



**Advisory Council on Historic Preservation
Electronic Section 106 Documentation Submittal System (e106) Form
MS Word format**

Send to: e106@achp.gov

Please review the instructions at www.achp.gov/e106-email-form prior to completing this form. Questions about whether to use the e106 form should be directed to the assigned ACHP staff member in the Office of Federal Agency Programs.

I. Basic information

1. Purpose of notification. Indicate whether this documentation is to:

- Notify the ACHP of a finding that an undertaking may adversely affect historic properties
- Invite the ACHP to participate in a Section 106 consultation
- Propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings in accordance with 36 C.F.R. 800.14(b)(3)
- Supply additional documentation for a case already entered into the ACHP record system
- File an executed MOA or PA with the ACHP in accordance with 800.6(b)(iv) (where the ACHP did not participate in consultation)
- Other, please describe
[Click here to enter text.](#)

2. ACHP Project Number (If the ACHP was previously notified of the undertaking and an ACHP Project Number has been provided, enter project number here and skip to Item 7 below):

N/A

3. Name of federal agency (If multiple agencies, list them all and indicate whether one is the lead agency):

Federal Highway Administration (FHWA)

4. Name of undertaking/project (Include project/permit/application number if applicable):

Mississippi County, Route 75, MoDOT Job No. J9S3769: Replace Bridge F0757 over Drainage Ditch 14

5. Location of undertaking (Indicate city(s), county(s), state(s), land ownership, and whether it would occur on or affect historic properties located on tribal lands):

The project is located on Route 75, approximately 0.5 miles west of the community of Anniston in Mississippi County (see Attachment A: Location Map). The project is located on Missouri Highway 75 (Route 75) which runs east/west from Anniston to Missouri Route 102 over Drainage Ditch 14 which runs north/south. The project will occur within existing Missouri Department of Transportation

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(MoDOT) right of way, with temporary easements required from two adjacent private landowners for access.

The bridge is located over Drainage Ditch #14, part of the Little River Drainage District (LRDD).

6. Name and title of federal agency official and contact person for this undertaking, including email address and phone number:

Raegan Ball	Taylor Peters
Program Development Team Leader	Environmental Specialist
FHWA—Missouri Division	FHWA—Missouri Division
3200 W. Edgewood, Suite H	3200 W. Edgewood, Suite H
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573-638-2620	573-638-2621

II. Information on the Undertaking*

7. Describe the undertaking and nature of federal involvement (if multiple federal agencies are involved, specify involvement of each):

MoDOT proposes to use federal funding from the Federal Highway Administration (FHWA) to replace bridge F0757 carrying Missouri State Highway 75 over Drainage Ditch 14 (see Attachment A: Location Map). Route 75 will be closed during construction and the bridge will be replaced on the existing alignment.

8. Describe the Area of Potential Effects (APE):

The area of potential effects (APE) for the project is the project footprint, including existing right of way (ROW) and new ROW, including permanent and temporary easements, for the consideration of construction-related ground disturbing activities. An offset of 100 feet was applied to the new ROW to consider effects related to auditory, visual, vibration and atmospheric effects related to the project (see Attachment B: APE Map).

9. Describe steps taken to identify historic properties:

An archaeological survey was conducted within the portion of the APE related to ground-disturbing effects. A survey for built environment resources was conducted within the APE. No archaeological sites were identified within the APE. The built environment survey identified architectural resources in two quadrants of the bridge associated with the temporary easements. These parcels contained modern (post 1980) houses and associated outbuildings that are not eligible for listing on the National Register of Historic Places (NRHP). Bridge F0757 is described below.

10. Describe the historic property (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

Bridge F0757 is a rigid-connected, seven-panel, Warren alternating verticals pony truss with built up top and bottom chords and inclined end posts, and verticals and diagonals composed of riveted channels and plates. There are I-beam stringers supporting the concrete deck. The deck has a 20' roadway and curbs and drains. The bridge has two-tier channel railings (see Figures 1-3).



F0757 Mississippi Co. Mo 75 S W-E 10/29/19
Deck view W-E

Figure 1: Bridge F0757, deck view, facing east



Figure 2: Bridge F0757, profile view, facing northwest



Figure 3: Bridge F0757, profile view, facing northeast

Awards for Mississippi County projects 198A and 198B, which included several drainage ditch bridges, were awarded on December 12, 1922 to Roy L. Williams. Project agreements were executed on February 6, 1923, with an estimated completion date of December 21, 1922, and an actual completion date of February 25, 1923. Project 198 B included 14.841 miles of road with 9' concrete surface and 7' gravel surface, the bridges were constructed with a timber deck with a 20' roadway. In 1954 the bearings were replaced, it was redecked with concrete, and the road width widened 6", and the guardrails were replaced by project 55-7 awarded on March 10 to Paul Montgomery of Poplar Bluff.

The bridge is eligible for the NRHP under criterion A for its association with the development of the LRDD, the transportation system relationship to the LRDD and the evolution of requirements of the LRDD.

11. Describe the undertaking's effects on historic properties:

The removal of the bridge will have an adverse effect under the criteria of adverse effect (36 CFR 800.5), specifically the demolition of the bridge.

12. Explain how this undertaking would adversely affect historic properties (include information on any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

The removal of the bridge would involve the demolition of the bridge.

Efforts to minimize the adverse effect of the removal of the bridge have been considered. The bridge was made available for reuse, per the Missouri Bridge Marketing Plan, for a period of 212 days between June 3, 2021 and December 31, 2021. No proposals for reuse were received.

Rehabilitation

The bridge is currently in fair condition, with an overall rating of 4. The bridge is one hundred years old and has heavy pack rust and sections of 40-50% section loss in several areas of the truss members.

In addition, the bridge is structurally deficient, with a 20' wide deck which cannot be widened. To meet standard the bridge should have a minimum 24' wide deck.

The exiting bridge is structurally deficient beyond rehabilitation due to the deterioration of the superstructure. The superstructure has significant section loss deterioration in its steel components. To rehabilitate the structure for highway use would require the replacement of many of the steel components, which is not in keeping with the Secretary of the Interior's Rehabilitation Standards.

The existing bridge is 20 feet wide and to meet AASHTO and MoDOT standards should be a minimum of 24 feet wide for this type of roadway. If the rail was brought to standards, the bridge width would be further reduced to 19 feet and further harm the historic integrity of the bridge.

Paired (Twin) Bridges

The deficient part of the bridge is the 100 year old truss, which cannot be reasonably be rehabilitated at its current location. The LRDD will not allow two structures in the ditch at this close of a proximity to leave it in place.

Realignment

Efforts to avoid the bridge include considering realignment of Route 75. Realignment of Route 75 would introduce new curves into an otherwise straight highway alignment, reducing the safety of the highway and requiring the acquisition of new right of way. This is not considered feasible from a safety, economic or engineering perspective.

13. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai'ian organizations, or the public, including any correspondence from the SHPO and/or THPO.

Bridge F0757 was determined eligible for listing in the NRHP, during consultation for the development of the Pre-1952 Pony Truss Programmatic Agreement, executed on June 8, 2015 (PA). The PA describes the mitigation measures that will be completed for any bridge that will be adversely affected by a MoDOT project.

The Missouri SHPO concurs that the removal of the bridge, and the relocation of the truss spans, is an adverse effect under Section 106 (see letter dated April 25, 2022, in attachment C: Correspondence).

* see *Instructions for Completing the ACHP e106 Form*

III. Additional Information

14. Please indicate the status of any consultation that has occurred to date, including whether there are any unresolved concerns or issues the ACHP should know about in deciding whether to participate in consultation. Providing a list of consulting parties, including email addresses and phone numbers if known, can facilitate the ACHP's review response.

MoDOT, on behalf of FHWA, notified the Mississippi County Commission, the City of Anniston, the Mississippi County Historical Society and the Bootheel Regional Planning Commission of the project and invited them to participate in consultation regarding adverse effects to bridge F0757, no responses from

these parties were received (see letters dated February 22, 2022, in attachment C: Correspondence).

FHWA notified tribes with an interest in the area: Absentee-Shawnee Tribe of Indians of Oklahoma, Cherokee Nation, Eastern Shawnee Tribe of Oklahoma, Iowa Tribe of Oklahoma, Miami Tribe of Oklahoma, Osage Nation, Peoria Tribe of Indians of Oklahoma, Ponca Tribe of Nebraska, Ponca Tribe of Oklahoma, Quapaw Tribe of Oklahoma, Shawnee Tribe, United Keetoowah Band of Cherokee Indians in Oklahoma (see notification dated November 18, 2021, in attachment C: Correspondence). No responses from Tribes were received.

15 Does your agency have a website or website link where the interested public can find out about this project and/or provide comments? Please provide relevant links:

No

16. Is this undertaking considered a “major” or “covered” project listed on the Federal Infrastructure Projects Permitting Dashboard? If so, please provide the link:

No

The following are attached to this form (check all that apply):

- Section 106 consultation correspondence (see Attachment C)
- Maps, photographs, drawings, and/or plans (see Attachments A and B)
- Additional historic property information (not provided for this project)
- Consulting party list with known contact information (see Attachment D)
- Other: [Click here to enter text.](#)