

Bridge Marketing Plan

*For the Relocation
and
Preservation in Place
of Historic Bridges
in Missouri*

Missouri Department of Transportation

Revised March 2017



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Introduction

The Surface Transportation and Uniform Relocation Assistance Act (STURRA) (P. L. 100-17), passed in 1987, states that it is in the national interest to encourage the rehabilitation and reuse of bridges significant in American history, architecture, engineering and culture. Historic bridges are recognized as important links to our past, serve as safe and vital transportation routes in the present and can represent significant resources for the future.¹

The law requires that when recipients of Federal-aid highway program funds propose to demolish bridges eligible for listing on the National Register of Historic Places (NRHP), they make those bridges available for donation to a State, locality or responsible private entity, if such State, locality or responsible entity enters into an agreement to:

- Maintain the bridge and the features that give it its historic significance; and
- Assume all future legal and financial responsibility for the bridge, which may include an agreement to hold the State highway agency harmless in any liability action.²

Costs incurred to preserve the bridge, including funds made available to the State, locality or private entity, are reimbursable project costs, up to an amount not to exceed the cost of demolition. Any bridge preserved using the demolition fund is no longer eligible for funds available under Title 23³—this includes the Transportation Alternatives Program and Recreation Trails Program grants.

This *Bridge Marketing Plan* serves as a blueprint for the Missouri Department of Transportation (MoDOT) and Local Participating Agency (LPA) recipients of federal-aid highway program funds in Missouri to comply with this requirement. It is anticipated that as technology and best practices change this plan will be updated to meet current needs.

Bridge marketing efforts complement requirements of Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act, and marketing efforts aid in compliance with both laws.

Marketing Requirements and Considerations

The laws and regulations requiring the marketing of historic bridges do not contain exceptions to the requirement to market historic bridges. Through consultation with the Federal Highway Administration (FHWA) and the State Historic Preservation Office (SHPO), MoDOT has determined that all metal truss and metal through arch bridges will be marketed for reuse. In addition, concrete arch bridges that can be preserved in place will be marketed for reuse by others.

Certain types of bridges cannot be relocated due to their structural type—this includes concrete arch bridges, concrete rigid frame bridges, concrete slab and girder bridges and steel beam bridges. Unless preservation in place is an option due to a viable highway relocation alternative,

¹ STURAA, Section 123(f)(1).

² 23 USC 144(n)(4).

³ 23 USC 144(g)(6).

these bridges will not be marketed for reuse. In addition, exceptions may be granted for bridge types that are not aesthetically likely to be relocated (e.g., steel through girder bridges) or which for engineering reasons make relocation and rehabilitation within the *Secretary of the Interior's Standards for Rehabilitation* impossible. Figure 1 summarizes the exceptions.

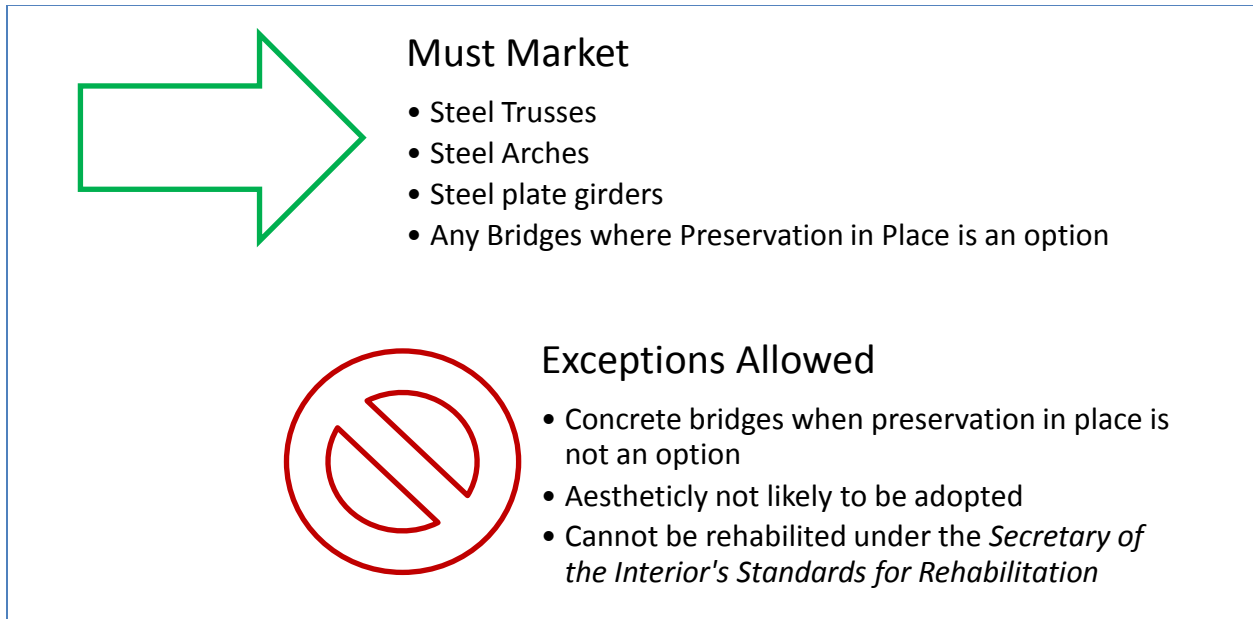


Figure 1: Bridge Marketing Exceptions



Figure 2: An exemption from marketing was granted for the Fox Creek Bridge because the bridge could not be rehabilitated within the Secretary of the Interior's Standards and because the bridge was unlikely to be relocated due to aesthetics.

To request an exemption from marketing, MoDOT or the LPA must complete the Marketing Exemption Request (see Appendix A), which documents why the bridge is not a candidate for preservation in place or relocation. It also documents the concurrence of the SHPO, MoDOT Historic Preservation Manager and must be approved by the FHWA.

Duration of Historic Bridge Marketing

When deciding how long to market a bridge, it should be remembered that the larger and/or more significant the bridge is, the longer it should be marketed.

Projects included in the Statewide Transportation Improvement Program (STIP) involving historic bridges should be identified early, usually five years from letting. Most historic bridges on these projects should be marketed for a minimum of six (6) months, with an end date at least six (6) months prior to the letting—start marketing twelve (12) months prior to letting.

For major bridges, nationally significant bridges and controversial bridges, a longer marketing effort is necessary. A minimum marketing period of eighteen (18) months, with an end date six (6) months prior to letting, is recommended.

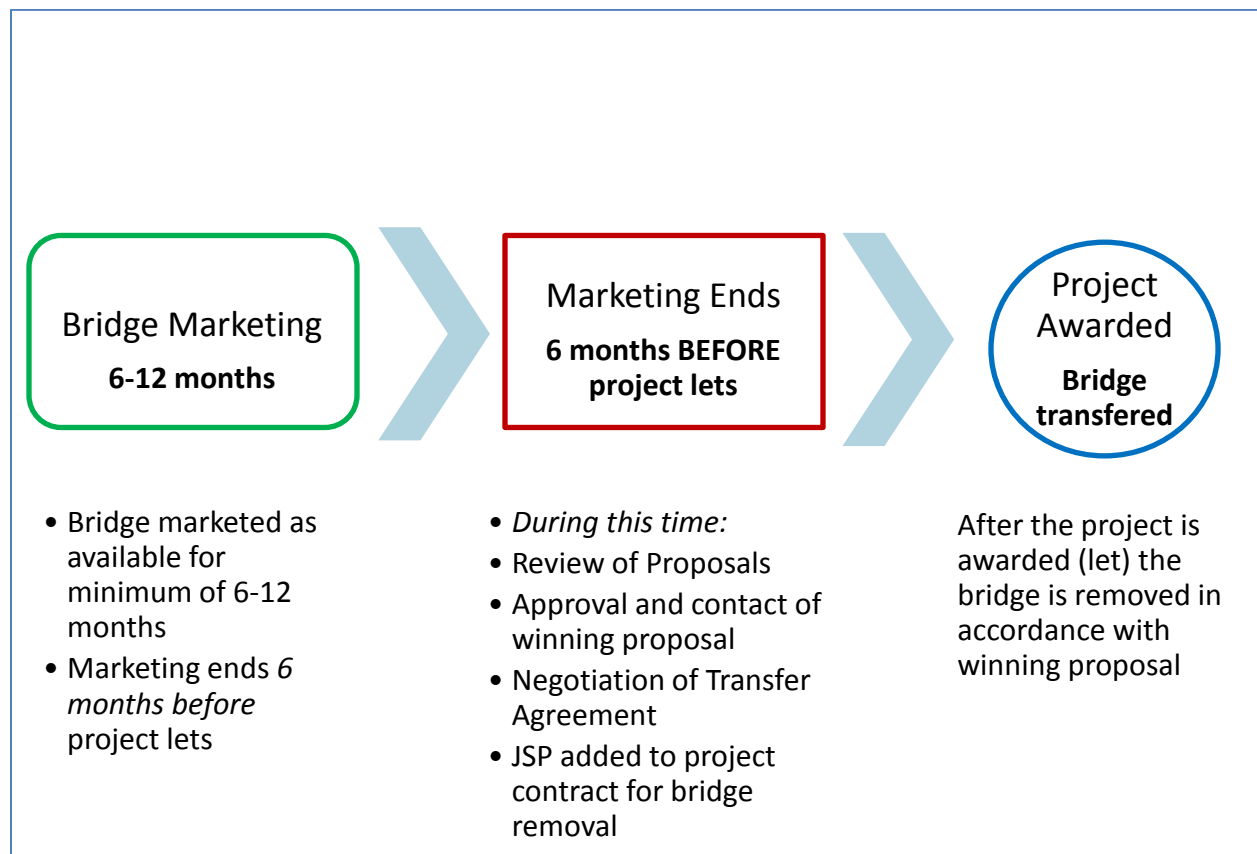


Figure 3: Bridge Marketing Timeline

This type of schedule will work for most projects on a normal five year project development schedule. The marketing schedule will allow for ample opportunity for a new user of the bridge to be identified and for the transfer to be negotiated prior to letting. It will also allow for the

details to be captured in the Section 106 Memorandum of Agreement (MOA) for the project, if the bridge is not covered by an existing Programmatic Agreement.

Historic bridge marketing does not have to be completed prior to the drafting and execution of the MOA as long as the MOA contains a stipulation providing for the marketing of the bridge, evaluation of any proposals received and possible transfer of the bridge. In these cases the Programmatic Section 4(f) Evaluation for the project cannot be approved until the bridge marketing efforts are complete, since making the bridge available for reuse is one of the alternatives that must be considered for the Historic Bridge Programmatic Section 4(f) Evaluation (for more information, see the MoDOT Engineering Policy Guide or the LPA Manual⁴).

If the project is on an accelerated schedule, or is an emergency addition to the STIP, the bridge should be marketed for as long a period as is practical, but for a minimum of two (2) months.

For projects in which an Environmental Impact Statement (EIS) or Environmental Assessment (EA) are being prepared under the National Environmental Policy Act (NEPA), bridge marketing should begin after the Agency Scoping Meeting and should last for as long as is practical in the project schedule, in no case should the marketing stop prior to the public hearing.

In cases where the MOA is prepared prior to the completion of bridge marketing for projects which have a NEPA classification of Categorical Exclusion (CE), the Programmatic Section 4(f) Evaluation for the project and the CE cannot be approved until the bridge marketing is completed.

Marketing Methods

Direct Marketing

Bridges should be direct marketed through sending a letter and a flyer (sample documents are located in Appendix B). A list for direct marketing should be developed in consultation with the SHPO and MoDOT and should include County and City governments (to the County Commission and the Mayor's office, to the Parks Department, and to the Roads/Highway Department if contact information can be located), historical societies, parks departments or organizations, road departments (if a separate road department can be identified), and the regional planning commission serving the county in which the bridge is located. If the bridge is located near the edge of the county (less than two (2) miles) or if it is a two-county bridge, the bridge should be marketed to the same organizations in both counties. If three counties are nearby, market to all three counties.

⁴ Engineering Policy Manual, Section 127.2 Historic Preservation and Cultural Resources:
http://epg.modot.org/index.php?title=127.2_Historic_Preservation_and_Cultural_Resources.

LPA Manual, Section 136.6.4.2.1 Section 4(f) for Historic Properties:

http://epg.modot.org/index.php?title=136.6_Environmental_and_Cultural_Requirements#136.6.4.2.1_Section_4.28f.29_for_Historic_Properties

In addition, the bridge should be marketed to the Katy Trail Coordinator at Missouri State Parks, the appropriate Department of Natural Resources Regional Office and any trail organizations working in the region. Trail organizations can be found on the American Trails web-site.

Examples of appropriate outreach to trails organizations would be:

- If the bridge is in the St. Louis District or in a county that is directly adjacent to the St. Louis District, the following trail organizations should be contacted:
 - Great Rivers Greenway District
 - Greenway Network, Inc.
 - Trailnet

- If the bridge is located in the Kansas City District, the following trail organizations and cities should be contacted:
 - Kansas City Riverfront Heritage Trail
 - Lee's Summit
 - Grandview

- If the bridge is in Boone County, or an adjacent county, the following trail organizations should be contracted:
 - Greenbelt Land Trust of Mid-Missouri
 - Ped-Net Coalition

If the bridge is located south of the Missouri River and east of Highway 63, the Ozark Trail Association should be contacted.

The flyer included with the direct marketing should include the same information found on the web-page template—information on the size and design of the bridge, current weight restrictions, and information to understand historical significance. The format and appearance of the flyer is left to individual discretion. The template (in Word format) is available upon request from the MoDOT Historic Preservation Section.

Press Releases

The Historic Preservation Section will ask the District Project Manager to prepare a press release about the availability of the bridge, which will be distributed following District protocols and posted on the District News webpage. The press release should make it clear that the bridge may become available for relocation or, if it is an option, for preservation in place.

It is a good idea to send a pdf copy of the flyer with the request for the press release, because the flyer can be included with the press release, providing additional information on the bridge and its history.

LPA should issue press releases about the availability of the bridge following the protocols and procedures of the LPA.

Webpage

MoDOT maintains a web-site for the purposes of marketing historic bridges, *Free Bridges!* The bridge should be posted to the web-site, www.modot.gov/freebridges, as the direct marketing and other marketing campaigns begin. The webpage is a template containing standard information (the template is located in Appendix C). The template (in Word format) is available upon request from the MoDOT Historic Preservation Section. The webpage template can also serve as a template for the direct marketing flyer.

Social Media

For some bridges it is appropriate to include social media, such as Facebook, as part of the marketing campaign. The social media can be directed from the Central Office Communication division or by the District Communication division.

Social media will be appropriate for bridges on major routes, that are unusual types, that are very important, or when there are several bridges being made available in an area.

E-mail/Listserve

An announcement about the availability of the bridge, and a copy of the flyer, should be distributed through the Missouri Preservation listserve (preservemo@yahoogroups.com). For bridges with long marketing campaigns, reminders could be sent out periodically.

It is appropriate to send individual e-mails to interested parties if a bridge meets their particular needs or if a group is looking for a bridge in a restricted area. These lists should be maintained in a shared folder, accessible to the MoDOT built environment staff, so that whoever is responsible for marketing the bridge has access.

Bridgehunter.com

For bridges that are included in bridgehunter.com it is possible to change the settings for the bridge future prospects to indicate that the bridge is available for reuse, and provide a statement that MoDOT (or the LPA) is accepting proposals for reuse until a certain date. An editor account is necessary to make the change. An editor account can be obtained by registering for an editor's account.

The above are examples of ways to market historic bridges. Additional ways of marketing bridges are encouraged, and can be discussed with FHWA, SHPO and MoDOT.

Proposal Checklist

The MoDOT Proposal Checklist is available on the *Free Bridges* web-page (see above) (and in Appendix D), and provides guidance for those interested in adopting a historic bridge. The proposal checklist has three main sections:

- One specific for bridges that will be relocated;
- One specific for bridges that will be reused in place; and
- One with information that is required regardless of whether the bridge will be relocated or reused in place.

The proposal checklist provides those interested in adopting a bridge with guidelines on information to include when they are preparing a proposal. A local government marketing a bridge may develop its own proposal checklists or use the MoDOT form; however the information required would be similar.

For multi-span structures, proposals for individual spans of the bridge will be entertained, but will be ranked lower than proposals for reuse of the all spans.

Proposals should be submitted to the contact information identified for the bridge on the bridge flyer or on the bridge specific web-page of the *Free Bridges* web-page. That person is responsible for distributing the proposal to FHWA, SHPO and MoDOT for evaluation within one week of submittal.

If someone expresses interest in adopting a bridge after the official marketing ends, it is at the discretion of MoDOT or the LPA to determine if there is time to consider the proposal.

Evaluating Proposals

Proposals received for the reuse of a bridge, will be evaluated by FHWA, SHPO, MoDOT and, if it is an LPA bridge, the local owner, within thirty (30) days of receipt.

Proposals will be evaluated based on how well they demonstrate the ability of the applicant to preserve the features of the bridge that make it eligible for listing on the NRHP. Priority will be given to proposals that:

- Preserve the bridge in place;
- Preserve the bridge near the point of origin;
- Preserve the bridge in the State of Missouri;
- Preserve the entire bridge; or
- Preserve the most spans

Proposals will also be evaluated based on the financial resources of the applicant and their ability to provide long-term maintenance of the bridge.

If a proposal does not include provisions to assume future financial and legal responsibility, it will be considered incomplete, and may not be considered.

If a proposal is accepted, the FHWA will inform the approved applicant. The agency (MoDOT or the LPA) and the applicant will then work to develop a transfer agreement and timing for the removal of the bridge, as described above.

Reporting on Marketing Efforts

Following the conclusion of the marketing effort, the agency (MoDOT or the LPA) should report on the marketing to the SHPO and MoDOT Historic Preservation. A Historic Bridge Marketing Report (see Appendix E) should be submitted within sixty (60) days of the completion of the marketing period detailing the efforts, inquiries made about the bridge and any proposals that

were received. The Report is available in Word format (upon request) from the MoDOT Historic Preservation Section.

These reports will allow for statistics to be kept on the success of various forms of marketing and bridge reuse successes.

Appendices

Appendix A: Marketing Exemption Request

Appendix B: Sample Documents

Appendix C: Webpage Template information

Appendix D: Proposal Checklist

Appendix E: Report on Marketing Efforts

**Appendix A:
Marketing Exemption Request**

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Request for Exemption: Marketing Historic Bridge

Bridge Name: [Click here to enter text.](#)

Bridge Number: [Click here to enter text.](#)

County: [Click here to enter text.](#)

Route: [Click here to enter text.](#)

Job/Project No: [Click here to enter text.](#)

SHPO Log No.: [Click here to enter text.](#)

Bridge Type: [Click here to enter text.](#)

Is preservation in place an option: Yes No

If No, explain why: [Click here to enter text.](#)

Is the bridge a type that is aesthetically not likely to be selected for relocation? Yes No

If No, explain why: [Click here to enter text.](#)

Can the bridge be rehabilitated within the Secretary of the Interior's *Standards for Rehabilitation*? Yes No

If No, explain why: [Click here to enter text.](#)

Has the State Historic Preservation Office been consulted about these findings? Yes No

Enter date of consultation: [Click here to enter a date.](#)

(Attach correspondence/e-mail with SHPO)

We concur that this bridge is a type that should qualify for a marketing exemption because preservation in place is not an option, it is a type that is not likely to be relocated or because it cannot be rehabilitated within the Secretary of the Interior's *Standards*.

MoDOT Historic Preservation Manager

Date

Approved by Federal Highway Administration:

Program Delivery Team Leader

Date

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**Appendix B:
Sample Documents**

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Sample Direct Advertising List

Ozark Greenways	P.O. Box 50733	Springfield MO 65805	417.864.2015	lori@ozarkgreenways.org
Ozark Trail Association	406 W High St	Potosi MO 63664	(573) 436-0540	abi.jackson@ozarktrail.com
White River Valley Historical Society	297 Main Street	Forsyth, MO 65653-0841	417.546.2210	
South Central Ozark Council of Governments	P.O. Box 100	Pomona, MO 65789	(417) 256-4226	jmurrell@scocog.org
Ozark County	P. O. Box 416	Gainesville, MO 65655	417.679.3209	
City of Gainseville	208 4th Street	Gainesville, MO 65655		
Ozark County Chamber of Commerce	361 Main St.	Gainesville, MO 65655	417.679.4913	
Ms. Kelley Brent				
State Parks Trail Coordinator, Missouri State Parks	1659 East Elm	Jefferson City, MO 65101	573.751.5359	kelley.brent@dnr.mo.gov
Ms. Jean Ann Hutchinson, Secretary				
Ozark Historic Preservation Commission	City Hall, 205 N. 1 st Street	Ozark, MO 65721	417-485-0900	ja.john.hutch@gmail.com
Mr. Michael Sparlin, Senior Planner				
Landmarks Board of Springfield				
Department of Planning and Development	840 Boonville, PO Box 8368	Springfield, MO 65801-8368		
			417-864-1091	msparlin@springfieldmo.gov

Sample Preservation-in-Place Direct Letter



105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Missouri Department of Transportation
Patrick K. McKenna, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

August 18, 2016

<Insert Address>

Subject: Design
Route 72, Iron County
Job No. J9P3058
Bridge Replacement over Stouts Creek
Availability of the Stouts Creek Bridge (H0393) for Reuse in Place

Please find the enclosed information about the availability of the historic Stouts Creek Bridge on Highway 72 in Iron County. The Missouri Department of Transportation (MoDOT) is planning highway improvements that may impact the Bridge (H0393), a structure eligible for listing in the National Register of Historic Places. Federal law requires any state proposing demolition of a historic bridge for a bridge replacement project using federal funds to “first make the historic bridge available for donation to a State, locality, or responsible private entity” providing certain conditions are met; therefore, MoDOT is seeking proposals for the adaptive reuse of the Stouts Creek Bridge.

The bridge has a total length of 122’, and is comprised of one open spandrel concrete arch span. The bridge was constructed in 1928. It has a deck width of 20’ curb-to-curb. More information about this bridge, and proposal guidance, may be found online at <http://www.modot.org/freebridges/>. Anyone interested in possibly reusing the bridge is urged to submit a proposal to MoDOT’s Historic Preservation Section, P.O. Box 270, Jefferson City, MO, 65102, by December 30, 2016. This historic bridge is being offered free of charge; however, historic preservation covenants to may apply.

Please share this information with others who may be interested in acquiring the bridge. If you have questions or need additional information, please contact Karen Daniels, Sr. Historic Preservation Specialist, at 573.526.7346 or karen.daniels@modot.mo.gov.

Sincerely,

Michael C. Meinkoth
Historic Preservation Manager

Local government letters would copy FHWA, SHPO
and MoDOT Historic Preservation

Attachments

Copies: Ms. Sara Parker Pauley – MDNR
Ms. Raegan Ball – FHWA
Mr. Dennis Heckman – CO-br
Ms. Jerica Holtsclaw – CO-de
Mr. Mark Shelton – SE-ao
Ms. Nicole Thieret – SE-cr



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Sample Bridge Reuse Direct Letter



105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Missouri Department of Transportation
Patrick K. McKenna, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

March 22, 2016

<Insert Address>

Subject: Design
Route JJ, Ozark County
Job No. J9S3143
Bridge Replacement over Little Creek
Availability of the Little Creek Bridge (N0171) for Adaptive Use

Please find the enclosed information about the availability of the historic Little Creek Bridge on Route JJ in Ozark County. The Missouri Department of Transportation (MoDOT) is planning highway improvements that will impact the Bridge (N0171), a structure eligible for listing in the National Register of Historic Places. Federal law requires any state proposing demolition of a historic bridge for a bridge replacement project using federal funds to “first make the historic bridge available for donation to a State, locality, or responsible private entity” providing certain conditions are met; therefore, MoDOT is seeking proposals for the adaptive reuse of the Little Creek Bridge.

The bridge has a total length of 115', and is comprised of a 72' pony truss span and a concrete deck girder approach span. The bridge was originally constructed in 1923 over Hog Creek in Texas County, and was relocated to Ozark County in 1956. The bridge has a deck width of 20' curb-to-curb. More information about this bridge, and proposal guidance, may be found online at <http://www.modot.org/freebridges/>. Anyone interested in possibly reusing the bridge or bridge components is urged to submit a proposal to MoDOT's Historic Preservation Section, P.O. Box 270, Jefferson City, MO, 65102, by June 1, 2016. This historic bridge is being offered free of charge; however, historic preservation covenants to may apply.

Please share this information with others who may be interested in acquiring the bridge. If you have questions or need additional information, please contact Karen Daniels, Sr. Historic Preservation Specialist, at 573.526.7346 or karen.daniels@modot.mo.gov.

Sincerely,

Michael C. Meinkoth
Historic Preservation Manager

Local government letters would copy FHWA,
SHPO and MoDOT Historic Preservation

Attachments

Copies: Ms. Sara Parker Pauley – MDNR
Ms. Raegan Ball – FHWA
Mr. Dennis Heckman – CO-br

Ms. Jerica Holtsclaw – CO-de
Mr. Mark Shelton – SE-ao
Ms. Nicole Thieret – SE-cr



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Sample Flyer

Little Creek Bridge, N0171, Ozark County



Bridge Location

County: Ozark

Road: JJ

Feature Crossed: Little Creek

Other Location Information: just north of Thornfield

Structure Number or County Bridge Number: Bridge No. N0171

Bridge Information

Owner: Missouri Department of Transportation

Type: Warren all-verticals pony truss, with concrete deck girder approach span

Length: 72' pony truss span, 115' overall

Width: 20' curb-to-curb

Year Built: 1956

Builder: O. L. Koch, Thayer, MO

Current Load Rating: Trucks over 13 tons 15 MPH

History of Modifications, Rehabilitations, etc.: truss span originally erected 1922 as G-411 in Texas County, removed 1953 and set aside for relocation.

Other Comments:

Narrative Description:

Bridge N0171 is a 1956, six-panel, Warren with all verticals pony truss bridge with a concrete deck girder approach span. The bridge is 115' long overall with a 72' long pony truss span and a 42' long approach span. The deck is 20' wide, curb-to-curb. The bridge has wide channel railings on the pony truss span.

The bridge was originally constructed in 1923 on Route 7 (later highway 63) over Hog Creek in Texas County (as bridge No. G 411). The bridge was constructed as part of project 7-84 by the Missouri Bridge & Iron Company. It was removed in 1953 when the bride was widened and stored until 1956 when the truss was relocated to Ozark County. The contractor for the 1956 relocation was O. L. Koch of Thayer, Missouri.

The bridge is eligible for the National Register of Historic Places under criteria A and C for local significance in transportation and engineering. The bridge is a good example of the all-verticals subtype of the Warren pony truss type. The truss span was originally constructed as the state highway

system expanded under the Centennial Road Law. As the state highway system was improved following World War II, the bridge was set aside for use on the supplementary system. As such the bridge represents two important eras in state highway development.

MoDOT's Historic Preservation Section is now accepting proposals for the relocation and reuse of the bridge or its components until June 1, 2016. A proposal checklist is available MoDOT's Free Bridges website (<http://www.modot.org/freebridges/>). Preservation covenants may accompany the bridge.

For further information and proposal submittals, interested parties may contact:

Name: Karen Daniels, Sr. Historic Preservation Specialist

Organization: Missouri Department of Transportation

Address: MoDOT Design Division, Historic Preservation Section, P.O. Box 270, Jefferson City, MO 65101

E-Mail: Karen.Daniels@modot.mo.gov

Phone: 573-526-7346

Example

NewsRelease

Central District

Missouri Department of Transportation

1511 Missouri Blvd.
P.O. Box 718
Jefferson City, Missouri 65102
573.751.3322
Fax: 573.522.1059

For more information, Senior Historic Preservation Specialist Karen Daniels at (573) 526-7346 or MoDOT Communications at (573) 751-3322.

October XX, 2016 – For immediate release

No Foolin': Have We Got a Bridge for You

JEFFERSON CITY – The Missouri Department of Transportation is looking for a new home for the historic Bourbeuse River Bridge on Phelps County Route B.

The bridge, which was built in 1934, is currently located about 2.25 miles south of Redbird. It will be replaced with a new and wider bridge in 2017. The bridge is considered historic because it is eligible for listing in the National Register of Historic Places as an excellent example of the mismatched subtype of the Warren pony truss design.

Because of that eligibility, federal law requires any state proposing demolition of a historic bridge to first make it available for donation to a state, locality or responsible private entity. The bridge can be obtained by government entities, historical or civic groups, or private citizens, free of charge. The cost to remove the bridge or any of its parts is borne by the party obtaining the bridge.

Individuals and organizations interested in taking all or part of the bridge are invited to submit a proposal for reuse.

Proposals are due March 30, 2017. Details about the bridge, as well as information about reusing a bridge or making a reuse proposal, can be found on MoDOT's Free Bridges website at <http://www.modot.org/freebridges/>.

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Little Creek Bridge, N0171, Ozark County

Bridge Location

County: Ozark

Road: JJ

Feature Crossed: Little Creek

Other Location Information: just north of Thornfield

Structure Number or County Bridge Number: Bridge No. N0171

Bridge Information

Owner: Missouri Department of Transportation

Type: Warren all-verticals pony truss, with concrete deck girder approach span

Length: 72' pony truss span, 115' overall

Width: 20' curb-to-curb

Year Built: 1956

Builder: O. L. Koch, Thayer, MO

Current Load Rating: Trucks over 13 tons 15 MPH

History of Modifications, Rehabilitations, etc.: truss span originally erected 1922 as G-411 in Texas County, removed 1953 and set aside for relocation.

Other Comments:

Narrative Description:

Bridge N0171 is a 1956, six-panel, Warren with all verticals pony truss bridge with a concrete deck girder approach span. The bridge is 115' long overall with a 72' long pony truss span and a 42' long approach span. The deck is 20' wide, curb-to-curb. The bridge has wide channel railings on the pony truss span.

The bridge was originally constructed in 1923 on Route 7 (later highway 63) over Hog Creek in Texas County (as bridge No. G 411). The bridge was constructed as part of project 7-84 by the Missouri Bridge & Iron Company. It was removed in 1953 when the bridge was widened and stored until 1956 when the truss was relocated to Ozark County. The contractor for the 1956 relocation was O. L. Koch of Thayer, Missouri.

The bridge is eligible for the National Register of Historic Places under criteria A and C for local significance in transportation and engineering. The bridge is a good example of the all-verticals subtype of the Warren pony truss type. The truss span was originally constructed as the state highway system expanded under the Centennial Road Law. As the state highway system was improved following World War II, the bridge was set aside for use on the supplementary system. As such the bridge represents two important eras in state highway development.

MoDOT's Historic Preservation Section is now accepting proposals for the relocation and reuse of the bridge or its components until June 1, 2016. A proposal checklist is available MoDOT's Free Bridges website (<http://www.modot.org/freebridges/>). Preservation covenants may accompany the bridge.

For further information and proposal submittals, interested parties may contact:

Name: Karen Daniels, Sr. Historic Preservation Specialist

Organization: Missouri Department of Transportation

Address: MoDOT Design Division, Historic Preservation Section, P.O. Box 270, Jefferson City, MO 65101

E-Mail: Karen.Daniels@modot.mo.gov

Phone: 573-526-7346

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**Appendix C:
Webpage Template**

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Bridge Reuse Web-page Template

<Bridge Name> Bridge, <Bridge No>, <County> County

Bridge Location

County:

Road:

Feature Crossed:

Other Location Information:

Structure Number or County Bridge Number: Bridge No.

Bridge Information

Owner:

Type:

Length:

Width:

Year Built:

Builder:

Current Load Rating:

History of Modifications, Rehabilitations, etc.:

Other Comments:

Narrative Description:

The bridge is eligible for the National Register of Historic Places under

MoDOT's Historic Preservation Section is now accepting proposals for the relocation and reuse of the bridge or its components until <insert date>. A proposal checklist is available MoDOT's Free Bridges website (<http://www.modot.org/freebridges/>). Preservation covenants may accompany the bridge.

For further information and proposal submittals, interested parties may contact:

Name:

Organization:

Address:

E-Mail:

Phone:

A word version of this document is available from the MoDOT Historic Preservation Section.

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**Appendix D:
Proposal Checklist**

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MoDOT Proposal Checklist

MoDOT Historic Bridge Relocation and Reuse Proposals

Proposals submitted to MoDOT for relocation of a historic bridge or bridge elements should include the following information:

- Map(s) showing the new location of the historic bridge or elements. This includes USGS topographic maps, city maps, or labeled aerial photos, etc.
- Images of the site where the historic bridge or elements would be relocated. Please provide general photos of the area and specific views of the location for the new substructure and the surrounding area.
- The route for moving the bridge or its components to the new site.
- How the bridge or elements will be reused (adapted for city use, recreational trails, etc.).
- Dismantling/relocation plan. This plan should specify the following:
 - How the bridge will be dismantled
 - The name of the contractor involved in moving the bridge
 - How the various components will be coded for proper reassembly (if applicable)
 - What rehabilitation work will be performed on the structure
- Estimated time necessary for rehabilitation and/or estimates of the time before the bridge will be put into reuse.
- Cost estimates for relocation and rehabilitation.

Proposals submitted to MoDOT for adoption of a historic bridge in its current location should include the following information:

- Plan for its rehabilitation/preservation and maintenance of the bridge and the features that give the historic bridge its historic significance.
- Cost estimates for rehabilitation.

Any proposal for acquisition of a historic bridge from MoDOT ***whether in current or new location*** should include:

- A statement indicating willingness to accept title to (ownership of) the bridge.
- Willingness to assume all future legal and financial responsibility for the historic bridge, which may include an agreement to hold the Missouri Highway & Transportation Commission & MoDOT harmless in any liability action.
- Willingness to abide by preservation covenants (preserve the bridge and features which make it historic).

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**Appendix E:
Reporting on Marketing Efforts**

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Historic Bridge Marketing Report

Bridge Name: [Click here to enter text.](#)
County: [Click here to enter text.](#)
Project No.: [Click here to enter text.](#)

Bridge Number: [Click here to enter text.](#)
Route: [Click here to enter text.](#)
SHPO Log No: [Click here to enter text.](#)

Bridge Type: [Click here to enter text](#)

Duration of Marketing

State Date: [Click here to enter a date.](#) End Date: [Click here to enter a date.](#)
No. of Days Advertised: [Click here to enter text.](#)

Forms of Marketing

Free Bridges Website Press Release E-mail/Listserve
 Direct Market Social Media Bridgehunter.com
 Other (explain): [Click here to enter text.](#)

Inquiries

Media Contacts (enter names & affiliations): [Click here to enter text.](#)

Media Coverage: [Click here to enter text.](#)

Inquiries Received About the Bridge: [Click here to enter text.](#)

Was a proposal received? Yes No
If Yes, how many proposals were received: [Click here to enter text.](#)

Submitted by: [Click here to enter text.](#)
Date: [Click here to enter a date.](#)

This report must be submitted within sixty (60) days of the close of advertising. Copies should be sent to the State Historic Preservation Office and to the MoDOT Historic Preservation Section.

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