eligible bridge. Preservation warrants are typically judgments of NO eligibility. Whether eligibility is based on national, state or local significance may also be a consideration, as may be the relative historic importance among the eligible bridges. Preservation constraints are technical, legal and financial considerations that may mitigate against one or more preservation alternative. Feasible preservation alternatives are those for which the constraints do not impose unacceptable conditions. Where no feasible alternatives exist, the plan would identify acceptable mitigations such as document/destroy or dismantle/store. Some agencies have developed preservation plans in conjunction with their historic bridge inventory; others under a separate project; still others not at all.

Tabulation of Responses to Questions 3-5

Type of Bridge Inventoried	Number Inventoried	Number NO Eligible	From those Considered for Rehabilitation or Replacement		Principal Contributing Factors
			Number Preserved	Number Not Preserved	

7. Does your agency have a written preservation plan, as defined above, for the historic bridges identified in your jurisdiction?

- Yes (please enclose a copy)
- No (please skip to question 9) No, but one is being developed.

8. If your agency has a written preservation plan for historic bridges how would you describe the usefulness of that document as a planning tool for your agency?

Extremely Useful _____ Moderately Useful _____ Not at all Useful _____

Please give the reason(s) for your response. _____

Decision Models for Preserving Historic Bridges: The purpose of the next eleven questions is to identify and describe policies and practices used by your agency in making decisions to preserve or not to preserve historic bridges. Typically, such policies and practices would be used to determine the disposition of an historic bridge at the time that the bridge became the object of rehabilitation/replacement interest and, ideally, would be used to select a course of action from among feasible preservation alternatives already identified (e.g., in your preservation plan); or to select an acceptable mitigations where no preservation alternative was feasible. Such policies and practices may be written or unwritten.

9. Does your agency have written policies and/or practices for making preservation decisions regarding historic bridges?

- Yes (please enclose a copy)
- No No, but they are being developed.

10. What offices of your agency and what outside agencies participated in developing these written policies and/or practices?

11. Whether your agency has written policies and/or practices or not, what are the criteria used for making preservation decisions? Please list them in order from most important to least important. If it is not possible to put these criteria in rank order, mark out the words "most important" and "least important". Insert additional lines, if needed.

_____ (most) _____

 _____ (least)

12. What in-house offices of your agency participate in preservation decisions regarding individual historic bridges? Examples of in-house offices might include cultural affairs, environmental affairs, legal services, bridge engineering, planning, etc.

13. What agencies other than yours participate in these decisions? Examples of other agencies might include the SHPO, state historical services, state environmental conservation (stream protection, water quality), local jurisdictions, etc.

14. What standards or guidelines does your agency use to decide the extent to which a bridge can be modified before its historical integrity is unacceptability altered?

15. Does your agency have a viable plan for dismantling and storing historic bridges for re-erection at some future date?

No viable plan ___

If yes, please describe. _____

16. How successful has your agency been in moving historic bridges to alternative transportation systems within your state?

Extremely Successful ___ Modereately Successful ___ Not at all Successful ___

Please give reason(s) for your response. _____

17. How successful has your agency been in finding recipients for historic bridges scheduled for demolition when availability of the bridges for donation has been advertized as currently required by Federal law?

Extremely Successful ___ Moderately Successful ___ Not at all Successful

(Question 17 continued)

Please give reason(s) for your response. _____

18. Based on your experience, how would you assess the adequacy of the decision process of your agency with regard to the disposition of historic bridges?

Extremely Moderately Not at all
Successful ____ Successful ____ Successful ____

Please give the reason(s) for your response. _____

19. Do you have any recommendations on how the decision process with regard to the disposition of historic bridges in your jurisdiction could be improved? If so, please elaborate. _____

Miscellaneous:

20. In your experience, what are the three most important issues with regard to managing historic bridges?

- 1) _____
- 2) _____
- 3) _____

21. Please identify any local jurisdictions within your state (counties or towns) that, in your opinion, have been unusually successful in managing decisions regarding disposition of historic bridges and that could contribute to this synthesis.

22. Can you recommend any literature that might be helpful in preparing this synthesis?

