

## BRIDGE REUSE

The North Carolina Department of Transportation (NCDOT) established a program for the relocation and reuse of the state's metal truss bridges in 1978. The program began with the completion of a statewide inventory and evaluation of metal truss bridges, sponsored jointly by NCDOT and the North Carolina Department of Cultural Resources. The results of this study were published in *North Carolina's Metal Truss Bridges: An Inventory and Evaluation*.

NCDOT's Bridge Relocation and Reuse Program is designed to develop alternatives to demolition for historic truss bridges scheduled for replacement. Among these strategies are donations of bridges to new owners, assistance with disassembly and relocation, storage in a bridge yard until a new owner can be identified, and preservation in place. NCDOT maintains a directory of individuals and organizations interested in obtaining a bridge and works to match these requests with available bridges that are in suitable condition. While many of these bridges are no longer sufficient for highway use, the truss bridges may continue to serve pedestrian, bicycle, and restricted vehicular traffic off the state system.

When it is necessary to replace metal truss bridges that have become functionally obsolete and cannot



Metal truss bridge

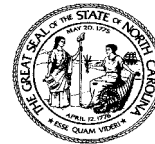
be maintained to meet current design standards, NCDOT actively seeks alternatives to demolition for the state's historic bridges. The Bridge Relocation and Reuse Program plays an important role in retaining these historic structures.



Stone and concrete arched bridge, Blue Ridge Parkway

## NCDOT

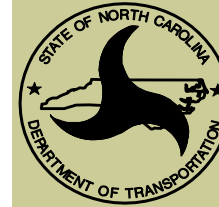
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## NCDOT

# HISTORIC ARCHITECTURE TEAM



ENVIRONMENTAL  
ANALYSIS  
UNIT



House, Nash County

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## ABOUT NCDOT HISTORIC ARCHITECTURE

NCDOT Historic Architecture is a small group of architectural historians within the Environmental Analysis Unit. This group carries out the legally-mandated environmental review of transportation projects triggered by Section 106 of the National Historic Preservation Act of 1966, as well as the review of NCDOT undertakings that are pursuant to additional state and federal regulations involving cultural resources such as Section 4(f), NEPA, and GS 121-12 (a). NCDOT Historic Architecture regularly consults and coordinates with the State Historic Preservation Office (HPO), the Federal Highway Administration, Tribal Historic Preservation Offices, and other various agencies in addition to the public in order to facilitate and participate in the Section 106 consultation process. The group works collaboratively to assess and seek alternatives to avoid, minimize, or resolve harmful impacts to historic properties and landscapes as a result of NCDOT project undertakings and oversees mitigation measures when necessary. **For more information about the Section 106 review process,** visit <http://www.achp.gov/docs/CitizenGuide.pdf>



Historic Store Context

## ARCHITECTURAL SURVEY

Architectural survey and documentation throughout North Carolina is a routine part of NCDOT Historic Architecture's responsibilities. Staff members identify historic properties and landscapes that fall within a particular project's Area of Potential Effects (APE), photograph and document properties with notes or sketches, and research their historical significance.

## NRHP ELIGIBILITY

NCDOT architectural historians determine if a property or landscape is eligible for the National Register of Historic Places (NRHP). If a property is eligible, it qualifies for the protections outlined in the National Historic Preservation Act legislation. NRHP-



Andrews Moore House, Franklin County

eligibility, however, does not mean that a property is officially "listed" on the National Register, and this status alone does not control what owners can and cannot do with their properties. NRHP-eligibility is determined by applying a standard set of criteria provided by the National Park Service and by considering the level of historic integrity the property retains. The HPO must then concur with the eligibility finding. **For more information about National Register-eligibility,** visit <http://www.nps.gov/nr/>

## ASSESSMENT OF EFFECTS

Once eligibility has been established, NCDOT Historic Architecture staff consider the potential impacts on a given historic property depending on the project's scope and parameters. If a project is determined to generate an adverse effect, NCDOT enters into the Section 106 consultation process with the HPO and other consulting parties in order to reach a legally binding agreement that will avoid, minimize or mitigate harm to historic properties. An important part of the Section 106 process is involving the public and other interested groups as consulting parties and taking their comments into consideration. **NCDOT seeks to avoid adverse effects to historic properties at all times.** The Section 106 consultation process encourages negotiation so that federal undertakings result in fewer adverse effects to historic properties. The federal agency is required by law to carry out mitigation measures for adverse effects, spelled out in a Memorandum of Agreement (MOA).



Philadelphus Presbyterian Church, Robeson County