

# BUILDING ON THE PAST TRAVELING TO THE FUTURE

A PRESERVATIONIST'S GUIDE

TO THE ISTEA TRANSPORTATION ENHANCEMENT PROVISION



BUILDING ON THE PAST  
TRAVELING TO THE FUTURE





# **BUILDING ON THE PAST TRAVELING TO THE FUTURE**

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**A P R E S E R V A T I O N I S T ' S   G U I D E**

**T O   T H E   I S T E A   T R A N S P O R T A T I O N   E N H A N C E M E N T   P R O V I S I O N**

**EDITED BY I MEI CHAN**

**FEDERAL HIGHWAY ADMINISTRATION**

**NATIONAL TRUST FOR HISTORIC PRESERVATION**

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# FOREWORD

## A JOINT MESSAGE

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In the nearly 30 years since passage of the National Historic Preservation Act of 1966, the historic preservation community and the highway community have developed a solid working relationship. Projects throughout the Country have provided vitally needed transportation service while preserving or enhancing historic buildings, districts, and other facilities. At times, in the heat of debate over a few controversial projects, we lose sight of this longstanding, well-established, and very successful cooperation.

Under the Intermodal Surface Transportation Efficiency Act of 1991, the historic preservation and highway communities have new opportunities, such as the revitalized planning requirements and the new National Scenic Byways Program, to reaffirm existing partnerships and establish new ones. Another example is the funding for Transportation Enhancement Activities. These activities span a range of nontraditional projects, including historic preservation activities with a direct relationship to the intermodal transportation system.

Some months ago, as we went through a list of the Nation's most significant historic preservation projects, we were struck by how many were developed in part with transportation enhancements funds. These projects reflect a range of historic resources—from parkways and canals to historic railroad stations, bridges, and districts—and a variety of project sponsors, including states, cities, counties, preservation societies, and private owners.

These projects have enhanced hundreds of historic facilities, but they also have enhanced our partnership. As a result, we have gained a new understanding of each other's interests and needs and how they dovetail more than they divide. This understanding is vitally important as we build an intermodal transportation network that meets the needs of the 21st century while respecting, preserving, and enhancing the historic framework—the fabric of our Nation—in which it operates.

The National Trust for Historic Preservation and the Federal Highway Administration prepared this booklet to describe some of the Transportation Enhancement projects, either already completed or close to being completed, and to show potential project sponsors what can be accomplished. These projects demonstrate that historic preservation is not only rewarding on its own terms; investment in historic preservation can also help revitalize a neighborhood, rebuild a community, and stimulate economic growth.

We hope you will enjoy reading about the many successes accomplished with Transportation Enhancements funds. But, most of all, we hope this booklet will inspire new projects, new enhancements, and new cooperation.

*Rodney E. Slater*  
*Federal Highway Administrator*

*Richard Moe*  
*President, National Trust for Historic Preservation*

OPPOSITE: THE SQUAME  
RIVER BRIDGE IN ASHLAND,  
NEW HAMPSHIRE, WAS  
ONE OF FIFTY-FOUR  
BRIDGES FEATURED IN A  
TWO-VOLUME REPORT ON  
THE RESULTS OF NEW  
HAMPSHIRE'S HISTORIC  
BRIDGE SURVEY. FUNDING  
FOR NEW HAMPSHIRE  
COVERED BRIDGES: A LINK  
WITH OUR PAST WAS  
PROVIDED THROUGH THE  
TRANSPORTATION  
ENHANCEMENT PROVISION.  
(ARTHUR F. ROUNDS)



# PREFACE

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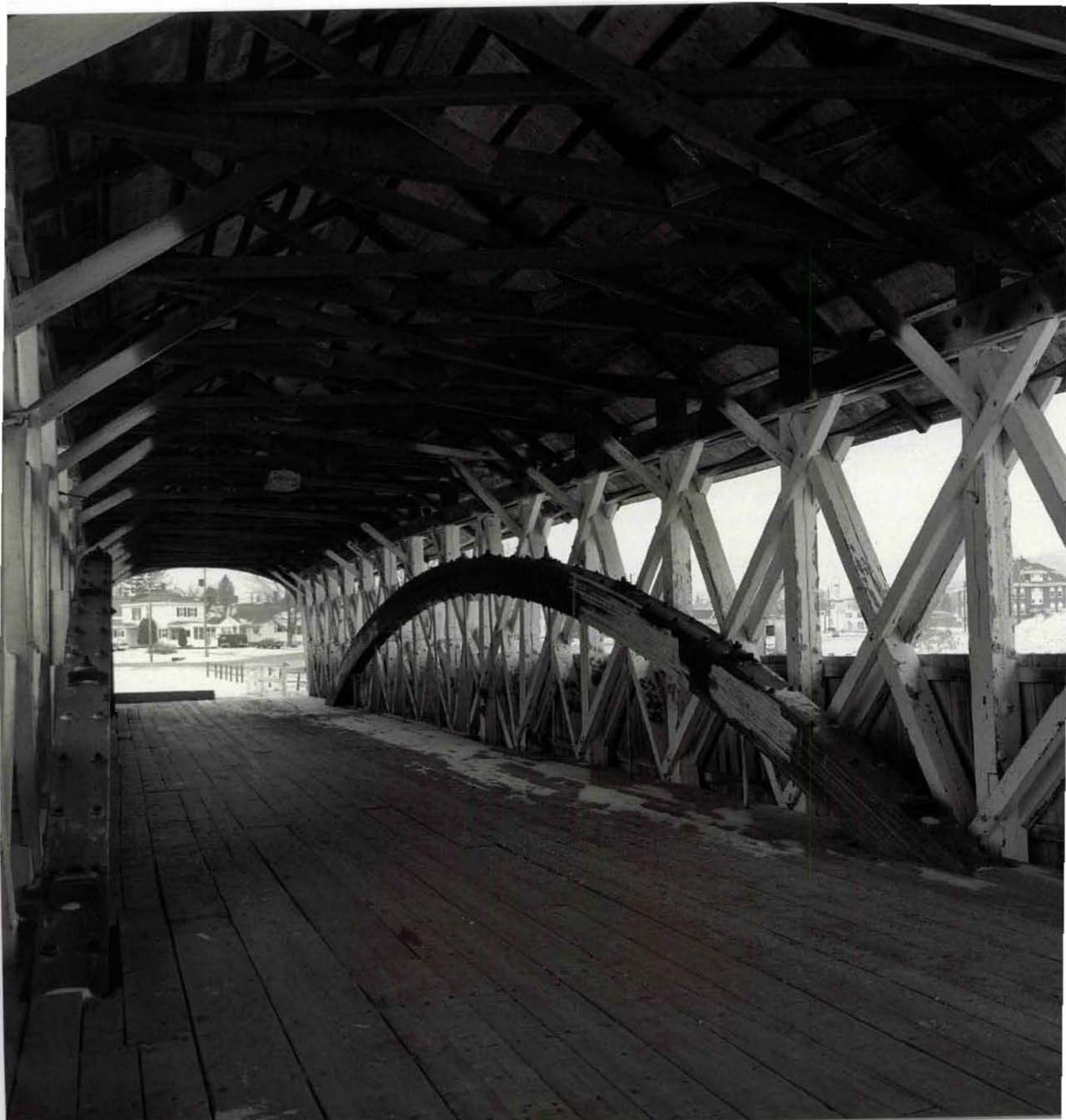
The primary goal of this booklet is to provide a general understanding of the way the Transportation Enhancement provision within the Intermodal Surface Transportation Efficiency Act (ISTEA) works at both Federal and State levels. This is both a how-to as well as an informational booklet written with a special focus on the preservation community. It also attempts to answer such questions as, What are Transportation Enhancements? What is the application process for funding? What should I know or be aware of before applying for the funding? What should I expect as a project sponsor? To whom do I go for assistance?

The many outstanding examples of Transportation Enhancement-funded historic preservation projects in this booklet demonstrate that historic preservation has moved beyond the meticulous restoration of a few landmarks and the creation of museums. The contemporary historic preservation movement is about more than bricks and mortar: it is about preserving and creating more livable communities while paying homage to the past. Accomplishing this mission is no small task, and more than ever before the preservation community needs partners to ensure its success. Today, the preservation community has found new partners in the Federal government—the Federal Highway Administration—and in State transportation agencies.

Through the Transportation Enhancement provision, transportation professionals, preservationists, and other community advocates are striding in the same direction by placing transportation projects in their community contexts and recognizing how much historic preservation contributes to and enriches the transportation experience in our Country. Historic preservation is dedicated to saving, interpreting, and appropriately using historic environments, the cultural and social fabric of our Country. Transportation development directly affects this fabric.

Few people travel to just any place: they want to go *someplace*, and they want to enjoy the experience of getting there. Preserving buildings, landmarks, and neighborhoods helps us maintain the special characters of our towns and cities. The Transportation Enhancement provision has created a great opportunity for us to make these *someplace*. The Transportation Enhancement provision also serves as a catalyst for transforming historic and scenic transportation routes into attractive and efficient connections between America's special places.

As many of the project examples in this booklet demonstrate, historic preservation projects are more than pretty places. They can help revive a community's economy. The National Main Street program has helped revitalize more than 1,150 Main Street towns and cities in 40 States and Puerto Rico since 1980. The program has generated more than \$2.9 billion in physical improvements and produced 20,389 net new businesses and 64,402 net new jobs. Several projects in this booklet illustrate how Transportation Enhancement





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funds supplement existing historic preservation efforts in and around America's main streets and towns to make these efforts more comprehensive. These historic preservation projects simply make dollars and sense.

As many State Department of Transportation Enhancement Managers, State Historic Preservation Officers, and community project sponsors can attest, implementing Transportation Enhancement projects has opened the door for cooperation. To keep this door open, preservationists must take a longer and more comprehensive view of the kind of communities they want to live in and, using that vision, get involved with transportation planning early—locally and statewide. Preservationists who are proactive will be more effective. *Planning* is the key to attaining success, according to Jackie Wilson, Project Manager for the City of Douglas, Georgia, downtown improvement initiative (see page 54): “We always believe in planning. We were ready to act when the ISTEA funding was available because we already had a plan in place.” With good planning, we can shape our communities and the future of America by choice rather than by chance.

The Transportation Enhancement provision will be reevaluated in 1997, when ISTEA comes up for reauthorization in Congress. When the time comes for the new coalition of transportation and preservation professionals to demonstrate the provision's value to the American public, we will say that we have learned valuable lessons in forming lasting partnerships with other community groups, government agencies, and private businesses and that we can point to specific successes—projects that have excelled beyond our expectations and projects whose benefits are multiplying in communities across the Country.

Actually, we can say all of these things now, but in the next 2 years it will be up to all of us to say still more. One thing is certain: working in partnership with transportation professionals in creating the future of America by respecting its past is definitely a step in the right direction.





# ACKNOWLEDGMENTS

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This booklet is the result of many people's generous contributions of time, expertise, and talent. To everyone who helped, I am deeply grateful. I would like to extend special thanks to a number of organizations and people.

First, I wish to express my gratitude to all of the State Department of Transportation Enhancement Managers, State Historic Preservation Officers, and individual project sponsors who untiringly collected and enthusiastically submitted the outstanding historic preservation project examples profiled here.

Next, I am sincerely grateful to the many reviewers who generously applied their respective expertise and knowledge to help ensure the accuracy and quality of the information presented in this booklet. The following individuals provided critical comments: Fred Skaer and Brenda Kragh from the Federal Highway Administration; Hal Hiemstra and Robert Patten from the Rails-to-Trails Conservancy; Sally Oldham from Scenic America; Karen Easter from Georgia Department of Natural Resources; Kenneth P'Pool from the Mississippi Department of Archives and History; David Boyd from Ithaca-Tompkins County Transportation Council; Elisabeth Ruffner from Ruffner-Cibola, Inc.; Betsy Cuthbertson of Confluence, formerly of the American Society of Landscape Architects; Janine Park from City of Danville, Virginia; Bill Wilkinson from the Bicycle Federation of America; and Peter Brink, Shelley Mastran, and Courtney Damkroger from the National Trust for Historic Preservation.

Last but not least, I would like to recognize Fred Skaer of the Federal Highway Administration, Lisa Wormser of Two Heads Communications, and Suzanne Mackay of the National Trust for Historic Preservation as contributing writers of this booklet.

Most of all, on behalf of the National Trust for Historic Preservation, I express my deepest appreciation to the Federal Highway Administration for the funds that made this booklet a reality.

—I.M.C.

OPPOSITE: THE GROVETON  
BRIDGE IN NORTHUMBER-  
LAND, NEW HAMPSHIRE;  
(NEW HAMPSHIRE COVERED  
BRIDGES: A LINK WITH OUR  
PAST, ARTHUR F. ROUNDS)

# INTRODUCTION

## TURNING POINTS

UNDERSTANDING THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT AND THE  
IMPLEMENTATION OF THE TRANSPORTATION ENHANCEMENT PROVISION, INCLUDING ITS  
APPLICATION PROCESS AND PROJECT REQUIREMENTS

**D**ecember 18, 1991, was an exciting day for many environmental, preservation, and community-oriented groups across the Nation. On that day, President George Bush signed into law landmark legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA). The new law broadened the Federal transportation focus from constructing roads to providing diverse surface transportation options to help make communities more livable.

ISTEA not only authorized \$155 billion to be made available through fiscal year 1997 for transportation activities—including highways, transit systems, scenic byways, and bicycle and pedestrian facilities—it also established funding and planning provisions aimed at improving community life and encourage public involvement in transportation decisions. One such provision—Transportation Enhancements—was crafted for projects designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system.

ISTEA authorized approximately \$3 billion for Transportation Enhancement Activities (TEAs), including historic preservation, bicycle and pedestrian facilities, and scenic beautification. None of these activities had previously received much attention from State transportation agencies. Although it is a relatively small funding source, Transportation Enhancements epitomizes the broad goals of ISTEA—to encourage diverse modes of travel, increase the community benefits of transportation investment, strengthen partnerships between State and local governments, and promote citizen involvement in transportation decisions that directly affect their daily lives. Leaders of communities—large and small, rural and urban—quickly recognized the po-

OPPOSITE: ORIGINAL  
GEORGETOWN LOOP TRUSS  
BRIDGE, C. 1893.  
(COLORADO DEPARTMENT  
OF TRANSPORTATION)



tential benefits of Transportation Enhancements. Through the Transportation Enhancement provision, citizens and local governments have an opportunity to become the architects of a more livable America.

#### MAKING THE FIRST CUT

To be considered for Transportation Enhancement funds, a project must first fall into one or more of the 10 categories of TEAs specified by ISTEA (see Table 1). State Departments of Transportation (DOTs) have the lead responsibility for planning and programming funds for transportation projects within their States. In planning for areas with populations of 50,000 or more, the State DOTs must work closely with Metropolitan Planning Organizations (MPOs). Each State DOT has a different strategy for using Federal funds and implementing Transportation Enhancement projects. Within the parameters set by the State DOTs, project sponsors

must demonstrate a strong and direct relationship between their proposed work and the intermodal transportation system; the project must be related to the intermodal transportation system by function, impact, or proximity. Relation by proximity alone usually is not enough for a project to qualify for funding. A project with more than one relationship to the intermodal transportation system stands a better chance for funding. One important point for potential project sponsors to remember is that Transportation Enhancement funds are meant not for just any worthy historic preservation projects but for worthy historic resources that are transportation related. The Transportation Link sections in each of the project examples starting on page 29 provide ideas on how to demonstrate strong, direct relationships to the intermodal transportation system.

#### A CUT ABOVE THE REST

The primary focus of ISTEA is improving transportation mobility and access. Many Transportation Enhancement projects meet these functional transportation needs. Examples include the renovation and reopening of a historic railroad station as an intermodal facility and the development of a pedestrian and bicycle trail along an abandoned railway.

Other projects have different connections to the transportation system. For example, acquisition of scenic easements or the removal of outdoor advertising can enhance the travel experience along a highway by opening up scenic vistas. The preservation of historic properties in a heritage corridor can underscore the pivotal role of transportation in the development of a region. And where a historic area has been cut off from its original context by a previous transportation project, careful site planning can help reconnect it to nearby communities and repair the damage done in the past.

**TABLE 1 TRANSPORTATION ENHANCEMENT ACTIVITIES (TEAS)**

*The following activities are exclusive, not illustrative. Only projects that fall within these 10 categories will be eligible for Transportation Enhancement funds. Consult your State Transportation Enhancement Manager for further explanation and guidance.*

1. FACILITIES FOR BICYCLES AND PEDESTRIANS
2. ACQUISITION OF SCENIC EASEMENTS AND SCENIC OR HISTORIC SITES
3. SCENIC OR HISTORIC HIGHWAY PROGRAMS
4. LANDSCAPING AND OTHER SCENIC BEAUTIFICATION
5. HISTORIC PRESERVATION
6. REHABILITATION AND OPERATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES
7. PRESERVATION OF ABANDONED RAILWAY CORRIDORS
8. CONTROL AND REMOVAL OF OUTDOOR ADVERTISING
9. ARCHEOLOGICAL PLANNING AND RESEARCH
10. MITIGATION OF WATER POLLUTION DUE TO HIGHWAY RUNOFF

**These TEA numerals are used throughout the Selected Projects chapter to indicate project categories (for example, TEA 6).**

A Transportation Enhancement Activity may be a separate project or a distinct part of a larger transportation project, whether existing or proposed. The Transportation Enhancement funds are intended for nontraditional projects and features that go beyond standard transportation mitigation. Other funding sources within ISTEA are available for projects that seek only to mitigate environmental damages. The examples at right might help distinguish mitigation activities from enhancements.

### FUNDING AND PLANNING

Transportation Enhancement funding is nestled within the larger Surface Transportation Program (STP) in ISTEA. STP is a new funding category available for highway, transit, bicycle, and pedestrian projects. ISTEA requires each State DOT to set aside at least 10 percent of its STP funds for use only on Transportation Enhancements. (Table 2 on page 16 shows the nationwide Transportation Enhancement funding summary as of June 1995.) Although State DOTs are required to set aside these funds, they are not required by law to spend them each fiscal year. However, the funds set aside for Transportation Enhancements are maintained in a separate account so that any funds not obligated in 1 year accumulate and continue to be available for use in subsequent years.

The Federal Highway Administration (FHWA) manages ISTEA funds at the Federal level. In exchange for Federal funds, FHWA ensures compliance with all relevant laws passed by Congress. The FHWA funding process involves five key stages: *authorization* by Congress, *apportionment* by FHWA to each State DOT in accordance with statutory formulas, *programming* by State DOTs and MPOs, *obligation* of funds by State DOTs to all transportation projects to be implemented, and *reimbursement* from FHWA through the State DOTs to project sponsors.

MITIGATION	ENHANCEMENT
DOCUMENTING THE DESIGN OF A HISTORIC BRIDGE THAT IS TO BE DEMOLISHED	REHABILITATING THE BRIDGE BY ENLISTING AN ARCHITECTURAL HISTORIAN, AN ARTIST, AND THE STUDENTS AT THE LOCAL ELEMENTARY SCHOOL IN A PUBLIC ART PROJECT
REPLACING SIDEWALKS AFTER A ROAD WIDENING	CONNECTING CULTURAL AND HISTORIC SITES, RECREATIONAL AREAS, AND OTHER IMPORTANT DESTINATIONS BY DEVELOPING A REGIONAL BICYCLE-PEDESTRIAN TRAIL SYSTEM
REPLACING TREES ALONG A ROADSIDE AFTER REPAIRS	RETURNING THE LANDSCAPE AND FEATURES OF A HISTORIC PARKWAY TO ITS ORIGINAL DESIGN

Transportation Enhancement project funds are disbursed according to the same procedures; thus, Transportation Enhancement funds are provided not as a grant but as a reimbursement.

It is important for potential Transportation Enhancement applicants to understand how State DOTs make decisions on programming funds. A State DOT's programming decisions are usually established and reevaluated annually or biennially and compiled in a document called the Statewide Transportation Improvement Program (STIP). The STIP encompasses all urban and rural projects in the State. In metropolitan areas, the MPO includes proposed projects in a regional Transportation Improvement Program (TIP), which the State must incorporate into its STIP. Statewide and MPO TIPs must be based on their respective Statewide and MPO 20-year Long-Range (Transportation) Plans (LRPS). Transportation Enhancement projects must



**TABLE 2**  
**NATIONWIDE**  
**ENHANCEMENT**  
**FUNDING**  
**SUMMARY**

Notes: The Federal Highway Administration provided the following figures: authorizations, apportionments, obligations, and reimbursements.

Rails-to-Trails Conservancy (RTC) compiles project award totals by gathering data directly from each state.

For more information call Robert Patten at Rails-to-Trails Conservancy, (202) 797-5416.

STATE	FHWA ESTIMATED 6-YEAR ISTE AUTHORIZATIONS	AVAILABLE ACTUAL FY92-95 ISTE APPORTIONMENTS	PROGRAMMED AS REPORTED TO RTC BY JUNE 1995 1992-1995 PROJECT AWARDS	OBLIGATED THROUGH JUNE 1, 1995 OBLIGATIONS	REIMBURSED THROUGH JUNE 1, 1995 REIMBURSEMENTS
AL	\$ 55,529,000	\$ 32,373,541	\$27,851,916	\$19,198,278	\$3,242,047
AK	72,056,000	47,907,247	24,197,547	22,902,318	10,349,561
AZ	40,784,000	25,531,578	7,493,611	4,800,453	4,128,457
AR	31,938,000	19,378,962	17,885,696	11,331,914	3,486,566
CA	217,726,000	132,009,584	170,141,400	36,375,215	5,904,051
CO	42,285,000	26,013,491	20,631,615	15,913,933	6,892,621
CT	56,160,000	30,410,542	23,534,892	24,840,211	5,999,907
DE	17,063,000	10,601,867	6,216,067	2,134,847	1,227,985
DC	14,055,000	8,041,853	747,333	2,360,219	249,278
FL	132,118,000	80,029,195	31,344,892	41,194,088	10,831,113
GA	80,358,000	49,078,441	64,421,129	38,858,611	14,596,780
HI	39,358,000	25,200,685	0	3,415,500	421,862
ID	27,394,000	18,353,710	14,334,089	4,362,519	3,034,633
IL	126,622,000	77,981,427	79,918,550	29,705,368	8,108,584
IN	66,693,000	39,895,383	17,809,501	14,874,830	3,926,415
IA	40,862,000	27,173,718	6,774,732	1,651,428	989,412
KS	35,654,000	22,535,515	21,585,880	13,589,785	483,933
KY	47,692,000	27,646,735	25,663,775	12,314,563	1,825,789
LA	39,500,000	24,426,960	10,429,002	4,745,116	2,111,667
ME	18,004,000	11,089,074	9,300,800	5,118,094	2,868,864
MD	35,193,000	22,298,920	26,596,089	16,633,635	3,479,200
MA	52,487,000	6,105,552	3,052,027	1,489,163	489,909
MI	63,013,000	36,483,760	35,072,417	24,781,123	7,237,356
MN	53,899,000	34,484,425	23,876,691	10,088,503	4,316,495
MS	29,534,000	18,919,847	20,269,169	4,389,440	0
MO	47,381,000	27,960,143	12,889,540	1,173,919	89,063
MT	33,717,000	22,502,320	12,972,016	8,572,005	842,797
NE	29,957,000	19,415,905	10,326,806	7,699,851	1,209,889
NV	24,295,000	15,727,488	13,428,838	5,885,931	2,241,933
NH	18,278,000	11,502,427	16,218,780	4,286,354	3,808,403
NJ	64,598,000	33,551,037	27,159,970	13,854,807	2,766,761
NM	39,734,000	26,524,786	16,017,000	17,314,635	6,008,987
NY	118,316,000	60,347,551	60,777,208	58,138,551	15,590,704
NC	77,193,000	48,819,762	17,548,603	25,201,683	11,969,689
ND	26,365,000	17,429,718	11,080,332	10,264,194	3,760,829
OH	82,828,000	49,328,579	50,524,490	23,140,594	6,057,030
OK	42,722,000	26,077,753	17,167,090	6,648,748	1,994,130
OR	27,863,000	18,269,982	23,859,100	5,575,847	1,344,124
PA	53,055,000	28,295,974	63,100,439	20,582,452	866,534
PR	15,151,000	10,209,801	5,550,010	1,750,011	591,462
RI	14,329,000	8,659,645	8,858,207	5,657,347	1,750,469
SC	41,811,000	23,917,887	14,617,965	17,264,799	879,914
SD	26,826,000	17,770,948	14,906,340	7,229,414	3,405,016
TN	51,747,000	31,909,637	21,112,595	25,195,420	1,133,045
TX	189,320,000	118,181,498	79,332,232	32,924,277	790,955
UT	20,860,000	13,856,348	9,556,357	1,291,084	527,473
VT	14,778,000	9,344,171	10,296,156	2,606,938	591,903
VA	47,036,000	28,266,107	29,039,332	5,663,749	716,287
WA	41,335,000	23,379,017	29,574,868	23,377,790	10,342,844
WV	21,410,000	13,726,337	9,409,380	7,321,767	2,643,430
WI	65,820,000	42,126,934	20,967,155	6,273,464	674,336
WY	22,388,000	14,595,863	3,405,714	10,738,005	6,301,625
<b>TOTALS</b>	<b>2,695,090,000</b>	<b>1,615,669,630</b>	<b>1,298,845,343</b>	<b>722,702,790</b>	<b>195,102,117</b>

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#### ELIGIBILITY TO BE CONSIDERED, A PROPOSED PROJECT FIRST MUST

- DEMONSTRATE A STRONG AND DIRECT RELATIONSHIP TO THE INTERMODAL TRANSPORTATION SYSTEM
- FIT ONE OR MORE OF THE 10 TEA CATEGORIES
- BE OFFICIALLY SPONSORED BY A LOCAL AGENCY THAT HAS TAXING AUTHORITY, ALTHOUGH IN SOME STATES A PRIVATE ORGANIZATION OR INDIVIDUAL CAN OWN THE AFFECTED PROPERTY (THIS IS A REQUIREMENT IN MOST STATES)
- **NOT** BE A STANDARD MITIGATION OR MAINTENANCE PROJECT

#### FUNDING TRANSPORTATION ENHANCEMENT FUNDING IS **NOT** A GRANT BUT IS BASED ON REIMBURSEMENT. PROJECT SPONSORS MUST BE PREPARED TO

- PAY MOST, IF NOT ALL, PROJECT COSTS UP FRONT, THEN RECEIVE REIMBURSEMENT FROM THE STATE DOT AFTER PROVIDING PROOF OF PAYMENT TO THE CONTRACTOR WHO PERFORMED THE WORK (THIS IS A REQUIREMENT IN MOST STATES)
- EXPECT REIMBURSEMENT FOR WORK UNDERTAKEN ONLY *AFTER* THE PROJECT IS OFFICIALLY AWARDED OR A PROJECT AGREEMENT IS SIGNED BETWEEN THE SPONSOR AND THE STATE DOT
- PROVIDE 20 PERCENT OF THE TOTAL PROJECT COST (THE PERCENTAGE OF MATCH MAY VARY FROM STATE TO STATE)

**NEW** APRIL 1995 FHWA GUIDANCE ALLOWS A BROAD RANGE OF FUNDING SOURCES—FEDERAL, STATE, AND LOCAL GOVERNMENT SOURCES AS WELL AS PRIVATE SOURCES—TO HELP FUND TRANSPORTATION ENHANCEMENT PROJECTS (SEE APPENDIX A FOR A COMPLETE COPY OF THIS GUIDANCE)

#### COMPLIANCE PROJECT SPONSORS MUST

- COMPLY WITH NUMEROUS FEDERAL REQUIREMENTS, INCLUDING THE NATIONAL ENVIRONMENTAL POLICY ACT (NEPA), THE NATIONAL HISTORIC PRESERVATION ACT (NHPA, SECTION 106), AND THE U.S. DEPARTMENT OF TRANSPORTATION (DOT) ACT [SECTIONS 4(F) AND 109(H)]
- MANAGE AND MAINTAIN THE PROPERTY AFTER THE PROJECT IS COMPLETED

**TABLE 3**  
**UNDERSTANDING**  
**THE BASIC REQUIRE-**  
**MENTS OF ISTEA**  
**TRANSPORTATION**  
**ENHANCEMENTS**

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be included in the appropriate STIP (and MPO TIP if in a metropolitan area) to be eligible for Federal funding. After a project is programmed and other State and Federal requirements are satisfied, Federal funds can then be obligated.

Because State DOTs are required only to set aside Transportation Enhancement funds, not commit them, it is critical for Transportation Enhancement supporters to participate in the transportation

planning process for their communities. ISTEA strengthens local decisionmaking by requiring public involvement at several key junctures in the planning process: LRP development and TIP approval. The LRPs, TIPs, and STIPs are public documents. Potential project sponsors may consult with their MPO and State DOT representatives and ask to review such documents before going forward with a Transportation Enhancement project application.



## COMMON PROBLEMS PROJECT SPONSORS RAN INTO AFTER PROJECT APPROVAL

- INACCURATE COST ESTIMATES
- DIFFICULTY WITH LAND ACQUISITION NEEDS THAT DO NOT MESH WITH FEDERAL LAWS
- FALSE ASSUMPTIONS THAT FUNDS WOULD BE AVAILABLE (AS A GRANT) IN ADVANCE, INSTEAD OF AS A REIMBURSEMENT
- LACK OF CLARITY ABOUT THE PROJECT SPONSOR'S ROLE IN MAINTAINING THE PROJECT AFTER COMPLETION
- UNFAMILIARITY WITH WHICH COSTS ARE REIMBURSABLE
- LACK OF KNOWLEDGE OF LEGAL REQUIREMENTS
- UNREALISTIC EXPECTATIONS ABOUT THE LENGTH OF TIME IT WILL TAKE TO COMPLETE THE PROJECT

## NEW CHALLENGES

To give State DOTs maximum flexibility, Congress defined Transportation Enhancements very broadly. This approach has had advantages as well as challenges. Project sponsors, anticipating the new source of funding, flocked to their State DOTs for applications without a clear understanding of Federal and State requirements for the funds. They also did not know how long the award and implementation processes could take: the average time that elapses between a commitment of funds and project completion is about 2 years. Much of this time is needed to comply with Federal, State, and local requirements.

Some State DOTs have been challenged by the newness of the program and the lack of staff resources. They have had to develop procedures for selecting nontraditional yet transportation-related projects proposed by a variety of sponsors. They also have had to show flexibility when applying longstanding regulations and procedures, meant for large transportation projects, to these new activities. Few States were prepared to train nontraditional transportation partners about applicable requirements and procedures. Although project sponsors and State DOTs are now more familiar with their roles in and procedures for carrying out Transportation Enhancement projects, the complexity of the administrative, project development, and project implementation processes still warrants careful study before potential project sponsors decide to seek funding.

## MANY PATHS TO SUCCESS

The approaches taken to Transportation Enhancements by the State DOTs are as diverse as the States themselves. While ISTEA requires some Federal transportation funds to be matched at a ratio of 20 percent non-Federal to 80 percent Federal funds, not all the States have passed this requirement on to Transportation Enhancement applicants. Several State DOTs require the project sponsor to provide only 5 to 15 percent of the total funds, with State DOTs providing the rest. The New Jersey DOT waives the match requirement for project sponsors entirely, as does Vermont on selected projects; other States, such as Maryland, require or encourage a match greater than 20 percent.

Many States have set up Transportation Enhancement advisory committees, but the role and makeup of each committee differs from State to State. Some committees review applications and make recommendations only, while others participate in setting program goals and directions. Some include citizens; others do not. Regional advisory committees have been established in Oregon and New York, and some States suballocate Transportation Enhancement funds to MPOs, which also operate the project selection process.

Many State DOTs have opted to combine the 10 categories of Transportation Enhancement activities into four groups: nonmotorized transportation (bikeways, walkways, and trails: categories 1 and 7), scenic beautification and land acquisition (categories 2, 3, 4, and 8), historic preservation and operations (categories 5, 6, and 9), and highway runoff mitigation (category 10). Project selection cycles may be quarterly, annual, biennial, or continual.

Different State DOTs provide different kinds of technical assistance for Transportation Enhancements. The Virginia DOT set up a toll-free telephone number specifically to field Transportation Enhancement questions. The Illinois, Georgia, Kansas, California, and Missouri DOTs, among others, have produced guidebooks on the subject for citizens and project sponsors. The Georgia DOT teamed up with the nonprofit Trust for Public Land to sponsor training workshops on the State Transportation Enhancement program. The New Jersey, Georgia, and Alabama DOTs are among those that have also sponsored pre- and post-application workshops.

#### UNIQUE CHALLENGES AND SOLUTIONS FOR HISTORIC PRESERVATION PROJECTS

Implementing historic preservation projects under the new Transportation Enhancement provision has proven challenging for State DOTs and project sponsors alike. For some, it is the first time they have dealt with these types of projects, and for others there is a lack of relevant expertise in implementing historic preservation projects. Some States, such as the Pennsylvania, Alabama, and Georgia DOTs have met the challenge by instituting programmatic agreements among FHWA, the Advisory Council on Historic Preservation, State DOTs, and the SHPOs to streamline compliance with Federal historic preservation requirements.

#### COMMON PROBLEMS EXPERIENCED BY PROJECT SPONSORS

Like State DOTs, many project sponsors also have faced diverse challenges. For most sponsors, applying for Transportation Enhancement funding was their first encounter with Federal, State, and local requirements.

Despite these challenges, a report by FHWA on the implementation of Transportation Enhancements showed that most State DOTs and virtually all local agencies, interest groups, and sponsors found that Transportation Enhancements made a worthwhile contribution to their communities. The FHWA study team came across many examples of projects that would have gone unfunded without the provision.

#### HOW ARE WE DOING SO FAR?

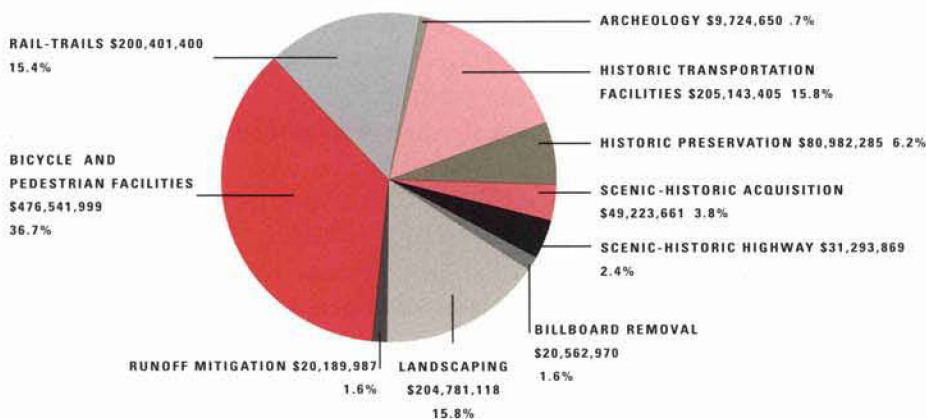
According to June 1995 data compiled by the Rails-to-Trails Conservancy, a total of 4,504 Transportation Enhancement projects have been approved by State DOTs nationwide. Of these projects, 1,197 were related to historic preservation, accounting for approximately \$377 million of all funds awarded. Of the approximately \$3 billion in potential funds for Transportation Enhancements, State DOTs programmed an estimated \$1.3 billion; approximately \$1.7 billion is still available through fiscal year 1997. Chart 1 shows the funding distribution by TEA categories.

*Source for Chart 1: Rails-to-Trails Conservancy. RTC collects detailed data and TEA project information from FHWA, all 50 States, Puerto Rico, and the District of Columbia. For additional Transportation Enhancement expenditure data, contact RTC at (202) 797-5400.*

**CHART 1 SHARING THE WEALTH**

DISTRIBUTION OF TRANSPORTATION ENHANCEMENT FUNDS, BY TEA

Total as of June 1995: \$1,298,845,343





A proposed Transportation Enhancement project can be submitted as a separate project or as part of a larger existing or future transportation project. Three basic principles are important to completing a successful application: research and education, community support, and a thorough understanding of Federal and State requirements. In addition, project applicants should carefully evaluate the proposed sources of matching funds and the project cost categories to ensure that they adhere to Federal and State procedures. Some of the many considerations for preparing an application are listed here.

## PREPARING AN APPLICATION

### FIRST THINGS FIRST

- Talk to your State DOT Transportation Enhancement Manager (and MPO if you are in a metropolitan area) about your proposed project to make sure that it fits the State's Transportation Enhancement criteria.
- Review materials from your State DOT or MPO that reflect its overall transportation goals and transportation funding priorities:
  - The State DOT's long-range plan and STIP, and MPO's transportation improvement plan (TIP), if appropriate;
  - Transportation Enhancement application information; and
  - Examples of successful applications from previous cycles, if available.
- Talk to your State DOT Transportation Enhancement Manager to find out the following:
  - Whether there are pre-application workshops or individual consultations available to provide information on the project selection process,

application deadlines, materials required for the application package, and so forth;

- The allowable reimbursable costs and expected matching share; and
- The amount of Transportation Enhancement funds that remain, the timetable for application deadlines, and the specific State application processes.
- If you live in an urban area of 50,000 people or more, contact your MPO to discuss the project, gain approval for it, and seek to have it integrated into the metropolitan TIP.
- Clearly define a direct relationship between the proposed project and the intermodal transportation system (refer to the June 1995 guidance from FHWA in Appendix B).
- Develop a detailed description of the project's contribution to community livability and the local economy.

### RALLYING SUPPORT

- Locate a local government agency to sponsor the project. Some States require written verification of this sponsorship.
- Verify with the MPO that the project falls within its boundaries.
- Provide verification of approval by the MPO if the project is in an area with a population of 50,000 or more.
- Solicit the assistance of the SHPO for historic preservation projects; in many States the SHPO works closely with the State DOT on Transportation Enhancement projects.
- Identify and verify in writing the sources of matching funds.

- Identification and verification of the sources of matching funds;
- A workplan or timetable for the project;
- A list of benefits to the community and the transportation system as a whole;
- A statement describing what makes the project unique and important;
- Demonstrations of community support, including minutes of public meetings, newspaper clippings, petitions, and letters of support from local businesses, property owners, nonprofit associations, political leaders, and other groups;
- Any photographs, sketches, plans, or maps (whether color or black and white copies are used, make sure that they can be reproduced clearly, if necessary);
- A strategy for maintaining the project after it is completed, identifying who will be responsible; and
- Detailed answers to as many anticipated questions as possible.

#### MAKING THE MATCH

The project sponsor should include specific sources of proposed matching funds in the application. The sponsor will be responsible for the matching funds if any of the proposed funding from other sources does not come through.

Original guidance issued by FHWA directed that matching funds could only come from a non-Federal, public source. In-kind contributions such as donated labor and materials could not be applied toward the match. Because this policy posed a barrier for many project sponsors, FHWA issued additional guidance in April 1995 allowing private funds, in-kind contributions, and funds from other Federal agencies to be used in place of a cash match from a public source at the State or local level. After the project cost is reduced by these various sources of contribution, State DOTs are

given discretionary power to use Federal funds for up to 100 percent of the reduced project cost for selected projects. This guidance applies only to projects for which funds were obligated after April 1, 1995. It is experimental and is valid only through fiscal year 1997.

#### WHAT IS REIMBURSABLE?

If the State DOT chooses the traditional reimbursement approach, the project sponsor should be prepared to cover all expenses in the short run and to maintain detailed records for reimbursement. In order to receive reimbursement, a project sponsor submits the bill for work performed to the State DOT, which then submits it to FHWA. Although reimbursable items will vary from State to State, they generally include costs associated with the following:

- Project planning, including feasibility studies
- Environmental analysis or preliminary design
- Preliminary engineering
- Land acquisition
- Construction and construction supervision

Project expenses incurred before the project agreement is signed by the applicant and the State DOT will *not* be eligible for reimbursement. Funding notification is not a green light to move forward with the project. The project sponsor should meet with the State DOT soon after project funding is awarded to review other eligibility requirements.

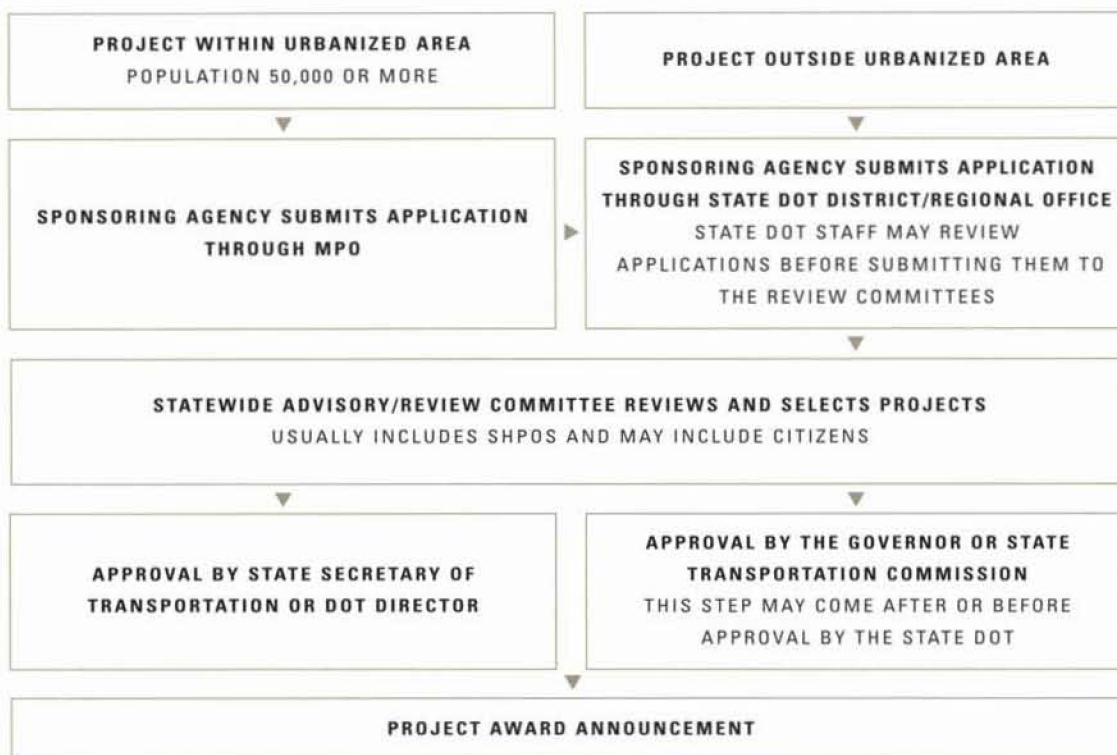


- Foster partnerships with governmental and nongovernmental groups to help shape the scope of the project.
- Solicit financial and project development support from community groups, local businesses, and State and local government agencies.
- Hold a public meeting or hearing to discuss the project. Some States make this a requirement for eligibility. Include verification that such meetings were held, such as a copy of a public hearing notice.
- Obtain as many letters of support as possible from local and statewide groups.
- Invite the press to discussions and presentations about the potential project to generate publicity and build anticipation in the community.

#### DOWN TO THE WIRE

When preparing the application, make sure first that the application is responsive to the specific application requirements of your State DOT or MPO. The following items should be considered for inclusion in your application package:

- A table of contents;
- A clear and definitive demonstration of the transportation link (see the *Transportation Link* sections under Selected Projects chapter);
- A description of work to be done with the requested funds;
- A detailed budget that realistically reflects the quality of the design and the studies that will be required;



**CHART 2**  
**TYPICAL PROJECT**  
**REVIEW AND**  
**APPROVAL PROCESS**

SPECIFIC PROCESSES  
VARY FROM STATE  
TO STATE. THE  
AVERAGE TIME THIS  
PROCESS TAKES IS  
3 TO 10 MONTHS.

PROJECT REQUIREMENTS

AFTER THE AWARD

The project sponsor should be prepared to take on the following responsibilities:

BEFORE CONSTRUCTION BEGINS

- Pay most, if not all, project costs and then request reimbursement.
- Carry out and comply with all Federal, State, and local laws and acquire environmental approvals and any required permits from the appropriate Federal, State, and local agencies.
- Acquire building and other local permits, if applicable.
- Obtain appraisals, if applicable.
- Acquire the necessary rights-of-way or property interests.
- Estimate costs for rehabilitation work.
- Provide design assistance and specifications.
- Develop bids for contract work.

AFTER CONSTRUCTION BEGINS

- Be the project manager, with full responsibility for completing the project as planned and budgeted.
- Maintain documentation on the project for auditing purposes.
- Arrange to maintain the project after completion.

COMPLYING WITH FEDERAL REQUIREMENTS

A Transportation Enhancement project that involves any construction at all is subject to the same preconstruction requirements as any Federal-aid project, including various environmental reviews. FHWA has been developing a clarification of the flexibility in the current requirements, many of which are particularly important to historic preservation projects, to help speed the compliance process. The FHWA publication entitled *Federal Requirements to Implement Transportation Enhancement Activities* is expected to be available by September 1995 through the Office of Environment and Planning at FHWA, (202) 366-2065.

The following list, drawn from this FHWA document, may help project sponsors interpret the Federal requirements that pertain to them. This list is not meant to be comprehensive. Certain State and local requirements will also apply. Project sponsors should consult with State DOT Transportation Enhancement Managers (and SHPOS, if appropriate) for further information regarding these laws.

INTENT

NEPA requires Federal agencies to disclose and consider, through an Environmental Assessment and in some cases an Environmental Impact Statement, any significant effect a project may have on the human environment, including cultural and historic resources.

FLEXIBILITY

Most Transportation Enhancement projects could be processed as categorical exclusions (CE).

NATIONAL  
ENVIRONMENTAL  
POLICY ACT  
(NEPA)



**SECTION 4(F)  
OF THE U.S.  
DEPARTMENT OF  
TRANSPORTATION  
ACT**

**INTENT**

Section 4(F) resources consist of publicly owned parks, recreation areas, wildlife and waterfowl refuges, and national, state, or local historic sites. FHWA cannot approve a project that uses land from a Section 4(F) resource unless it determines that no feasible and prudent alternative exists. If that finding is made, all efforts must be made to minimize harm. Courts have interpreted "use" to mean any substantial impairment of the significance even where there is no physical use.

**FLEXIBILITY**

Section 4(F) does not apply to restoration, rehabilitation, or maintenance of historic transportation facilities provided the proposed work is found not to adversely affect the resource's historic qualities. The SHPO and the Advisory Council on Historic Preservation must agree with a determination of "no adverse effect."

**SECTION 106  
NATIONAL  
HISTORIC  
PRESERVATION  
ACT (NHPA) OF  
1966**

**INTENT**

NHPA requires that Federal agencies consider the potential effects of a project on a property that is listed in or eligible for the National Register of Historic Places. If an initial review identifies any effects, the Federal agencies must consult with the SHPO, the Advisory Council on Historic Preservation, and members of the public to consider ways to mitigate the harm.

**FLEXIBILITY**

Transportation Enhancement projects involving historic preservation are directed toward preserving and enhancing a historic property and thus are unlikely to present any harmful effects. The SHPO will apply the Secretary of the Interior's Standards to determine the potential effect of the project.

**UNIFORM  
RELOCATION  
ASSISTANCE AND  
REAL PROPERTY  
ACQUISITION  
POLICIES ACT OF  
1970, AS  
AMENDED**

**INTENT**

This act provides procedural and other requirements in the acquisition of real property and provides for relocation payments and advisory assistance in the relocation of persons and businesses from Federal or federally assisted projects.

**FLEXIBILITY**

This requirement applies to all Transportation Enhancement projects except those that do not involve acquisition of additional property or relocations. Individual State DOTs and FHWA Division offices can agree to exempt individual projects from review on a case-by-case basis. Simplified procedures are available when property is acquired without the threat of condemnation.

**BROOKS ACT**

**INTENT**

Federally assisted consultant contracts for engineering and design must use qualification-based selection procedures, which disallow price as a factor in the selection process.

**FLEXIBILITY**

States may enact their own statutes to base consultant selection procedures on qualifications, price, or any combination of the two. State-enacted procedures take precedence over the qualifications-based requirement. Local governments must use the same procedures used by the State.

#### INTENT

Construction projects must be advertised and awarded to the lowest responsible and responsive bidder through open competitive bidding, unless the State DOT can demonstrate that some other method is more cost effective.

#### FLEXIBILITY

This requirement allows alternatives to the lowest-bidder approach to contracting. One alternative is *force account* work: the direct performance of work by the contracting agency using labor, equipment, materials, and supplies furnished by the agency and under its direct control.

#### COMPETITIVE BIDDING

#### INTENT

The minimum prevailing wage rate must be paid to all workers on Federal-aid highway projects that exceed \$2,000.

#### FLEXIBILITY

This requirement does not apply to *force account* work performed by State highway agency forces. If the project is a transportation facility and is eligible solely on function (e.g., restoration of a railroad station), Davis-Bacon does not apply unless the project is physically located within the existing right-of-way of a Federal-aid highway.

#### PREDETERMINED MINIMUM WAGE (DAVIS-BACON)

#### NEW PARTNERSHIPS COAST TO COAST

Four years after the passage of ISTEA, the Transportation Enhancement provision is becoming increasingly popular. The number of applications has increased, the range and complexity of the projects have expanded, and the rate of funding committed by the State DOTs has accelerated. As Transportation Enhancement implementation has matured, all parties involved have gained in knowledge and experience. A growing number of State DOTs now view Transportation Enhancements as a positive means of reaching out to the public. In some cases, implementing Transporta-

tion Enhancement projects is helping State DOTs take a more unified approach to setting and meeting departmental goals, as new alliances are formed between departments and among a variety of State agencies. Both sponsors and transportation agencies are gaining from these new partnership efforts. According to Lou Schultz of the Pennsylvania DOT, "In some cases, these new partners had been in an adversarial role on other transportation issues. The opportunity to work closely on Transportation Enhancement projects has resulted in a new perspective on [the part of] both parties and yielded a new spirit of cooperation and communication."



# SELECTED PROJECTS

## AMERICA'S HERITAGE PRESERVED

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TRANSPORTATION ENHANCEMENT PROJECTS ARE HELPING IMPROVE, PRESERVE, AND CREATE  
MORE LIVABLE COMMUNITIES THROUGHOUT THE COUNTRY

**T**he existing intermodal transportation system combines routes and pathways that reflect not only its present form but also the history that shaped it. Small wonder, then, that our transportation system embraces many of the places and structures Americans treasure. Since before the founding of our Country, transportation has been a powerful force in shaping not only our Nation's history but the destinies of many famous individuals and thousands of ordinary people who worked on or traveled our roads, canals, trails, bridges, and railways.

Several of the projects in this booklet bear the names of important people in American history and commerce, such as the Pullman Factory project in Chicago, Illinois, and the Stearns Depot in Stearns, Kentucky. Many of the projects featured here also reclaim the stories of anonymous Americans whose lives were shaped by the transportation system: steelworkers along the I&M Canal in Illinois, miners and lumbermen in Kentucky, and generations of African-American residents—slaves, freedmen, and civil rights activists—along the Liberty Trail in historic Liberty County, Georgia.

Transportation Enhancement projects are already improving our lives. Countless rail depots are being returned to their original use; communities are improving facilities for pedestrians and bicyclists; and historic roads are being restored. Many State DOTs are using Transportation Enhancements to help write a gratifying new chapter in the American story, including the resurgence of small-town Main Streets.

The Transportation Enhancement efforts in the States help protect transportation assets in communities by restoring to them the full dimensions of their history. As we travel along modern routes, the remnants of older systems—like the mile markers on the historic National Road in Pennsylvania—may crop up now and then to remind us of what was. It is up to each of us to find and restore those old reminders of the past, to create an intermodal “family” that respects and honors its ancestors while serving transportation needs of generations to come.

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## HOW PROJECTS WERE SELECTED

The projects featured on the following pages are among the best examples in the Country of how Transportation Enhancements can shape new partnerships and encourage the imaginative revival of America's historic places—from National Register buildings to local landmarks, from vast heritage corridors to modest scenic trails, from sweeping historic landscapes to formerly deteriorated town squares.

In gathering project information for this publication, the National Trust for Historic Preservation and the FHWA invited project nominations from State DOT Enhancement Managers and SHPOs from all 50 States, the District of Columbia, and Puerto Rico. Projects were selected for inclusion according to these criteria: project completion or significant progress; a clear, definable link to the transportation system; a clear, definable historic value; a demonstrated contribution to community or regional quality; and a unique approach to project management, such as strong partnerships, creative financing, or an innovative plan for using the facility after completion. Although all 29 examples are historic preservation projects, many of them are eligible under one or more TEA categories (see table 1 on page 14 for a key to the 10 categories). The information about these projects is accurate as of August 1995.

Although all of the agencies contacted for information responded, only 26 State DOTs were able to submit projects that were far enough along to be considered. The reason for this, as expressed by many DOT Enhancement Managers and SHPOs, was the slow start-up of the implementation of the Transportation Enhancement provision and the fact that few historic preservation projects have progressed beyond the environmental review stage. According to Rails-to-Trails Conservancy's data, however, almost 1,200 projects related to historic preservation had been selected by State DOTs nationwide as of June 1995. We can count on seeing many more worthwhile, exciting historic preservation enhancement projects in the near future.



# THE NATIONAL ROAD

## A SPECIAL CASE STUDY

M A R Y L A N D   A N D   P E N N S Y L V A N I A

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THREE PROJECTS IN  
TWO STATES  
COMMEMORATE THE  
NATION'S FIRST  
FEDERAL ROAD

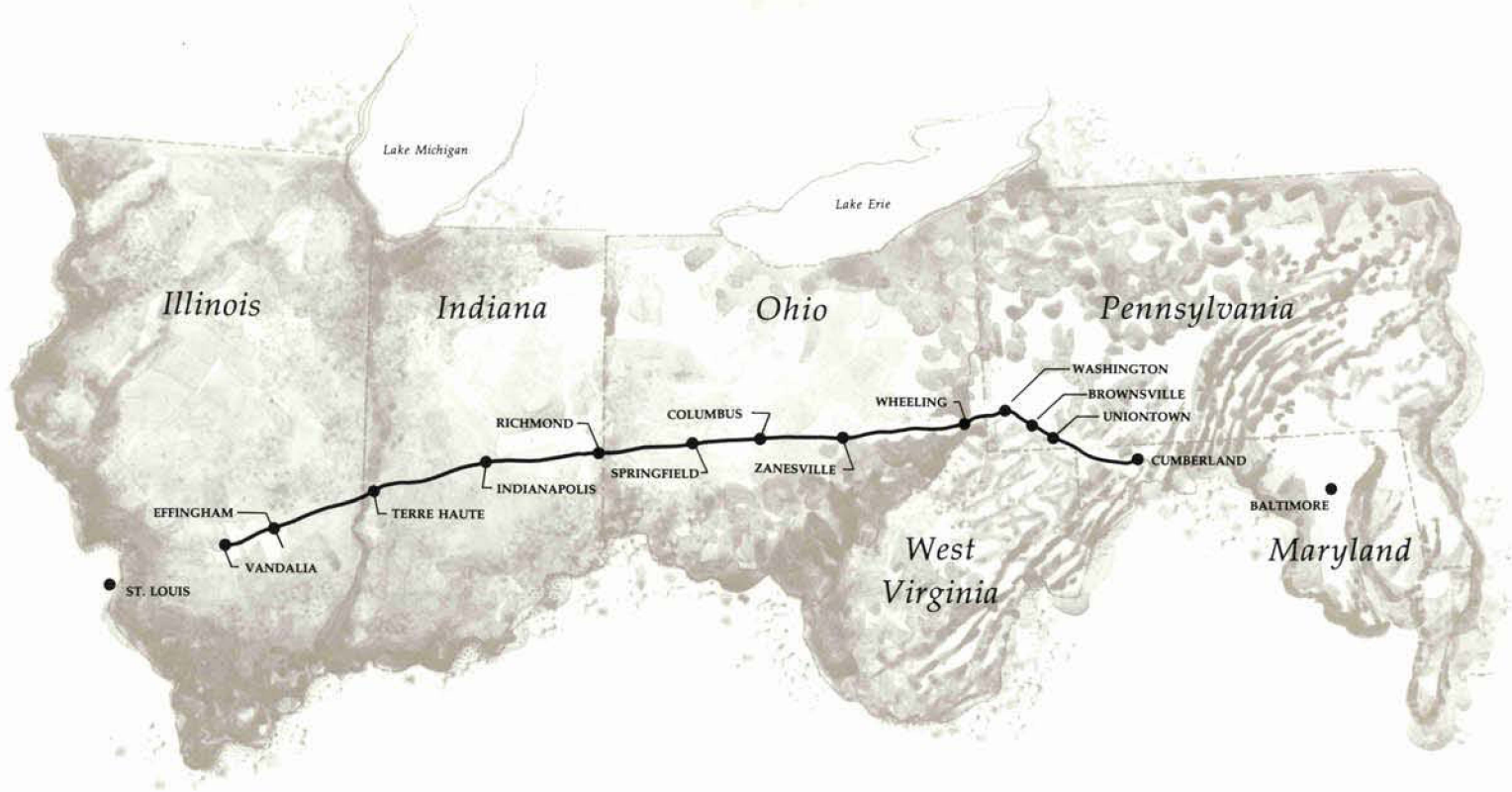
It is keenly appropriate that three Transportation Enhancement projects in two States should commemorate the National Road, authorized in 1806 as the first Federal road in the history of the United States. As the principal route west to the Ohio River Valley at a time of major westward expansion, it helped hold the young Country together despite the barrier of the Allegheny Mountains, which separated the East Coast from the new western settlements. The road that originally connected Cumberland, Maryland, to

Wheeling, West Virginia, has been celebrated by scholars and poets and was proclaimed by a National Park Service study as “the single most significant act in American transportation, opening the Constitutional door to Federal support for canals, rails, and interstate highways.” As with many early roads, parts of the National Road have remained in continuous use, although as U.S. Route 40 its character has changed dramatically.

The vestiges of the past still cling to the old route in places: in rural areas of Pennsylvania, ghostly mile markers can still be found alongside the road, and the decommissioned S-Bridge near Uniontown still curves gracefully over a branch of Buffalo Creek. In former industrial rail centers such as Cumberland, Maryland, and in nearby La Vale, the rail station and tollgate house remind visitors of the presence of the past. The National Road is one of nine State-designated Heritage Areas in Pennsylvania and is affiliated with the Southwestern Pennsylvania Heritage Preservation Commission, funded by Congress under the direction of the U.S. Department of the Interior.

As the first benchmark on the National Road, the Western Maryland Station Center is a gateway for visitors from the Southeast. Once a railroad station and canal terminus, the center now orients motorists, trail users, and passengers on the Western Maryland Scenic Railway to the history and attractions of the Cumberland Gap area in Maryland. Almost 100,000 people visit the center each year, which houses the National Park Service C&O Canal Information Center, the Allegany Arts Council, and an industrial museum. As part of the multiphased Canal Place redevelopment project and Maryland's first designated heritage area, Station Center is among the most visible and popular sites in the area.

The National Road became the National Pike in the 1830s, as the States took over the road and began charging tolls. The La Vale Toll Gate House, not far from Station Center, is the last remaining Maryland tollhouse on the National Road. Where horse- and ox-drawn coaches once stopped, present-day motorists rest and take in curiosities such as the original list of fares from the 1800s. Allegany County is using the Transportation Enhancement funds to give the structure a much-needed facelift. The County will also boost tourism by making the tollhouse part of a rest area with amenities and interpretive exhibits.



Each May the residents of Washington County, Buffalo Township, and nearby Uniontown, Pennsylvania, gather at the foot of the elegant S-Bridge to celebrate their heritage and the bridge's place in their community. The last remaining Pennsylvania S-Bridge on the National Road is also among the first structures built on the route. With Transportation Enhancement funds, the bridge is being restored to its former status as an engineering landmark. When completed, it will provide an improved gathering place for local festivals and a learning center on the history of the region and the National Road. The National Road Heritage Park Project also received a companion grant of \$139,000 to restore the 21 mile markers that remain on Pennsylvania's segment of the route and replace the 65 missing milemarkers with replicas.

ROUTE OF THE NATIONAL  
ROAD. (RUTH EITEL,  
DENVER SERVICE CENTER,  
NATIONAL PARK SERVICE)

## WESTERN MARYLAND STATION CENTER

C U M B E R L A N D , M A R Y L A N D

**PROJECT GOAL** Transportation Enhancement funds will be used to construct an elevator and stair tower at the south end of the center to allow walking and handicapped access to the upper floors.

**TRANSPORTATION LINK** The project is linked to the

intermodal system by function and proximity. The building has been in continuous use as a transportation center since 1913. It is the terminus for the C&O Canal, the planned Allegany Highlands Trail, and the Western Maryland Scenic Railroad.



**TEA** 3, 4, 5, 6  
**PROJECT AWARD**  
1994  
**COMPLETION**  
JUNE 1996

**FINANCING**  
TOTAL PROJECT  
COST: \$312,565  
TRANSPORTATION  
ENHANCEMENT  
FUNDS: \$150,000  
STATE BOND  
FUNDING: \$162,565

**CONTACT**  
RICHARD PFEFFER-  
KORN, CANAL PLACE  
PRESERVATION AND  
DEVELOPMENT  
AUTHORITY,  
(301) 759-6418

Cumberland. The project also required the close cooperation of Station Center, Allegany County, the Maryland Historical Trust, the National Park Service, and State and local elected officials. The newly created Canal Place Preservation and Development Authority will coordinate future improvements to this facility and others along the C&O Canal in Cumberland.

**COMMUNITY IMPACT** The project will supplement Station Center's existing services to visitors and increase the area's attractiveness to tourists by providing space for a Historic Route 40 visitors center, a pre-Revolutionary War exhibit, an audiovisual theater, a curatorial office, and records and documents storage vaults. The project also complements two related Transportation Enhancement projects that provide pedestrian improvements to nearby Station Square and better pedestrian and parking amenities at the canal.

**HISTORIC SIGNIFICANCE** Station Center is listed on the National Register of Historic Places and is near Fort Cumberland, the site of the first command of George Washington during the French and Indian Wars. It is protected by a perpetual preservation easement held by the Maryland Historical Trust.

**PARTNERSHIP** The official sponsor is the City of

## LA VALE TOLL GATE HOUSE

ALLEGANY COUNTY, MARYLAND

**PROJECT GOAL** Transportation Enhancement funds will be used to rehabilitate the historic tollgate house and provide pedestrian and landscaping improvements to the site. These funds complement a larger project that includes a new entrance from U.S. Route 40, additional parking, interpretive displays, and a picnic and rest area. The project is expected to have a positive impact on tourism.

**TRANSPORTATION LINK** The project is linked to the intermodal system by function and proximity. The tollgate house is located directly off U.S. 40, an actively used secondary route that was the main highway connecting the East Coast and the Mid-

west from the 1920s until the 1960s. Part of the property will be converted to a display of road-building technology of the early 1800s.

**HISTORIC SIGNIFICANCE** The Toll Gate House, built in 1836, is listed on the National Register of Historic Places. It is the last tollgate house associ-

**TEA** 3, 4, 5, 6  
**PROJECT AWARD**  
OCTOBER 1994  
**COMPLETION**  
SPRING 1996

**CONTACT**  
BENJAMIN SANSOM,  
ALLEGANY COUNTY  
PLANNING AND  
ZONING COMMIS-  
SION, (301) 777-2199

# FERRY BUILDING DEPOT

SAN FRANCISCO, CALIFORNIA

A CHERISHED LOCAL LANDMARK BENEFITS FROM MUCH-NEEDED TRANSPORTATION

## IMPROVEMENTS

**PROJECT GOAL** Transportation Enhancement funds are being used to fund preliminary engineering, design, and construction of the central passenger concourse. The funds augment existing efforts to increase ferry access to the depot and redevelop the waterfront.

**BACKGROUND** The Ferry Building in San Francisco is among the most popular public buildings in the city, second only to City Hall. When the elevated Embarcadero Freeway fell during the earthquake of 1989, the disaster yielded an unexpected gift to the city's residents: the first unobstructed view of the Ferry Building in decades. Public enthusiasm and City support have united to bring this building into the forefront of plans to redevelop the waterfront and restore it to its former grandeur. Most

of the focus of the Transportation Enhancement project is on the grand concourse, the restoration of which "would reestablish the gateway right through the center of the building," says Paul Osmundson of the Port of San Francisco. "This is an excellent project," he adds. "We really think it's the definition of Transportation Enhancements."

**TRANSPORTATION LINK** The project is related to the transportation system by proximity, impact, and function. It links commuter ferries with land-based transit facilities, including light rail, historic trolleys, cable cars, the regional subway system, and bus service. The concourse and exterior improvements will also have a direct impact on the ease and circulation of pedestrian travel to and through the facility.

**HISTORIC SIGNIFICANCE** The Ferry Building Depot, a Beaux Arts building, was built in 1898 and has remained intact through two major earthquakes. It is listed in the National Register of Historic Places, and it is also a National Historic Civil Engineering Landmark. The 240-foot clock tower, based on the 12th-century Giralda Tower in Seville, Spain, is a primary feature of the San Francisco skyline.

**PARTNERSHIP** The Port of San Francisco is the official sponsor. This project is a public-private partnership involving a private developer and the Federal

TEA 1, 2, 4, 5, 6  
PROJECT AWARD  
1994  
COMPLETION  
1998

FINANCING  
TOTAL PROJECT  
COST: \$50 MILLION  
TRANSPORTATION  
ENHANCEMENT  
FUNDS: \$2 MILLION  
FTA AND PRIVATE  
DEVELOPER: \$48  
MILLION

CONTACT  
PAUL OSMUNDSON,  
PORT OF SAN FRAN-  
CISCO, (415) 274-0546



ated with the National Road in Maryland and is protected by a perpetual preservation easement held by the Maryland Historical Trust.

**PARTNERSHIP** The official sponsor is Allegany County, the owner of the property. This project is the outgrowth of an existing partnership with the Maryland Historical Trust, which deeded the property to the County and still holds an easement on it. Other partners include the La Vale Century Club, the West Virginia Institute for the

History of Technology and Industry, the Maryland Department of Natural Resources–Program Open Space, and the Maryland Department of Transportation.

**FINANCING** Total project cost: \$221,550. Transportation Enhancement funds accounted for \$98,300. The remaining funds were derived from the Maryland Historical Trust, Allegany County capital funds, and Maryland's Program Open Space.

## RESTORATION OF THE S-BRIDGE

U N I O N T O W N , P E N N S Y L V A N I A

**PROJECT GOAL** Transportation Enhancement funds are being used to restore the last remaining S-Bridge on the National Road in Pennsylvania.

**TRANSPORTATION LINK** The project is linked to the intermodal system by function. The bridge, built in 1817, was in continuous use for a century until U.S. Route 40 was relocated in the 1920s. Since then, it has remained standing as a landmark of bridge technology and a reminder of the original road.

**HISTORIC SIGNIFICANCE** The bridge is the only remaining S-Bridge on the National Road in Pennsylvania and is listed in the National Register of Historic Places. An S-Bridge is specifically designed in an S shape to cross a bend in a river or creek at right angles.

**PARTNERSHIP** The official sponsor is the Fayette County Planning Commission. The National Road Heritage Park Corporation is the project coordinator. Other partners include the Pennsylvania Department of Community Affairs, the Pennsylvania Department of Transportation, the Washington County Planning Office, the citizens

of Buffalo Township, and the Washington County Historical Society. These partnerships are helping crystallize the growing support for a multistate National Road Historic Highway.

**COMMUNITY IMPACT** The project is having a significant impact on planning for the Mon-Fayette Expressway between Pittsburgh, Pennsylvania, and Morgantown, West Virginia. Planners are studying how to divert traffic onto the new expressway from U.S. Route 40, allowing the National Road to be designated a scenic route. Approximately 1,000 people visit the bridge each week during the summer. Creative uses to attract more visitors to the completed bridge, including farmers markets, craft shows, children's programs, and community events such as the Pike Festival, which takes place each May, are still under discussion.

**FINANCING** Total project cost: \$601,000. Transportation Enhancement funds accounted for \$481,000. The remaining funds were derived from the Pennsylvania Department of Community Affairs and the County of Washington.

TEA 3, 5, 6

PROJECT AWARD

SEPTEMBER 1992

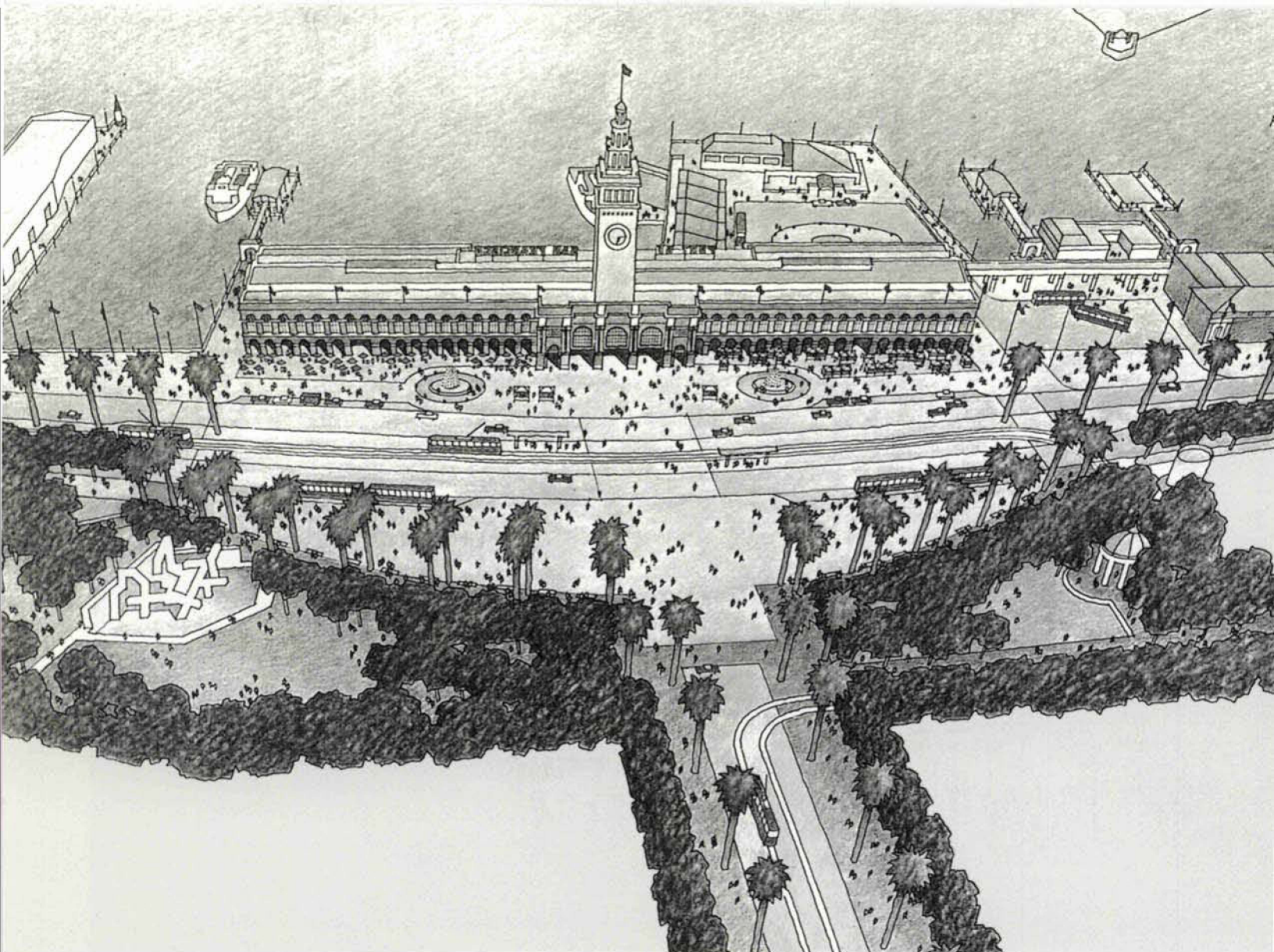
COMPLETION

OCTOBER 1996

CONTACT

BOB GRENOBLE,  
NATIONAL ROAD  
HERITAGE PARK  
PROJECT,  
(412) 430-1248





Transit Administration (FTA). The Metropolitan Transportation Commission and the California Department of Transportation (CalTrans) approved the project for Federal funding.

**COMMUNITY IMPACT** In addition to preserving a landmark that is much admired by residents and visitors, the project will also create a significant public space for the city. It will yield transporta-

tion benefit by allowing more efficient service for ferry passengers, who are increasing by almost 10 percent each year in the region. Increased sales tax revenue and construction jobs are also expected to result directly from the project, which is the centerpiece of a \$500 million package of improvements to roads, light rail, and pedestrian walkways along the waterfront.

FERRY BUILDING PLAZA  
CONCEPT. (ROMA DESIGN  
GROUP)



# GEORGETOWN LOOP BRIDGE

GEORGETOWN, COLORADO

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BRIDGE RECONSTRUCTION SOLVES SAFETY PROBLEMS AND FORGES NEW PARTNERSHIPS



**PROJECT GOAL** Transportation Enhancement funds were used to replace the 1905 girder bridge with an authentic truss bridge similar to the original built in 1877. The replacement allowed project engineers to correct structural defects caused by the 1905 construction and enhance the safety of the new crossing. The Loop plays a key role in planning for the appropriate development, interpretation, and preservation of the area.

**BACKGROUND** Linking the historic mining towns of Georgetown and Silver Plume, the Georgetown Loop Railroad has drawn tourists to these communities for almost 20 years. The new bridge is part of a historically accurate reconstruction of the 19th-century narrow-gauge railroad line that once served the towns.

Many local and State partners supported the success of this project. "It just showed that the various agencies and organizations involved in the project could make a cooperative effort to get the project done," says Al Veinberg of the Colorado Department of Transportation. "Within the DOT, we have various specialty areas that make a transportation project go, and we dealt with many of them for this project: design, environmental review, and administrative personnel who made sure the agreements flowed smoothly between the primary partners and the lead consultant."

**TRANSPORTATION LINK** The project is linked to the intermodal system by proximity and function. The Georgetown Narrow-Gauge Loop Railroad is 47 miles west of Denver and less than 1 mile from the nearest exit off Interstate 70. The Guanella Pass Scenic and Historic Byway begins in Georgetown.

Each year more than 100,000 passengers travel along the 6-mile route between Georgetown and

Silver Plume. An optional guided tour of the Lebanon Silver Mine is also available. The Loop is among the few narrow-gauge lines in operation in the Country and represents an important era in the settlement and transportation development of Colorado and the West.

**HISTORIC SIGNIFICANCE** The Loop route is a National Historic Landmark District and the major element of the Loop Historic Park.

**PARTNERSHIP** The project was jointly sponsored by the Colorado Historical Society and the Colorado Department of Transportation. It was the first construction partnership between the two agencies. Other partners in the project were Historic Georgetown, Inc., Clear Creek County, the Colorado Division of Wildlife, the Federal Bureau of Land Management, and numerous agencies, organizations, local businesses, and individuals. These partners will continue to collaborate to maintain the bridge, which is owned by the Colorado Historical Society.

OPPOSITE: THE RECON-  
STRUCTED GEORGETOWN  
LOOP TRUSS BRIDGE, 1994.  
(COLORADO DEPARTMENT  
OF TRANSPORTATION)

#### TEA 6

#### PROJECT AWARD

SPRING 1993

#### COMPLETED

SPRING 1994

#### FINANCING

TOTAL PROJECT

COST: \$220,000

TRANSPORTATION

ENHANCEMENT:

\$175,000

COLORADO STATE

HISTORIC PRESER-

VATION OFFICE:

\$45,000

#### CONTACT

AL VEINBERG,

COLORADO

DEPARTMENT OF

TRANSPORTATION,

(303) 757-9378



# MERRITT PARKWAY

FAIRFIELD COUNTY, CONNECTICUT

ISTEA HELPS RESTORE THE SPECIAL CHARACTER OF A TRANSPORTATION RESOURCE

**PROJECT GOAL** Transportation Enhancement funds were used for a Historic American Buildings Survey–Historic American Engineering Record (HABS–HAER) survey of the architectural and historic features of the 38-mile parkway. Funds also financed a landscape master plan for the parkway and restoration of the Route 8/15 interchange to its former attractiveness. Subsequent funds have been set aside for a bridge conservation plan and for renovation and landscaping work at key entrances.

**BACKGROUND** When it was completed in 1938, the Merritt Parkway was Connecticut’s first divided-lane, limited-access roadway, linking the era of the City Beautiful movement that spawned the first parkways and the age of the high-speed highway. The parkway combined careful attention to scenic vistas, landscapes, and architectural details with safety precautions and designs intended for what was then considered high speed—45 miles per hour.

Over the years, average speeds on the parkway increased and safety design requirements changed, eroding the parkway’s original scenic and aesthetic character. Heavy use has prompted several proposals for widening the parkway. Local and State activists succeeded in staving off such changes by nominating the parkway to the National Register of Historic Places and securing its designation as a State scenic highway. The Governor also declared his commitment to preserving the parkway. However, it was not until funds became available through the Transportation Enhancement provision that an ambitious landscaping and scenic preservation plan could be implemented to begin restoring the route to its original elegance.

**TRANSPORTATION LINK** This project is linked to the intermodal transportation system by function. The parkway carries 65,000 vehicles a day. With Interstate 95, it is one of two highway facilities serving the employment centers in lower Fairfield County and New York City.

**HISTORIC SIGNIFICANCE** In addition to its recent listing on the National Register of Historic Places, the parkway is also renowned for its 72 bridges, each unique in its aesthetic design. Most are rigid-frame construction and all are concrete, reflecting both the lean times of the Depression, when the parkway was built, and the desire of the architectural and engineering team to overcome the popular perception that concrete bridges were unattractive.

TEA 3, 4, 5, 6  
PROJECT AWARD  
AUTUMN 1992  
COMPLETION  
AUTUMN 1995

FINANCING  
TOTAL PROJECT  
COST: \$1.332 MILLION  
TRANSPORTATION  
ENHANCEMENT  
FUNDS: \$1.110  
MILLION  
CONNECTICUT DOT:  
\$222,000

CONTACT  
BRADLEY J. SMITH,  
CONNECTICUT  
DEPARTMENT OF  
TRANSPORTATION,  
(203) 594-3272





SERVICE AREA AND  
APPROACH LANE CONCEPT,  
MERRITT PARKWAY  
LANDSCAPE MASTER PLAN  
CONCEPT MANUAL. (MILONE  
& MACBROOM, INC.)

**PARTNERSHIP** The official sponsor is the Connecticut Department of Transportation. The Connecticut Trust for Historic Preservation and the Connecticut Historic Preservation Office have consistently worked for recognition of the parkway's historic importance and the assignment of funding to maintain its special features. The project has resulted in new collaborations between landscape architects, preservationists, and officials at Connecticut DOT. For example, project engineers will crash-test new steel-backed wood guide-

rails that will be integrated into the wooded surroundings and complement the stone walls still standing along the route.

**COMMUNITY IMPACT** Fairfield County is a major bedroom community for New York City and a commercial center in its own right. This project helps ensure the county's continued desirability as a residential and employment area, because the route will continue to be convenient and the fragile rural character of the region will be better reflected in the parkway.

# HISTORIC LIBERTY TRAIL

LIBERTY COUNTY, GEORGIA

## SCENIC LOOP REVEALS THE HIDDEN TREASURES OF COASTAL GEORGIA

**PROJECT GOAL** Transportation Enhancement funds will be used to improve directional and interpretive signs, pull-offs, and parking at four important historic sites along this trail used for vehicular

traffic. Archeological research will also be done at Dorchester Academy, a National Register District founded in the 1870s. The new signs will entice visitors to explore a route that has not changed in nearly three centuries.

**BACKGROUND** This modest tourism and interpretation project along the Historic Liberty Trail in Georgia demonstrates "that projects do not have to be high-dollar or high-profile to qualify for Transportation Enhancement funding," according to Ronnie Rogers and Tracey Rutherford of the Historic Preservation Division of the Georgia Department of Natural Resources. Transportation Enhancement funds of only \$100,000 will make a unique area in the State's history more prominent to travelers along nearby Interstate 95.

**TRANSPORTATION LINK** The project is linked to the intermodal system by proximity and function. The trail links I-95 with some of the earliest roads in the Country using an eastern and western loop originating at Exit 13. The project will improve visibility and accessibility of the loop from the interstate at key points.

**HISTORIC SIGNIFICANCE** The Liberty Trail connects two historic areas, Midway and Dorchester. Seabrook Village and Dorchester Academy are two pivotal sites on the route that commemorate African-American culture. Seabrook Village, a living and working museum depicting African-American culture from the Civil War through the 1930s, is the site of research and educational pro-



**TEA** 3, 5, 9

### PROJECT AWARD

NOVEMBER 1993

### COMPLETION

DECEMBER 1995

### FINANCING

TOTAL PROJECT

COST: \$125,000

TRANSPORTATION

ENHANCEMENT

FUNDS: \$100,000,

LIBERTY COUNTY:

\$25,000

### CONTACTS

RONNIE ROGERS OR  
TRACEY RUTHERFORD,  
HISTORIC PRESER-  
VATION DIVISION,  
GEORGIA DEPART-  
MENT OF NATURAL  
RESOURCES,  
(404) 656-2840

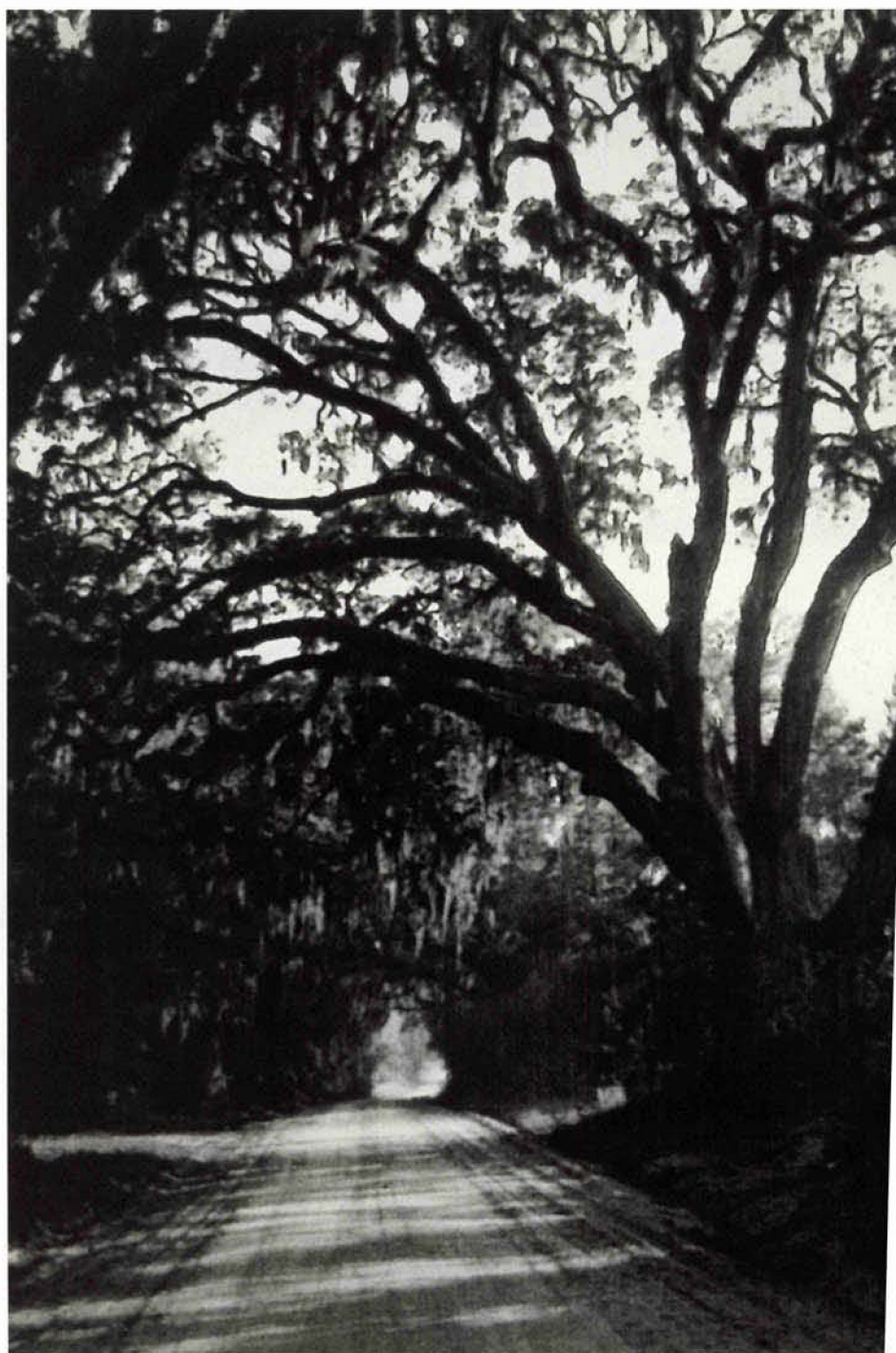


jects, an oral history program, and several field schools in archeology, history, and folklore sponsored by the University System of Georgia. Dorchester Academy was a gathering place for civil rights activists, including a 1962 planning retreat led by Dr. Martin Luther King, Jr., in preparation for the Birmingham campaign.

**PARTNERSHIP** The official project sponsor was the Liberty County Development Authority, which will maintain the trail after the work is completed. The project application included resolutions from county and municipal governments and 13 letters of support from local governments, elected officials, planning agencies, historic preservation groups, the Liberty Chamber of Commerce, and other local agencies and organizations that safeguard community improvement and beautification. The project also involved local citizens directly in the development through town meetings and personal interviews. The Georgia Department of Transportation and the Historic Preservation Division of the Georgia Department of Natural Resources collaborated on the environmental and historic review of the project, as they do on all Transportation Enhancement projects in the State.

**COMMUNITY IMPACT** The project complements other activities to promote tourism in this area, including the extension of County services—such as sewer lines—to the location. These Transportation Enhancements provide travelers with an opportunity to explore a rural coastal area of oak-lined paths and tidal marshes and to appreciate the contribution of this area to the Nation's history from pre-Colonial days through the present.

RIGHT: OAK CANOPY OVER THE RICEBORO SUNBURY ROAD, ALONG THE WESTERN LOOP OF LIBERTY TRAIL. OPPOSITE: SEABROOK VILLAGE, ALONG THE EASTERN PORTION OF THE TRAIL. (GEORGIA DEPARTMENT OF NATURAL RESOURCES)





# LAFAYETTE DEPOT PLAZA

L A F A Y E T T E , I N D I A N A

MAJOR INTERMODAL CENTER CONNECTS TWO CITIES ACROSS THE MIGHTY WABASH



**TEA** 1, 2, 4, 5, 6, 8

**PROJECT AWARD**

SEPTEMBER 1994

**COMPLETION**

AUTUMN 1995

**FINANCING**

TOTAL PROJECT

COST: \$8.14 MILLION

TRANSPORTATION

ENHANCEMENT

FUNDS: \$1 MILLION

CITIES OF

LAFAYETTE AND

WEST LAFAYETTE:

\$1.628 MILLION

OTHER FEDERAL

TRANSPORTATION

FUNDS: \$5.512

MILLION

**CONTACT**

ELIZABETH A.

SOLBERG, LAFAYETTE

RAILROAD

RELOCATION PROJECT,

(317) 742-8438

**PROJECT GOAL** Transportation Enhancement funds are being used to supplement a major City project to relocate the historic Big Four Depot and restore it as the focal point of an intermodal civic plaza. The relocation of the depot provides a sheltered station for passengers for the first time in more than 20 years and provides an off-street staging area for community buses. A new riverside trail will complement the existing Wabash Heritage Trail, and the Main Street Bridge will be renovated to provide pedestrian and bicycle connections to the depot.



**BACKGROUND** This train depot relocation and restoration project is an integral part of a multi-million dollar project relocation of the railroad line that serves the City of Lafayette. Since 1969, the City has sought to solve transportation-related problems by eliminating 42 hazardous railroad crossings, establishing a new passenger area for train and bus service, and finding a new use for the historic Main Street Bridge.

The Transportation Enhancement funds are a crucial part of the financial plan for this ambitious project. Dramatic progress was made in September 1994, when the depot was moved two blocks from its original location to a new site overlooking the recently relocated CSX railroad tracks, the Wabash Heritage Trail, and the Wabash River. The project will create a mixed-use intermodal facility that will draw together travelers from all modes and spark new life in a downtown that is already bouncing back through its Main Street program.

"A few years ago, downtown Lafayette really wasn't a place you'd want to go," says Judy O'Bannon, chairperson of the Indiana Main Street Council. As an active participant in the State Main Street program, the City has been serious about restoring life to its downtown. "Development of the depot plaza is central to our strategies for revitalization," says Kenneth Runkle, President of the City of Lafayette Redevelopment Commission.

This significant effort to revitalize downtown Lafayette has helped earn the City two major

awards. In 1995 FHWA honored Lafayette with a 1995 Environmental Excellence Award, and the City was named 1 of 10 All-American Cities, an award presented by the National Civic League and sponsored by the Allstate Foundation.

**TRANSPORTATION LINK** The project is linked to the intermodal transportation system by function. The station is on the relocated train alignment on which Amtrak provides continuous service.

**HISTORIC SIGNIFICANCE** Lafayette's Big Four Depot, built in 1902, is one of two remaining depots in the city and the only one to be restored to its original use. The new depot site is on the historic Wabash and Erie Canal. Nearby is the Main Street Bridge, the major connection between Lafayette and West Lafayette since 1863. In this century the bridge carried State Highway 26 traffic across the Wabash River until new bridges were opened in 1992. The Wabash Heritage Trail is being developed in the area to link historical sites such as Tippecanoe Battlefield and Fort Ouiatenon.

**PARTNERSHIP** The City of Lafayette is the official sponsor. The City of West Lafayette and the Indiana Department of Transportation are also partners. The City worked closely with Amtrak; the Downtown Business Center; the Greater Lafayette Public Transportation Corporation; the Greater Lafayette Disability Coalition; the State Historic Preservation Office; and FHWA, Indiana Division. The size of the project required the City, State, and Federal agencies to work closely together to locate and take advantage of eligible funding sources.

ABOVE: EAST ELEVATION OF  
DEPOT PLAZA AS IT WILL  
LOOK WHEN COMPLETED.  
(BLITCH ARCHITECTS, INC.)

OPPOSITE: THE BIG FOUR  
DEPOT IN THE 19TH CENTURY.  
(TIPPECANOE COUNTY  
HISTORICAL ASSOCIATION)



# RAILROAD DEPOT AND WAREHOUSE RESTORATION

STEARNS, KENTUCKY

ISTEA FUNDING SENDS A BEACON OF HOPE TO A DEPRESSED SMALL TOWN



# STONE ARCH BRIDGE

MINNEAPOLIS, MINNESOTA

## BRIDGE RESTORATION LEADS TRAVELERS BACK INTO A CITY'S HISTORY

**PROJECT GOAL** Transportation Enhancement funds were used to rehabilitate the historic Stone Arch Bridge as a pedestrian and bicycle trail.

**BACKGROUND** The Stone Arch Bridge project in Minneapolis cuts across many Transportation Enhancement categories and unites the varied themes of community identity, access to scenic resources, renewed emphasis on local history, and sustainable transportation. Although this project had many local supporters, it would not have succeeded as quickly and thoroughly without the commitment and leadership of the Minnesota Department of Transportation (MNDOT) and the Minnesota Historical Society. Today, just 2 years after the project was first submitted for consideration, visitors and residents are already enjoying the restored Stone Arch Bridge and the breathtaking views of Saint Anthony Falls on foot, on bicycle, or aboard a trolley that connects the

Convention Center and University of Minnesota to downtown Minneapolis.

**TRANSPORTATION LINK** The project is linked to the intermodal transportation system by proximity, function, and impact. The bridge was completed in 1883 and used by the railroads until 1978. Reopening it as a short-line trolley, bicycle, and pedestrian way has restored it to usefulness as a transportation corridor. The bridge offers a practical transportation connection between downtown Minneapolis and the University of Minnesota. It also provides motorists on the nearby Great River Road with an opportunity to stop and enjoy a recreational walking or cycling trip.

**HISTORIC SIGNIFICANCE** The Stone Arch Bridge is the second-oldest of the bridges that cross the Mississippi River. It is also the only major stone arch bridge in the western United States and among only a few such bridges in the world with a curved alignment. It is in the National Register of Historic Places as part of the Saint Anthony Falls Historic District and is a National Historic Civil Engineering Landmark.

**PARTNERSHIP** The official project sponsor was MNDOT, which shows the high priority placed on this project by the State. The Minnesota legislature transferred ownership of the bridge to MNDOT in 1992, specifically to speed its rehabilitation for public use. The Saint Anthony Falls Heritage Board provided the matching funds on behalf of the many local and State project partners it represents, includ-

**TEA** 1, 5, 6, 7  
**PROJECT AWARD**  
1993  
**COMPLETED**  
OCTOBER 1994

**FINANCING**  
TOTAL PROJECT  
COST: \$2.8 MILLION  
TRANSPORTATION  
ENHANCEMENT  
FUNDS: \$2.184  
MILLION  
STATE AND LOCAL  
FUNDS, THROUGH  
THE SAINT ANTHONY

FALLS HERITAGE  
BOARD: \$616,000  
**CONTACT**  
JIM PEDERSON,  
MINNESOTA  
HISTORICAL SOCIETY,  
(612) 297-7970



**PROJECT GOAL** Transportation Enhancement funds are being used for the restoration of the Stearns Warehouse as a functioning railway depot and the repair of streets and sidewalks.

**BACKGROUND** In 1990 McCreary County, Kentucky, was ranked by the U.S. Bureau of the Census as the third poorest county in the United States in 1990, and the poorest in the Commonwealth of Kentucky. When coal mining ended in 1987 and the failure of the timber industry in Kentucky ended commercial logging on much of the land in McCreary County, Stearns suffered serious economic setbacks.

As impoverished as it may be economically, the County is rich in natural resources. The U.S. Army Corps of Engineers, in cooperation with the National Park Service, developed the Blue Heron Mine Site and the Big South Fork National River and Recreation Area to provide recreational opportunities—including whitewater rafting, canoeing, kayaking, camping, hiking, horseback riding, and picnicking—in this rugged scenic area. The Blue Heron site includes interpretive exhibits to give visitors a glimpse of life as it used to be in this former mining camp on the Cumberland River. The number of travelers to the area has increased from 125,000 to 850,000 annually during the last 5 years. In response to tourism growth, this Transportation Enhancement project will help tie together all modes of surface transportation to create a better economic future for the community of Stearns, the best-preserved company coal mining town in the Country.

**TRANSPORTATION LINK** The project is linked to the intermodal transportation system by function and impact. The restored railroad depot will be the new starting point for the Big South Fork Scenic Railway, which provides scenic excursion trips between May and October. The Depot, within 6 miles of the Blue Heron Mine Site and the Big

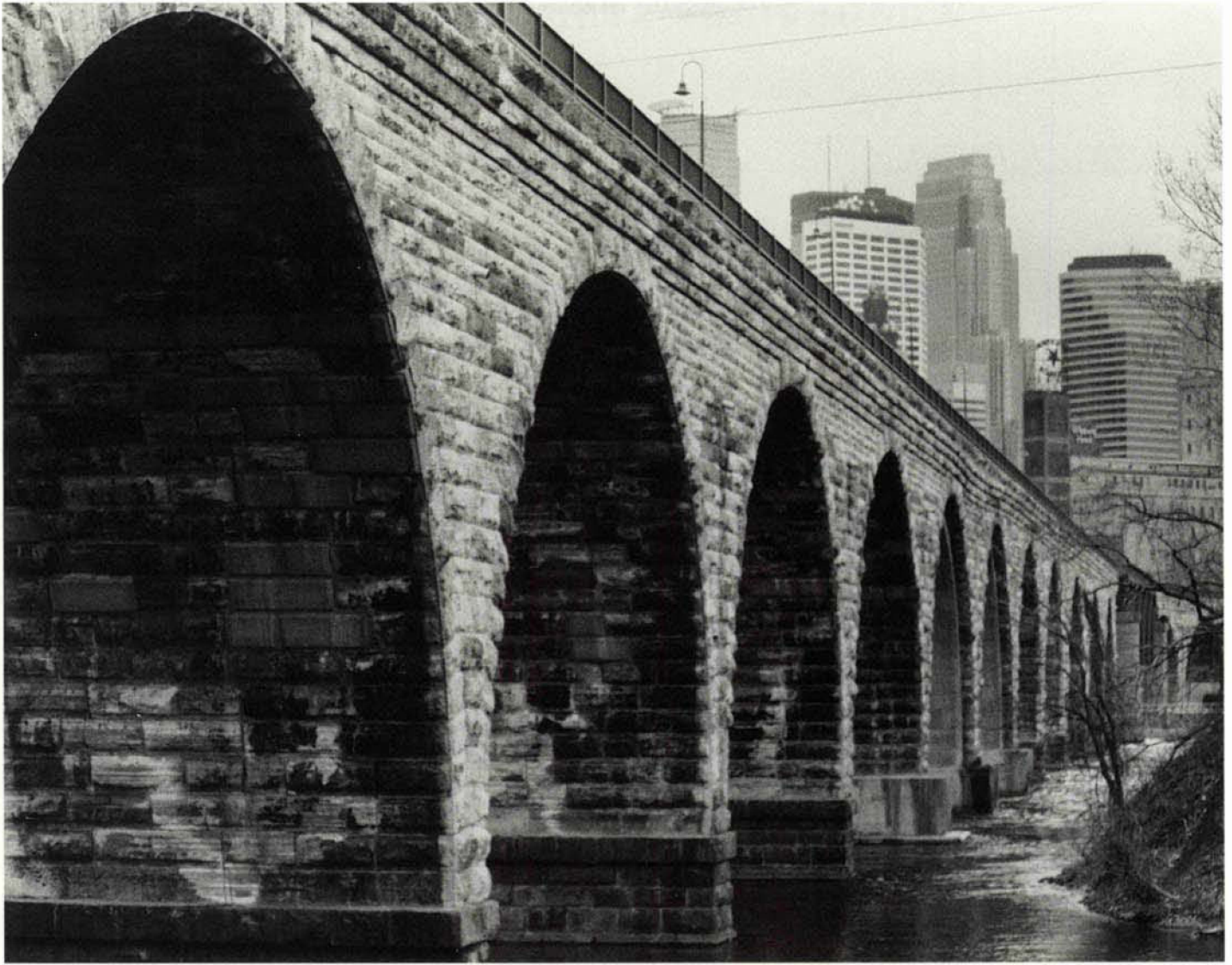
South Fork National River and Recreational Area, provides a link to hiking and horse trails, canoeing, and rafting at several stopping points along the route, including the Barthell Mining Camp restoration.

**HISTORIC SIGNIFICANCE** Downtown Stearns is listed in the National Register of Historic Places. The district consists of six historic buildings. Stearns was founded as a one-company town owned by the Stearns Coal and Lumber Company, one of the largest industries in eastern Kentucky during the first half of the 20th century. The Stearns Depot was originally built in 1903 as the company office and store and as the freight depot of the Kentucky & Tennessee and Southern Railway.

**PARTNERSHIP** The official project sponsor is the McCreary County Fiscal Court, which will transfer ownership of all six historic buildings to the Stearns Historic Area Development Authority. Other partners include the McCreary County Economic Development Council, the Lake Cumberland Area Development District, the Big South Fork National River and Recreation Area, the Big South Fork Scenic Railway, the Kentucky Heritage Council, the National Park Service, and the Bank of McCreary County.

OPPOSITE: THE STEARNS  
COAL AND LUMBER COMPANY  
SIGN ON LABOR DAY, 1993,  
RE-ILLUMINATED AFTER  
YEARS OF DARKNESS. (KEN  
SHMIDHEISER, MCCREARY  
COUNTY RECORD)

<b>TEA 5, 6</b> <b>PROJECT AWARD</b> JUNE 1994 <b>COMPLETION</b> APRIL 1996	<b>FINANCING</b>	<b>CORPORATION:</b>
	TOTAL PROJECT	DONATION OF LAND
	COST: \$1.669 MILLION	AND DEPOT VALUED
	TRANSPORTATION	AT \$55,000
	ENHANCEMENT	
	FUNDS: \$1.275	<b>CONTACT</b>
	MILLION	BRUCE MURPHY,
	BANK LOAN: \$325,000	MCCREARY COUNTY,
	COUNTY FUNDS:	(606) 376-2413
	\$13,750	
	OUTDOOR VENTURE	



ing the Minnesota Historical Society, the Hennepin County Board of Commissioners, the Mayor and City Council of Minneapolis, the Minneapolis Park and Recreation Board, the State Historic Preservation Office, and the Hennepin County Historical Society. MNDOT and the Minneapolis Park and Recreation Board will jointly maintain the bridge.

**COMMUNITY IMPACT** The Stone Arch Bridge is an important transportation link in an area that is rich with historic and scenic points of interest. The bridge provides trolley, walking, and bicycling connections between downtown Minneapolis and Saint Anthony Falls, the nearby birthplace of this booming midwestern metropolis.

STONE ARCH BRIDGE,  
APRIL 1995. (HUMPHREY  
DOERMANN)



# WOODBIDGE STATION ENHANCEMENTS

WOODBIDGE, NEW JERSEY

## PUTTING PEOPLE FIRST IN TRANSIT STATION PLANNING

**PROJECT GOAL** Transportation Enhancement funds were part of a project to improve pedestrian access to the station and increase safety from traffic and crime through the use of canopies, brick walkways, extensive landscaping, and design improvements. As part of the Township's second phase of downtown improvements, the station and walkways now feature historically compatible lampposts, clocks, benches, trash receptacles, and bicycle racks. Information displays made by a local artist include a map of community attractions and businesses and bus route schedules. Two brick kiosks at the tunnel entrance to the station were also built to create new business opportunities and a more prominent community presence at the station.

**BACKGROUND** "The Woodbridge Station Renewal Project broke the mold of the traditional station re-

habilitation process," according to Richard Mariani, lead champion of the project at the New Jersey Transit Corporation. "Instead of developing a plan with little or no public involvement or study of the surrounding neighborhood, and afterward seeking public approval, New Jersey Transit collaborated with Project for Public Spaces, a non-profit design group, to engage the public in the preliminary planning stages to help establish better connections between five transit stations and the communities they serve." New Jersey Transit secured Transportation Enhancement funds to undertake improvements at one of the stations, in Woodbridge Township.

A grant from the Geraldine R. Dodge Foundation in 1991 laid the groundwork for the project. The funds were used to study how five transit stations could be made more welcoming and efficient for pedestrians. The study team drew up its plans only after observing the stations at all hours of the day and interviewing passengers and employees of the system to understand how people gained access to them and how they used the stations. In addition to making recommendations for parking, circulation, and sign placement, the team included often-overlooked details such as seating placement and arrangement, station upkeep, and nearby services for commuters. Mariani points out what is at stake in transit planning: "In public transit, the quality of the whole experience is determined by the sum of individual transportation segments. If

**TEA 6**  
**PROJECT AWARD**  
DECEMBER 1993  
**COMPLETED**  
MARCH 1995

**FINANCING**  
TOTAL PROJECT  
COST: \$1.166 MILLION  
TRANSPORTATION  
ENHANCEMENT  
FUNDS: \$463,000  
STATE TRANSPORTA-  
TION TRUST FUNDS:  
\$702,624

**CONTACT**  
RICHARD MARIANI,  
NEW JERSEY  
TRANSIT CORPORA-  
TION, (201) 491-7208

any one segment is bad, customers abandon the entire system."

**TRANSPORTATION LINK** The project is linked to the intermodal transportation system by proximity, function, and impact. The Woodbridge Station is within several hundred yards of the New Jersey Turnpike (Interstate 95). The station now functions more effectively as an intermodal facility, and the improvements have resulted in increased ridership and business for the downtown district.

**HISTORIC SIGNIFICANCE** The 55-year-old station is within blocks of New Jersey's oldest Main Street. In addition to restoring the historic character of the area through design elements, some funds were used to improve the parking lot of the historic Parker Press Park, which houses the oldest printing press in New Jersey.

**PARTNERSHIP** New Jersey Transit is the official project sponsor. Project for Public Spaces was a major partner, along with the Downtown Woodbridge Merchants Association and Woodbridge Township. The early collaboration between the public transportation agency and nonprofit organizations for private foundation funds was unique.

THE REHABILITATED WOODBRIDGE TOWNSHIP STATION, JULY 1995. (NEW JERSEY TRANSIT CORPORATION)

LARGE CASE STUDIES





# MORGAN SQUARE

GREENEVILLE, TENNESSEE

## HISTORIC RAILROAD HOTELS TO OPERATE AGAIN IN A MAIN STREET REVITALIZATION PROJECT

**PROJECT GOAL** Federal Transportation Enhancement funds will be used specifically in the restoration of four historic railroad hotels and will play a critical role in the revitalization of Greeneville's historic Main Street.

**BACKGROUND** When it is completed in 1996, the Morgan Square revitalization project will cap a decade-long struggle by downtown organizations to find an appropriate use for four historic railroad hotels in the town's Main Street district and will provide greatly needed resources for tourists, residents, and regional businesses. Using a mix of Federal, State, and local funds, the project's nonprofit developer, Morgan Square, Inc., will renovate the four buildings and several adjacent buildings into a

mixed-use center of activity that will put the former depot district back on the map as an important regional destination.

In 1984 Greeneville became one of Tennessee's first five Main Street towns. Two years later, the nonprofit Main Street: Greeneville acquired one of four historic railroad hotels in the downtown district, and a decade of efforts to find a new use for the structure—and the other three hotels—began. It was not until Transportation Enhancement funds became available that the Morgan Square district had an opportunity to reclaim its central role in the Town's transportation and economic development planning.

The project is also a model for innovative financing. The project has more than met the minimum required match for Federal funds: Morgan Square's \$3 million in Transportation Enhancement funds are essentially bringing an \$11 million project to life. In addition to ISTEA and other public funds, the project will benefit from several national and local low-interest loans. Private citizens and businesses have pledged more than \$2.5 million in donations and lines of credit to the project. These funds have been used to create the nonprofit Fund for Greene County, a new division of the East Tennessee Foundation. Morgan Square—which will include a four-star hotel and meeting, office, and retail space—will be owned by the Fund, except for a new conference center, which will be owned by the Town. The entire project,

**TEA** 1, 2, 4, 5, 6  
**PROJECT AWARD**  
JULY 1994  
**COMPLETION**  
SPRING 1996

**FINANCING**  
TOTAL PROJECT  
COST: APPROXIMATELY \$11 MILLION  
TRANSPORTATION  
ENHANCEMENT  
FUNDS: \$3 MILLION  
IN TWO EQUAL  
INSTALLMENTS FOR  
PHASES 1 AND 2 OF  
THE PROJECT;  
PRIVATE DONATIONS  
AND LINES OF  
CREDIT: \$8 MILLION;

TENNESSEE VALLEY  
AUTHORITY,  
NATIONAL TRUST FOR  
HISTORIC PRESERVATION, AND  
GREENEVILLE FINANCIAL INSTITUTIONS  
LOW-INTEREST  
LOANS: \$1 MILLION

**CONTACT**  
GREGG K. JONES,  
MORGAN SQUARE,  
INC., (615) 638-4181

including the General Morgan Inn and Conference Center, will be managed by the Grand Heritage Hotel Company, based in Annapolis, Maryland. After paying operating expenses and retiring debt, all profits from the redevelopment will go to the Fund to address the charitable needs of the citizens of Greene County.

"It's been a long road for this project," says Gregg K. Jones, President of Morgan Square, Inc. "For the first—and perhaps the only—time, several positive factors have come together to make the productive use of these buildings a reality. A major factor was ISTEA."

**TRANSPORTATION LINK** The project is linked to the intermodal system by impact and proximity. It is historically linked to the rail transportation system and depot. It will also enhance and preserve a pedestrian-oriented downtown by restoring the handsome streetscape that once invited 19th-century visitors to stroll along Main and Depot Streets. It is on U.S. Highway 11E and is fully accessible to travelers.

**HISTORIC SIGNIFICANCE** Morgan Square is in the geographic center of downtown Greeneville's National Register District, where the oldest building dates from 1795. The square itself is one block from the Andrew Johnson National Historic Site. In 1886 the East Tennessee and Virginia Railroad built its new depot near Morgan Square, creating a bustling hub for long-distance travelers, who were dispatched from the depot to its four connected railroad hotels by horse-drawn coach. The railroad's influence on this section of town remained strong until the early 1960s, when passenger rail service began and the economic downturn for railroad depot districts ensued.

**PARTNERSHIP** The official project developer is the nonprofit Morgan Square, Inc., which has strong ties to Main Street: Greeneville, dating back a decade. Morgan Square has also received critical



financial and project support from many local businesses, groups, and private individuals, a consortium of local banks, the Tennessee Valley Authority, the Town of Greeneville, and the National Trust for Historic Preservation. It has been endorsed by a host of local and regional business, tourism, and preservation organizations, including Main Street: Greeneville.

**COMMUNITY IMPACT** Morgan Square, Inc. estimates that during the project's first year of operation, it will create at least 100 new jobs and directly generate \$275,000 in new annual ad valorem, business, and sales tax revenues. Additional revenues are expected regionally, particularly because the new district will create a new destination of interest to tourists. The project has already had a tangible economic impact because of its role in the creation of the Fund for Greene County, which will benefit county residents for years to come.

VISION FOR MORGAN  
SQUARE.  
(MORGAN SQUARE, INC.)



# DANVILLE RAIL PASSENGER STATION AND SCIENCE CENTER

DANVILLE, VIRGINIA

## NEW USES FOUND FOR CENTURY-OLD DEPOTS

**PROJECT GOAL** Transportation Enhancement funds are being used to acquire and rehabilitate a historic rail passenger building, freight depot, and railroad trestle. The passenger station is currently used by Amtrak, which was persuaded by the project to remain in the building. The railroad trestle will be rehabilitated for use by pedestrians and bicyclists.

**BACKGROUND** Danville's 94-year-old rail station had fallen on hard times. Although the station is still in use for passenger rail, Amtrak recently considered vacating the facility because of its poor condition and passenger complaints. Transportation Enhancement funding has provided the City of Danville with a one-time opportunity to refurbish the old station and, in addition, improve pedestrian and bicycle connections to the site. Not content to stop there, local businesses and downtown boosters such as the Kiwanis Club have contributed significant funds to create a science center in the station, the first satellite facility of the Science Museum of Virginia. With a second award, the nearby freight depot will be converted for use as a farmers market and festival area.

**TRANSPORTATION LINK** The project is linked to the intermodal transportation system by function; the station still serves an active Amtrak route. The rehabilitation of the abandoned train trestle across the Dan River and other bicycle and pedestrian improvements will encourage intermodal use of the station.

**HISTORIC SIGNIFICANCE** Built in 1899, the Danville Train Station is a cornerstone of the Tobacco Warehouse District, part of the Virginia and National Registers of Historic Places. The station itself is in the Virginia Register, with inclusion in the National Register pending.

**PARTNERSHIP** The official sponsor is the City of Danville. Other important partners include the Norfolk and Southern Railroad, Amtrak, the Science Museum of Virginia, and the Virginia Department of Transportation. The Appalachian Railroad Heritage Partnership chose the Danville project as its 1995 focus, assisting the City with promotion of the project and providing contacts for rail exhibits and excursion train bookings.

### TEA 1, 2, 5, 6

#### PROJECT AWARD

1993

#### COMPLETION

OCTOBER 1996

#### FINANCING

TOTAL PROJECT COST  
FOR TWO PHASES:

\$2.684 MILLION

TRANSPORTATION

ENHANCEMENT

FUNDS: \$1.937

MILLION

### NORFOLK AND

SOUTHERN CORPORA-

TION: DONATION OF

THE RAIL STATION TO

THE CITY

SCIENCE MUSEUM OF

VIRGINIA AND LOCAL

PRIVATE CONTRIBU-

TORS: FURNISHING

OF THE DANVILLE

SCIENCE CENTER

### CONTACT

JANINE M. PARK,  
DANVILLE

DEPARTMENT OF  
COMMUNITY

DEVELOPMENT,

(804) 799-5261



DANVILLE RAIL PASSENGER  
STATION, C. 1993. (DANVILLE  
DEPARTMENT OF COMMUNITY  
DEVELOPMENT)

**COMMUNITY IMPACT** The project has helped retain Amtrak service in the City, and the new Danville Science Center will attract an estimated 20,000 to 30,000 visitors each year. Although the project is not yet completed, it has already inspired other

efforts to improve the downtown area. Next door to the station is the private employer Dibrell Brothers, Inc., a Fortune 500 company that has invested more than \$1 million in its buildings' exterior improvements and landscaping.



# RAINBOW ARCH BRIDGE

F O R T M O R G A N , C O L O R A D O

**HISTORIC LANDMARK  
SERVES ITS COMMU-  
NITY IN A NEW WAY**

**PROJECT DESCRIPTION** Transportation Enhance-  
ment funds provided for a two-phase project to  
restore the 73-year-old Rainbow Arch Bridge to  
its original appearance and convert it for use as a



pedestrian bridge. The Rainbow Arch Bridge is listed in the National Register of Historic Places and as a Colorado Civil Engineering Landmark. Once restored, the bridge and a new riverside park will provide walkers, runners, and cyclists with a safe alternative to crossing the river alongside motorized traffic and will be a secure location for observing the wildlife in and around the South Platte River. Phase I was completed in 1994. Phase II construction is currently under way.

**TRANSPORTATION LINK** This project is linked to the intermodal transportation system by proximity, function, and impact. Completed in 1923 on State Highway 52, the bridge is the only one of its kind in the State and one of the longest of its kind in the Country. Boasting 11 arches and with a total span of 1,100 feet, the bridge is regionally important as a crossing point over the South Platte River, which along with Interstate 76 forms one of the major transportation corridors in the State. The bridge also serves as the entrance to the Pawnee Pioneer Trails, part of Colorado's Scenic and Historic Byways system and a significant transportation landmark.

**COMMUNITY IMPACT** The City of Fort Morgan relies on the extraordinary features of the bridge to attract tourists and enhance community celebrations, including their annual Tin Man Triathlon, which incorporates the bridge as part of the runners' route.

**FINANCING** Total project cost: \$750,000. Transportation Enhancement funds accounted for \$595,000 in two installments for Phases I and II of the project, with the remaining \$155,000 derived from the City of Fort Morgan, the State Historical Fund, and the State Historic Preservation Office.

ANNUAL TIN MAN  
TRIATHLON. (DAN LASSISTER,  
FORT MORGAN TIMES)

TEA 6  
**PROJECT AWARD**  
1992  
**COMPLETION**  
NOVEMBER 1995

**CONTACT**  
LYN DEAL, FORT  
MORGAN HERITAGE  
FOUNDATION,  
(970) 867-7928

# FARMINGTON CANAL LINEAR PARK PROJECT

C H E S H I R E , C O N N E C T I C U T

**PROJECT DESCRIPTION** Transportation Enhancement funds were used for the preservation and restoration of old bridges, stone arches, and the replacement of wooden lock gates at the Lock 12 Historic Park along the Farmington Canal. The Farmington Canal Linear Park project restored a recreational and open space corridor along the abandoned right-of-way of the former Farmington Canal and the Boston and Maine Railroad in Cheshire. Plans also provided for a continuous 3.3-mile bicycle and pedestrian path, 10 feet wide with a 2-foot grass-and-stone-dust edging on either side. The popularity of the route prompted the construction of additional parking areas along the trail. Split-rail fences, benches, and landscaping add to the attractiveness of the trail.

**TRANSPORTATION LINK** The linear park is linked to the intermodal transportation system by proximity, function, and impact. It is located along the historic Farmington Canal, built in 1828 and replaced 20 years later by a railroad corridor that was used continuously until 1982. The project trail links the center of the Town of Cheshire to the Farmington Canal Lock 12 Historic Park between Cornwall Avenue and Mount Sanford Road and serves residents who work in town and wish to commute on foot or bicycle.

**COMMUNITY IMPACT** Local residents enjoy the trail as a safe place to socialize, commute, and exercise. A specially assigned police officer patrols the park on bicycle. This linear park also serves as a greenway for wildlife, wetland marshes, and native vegetation. Many citizens groups work to protect the natural beauty of the trail, including the Farmington Canal Rails-to-Trails Association and the Treasure Land Trust.

**HISTORIC RAIL-TRAIL RESTORED TO MORE THAN JUST A PRETTY VIEW**



**TEA** 1, 2, 4, 5, 6, 7

**PROJECT AWARD**

SEPTEMBER 1992

**COMPLETED**

MAY 1994

**FINANCING**

TOTAL PROJECT

COST: \$1.1 MILLION

TRANSPORTATION

ENHANCEMENT:

\$900,000

TOWN OF CHESHIRE:

\$200,000

**CONTACT**

JAMES S. SIPPERLY,

TOWN OF CHESHIRE,

(203) 271-6670

FARMINGTON CANAL TRAIL.

(TOWN OF CHESHIRE)



# CITY OF DOUGLAS DOWNTOWN STREETSCAPE PROJECT

DOUGLAS, GEORGIA

## A SMALL TOWN PULLS OFF A BIG PROJECT

**PROJECT DESCRIPTION** Transportation Enhancement funds were used to improve the streetscapes in the Douglas Downtown Historic District, which covers three blocks and six intersections. Specific enhancements included landscaping, installation of street furniture and pedestrian-scaled

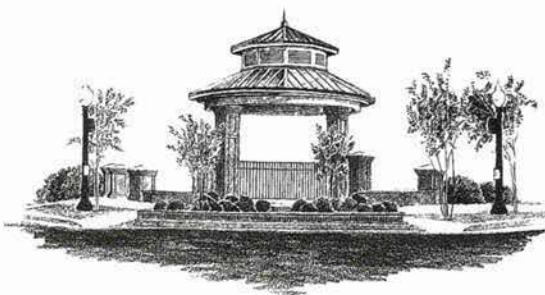
lighting that complement the historic character of downtown, and the development of urban spaces or “pedestrian courts” on the corners of each block and at midblock locations.

**BACKGROUND** How does a town of 10,000 rally support for a \$1 million project? By planning comprehensively and making a commitment to future development. The Downtown Development Authority, a nonprofit city planning organization, paid for a study and initiated a strategy to keep downtown Douglas alive as it faced competition from new shopping center developments. “With a plan in hand, the City was poised for immediate funding assistance when the Transportation Enhancement funding became available,” recalls Jackie Wilson of the Downtown Development Authority. The project was honored by a joint award from the American Institute of Architects and the Georgia Department of Transportation for Excellence in Transportation-Related Design.

**TRANSPORTATION LINK** This project is linked to the intermodal system by proximity, impact, and function. U.S. Route 441 and Georgia Routes 31 and 32 run through the district and along Main Street. The street improvements provided a safe and inviting environment for pedestrians.

**HISTORIC SIGNIFICANCE** The Douglas Downtown Historic District is in the National Register of Historic Places and has been a Georgia Main Street city since 1987. Because of the improvements this project has made, the downtown district is now attracting more shoppers each day.

ENGRAVED PRINT OF GAZEBO  
AT THE CORNER OF MADISON  
AND ASHLEY IN DOWNTOWN  
DOUGLAS, 1995.  
(THE CITY OF DOUGLAS)



### TEA 1, 4, 5

#### PROJECT AWARD

JUNE 1994

#### COMPLETED

JUNE 1995

#### FINANCING

TOTAL PROJECT

COST: \$1.017 MILLION

TRANSPORTATION

ENHANCEMENT

FUNDS: \$800,000

CITY OF DOUGLAS

AND DOUGLAS

DOWNTOWN DEVELOPMENT  
AUTHORITY:  
\$217,307

#### CONTACT

JACKIE WILSON,  
CITY OF DOUGLAS,  
(912) 384-3302

#### PARTNERSHIP

OFFICIAL PROJECT

SPONSOR: CITY OF  
DOUGLAS

KEY PARTNERS:  
GEORGIA DEPARTMENT  
OF TRANSPORTATION,  
THE STATE HISTORIC  
PRESERVATION OFFICE,  
AND THE DOWNTOWN  
DEVELOPMENT  
AUTHORITY

# HERITAGE PARK, LOCKPORT-JOLIET: STAGE I OF III

WILL COUNTY, ILLINOIS

## HERITAGE FOR STEEL INDUSTRY IS PRESERVED IN THE MIDWEST

STEEL WORKERS ON  
PAYDAY, 1873.  
(LEWIS UNIVERSITY)

**PROJECT DESCRIPTION** Transportation Enhancement funds are being used to build a 2.7-mile bicycle and hiking trail along the I&M Canal, connecting the existing Lockport Historical Trail in



Lockport Township to the city center of Joliet. This project is the first phase of a larger project in the I&M Canal Heritage Park. This first phase will provide access to the Heritage Park for its interpretive program on the steel industry of Joliet, among the most innovative steel-making sites in the Country in the 19th century. The interpretive program will emphasize the lives of the workers, many of them immigrants, who came for jobs in the steel industry and left their mark on the region. Lockport is one of the three Main Street cities in the I&M Canal Heritage corridor, and the town's Main Street is approximately 3 miles from this interpretive site. Phase I engineering work is now completed. Construction and stabilization work will begin in spring 1996.

**TRANSPORTATION LINK** This project is linked to the intermodal transportation system by function, impact, and proximity. The 260-acre Heritage Park surrounds a 4.5-mile stretch of the historic I&M Canal. The Heritage Park is part of a larger vision for the I&M Canal National Heritage Corridor. A continuous trail is planned to connect the historical, cultural, natural, recreational, and economic resources along this historic route. It will extend from the Chicago portage site to LaSalle Peru, Illinois.

**PARTNERSHIP** The official project sponsor is the Forest Preserve District of Will County. Two other important partners are the Lockport Township Park District and the Illinois Department of Natural Resources. These three organizations are dedicated to planning and developing the park.

### TEA 1, 5

#### PROJECT AWARD

APRIL 1993

#### COMPLETION

JULY 1997

#### FINANCING

TOTAL PROJECT

COST: \$2.961 MILLION

STAGE I: TRANS-

PORTATION

#### ENHANCEMENT

FUNDS: \$120,400

LOCAL MATCH:

\$30,100

NEXT STAGES:

TRANSPORTATION

ENHANCEMENT

FUNDS: \$2.369

MILLION

LOCAL MATCH:

\$341,500

#### CONTACT

PUBLIC INFORMATION

DEPARTMENT,

FOREST PRESERVE

DISTRICT OF WILL

COUNTY, (815) 727-

8700



# PULLMAN HISTORIC STRUCTURE REPORT AND EMERGENCY STABILIZATION

CHICAGO, ILLINOIS

**PROJECT DESCRIPTION** Recognized for its international importance in transportation history, the Pullman Factory project received Transportation Enhancement funds to stabilize the structural integrity of the Administration Building, which houses the Clock Tower and the adjacent North Car Works Building. Funds for the stabilization, which Keith Herron of the Illinois Historic Preservation Agency calls “a crucial stage in the ultimate goal of saving the area,” were awarded in September 1993. Transportation Enhancement funds were also used to prepare a long-term plan for the restoration and future use of the factory as a public resource. The factory and the nearby remnants of the planned Pullman Community for workers and management stand as a reminder of the days when company towns were common.

**TRANSPORTATION LINK** The project is linked to the intermodal system by proximity and function. The Pullman Factory is directly across the street from the Illinois Central (METRA) Commuter Line and is highly visible as the train approaches the neighborhood. The project area is also within direct access of Interstates 95, 57, 90, and 295. The design and manufacture of the Pullman rail cars had a lasting impact on the railroad industry.

**FINANCING** Total project cost: \$850,000. Transportation Enhancement funds accounted for \$690,000, with the remaining \$160,000 provided by the Illinois Historic Preservation Agency.

**CONTACT** Keith Herron, Illinois Historic Preservation Agency, (217) 782-3056.



TEA 5  
PROJECT AWARD  
SEPTEMBER 1993

COMPLETED  
JUNE 1995

PULLMAN ADMINISTRATION  
BUILDING C. 1990. (THOMAS  
YANUL)

# UNION PACIFIC DEPOT

L A W R E N C E , K A N S A S

ISTEA FUNDS HELP BRING A DESERVING PROJECT TO COMPLETION

**PROJECT DESCRIPTION** Transportation Enhancement funds will help complete the third and final phase of the interior renovation and exterior restoration of the Union Pacific Depot. Designed in 1889 by the American architect Henry van Brunt at the height of his career, this structure is in the Kansas Register of Historic Places. The project includes a complete conversion of the building for public meeting space and a Visitor Information Center for the City of Lawrence.

**TRANSPORTATION LINK** This project is linked to the intermodal transportation system by proximity and impact. Located on the east side of North 2nd Street, also known as U.S. Highways 40 and 59, the depot is visible to travelers crossing the Kansas River bridges from central to north Lawrence. It is approximately 1 mile south of the Kansas Turnpike Authority's east interchange and tollbooths.

**PARTNERSHIP** The official project sponsor is the City of Lawrence. The Union Pacific Railroad discontinued passenger service at the Lawrence Depot in 1971 but used the building for freight until 1984. Since then, the grass-roots organization Save the Depot Task Force has fought to preserve the structure. The project is enthusiastically supported by the community and has strengthened the mutual understanding between the City and the State Department of Transportation.

**FINANCING** Total project cost: \$444,000. Transportation Enhancement funds account for \$355,200, with the remaining \$88,800 derived from local sources.



## TEA 6

### PROJECT AWARD

SEPTEMBER 1993

### COMPLETION

DECEMBER 1995

## CONTACT

JOHN LEE, JOHN LEE  
AND ASSOCIATES,  
(913) 841-2026

SETTING THE STEEPLE  
BACK IN PLACE WAS AN  
IMPORTANT STEP IN  
RESTORATION BEFORE THE  
TRANSPORTATION  
ENHANCEMENT PROJECT  
BEGAN. (JOHN LEE AND  
ASSOCIATES)



## PLYMOUTH SENIOR CENTER SITE WORK

PLYMOUTH,  
NEW  
HAMPSHIRE

TEA 6

PROJECT AWARD

SEPTEMBER 1993

COMPLETED

SEPTEMBER 1994

**PROJECT DESCRIPTION** Transportation Enhancement funding helped complete the restoration and renovation of the abandoned historic Boston and Maine Railroad Station, which was built in 1909 and was once a showplace among railway stations, the connecting link to the entire North Country, and a focus of community life for Plymouth residents. The station was 75 percent completed when the ISTEA award was made.

**TRANSPORTATION LINK** This project is linked to the intermodal transportation system by function and proximity. The rehabilitated station is now used as a scheduled stop for the Hobo Railroad, a museum for railroad history in the area, a rest stop for people using the wilderness trail along the Pemigawasset River, and a regional senior center.

**PARTNERSHIP** This project inspired tremendous community support, particularly in fundraising. The project sponsors were the New Hampshire Department of Transportation and the Grafton County Senior Citizens Council, Inc.

**FINANCING** Total project cost: \$165,000. Transportation Enhancement funds accounted for \$132,000, with the remaining \$33,000 derived from local matching funds, mostly from private and individual sources. The local funds were raised by collecting donations from individuals and foundations and by holding yard sales, bake sales, and other community fundraising events.

**CONTACT** Carol Dustin, Grafton County Senior Citizens Council, Inc., (603) 448-4897.

## ARCHEOLOGICAL RECORDS MANAGEMENT SECTION

G E O G R A P H I C I N F O R M A T I O N S Y S T E M P R O J E C T

SANTA FE, NEW MEXICO

TEA 5, 9

PROJECT AWARD

JUNE 1993

COMPLETION

1998

CONTACT

TIM SEAMAN, NEW  
MEXICO OFFICE OF  
CULTURAL AFFAIRS,  
HISTORIC PRESERVA-  
TION DIVISION,  
(505) 827-6497

**PROJECT DESCRIPTION** The New Mexico Office of Cultural Affairs, Historic Preservation Division, and the New Mexico State Highway and Transportation Department pooled resources to develop a statewide geographically referenced data base of archeological site and survey boundaries. The new data base will further transportation planning and archeological research efforts in the State. Transportation Enhancement funds are being used for project planning, hardware and software acquisition and integration, data collection, programming, and staffing. Preliminary data collection and a pilot project are under way. This 5-year project started in June 1993.

**TRANSPORTATION LINK** The project is linked to the intermodal transportation system by impact. The availability of a statewide Geographic Information

System (GIS) data base for cultural resources will allow transportation planning efforts to take significant archeological and historic properties into consideration at an earlier stage.

**ECONOMIC AND REGIONAL BENEFITS** The project will reduce the cost of inventory and mitigation efforts and the overall expense of complying with historic preservation regulations at the local, State, and Federal levels. The project also contributes to statewide data sharing among all government entities and private business partners. This translates into less expensive and more efficient cultural resource data collection and management.

**FINANCING** Total project cost: \$445,000. Transportation Enhancement funds account for \$333,750, with the remaining \$111,250 derived from the State Historic Preservation Division.

# SPENCER SHOPS ROUNDHOUSE RESTORATION

NORTH CAROLINA TRANSPORTATION MUSEUM

SPENCER, NORTH CAROLINA

FORMER STEAM LOCOMOTIVE REPAIR SHOP CELEBRATES RAILROAD'S HEYDAY

**PROJECT DESCRIPTION** Transportation Enhancement funds will be used to restore the exterior and interior of the 37-bay roundhouse at the Spencer Shops. The 1924 roundhouse served as the Southern Railway's largest repair center for steam engines until after World War II. Today the roundhouse is the largest surviving structure of its type in the Nation. Once restored, the roundhouse will be used as the North Carolina Transportation Museum, interpreting railroad history and the lives of the thousands of workers who helped repair these locomotives. "The story we want to tell is about working people," says museum coordinator Kelly Wrinn. The museum will also give visitors an eye-witness experience of actual repair work as it was performed in the shops' heyday.

**TRANSPORTATION LINK** The project is linked to the intermodal transportation system by proximity and function. The roundhouse is situated just off Interstate 85, 45 minutes north of Charlotte, North Carolina. It will help rekindle interest in the area's railroad heritage.

**PARTNERSHIP** The North Carolina Transportation History Corporation is the official project sponsor. The North Carolina Department of Transportation and the Department of Cultural Resources are part of the project management team. An oversight committee involves representatives from the State Historic Preservation Office, the North Carolina DOT, the North Carolina Transportation History Corporation, the Department of Cultural Resources, and the Office of State Construction.



TEA 5, 6

PROJECT AWARD

SEPTEMBER 1992

COMPLETION

JUNE 1996

FINANCING

TOTAL PROJECT  
COST: \$5.625 MILLION  
TRANSPORTATION  
ENHANCEMENT  
FUNDS: \$4.5 MILLION  
PRIVATE AND STATE  
LEGISLATIVE

SOURCES: \$1.125  
MILLION

CONTACT

ROB BOYETTE,  
NORTH CAROLINA  
HISTORIC SITES,  
CULTURAL  
RESOURCES, (919)  
733-7862

SPENCER RAILROAD SHOPS  
ROUNDHOUSE, 1979. (NORTH  
CAROLINA DIVISION OF  
CULTURAL RESOURCES)



# MANDAN DEPOT BEANERY BUILDING

MANDAN, NORTH DAKOTA

## AN OLD RAILWAY CAFE FINDS NEW LIFE AS A SHOWCASE FOR NATIVE AMERICAN ARTISTS

**PROJECT DESCRIPTION** Transportation Enhancement funds were used to repair and restore the interior and exterior of the historic railroad building. This project is the result of 4 years of effort to convert the building to use as a Native American arts center. In just a little more than a year, the City of Mandan revived a derelict railroad building to use as a small-business incubator and shopping area featuring Native American artists and craftspeople. Once the hub of transportation activities in the

town, the Depot Beanery Building is again an activity center in a historic district tucked between Main Street and the Burlington Northern Railway.

**TRANSPORTATION LINK** The project is linked to the intermodal transportation system by proximity and impact. Located between the Burlington Northern Railway and North Dakota Highway 10, the Beanery is one of three historic railroad buildings in the historic district. Its restoration complements the current renovation of the main depot building next door and is part of a larger strategy to facilitate development of this district as a marketplace and festival area that will draw visitors and passing travelers.

**HISTORIC SIGNIFICANCE** The Beanery Building and two other railroad buildings in the district are listed in the National Register of Historic Places. The building once served as a railroad-owned restaurant for crew and passengers.

**PARTNERSHIP** The official sponsor is the City of Mandan. Important partners included Burlington Northern Railway, which sold the building to the City in 1991 for a token \$10, and the North Dakota Indian Arts Center. The State Historic Preservation Office endorsed the project.

**COMMUNITY IMPACT** The new Native American Marketplace provides business development opportunities for Native Americans and recognizes their importance in State and national heritage. The project also encourages multicultural collaboration and supports national marketing of local products. Finally, the project strengthens the downtown business district and increases the likelihood of overnight stays by tourists.

RESTORED BEANERY DEPOT  
BUILDING, MANDAN, NORTH  
DAKOTA, 1995. (BISMARCK  
TRIBUNE)



TEA 5, 6

### PROJECT AWARD

APRIL 1993

### COMPLETED

JULY 1994

### FINANCING

TOTAL PROJECT

COST: \$190,888

TRANSPORTATION

ENHANCEMENT

FUNDS: \$142,733

CITY OF MANDAN:

\$48,155

### CONTACT

TOM LITTLE, CITY OF  
MANDAN,

(701) 667-3225

# GREENSBURG TRAIN STATION REHABILITATION

GREENSBURG, PENNSYLVANIA

BUSY HISTORIC  
RAIL HUB GETS A  
FACELIFT



**PROJECT DESCRIPTION** The Greensburg train station, built in 1911, is listed in the National Register of Historic Places and is one of the busiest rail stations on the Amtrak corridor between Pittsburgh and New York. Transportation Enhancement funds will be used to rehabilitate the station exterior and interior and to construct a glassed-in concourse between the main station and the baggage building. The station's rehabilitation will further the revitalization of downtown Greensburg and promote economic growth. Pre-construction work is scheduled to begin in September 1995.

**TRANSPORTATION LINK** This project is linked to the intermodal transportation system by proximity, function, and impact. The train station provides a convergence point for vehicles, pedestrians, and mass transit. Approximately 13,000 passengers pass through the station each year. Amtrak expects its ridership to triple after the station is rehabilitated.

**PARTNERSHIP** The official project sponsor is the

Westmoreland County Redevelopment Authority. This project involves a strong public-private partnership of local officials, businesses, and historic preservationists. The station is owned by the Westmoreland Trust, a 501(c)(3) nonprofit corporation. **FINANCING** Total project cost: \$2.6 million. Transportation Enhancement funds account for \$1.4 million, with the remaining \$1.2 million from State and local sources, including private corporations, individuals, private grants, and historic preservation grants. The high amount of matching funds made the project proposal more attractive to the Pennsylvania Department of Transportation.

RENDERING OF THE  
GREENSBURG STATION.  
(THE WESTMORELAND  
TRUST)

TEA 5, 6

PROJECT AWARD

FEBRUARY 1994

COMPLETION

OCTOBER 1996

CONTACT

JENNINGS WOMACK,  
THE WESTMORELAND  
TRUST, (412) 836-1123



# McKINNEY AVENUE TROLLEY

DALLAS, TEXAS

## AUTHENTIC TRANSPORTATION EXPERIENCE RESTORED

**PROJECT DESCRIPTION** Used in the 1900s before the introduction of the automobile, the McKinney Avenue Trolley is one of a scant number of historic streetcar systems restored to operation in the United States. It is also eligible for historic designation. Transportation Enhancement funds are being used to restore trolley service on the 14,000 feet of track connecting the West End Historic District, a major restaurant and entertainment area, with City-

Place, a mixed-use development. When completed, the system will offer passengers an authentic travel experience along an original alignment in historic trolley cars, some of which served Dallas at the turn of the century. Construction is scheduled for early 1996.

**TRANSPORTATION LINK** This project is linked to the intermodal transportation system by function. The historic trolley provides an intermodal link between bicycle and pedestrian trails, DART bus transfer stations, automobiles, pedestrian walkways, bike storage and rack facilities, and the planned West End and CityPlace light rail transit (LRT) stations. The renovation and revitalization of one of the Nation's unique electric trolley systems is also expected to contribute to improving the economy and air quality of Dallas.

**PARTNERSHIP** The official project sponsor is the City of Dallas. Other significant partners include the McKinney Avenue Transit Authority, Central Dallas Association, the CityPlace Tax Increment Financing District, West End Association, Uptown Association, and Downtown Improvement District.

**FINANCING** Total project cost: \$12.360 million. Transportation Enhancement funds account for \$5.590 million and the remaining funds came from a local match. The original project plan called for \$5.6 million in Federal assistance but was approved for only \$1 million in the first application round. After recognizing shortcomings in addressing the historic preservation connection in the first application, the City reapplied. The remaining funding of \$4.6 million was approved in the second round.

MCKINNEY AVENUE  
TROLLEY. (CITY OF DALLAS)



TEA 5, 6, 7

### PROJECT AWARD

PHASE I: APRIL 1994

PHASE II: NOVEMBER  
1994

### COMPLETION

DECEMBER 1996

### CONTACT

MIGUEL DEL VALLE,  
CITY OF DALLAS,  
(214) 744-1270

# ROMA INTERNATIONAL SUSPENSION BRIDGE

ROMA, TEXAS

## TEXAS BORDER REGION RECEIVES INTERNATIONAL SUPPORT

**PROJECT DESCRIPTION** The Roma International Suspension Bridge, built in 1928, is the last remaining suspension bridge over the Rio Grande River, connecting Mexico and the United States, and is a contributing structure to the Roma National Historic Landmark District. Transportation Enhancement funds will be used to develop a pedestrian and bicycle transportation plan for the Roma International Suspension Bridge and restore it for this use. This project involves cooperation between Mexico and the United States, one of the first such international Transportation Enhancement projects in the Country. The bridge will accommodate an estimated 200,000 people each year, each paying a toll of 50 cents to cover the costs of operating the bridge.

**TRANSPORTATION LINK** The project is linked to the intermodal transportation system by function, proximity, and impact. The suspension bridge connects to U.S. Highway 83 and will provide a bicycle and pedestrian link between the City of Roma, Texas, and Ciudad Miguel Alemán, Mexico. The transportation plan will anticipate, address, and guide the interaction of any increased vehicular, bicycle, and pedestrian traffic that may result from creating a popular destination point for travelers.

**PARTNERSHIP** The official project sponsor is Starr County. Other partners include the City of Roma, the Texas Department of Transportation, the Mexican Ministries of Transportation and Tourism, the State of Tamaulipas in Mexico, and Ciudad Miguel Alemán.



**FINANCING** Total project cost: \$1.513 million. Transportation Enhancement funds accounted for \$1.211 million. The remaining funds were derived from Starr County in Texas. In Mexico, funds were derived from Ciudad Miguel Alemán, the State of Tamaulipas, the Secretary of Tourism, and the Secretary of Communications and Transport.

TEA 1, 4, 5, 6

### PROJECT AWARD

NOVEMBER 1994

### COMPLETION

AUTUMN 1996

### CONTACT

MARIO SÁNCHEZ,  
TEXAS HISTORICAL  
COMMISSION,  
(512) 463-5754

CEREMONY TO KICK OFF  
THE RESTORATION OF THE  
ROMA-MIGUEL ALEMÁN  
SUSPENSION BRIDGE,  
JANUARY 1995. (TEXAS  
HISTORICAL COMMISSION)



# DEPOT SQUARE IMPROVEMENT PROJECT

R A N D O L P H , V E R M O N T

A CITY TURNS MISFORTUNE INTO A CATALYST FOR CELEBRATING ITS HISTORY

**PROJECT DESCRIPTION** Depot Square, at the center of Randolph's fire-damaged National Register Historic District, will be improved with the assistance of Transportation Enhancement funds and will serve as an essential component of the City's Downtown Master Plan—Main Street Program. The project will revive the Square's two historic railroad facilities, the Randolph Depot and the Freight House, which is located directly across the railroad tracks from the depot. The project will augment the streetscape in this area and provide improved infrastructure and pedestrian amenities around the two railroad buildings. The Freight House will be the new home of the White River Transportation Service, Inc., a regional public transportation service. The building was chosen because of its historic role in local transportation services, its central location in the community, and its proximity to the railroad tracks for future train service.

"The three fires served as a tremendous wake-up



OLD RANDOLPH TRAIN DEPOT, JULY 1995. (ROBERT EDDY)

call and [ISTEA] opened a funding window within this community. The doomed fate of these historic buildings brought a positive response, which ultimately helped to save them and give them new purpose," says Jeff Staudinger of the Randolph Community Development Corporation.

**TRANSPORTATION LINK** This project is linked to the intermodal system by proximity, function, and impact. Depot Square has always been central to Randolph's historic, present, and future transportation system. Depot Square is at the intersection of the Central Vermont Railway track and Vermont Route 12 (Randolph's Main Street) and also includes L Street, Weston Street, and Salisbury Street.

**TEA** 1, 4, 5, 6

**PROJECT AWARD**

JANUARY 1995

**COMPLETION**

SUMMER 1996

**FINANCING**

TOTAL PROJECT

COST: \$261,740.

TRANSPORTATION

ENHANCEMENT:

\$200,000

TOWN OF RANDOLPH:

\$61,740

**CONTACT**

JEFF STAUDINGER,

RANDOLPH COMMU-

NITY DEVELOPMENT

CORPORATION,

(802) 728-4305

## DRIVING TOUR OF THE ROUTE OF LEE'S RETREAT

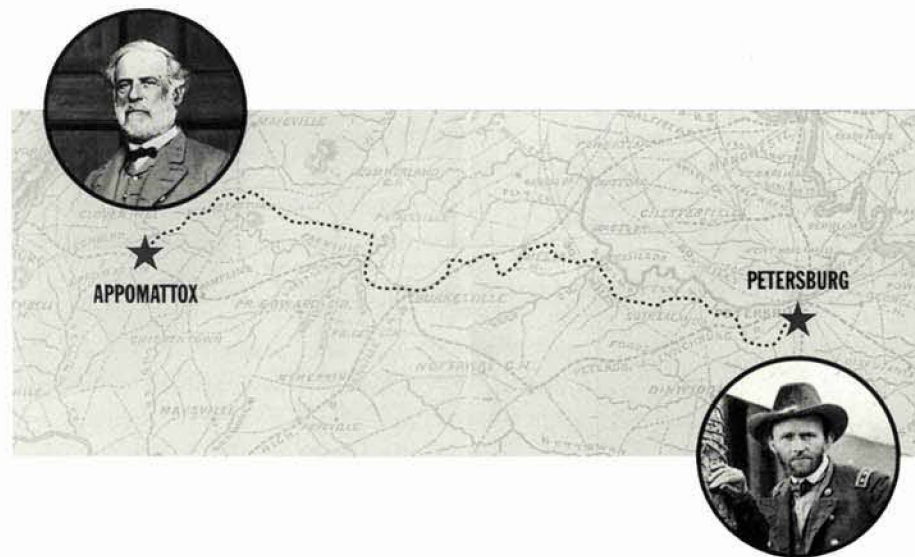
AMELIA, APPOMATTOX, CUMBERLAND,  
DINWIDDIE, NOTTOWAY, AND  
PRINCE EDWARD COUNTIES, VIRGINIA

**PROJECT DESCRIPTION** A consortium entitled “Virginia’s Retreat,” formed by six Virginia counties and the City of Petersburg, applied Transportation Enhancement funds to the creation of 20 pull-off sites along a 110-mile driving tour of Civil War history. The tour follows the route of the Confederate Army’s desperate retreat from defeat at Petersburg to Appomattox, Virginia, for all practical purposes ending the Civil War. The development of this driving tour allows visitors and citizens of Southern Virginia to learn more about the history of the area, and it enhances the aesthetic quality of the local historic highways. Design and construction of the pull-off sites included the installation of solar-powered radio transmission equipment. At each of the stops, motorists can tune their car radios to 1610 AM for short descriptions of what happened there.

**TRANSPORTATION LINK** Designated a Virginia Scenic Byway as soon as it was completed, this project is linked to the intermodal system by proximity and function. The driving route from each site uses many of the trails that Lee's army used and runs approximately parallel to Route 460 between Petersburg and Appomattox. This route has been incorporated into Virginia's road system, passing the mostly unchanged farms and lush forests of southern Virginia.

**PARTNERSHIPS** This joint venture represents the first project developed by Virginia's Retreat to accomplish a mutual goal for the participating jurisdictions. The consortium is currently working to promote the region's outdoor recreational opportunities.

## NEIGHBORING COUNTIES COLLABORATE TO THEIR MUTUAL BENEFIT



HISTORIC ROUTE OF LEE'S RETREAT. (TIM PRIDDY)

**TEA** 2, 3, 5

### PROJECT AWARD

APRIL 1994

COMPLETED

APRIL 1995

## FINANCING

TOTAL PROJECT

COST: \$607,790

TRANSPORTATION

## ENHANCEMENT

FUND: \$486.232 IN

TWO INSTALLMENTS  
FOR PHASES I AND II:

PARTICIPATING  
COUNTIES, INCLUD-  
ING THE IN-KIND  
DONATIONS OF LAND  
FOR PULL-OFF SITES:  
\$121,558

## CONTACT

BILL MARTIN,  
AMELIA COUNTY,  
(804) 561-3039



# SALEM DEPOT

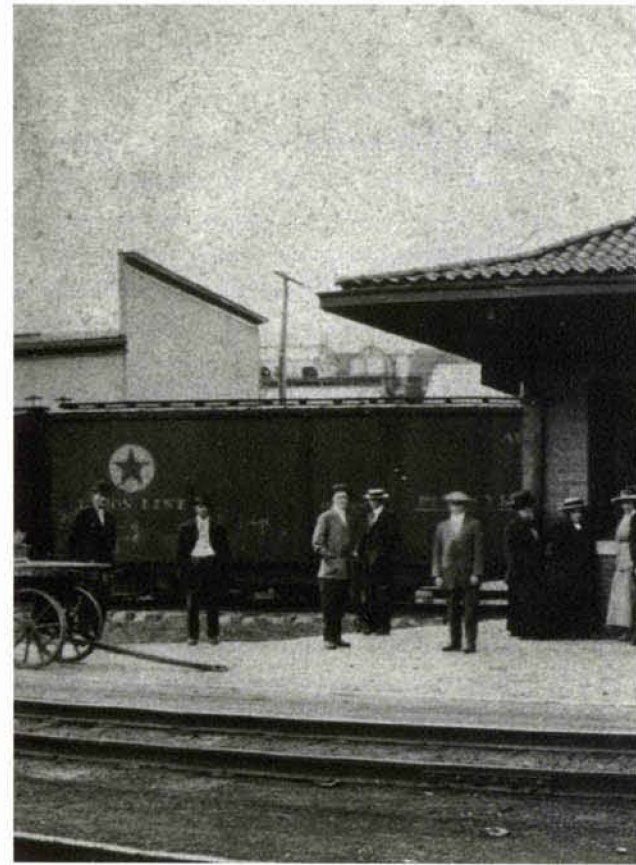
SALEM, WEST VIRGINIA

HISTORIC RAIL  
DEPOT HELPS  
RECONNECT  
COMMUNITIES

**PROJECT DESCRIPTION** The City of Salem secured Transportation Enhancement funds to ensure the completion of its historic railroad depot restoration project, which was only one-third finished when the Transportation Enhancement award was made. This project focused primarily on restoring the exterior features and amenities of this 1912 Renaissance Revival station, which includes the installation of period lamp posts and seating, restoring two dormers on the roof, repairing the brick sidewalk, and landscaping the site. The depot currently serves as a community center and as the trail head for the North Bend Rail Trail.

**TRANSPORTATION LINK** The project is linked to the intermodal system by proximity and function. The Salem Depot was originally built to serve the old Baltimore & Ohio rail line through Central West Virginia, but rail service was discontinued in the 1980s. The conversion of the rail corridor into a nonmotorized rail trail created the opportunity to reestablish the depot as a major trail head to serve the hikers and bicyclists on the 62-mile North Bend Rail Trail and to reconnect the communities isolated by the abandonment of the rail corridor.

**COMMUNITY IMPACT** The restored depot area and grounds serve as the only city park along this portion of the trail. The Salem Chamber of Commerce and the City contributed more than \$10,000 and \$20,000 respectively to the project before applying for Transportation Enhancement funds.



SALEM DEPOT C. 1917.  
(NORTH BEND RAILS-TO-  
TRAILS, INC.)



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**TEA** 1, 5, 6, 7

**PROJECT AWARD**

AUGUST 1994

**COMPLETION**

DECEMBER 1995

**FINANCING**

TOTAL PROJECT

COST: \$90,315

TRANSPORTATION

ENHANCEMENT

FUNDS: \$71,615

CITY OF SALEM:

\$18,700

**CONTACT**

RICHARD HARTMAN,

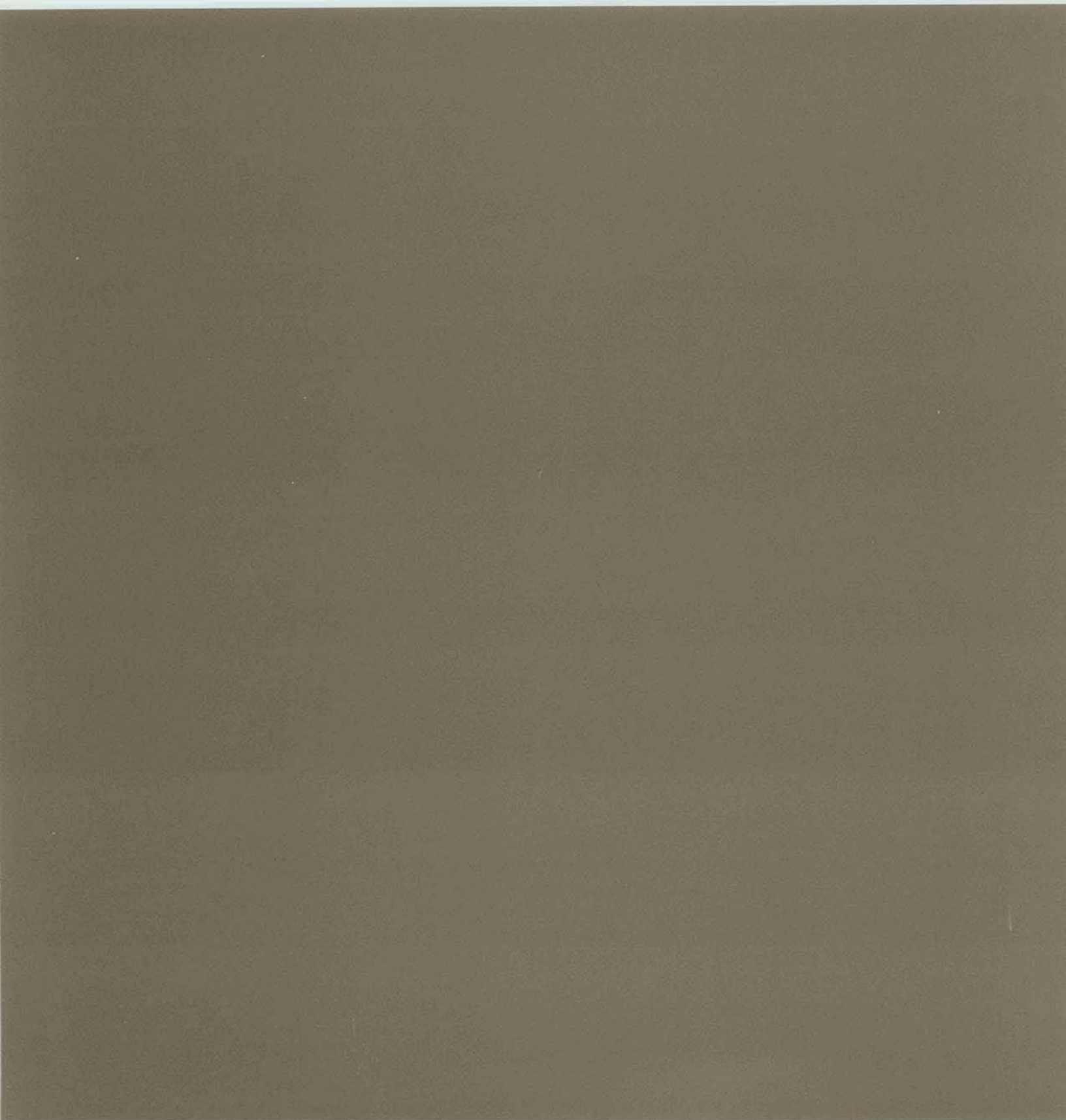
WEST VIRGINIA

DEPARTMENT OF

TRANSPORTATION,

(304) 558-3165





# APPENDIX A

## F H W A   A P R I L   1 9 9 5   G U I D A N C E   O N S O U R C E S   O F   M A T C H I N G   F U N D S

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### MEMORANDUM

**SUBJECT** ACTION: Alternative Share for Transportation Enhancements

**DATE** April 11, 1995

**FROM** Rodney E. Slater, Administrator

**TO** Associate Administrators  
Staff Office Directors  
Regional Administrators  
Federal Lands Highway Program Administrator  
Director, Joint ITS Program Office

I am pleased to announce that under the innovative financing test and evaluation project, TE-045, a nationwide project has been established to allow use of an alternative Federal share for transportation enhancement projects. The purpose of this innovative financing project is to assess whether or not allowing greater flexibility in assembling resources to fund transportation enhancements will remove significant barriers to their advancement and to establish the effects, if any, on how Federal dollars might leverage additional funds.

Since the early days of the ISTEA implementation, we have heard that Federal-aid highway program requirements for matching funds on a project-by-project basis presented a barrier to a significant number of transportation enhancement projects. This message was conveyed at the ISTEA regional roundtables, in the work of FHWA's national performance review team, in several State proposals for the innovative financing test and evaluation project, in numerous pieces of correspondence, and in the program review on the implementation of transportation enhancements. To address this issue we have decided to establish a nationwide project, under the innovative financing initiative, to test and evaluate the advantages and disadvantages of providing additional flexibility by permitting States to receive credit for private cash donations, and in-kind contributions.

Under this innovative financing project, States are authorized to use private cash, in-kind contributions, and funds from other Federal agencies as resources on the enhancement project, and thus reduce the total cost incurred on the Federal-aid project. With this authorization, the Federal share, applied to the reduced project cost, could be up to 100 percent on individual projects if a State so chooses.

This new authority applies to all projects and project elements that qualify as transportation enhancement activities under the definition in 23 USC 101 and that are financed with Surface Transportation Pro-



U.S. Department  
of Transportation

**Federal Highway  
Administration**



gram funds. This flexibility is available for all projects obligated on or after the date of this memorandum and continuing until the end of fiscal year 1997.

Our intent is to evaluate the effectiveness of this new approach so that we can recommend appropriate legislative language during the reauthorization process. As States begin using this new flexibility, we would appreciate feedback on the degree to which this approach addresses the matching fund problems associated with transportation enhancements, whether or not there are any lessons learned that would lead us to propose changes to matching requirements for the larger FHWA program, whether or not there are any unforeseen problems associated with this approach, and the extent to which this approach either increases or decreases States' ability in leveraging the Federal dollar. Of particular interest is the extent to which this funding flexibility has affected the obligation of funds in the transportation enhancement setaside.

In allowing the share for Federal-aid funds to increase up to 100 percent, it is not our intent to discourage the use of other resources on transportation enhancements. Indeed, one of the benefits associated with transportation enhancements lies in the variety of governmental and public-private partnerships being formed. At the heart of these partnerships lies mutual commitment. We therefore encourage States to continue to require that all undertakings supported with transportation enhancement funds include a non-FHWA commitment equivalent to at least 20 percent of the value of the transportation enhancement. (This might be less in States with large Federal land holdings operating under sliding scale matching rates.) Also, to the extent that non-Federal dollars constitute at least 20 percent on an aggregate program basis, rather than on a project-by-project basis, a program level match may be an alternative for States to consider.

The project agreements for projects advanced under this flexibility should reference test and evaluation project TE-045 as the basis for the increased Federal share. They also should provide for a State evaluation and report on the results of these tests.

Contact persons for this effort are Mr. Jerry Poston, Chief of the Federal-Aid and Design Division (202) 366-0494, Mr. Max Inman, Chief of the Federal-Aid Financial Management Division (202) 366-2853, and Mr. Fred Skaer, Chief of the Environmental Programs Branch (202) 366-2065.

## APPENDIX B

### F H W A J U N E 1 9 9 5 G U I D A N C E O N H I S T O R I C P R E S E R V A T I O N E N H A N C E M E N T P R O J E C T S

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#### MEMORANDUM

SUBJECT INFORMATION: Eligibility of Historic Preservation Work for  
Transportation Enhancement Fundings

DATE June 6, 1995

FROM Associate Administrator for Program Development

TO Associate Administrators  
Staff Office Directors  
Regional Administrators  
Federal Lands Highway Program Administrator  
Director, Joint ITS Program Office

On April 24, 1992, soon after the ISTEA was passed, we issued a guidance memorandum on transportation enhancement activities. Among other subjects, this guidance memorandum covered the thought process to apply in determining whether or not activities qualified to be funded with the transportation enhancement set-aside funds. At the time that we issued the memorandum, we contemplated that additional guidance would be provided after our collective experience allowed us to evaluate the more difficult issues that were arising. The eligibility of historic preservation work on properties that are not historic transportation buildings, facilities, and structures is one such issue. The purpose of this memorandum is to provide field offices with supplemental guidance in this limited area of transportation enhancement funding.

#### ELIGIBILITY FOR TRANSPORTATION ENHANCEMENT FUNDING

The general philosophy of our original guidance memorandum was to allow applicants considerable latitude in applying the language of the statute to specific cases in determining their eligibility for transportation enhancement funds. We did however, stress that qualifying activities must fit within the list of 10 categories found in the statutory definition of transportation enhancement activities, and that they must have a *direct relationship* to the intermodal transportation system. Our continuing observation of enhancement funding decisions suggests that in the case of non-transportation historic properties, the concept of direct relationship has been very widely interpreted. For example, some have interpreted it very broadly, allowing virtually any historic property to be rehabilitated using transportation enhancement funds. Others have



U.S. Department  
of Transportation

**Federal Highway  
Administration**



interpreted this language more narrowly, requiring a substantial transportation linkage in order for an undertaking to be considered eligible. We believe this latter interpretation reflects the legislative intent.

#### **STATE PROJECT SELECTION CRITERIA**

In keeping with the flexibility afforded under the ISTEA, States have adopted a variety of processes for determining how to use the transportation enhancement set-aside funds. Some States utilize numerical point-based systems. In some such systems, the strength of the relationship to the transportation system is one of the selection criteria and points are assigned to projects based on the strength of the relationship. Conceivably a project that scores high in other criteria, but scores low or has no relationship to transportation, could be selected for funding using such systems.

In accordance with the above guidance on eligibility, a project must first meet the test of a substantial relationship to transportation in order to be considered for funding. Therefore while States have discretion to retain “transportation relationship” as a part of their numerical scoring systems, it should be viewed simply as assisting in selecting projects from a group of projects all of which have a substantial relationship to transportation.

#### **GRANDFATHERING OF THE ELIGIBILITY GUIDANCE**

We recognize that the States and FHWA field offices have been operating in good faith based on the general guidance that FHWA has issued on transportation enhancements. To minimize the potential for reversing funding determinations, this supplemental guidance will not apply to projects for which the State DOT has already notified project sponsors of a decision to fund the proposed work.

We appreciate the cooperation of all the participants in the transportation enhancement process in making this important part of our program work, despite the difficulties inherent in adapting the highway program to implement a group of non-traditional activities. There is strong evidence from around the country that complications are being worked out. We are optimistic that this new guidance will further assist those making the difficult decisions on project eligibility.

*Thomas J. Ptak*

# APPENDIX C

## RESOURCES

### STATE DOT TRANSPORTATION ENHANCEMENT MANAGERS

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Page 2: The 1994 Annual Tin Man Triathlon on the Rainbow Arch Bridge, Fort Morgan, Colorado. (Dan Lassister, *Fort Morgan Times*)

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