

Kansas Department of Transportation

NOTICE AND PROPOSAL REQUIREMENTS

The Federal Highway Administration (FHWA) and the Kansas Department of Transportation (KDOT) are making available for relocation an historic steel truss bridge, the Amelia Earhart Memorial Bridge, on US-59 over the Missouri River between Atchison, Kansas, and Winthrop, Missouri, due to the replacement of this bridge with a new bridge.

The Amelia Earhart Memorial Bridge has been determined eligible for inclusion in the National Register of Historic Places. The bridge was built in 1937 to 1938. Initially known as the Free Bridge to distinguish it from the nearby toll bridge, it was referred to for many years as the Mo-Kan Bridge. In 1997 the structure was renamed the Amelia Earhart Memorial Bridge.

The 17-span Warren and through truss bridge is 2,474.5 feet long and 24 feet wide, with a 15 foot vertical clearance. It is comprised of the following spans: one 43 foot long steel beam simple span; two 75-foot and one 111-foot long steel rivet plate girder simple spans; two 415-foot and one 474-foot long steel high truss continuous spans; four 138-foot long steel deck truss continuous spans; and five 51-foot and one 52-foot long steel beam continuous spans.

Potential Recipients interested in relocating the Amelia Earhart Memorial Bridge may offer to relocate the entire bridge, multiple bridge spans, or an individual bridge span (Structure). The Successful Recipient(s) shall be required to execute a Historic Bridge Relinquishment & Relocation Agreement (Relocation Agreement).

To be responsive, a Potential Recipient shall develop and submit with its sealed proposal a Dismantling and Relocation Plan and a Maintenance Plan. The Dismantling and Relocation Plan shall detail the dismantling sequence, method of transporting the Structure, proposed use, new location, reassembly sequence, resources being used to remove and relocate the Structure, and the time period for accomplishing the removal and relocation which shall not exceed 30 days. The dismantling and reassembly details shall be prepared and sealed by a professional engineer licensed in the state of Kansas or Missouri. The Maintenance Plan shall detail the scope of maintenance being provided for the Structure after relocation and a list of the resources available to accomplish the continued maintenance. Highway funds in the amount of \$200,000.00 are available to reimburse Recipients for relocation expenses. If multiple proposals are selected, the \$200,000 will be apportioned among the Recipients whose proposals were accepted. Technical difficulties and substantial costs should be anticipated. See the attached proposal document for additional information to be included in the proposal and the publication to be followed. See the Relocation Agreement for additional information and contract requirements.

All sealed proposals shall be received at the KDOT Bureau of Design, Eisenhower State Office Building, 700 SW Harrison Street, Topeka, Kansas 66603-3754 no later than 5:00 pm on the closing date of Friday, April 1, 2011. Proposals may be hand delivered or mailed; however, proposals received after April 1, 2011 will be rejected even if postmarked on or before April 1, 2011. The Secretary reserves the right to reject any and all proposals and either re-let or cancel the procurement without liability to Potential Recipients.

Removal and relocation of the Structure cannot be undertaken until the Recipient has furnished to KDOT a Commercial General Liability Policy with minimum limits of \$1,000,000 per occurrence and \$2,000,000 aggregate and an Automobile Liability Policy with minimum limits of \$1,000,000 each occurrence. See a copy of the Relocation Agreement for the scope of coverages and other requirements.

Removal and relocation of the Structure cannot be undertaken until the Contractor constructing the new bridge (Construction Contractor) has completed the new bridge and opened the new bridge to traffic. The new bridge is currently scheduled to be opened to traffic between July and August, 2011. Upon at least 30 days' notice from KDOT that the bridge span(s) can be removed, the Recipient(s) shall have 30 calendar days to remove

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and relocate the Structure. The Recipient(s) should anticipate the 30-day removal and relocation period taking place between July and November 2011 unless weather conditions delay the new bridge opening. The Recipient(s) will be required to coordinate the removal and relocation with other Recipients, if any, with KDOT, and with the Construction Contractor. The Recipient will be liable to KDOT for damages KDOT incurs because of the Recipient's breach of the Relocation Agreement. These damages include without limitation monies KDOT pays to the Construction Contractor because of the Recipient's failure to begin work timely, failure to complete work timely, or other breach of the Relocation Agreement.

If awarded, the Recipient or Recipients awarded the Relocation Agreement will be the responsible and responsive Recipient(s) who propose(s) Dismantling and Relocation Plans and Maintenance Plans that best accomplish the removal and relocation while maintaining the historical value of the Structure. In determining whether to award a Relocation Agreement, the Secretary shall consider the following: 1) the Recipient's compliance with the requirements identified in this Press Release and associated attachments; 2) the feasibility of the Dismantling and Relocation Plan; 3) the dismantling and reassembly details have been prepared and sealed by a professional engineer licensed in the state of Kansas or Missouri; 4) the percentage of the Amelia Earhart Memorial Bridge being removed with greater weight given to relocating the entire bridge rather than portions of the bridge; 5) the future use of the Structure with greater weight given to use by the public over a waterway rather than public display alone; 6) the Recipient's capability to accomplish the relocation accurately, financially, and timely; 7) the specific actions that will be taken to maintain the Structure and the Recipient's capability to maintain the Structure according to the Maintenance Plan; and 8) the degree to which the Recipient retains the Structure's historical value. The Secretary may consider the views of the FHWA and KSSHPO in determining whether to award a Relocation Agreement and the Recipient(s) to whom a Relocation Agreement should be awarded.

For questions or more information, including digital photos of the Amelia Earhart Memorial Bridge, contact Mr. Mike Fletcher, Bureau of Design, Kansas Department of Transportation, at the Eisenhower State Office Building, 700 SW Harrison Street, Topeka, Kansas 66603-3754; by phone (785) 296-0853; or by e-mail Mike.Fletcher@ksdot.org.

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Proposals Submitted to KDOT for Relocation of an Historic Bridge Shall Include the Following Information, in addition to the requirements contained in the Press Release:

- **Evidence that the new bridge owner can meet the terms and conditions of the Relocation Agreement (accurately, financially, and timely) and any requirements from the Kansas State Historic Preservation Office (KSSHPO).**
- **A written statement that the new bridge owner will execute the Relocation Agreement in the form provided, if awarded a Relocation Agreement.**
- **Map(s) showing where the bridge or sections thereof will be relocated.** This could include USGS maps, city maps, labeled aerial photos, GPS coordinates, etc.
- **Clear photos of the site at which the bridge or sections thereof will be relocated.** Please include general photos of the area and specific photos of the locations of the new abutments.
- **A Dismantling and Relocation Plan.** The bridge or sections thereof shall be moved in accordance with the approaches recommended in *Moving Historic Buildings** (John Obed Curtis, AASLH, published by the Preservation Assistance Division, National Park Service, U.S. Department of the Interior in 1979) unless the Recipient obtains approval from the KSSHPO to follow a different approach. The plan should specify the following:
 - how the bridge will be dismantled (prepared and sealed by a licensed professional engineer in the state of Kansas or Missouri) and the length of time for dismantling and relocating
 - how the various components will be coded for proper reassembly (prepared and sealed by a licensed professional engineer in the state of Kansas or Missouri)
 - how the bridge will be transported to the new site
 - what rehabilitation work (if any) will be performed on the structure
- **Renderings illustrating what the bridge or sections thereof will look like at the new site.** This could include architectural drawings, engineering plans, enhanced photos, good sketch, etc.
- **Evidence of coordination with the State Archeologist in the state to which the bridge or sections thereof will be relocated** (Archeology Office, Kansas State Historical Society, KSSHPO, Missouri State Historic Preservation Office, Missouri Department of Natural Resources) to determine what, if any, archeological work is necessary at the new bridge site.
- **A Maintenance Plan.** This plan shall detail the scope of maintenance being provided after relocation and a list of the resources available to accomplish the continued maintenance.
- **A cost estimate for moving and installing the bridge or sections thereof, a cost estimate for rehabilitating (if needed), and a cost estimate for maintaining the bridge or sections thereof.**

* *Moving Historic Buildings* - John Obed Curtis (1975)

Discusses the limited circumstances under which a historic masonry or frame building should be moved. Establishes a methodology for planning, research, and recording prior to the move; and addresses the siting, foundation construction, building reassembly, and restoration work after a successful move has taken place. 50 pages. 47 illustrations. Selected bibliography. Reprinted 1991 by W. Patram for the International Association of Structural Movers. \$10.00 each.

Postage for 1-5 copies: \$4.50, for 6 or more copies: \$7.50. Send order and payment to: Publications Department, IASM, P.O. Box 2637, Lexington, SC, 29071-2637.