

**MEMORANDUM OF AGREEMENT  
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
PURSUANT TO CFR 800.6(A)**

WHEREAS, the Federal Highway Administration (FHWA) has determined that Federal-Aid Project BRF-25C(314)CO; State Job 15653(04)) will have an adverse impact to the existing Mixed thru truss over the Washita River in Garvin County (Structure 25E1420N3180000), Oklahoma, a property determined eligible for inclusion in the National Register of Historic Places, and has consulted with the Oklahoma State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f);

NOW, THEREFORE, FHWA and the Oklahoma SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

**STIPULATIONS  
WASHITA RIVER MIXED THRU TRUSS BRIDGE**

FHWA will ensure that the following measures are carried out:

1. In consultation with the Oklahoma SHPO, the Oklahoma Department of Transportation (ODOT) shall develop a marketing plan including the following features:
  - a. An information packet will be prepared containing a description of the bridge, photographs, a location map, information regarding its historic significance, requirements regarding relocation, rehabilitation, and maintenance, and the estimated cost for relocation. Relevant sections of *The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* will be included.
  - b. The availability of the trusses for relocation will be advertised in the Norman, Oklahoma City, Pauls Valley, Ardmore, and Lawton papers. In addition, a press release advertising the bridge will be submitted for dissemination by regional news outlets. A copy of this release will also be provided to the Oklahoma Historical Society for dissemination local historical societies in Central and South Central Oklahoma. All advertisements will clearly indicate that the bridge structure will be donated to the recipient, and that FHWA may provide reimbursement, equal to the estimated demolition costs, to help defray the expense of relocating the bridge. Since much of the significance of this bridge is based on its nature as a mixed-truss multiple span bridge, absolute preference will be given to respondents who propose to relocate and preserve the two main trusses in their current arrangement. If no such proposals are forthcoming, the individual trusses will be made available as separate

structures to different recipients. However, if the bridge is broken up in this manner, recipients of the separate trusses will not qualify for FHWA assistance.

- c. All respondents to the above advertisement process must provide a written statement of interest to ODOT that clearly indicates their willingness and ability to relocate, rebuild, and maintain the bridge at a new site, as well as provide an estimated time-frame for the undertaking. Information packets will be provided to all respondents whose written statement of interest meets the above requirements.
  - d. Respondents must then submit to ODOT a detailed written proposal for dismantling, moving, relocating, and maintaining the bridge. These proposals must also identify the new site for the bridge and discuss any proposed alterations to its design and general appearance. The Oklahoma SHPO will be afforded the opportunity to review and comment upon all proposals. Preference will be given to proposals that indicate (1) the recipient's ability to relocate the bridge in a reasonable period of time, and (2) the recipient's willingness to maintain the historic design and integrity of the bridge.
  - e. A period of 45 days will be allowed for the receipt of written statements of interest, with an additional 45 days for the review of any detailed written proposals received by ODOT during the advertising period.
  - f. If a new owner is found to relocate the bridge, the FHWA shall evaluate any possible cultural resource impacts caused by construction at the new site, and confer with SHPO regarding the structure's continued eligibility to the National Register of Historic Places. In consultation with SHPO, FHWA shall create a preservation agreement which will apply to the subsequent protection of the bridge.
  - g. Reimbursement, equal to the estimated demolition costs of the entire structure, shall be made available by FHWA to recipients proposing to rebuild the two main trusses in their current arrangement and who are willing to abide by the preservation agreement. No assistance shall be provided if the trusses are rearranged or relocated as separate, stand-alone, structures. All expenses beyond these possible reimbursements shall be born by the recipient.
  - h. If no written statements of interest are received by ODOT within the 45-day advertisement period stipulated in Item 1(e), above, the bridge may be disposed of as the Garvin County Commissioners see fit, following completion of the documentation measures specified in Item 2, below.
2. Prior to its demolition or removal, the existing bridge will be recorded at the equivalent of Level II documentation as specified by the Historic American Engineering Record (HAER) and incorporated in the 1993 *Oklahoma Historic Bridge Project Preservation and Management Plan*, as approved by the Oklahoma SHPO. This will include the following:
    - a. High-quality 35mm or large format, archival-quality photographs of the bridge

- documenting its present appearance and major structural or decorative details, together with all negatives.
- b. Photographic reproduction of selected original construction plans and historic photographs, if they exist.
  - c. Preparation of a brief written technical description of the bridge and historical summary.

All documentation will be edited, catalogued, and packaged in a manner acceptable to the Oklahoma SHPO. The Oklahoma SHPO will be the repository for the documentation.

Execution of this Memorandum of Agreement and implementation of its terms evidence that FHWA has afforded the Council an opportunity to comment on the replacement of the Washita River Mixed Thru Truss Bridge in Garvin County and its effects on historic properties, and that FHWA has taken into account the effects of the undertaking on historic properties.

Federal Highway Administration

BY: Mike Heron DATE: July 13, '99  
PLANNING TEAM LEADER

Oklahoma State Historic Preservation Officer

BY: Blake Wade DATE: June 30, 99