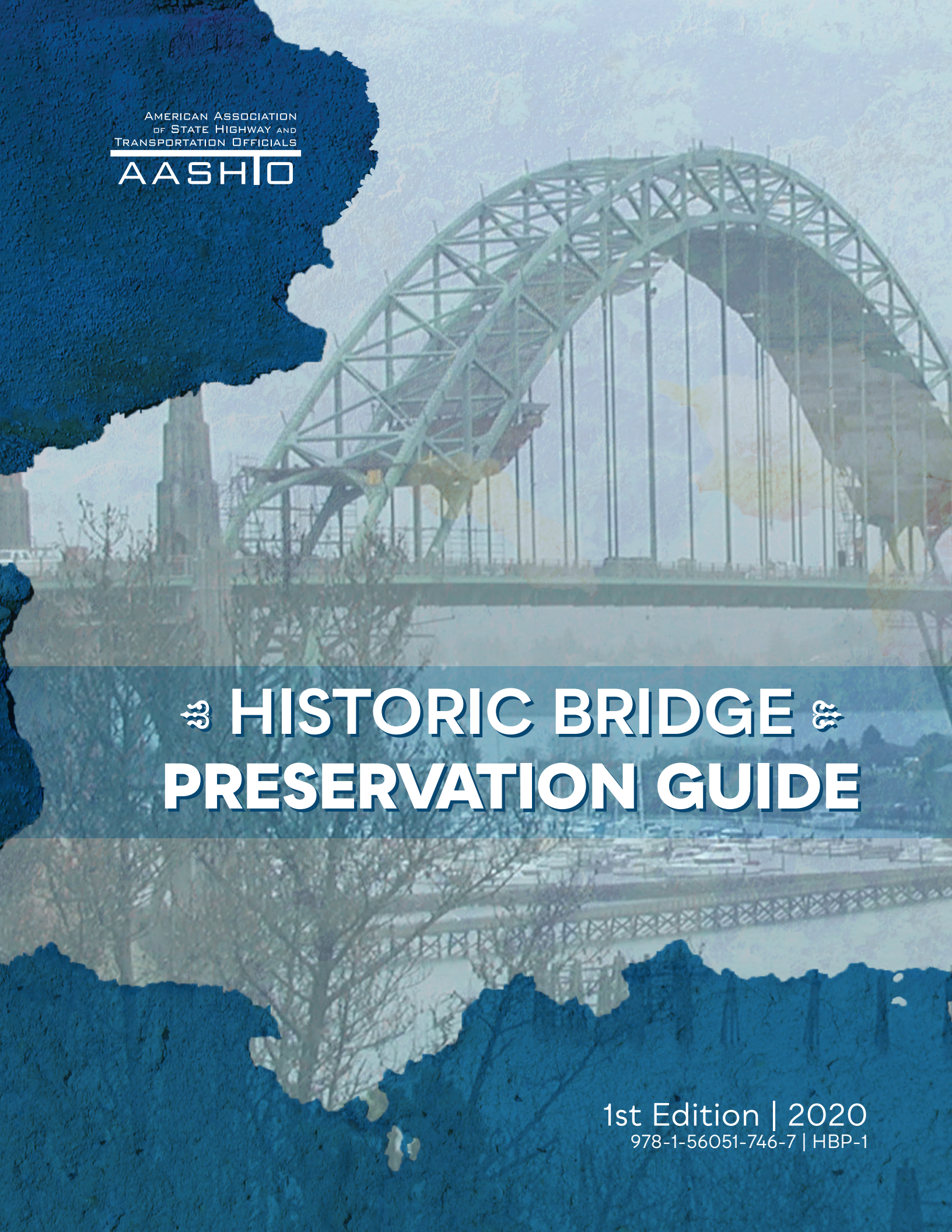

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HISTORIC BRIDGE PRESERVATION GUIDE

CONTENTS

Section 1:

INTRODUCTION

1.1—BACKGROUND

The provisions of this *Historic Bridge Preservation Guide* are intended for the preservation and rehabilitation of both fixed and movable historic highway bridges. Mechanical, electrical, and special vehicular and pedestrian safety aspects of movable bridges, however, are beyond the scope of this Guide.

This Guide is intended to be used in conjunction with the *AASHTO LRFD Bridge Design Specifications* (AASHTO LRFD), and may be used with the *AASHTO Standard Specifications for Highway Bridges* when consistent with state requirements.

Historic bridge preservation and rehabilitation utilizes a unique and diverse set of skills and knowledge, and sometimes involves approaches to projects that are different than those used in ordinary bridge projects. This Guide addresses the elements of design for successful historic bridge preservation and rehabilitation projects.

C1.1

This commentary is included to provide additional information to clarify and explain the technical basis for the specifications provided in this Guide. This Guide is for the design of bridge preservation and rehabilitation projects for existing bridges, particularly those of historic significance.

The term "may" indicates a criterion that is usable, but other local and suitably documented, verified, and approved criteria can also be used.

The term "recommended" is used to provide guidance based on past experiences.

When this Guide makes reference to a Section number or Article number, these references are to Section and Article numbers of this Guide, unless noted otherwise.

1.2—DEFINITIONS

Accessibility—Accommodations to enable those with disabilities to use a facility, in compliance with the Americans with Disabilities Act (ADA), United States Access Board Standards (ABA), and state requirements.

All Possible Planning—All reasonable measures identified in the Section 4(f) evaluation to minimize harm or mitigate for adverse effects.

Consulting Parties—Parties to consultation under Section 106, i.e. SHPO/THPO, representatives of local government, applicants for federal funds or permits, etc., and others upon request.

De Minimis Impact—No adverse effect on a resource protected under Section 4(f) of the Department of Transportation Act.

Feasible—An alternative is feasible if it can be constructed as a matter of sound engineering.

FHWA—Federal Highway Administration of the United States Department of Transportation.

Historic Preservation—Preservation focused on maintaining historic significance and integrity while limiting replacement and construction of new material.

Impressed-Current Cathodic Protection (ICCP)—Method of protecting steel reinforcement in chloride contaminated concrete by forcing a small direct current to flow between the steel reinforcement and a permanent anode applied to the concrete surface, for a period of decades.

Intended Level of Service—The degree of structural capacity and functionality a preservation or rehabilitation project is designed to provide. The intended level of service should be consistent with actual use of the structure and functional category of the roadway and pedestrian path.

Internal Redundancy—The redundancy resulting from having multiple components within a larger member.