



CROSSINGS

NEWSLETTER OF THE WOOD IN TRANSPORTATION PROGRAM



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Wood In Transportation Commercialization Grant Applications

Applications for federal fiscal year 2001 are available beginning September 1, 2000. For additional information, refer to the following website address: www.fs.fed.us/na/wit. Once you are at this site, click on "grant application."

Wood In Transportation Commercialization Project Highlight:

Improving Access to Rural Residential Homes in West Virginia

Beginning in 1996, the Wood In Transportation Program refocused its demonstration project activities in an attempt to more fully focus on economy of scales and structural adequacy of demonstration structures. The direction of demonstration projects shifted from a shotgun approach to a rifle approach. Prior to 1996, many single structure projects were funded. Today, with a budget for demonstration projects of approximately \$500,000 per year, fewer projects are funded. However, most of these "Commercialization" projects will result in the design and construction of multiple structures.

A commercialization project is a cooperative venture in which the Forest Service shares the cost with partners willing to share the benefits and commercial opportunities with others. These partners work in cooperation with USDA Forest Service personnel to ensure that structurally adequate and economical wooden structures are built in a way that maintains strict quality control and provides a means to monitor the performance of the structures.

The intended outcome of these projects is to develop structures that showcase wood-in-transportation technology and provide useful design and cost information to potential users throughout the nation. These projects build upon past knowledge gained from research and other demonstration projects. An example of a commercialization project is the construction of several bridges using; the same basic design, the same engineer and/or engineering firm, the same fabricator, the same construction firm, and preferably local timber

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Visit our website at www.fs.fed.us/na/wit



Commercialization Project Highlight . . .
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resources within a single- or multi-county area.

This effort has resulted in the Forest Service funding about four projects per year that will eventually result in approximately three or more timber bridges constructed per project. Table 1 lists the number of commercialization projects funded to date. Of the sixteen projects funded, five have been completed. The remaining projects are in various stages of completion.

The fact sheet included with this issue of *Crossings* highlights two commercialization projects that the Wood In Transportation Program partially funded with the West Virginia Division of Highways. We believe that many of our newsletter subscribers will find these projects of interest.

**National Historic Covered Bridge
 Preservation Program (NHCBP)**

This program was established by Section 1224 of the Transportation Equity Act for the 21st Century (TEA21). The program provides funding to assist the States in their efforts to preserve, rehabilitate, or restore the Nation’s historic covered bridges. For the purposes of the program, the term “historic covered bridge” means a covered bridge that is listed or eligible for listing on the National Register for Historic Places.

NHCBP provides funding for two categories of projects. They are:

1. Grants to assist the States in their efforts to rehabilitate or repair and to preserve the Nation’s historic covered bridges,
2. Grants to conduct research and technology transfer.

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TABLE 1 Commercialization Projects: Fiscal Years 1996 through 2000

State	County	Federal Contribution	Cooperator Contribution	Fiscal Year	Planned Project Outcomes
Alabama	Etowah & Randolph	\$77,200	\$112,000	2000	2 vehicular timber bridges
Alaska	Mat-su	107,000	118,000	1998	4 vehicular timber bridges
Florida	Bay	50,000	93,600	1997	1 vehicular timber bridge
Georgia	White	85,000	94,000	2000	2 vehicular timber bridges
Iowa	Ida	124,5000	124,5000	1998	5 vehicular timber bridges
Massachusetts	Multi-county	75,000	388,000	1999	4 vehicular timber bridges
Michigan	Multi-county	139,000	633,000	1999	5 vehicular timber bridges
Montana	Yellowstone	100,000	341,600	1996	3 vehicular timber bridges
Ohio	Knox	100,742	218,334	2000	3 vehicular timber bridges
Ohio	Richland	100,000	348,205	1998	4 vehicular timber bridges
Pennsylvania	Centre	40,000	65,650	1997	1 pedestrian timber bridge and a standard drawing publication
West Virginia	Monongalia	85,750	102,125	1998	10 portable timber bridges
	Multi-county	95,000	95,000	1999	9 vehicular timber bridges
	Multi-county	100,000	100,000	2000	11 vehicular timber bridges
Wisconsin	Vernon	115,000	185,000	1999	4 pedestrian timber bridges
	Multi-county	25,000	25,000	1999	5 portable timber bridges

Historic Covered Bridge Program ... continued
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The total available funding provided for this program in fiscal year 2000 is \$8 million. Funding and specifics for the two project categories include:

1. *Historic Covered Bridge Preservation, Rehabilitation, or Restoration.* Of the funds provided for fiscal year 2000, the Federal Highway Administration (FHWA) will provide a minimum of \$7 million for this category. Grants will be awarded to States submitting applications that demonstrate a need for assistance in carrying out one or more eligible projects as outlined below:
 - a. to preserve, rehabilitate, or restore a historic covered bridge, and
 - b. to preserve a historic covered bridge, including through
 - (i) installation of a fire protection system;
 - (ii) installation of a system to prevent vandalism and arson; or
 - (iii) relocation of a bridge to a preservation site.
2. *Historic Covered Bridge Preservation Research.* Of the funds provided for fiscal year 2000, the FHWA will provide a maximum of \$1 million of this category. This phase of the program will be carried out through a separate Broad Agency Announcement (BAA). The research projects will include but not be limited to the following:
 - a. collection and dissemination of information concerning historic covered bridges,
 - b. development of educational programs relating to the history and construction techniques of historic covered bridges, and
 - c. conducting of basic research to find improved means of protecting historic covered bridges from rot, fire, natural disasters, or weight-related damages.

To ensure the projects retain their historical significance, each project must be carried out in the most historically appropriate manner following the Department of Interior Standards, and the standards and guidelines approved by the State Historic Preservation Officer. The Secretary of the Interior's Standards for the Treatment of Historic Properties

may be obtained at the following website, <http://www2.cr.nps.gov/tps/secstan1.htm> and should be consulted for terms and definitions for the distinct approaches to treatment of historic properties, i.e., preservation, rehabilitation, and restoration. Although the Standards were developed for historic buildings the terms, guidelines, and suggested approaches are generally applicable to historic covered bridges.

Eligibility for Bridge Projects

Funds are available for bridge projects that meet one or more of the following items:

- To be considered, a covered bridge must be eligible for listing or listed in the National Register of Historic Places. Projects must be carried out in the most historically appropriate manner and preserve the existing structure. The project must also provide for replacement of wooden components with wooden components unless the use of wood is impractical for safety reasons. The Secretary of the Interior's Standards for the Treatment of Historic Properties should be consulted in carrying out any preservation work. Although the Standards were developed for historic buildings the terms, guidelines, and suggested approaches are generally applicable to historic covered bridges, and must be considered if one is to retain the historical characteristic of a structure.
- The project may be on any public roadway, including Federal, State, and locally funded projects.
- Funds are available for costs of preliminary engineering, costs of rehabilitation, preservation, and arson and vandalism prevention activities. Funds are also available for evaluating any innovative portion of the restoration work not to exceed 2 years, and for preparation of a case study report

Editor's note: Deadline for fiscal year 2000 applications closed on August 1, 2000.

Questions concerning this program should be addressed to Sheila Rimal Duwadi, Office of Bridge Technology, at (202) 366-4619, or visit the following website:

<http://www.fhwa.dot.gov/bridge/index.htm>

ANNOUNCEMENTS

IABSE Conference: Innovative Wooden Structures and Bridges

The International Association for Bridge and Structural Engineering (IABSE) is sponsoring a conference in Lahti, Finland on August 29-31, 2001. The objective of the conference is to provide a forum for engineers and other professionals around the world to present good examples of wooden structures, e.g. houses, buildings, bridges and other types of structures, and to exchange ideas related to innovative use of wood in structural engineering and architecture. Another objective is to bring together scientists and material experts to discuss the latest test results, analysis methods, and code provisions enhancing or obstructing innovation in wooden structures.

The conference will give an excellent opportunity to exchange information and to discuss not only the state-of-the-art technologies and science of wood structures but also future trends in this field. It is also meant to be a meeting point for practicing engineers, scientists, architects and other professionals from government, universities, research institutes, consulting firms, construction companies, wood industry and other organizations, who are interested in the innovative use of wood in structures generally.

For additional information visit the following website:
www.iabse.ethz.ch/conferences/lahti/lahti_f.html.

Or contact:

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15th National Trails Symposium

The 15th National Trails Symposium will be held on September 21-24, 2000 in Redding, CA. American Trails, the leading national organization that promotes the interests of all types of trail users, is the host for the Symposium. The Symposium is a premier opportunity for trail advocates, managers, planners, and users, as well as environmental, tourism, and business interests, to come together and experience an inspirational, educational, and fun-filled conference.

In the Millennial year, the theme, "Trails and the American Spirit: 2000 and Beyond," will explore both the future and the past so that we build a strong foundation of knowledge and skills related to trails. What are we likely to see in the 21st Century? What are the latest or hottest trends affecting us today? What are the trails projects or initiatives that can serve as models for our future? What skills do we want people to have to make them strong and effective trail advocates? These are just some of the topics the conference planning committee hopes to cover at the upcoming conference—with your help.

For additional information, visit the American Trails website: www.AmericanTrails.org.

Or contact:

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Article contributions, questions or comments may be sent to Ed Cesa, Program Coordinator, National Wood In Transportation Information Center or Mr. Chris Grant, Program Assistant, USDA Forest Service, 180 Canfield Street, Morgantown, WV 26505; Phone: 304-285-1591; FAX: 304-285-1587; E-mail to ecesa@fs.fed.us or cgrant@fs.fed.us or website at www.fs.fed.us/na/wit.

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