

**PROGRAMMATIC AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND
THE MISSOURI STATE HISTORIC PRESERVATION OFFICE
REGARDING
PRE-1952 PONY TRUSS BRIDGES ON THE STATE HIGHWAY SYSTEM**

Whereas, the Federal Highway Administration (FHWA) administers the Federal Aid Highway Program (FAHP) in Missouri authorized by 23 U.S.C. 101 et seq., through the Missouri Highway and Transportation Commission (MHTC); and

Whereas, the MHTC acts through the Missouri Department of Transportation (MoDOT) to ensure compliance with federal environmental and historic preservation laws; and

Whereas, certain pre-1952 pony truss bridges on the state highway system are eligible for listing on the National Register of Historic Places (NRHP), and projects associated with the FAHP could have an adverse effect on these bridges as described in 36 CFR 800.5(a)(1); and

Whereas, the effects of these FAHP projects on these historic bridges are likely to be similar in nature; and

Whereas, the regulations implementing Section 106 of the National Historic Preservation Act allow for the development of Programmatic Agreements when project effects on historic properties are similar and repetitive in nature (36 CFR 800.14(b)(1)(i)); and

Whereas, the Advisory Council on Historic Preservation (Council) has been notified about the development of this Programmatic Agreement (PA), and has chosen not to participate in consultation, and

Whereas, the Missouri State Historic Preservation Office (SHPO) has participated in consultation regarding the eligibility of these bridges and development of appropriate mitigation measures and the development of this PA; and

Whereas, the MoDOT has participated in consultation and has been invited to be a signatory to this PA; and

Whereas, the Missouri Alliance for Historic Preservation (Missouri Preservation), the Missouri Association of Counties, the Historic Bridge Foundation, and Bridgehunter.com were all invited to participate in consultation; and

Whereas, Missouri Preservation, the Historic Bridge Foundation and Bridgehunter.com accepted the invitation, have actively participated in consultation and have been invited to concur in this PA; and

Whereas, the through the consultation process twenty-seven (27) pre-1952 pony truss bridges on the state highway system have been identified as NRHP eligible (historic pony truss bridges) (see Appendix A, Table 1); and

Whereas, the consulting parties provided substantial input into identifying and developing appropriate mitigation measures for these bridges as a class and individually;

Now, therefore, the FHWA, MHTC, the SHPO, and the Council agree that the following stipulations will be implemented for FHWA undertakings involving pre-1952 pony truss bridges:

STIPULATIONS

The FHWA, in coordination with MoDOT, shall ensure that the following measures are carried out:

- I. The FHWA and MoDOT recognize that individual pony truss bridges may need to be repaired or replaced while this PA is in force. Projects affecting any pre-1952 pony truss bridge shall follow the follow the regulations implementing Section 106, *Protecting Historic Properties* (36CFR 800).
 - a. The project shall be submitted to the SHPO identifying the MoDOT project number, county, route, bridge number and the NRHP determination that resulted from the consultation for this PA (Appendix A, Table 1 NRHP Eligible Bridges, Table 2 NRHP Non-eligible bridges). The submittal shall also include the FHWA/MoDOT finding of effect and the justification for the effect determination. The SHPO shall be given 30 days to comment on the submittal.
 - i. Concurrent with the SHPO submittal, MoDOT will send information on the project, including eligibility recommendations and effects findings to consulting parties, in accordance with the *Consultation Plan*, currently under development by MoDOT, in consultation with FHWA and SHPO.
 - b. If the project will have an adverse effect on the bridge, MoDOT will look at alternatives that would avoid having an adverse effect on the bridge, including, but not limited to, doing nothing, rehabilitation, and realignment options. The realignment option shall allow for the preservation of the bridge in place by a third party with a viable preservation plan.
 - c. If avoidance is not reasonable and prudent, MoDOT will inform the SHPO, consulting parties, and the Council of the adverse effect and the alternatives considered, measures taken to market the bridge for reuse (as per stipulation I.e.ii), and that the bridge will be documented in accordance with stipulations in Section I.d.i of this PA.
 - d. Standard mitigation measures for individual bridges shall be those described in Stipulation I.e. below. However, if through the consultation process a local community desires a different form of mitigation for an individual bridge, the FHWA, MoDOT, SHPO and the local consulting parties shall consider other options, such as waysides or exhibits about the bridge.
 - e. Mitigation of individual historic pre-1952 pony truss bridges adversely affected by MoDOT projects shall include:

1. Photographic coverage shall be sufficient to provide overall views of the bridge and significant details of the bridge.
 2. The SHPO will be consulted regarding the adequacy of coverage for the bridge and the selection of images prior to the letting of the project.
 3. The original bridge plans shall be provided to the SHPO.
 4. Archival prints and digital images and the original bridge plans shall be provided to the SHPO and MoDOT shall retain a copy.
 5. A local repository shall be provided photo plates of the archival images and the bridge plans in a bound report, which will also contain a copy of the inventory form for the particular bridge, and a disc containing the photographic images.
 - ii. NRHP eligible pre-1952 pony truss bridges (Appendix A, Table 1) that are adversely affected by a bridge replacement project shall be advertised as available for reuse. The bridge shall be advertised as available for reuse, in accordance with MAP-21 and its successor transportation laws, and following protocols set forth in the MoDOT *Bridge Marketing Plan for Relocating Historic Bridges* (2014, as updated).
- II. Bridge Marketing:
 - a. The MoDOT will complete the *Bridge Marketing Plan for Relocating Historic Bridges* currently under development with the SHPO and FHWA, and expand it for bridges that can be marketed for reuse in place. The *Bridge Marketing Plan* may be updated over the course of this PA; the version in current use at the time of the project shall be used as guidance for marketing the historic bridge.
 - b. The MoDOT will identify ways to market historic bridges earlier in the project development process, thereby extending the time that a historic bridge is marketed and the time that a potential user has to develop a plan for the reuse of that bridge.
- III. During the development of this PA, MoDOT Bridge Division was asked if any of the bridges that were determined to be eligible met the criteria for preventative maintenance. Bridge H0573 over Little Ramsey Creek met the criteria. The following measures will be taken to ensure the preservation of this bridge:
 - a. The MoDOT has placed bridge H0573, carrying South Kingshighway over the Little Ramsey Creek, on a preventative maintenance list and developed a preventative maintenance plan for the bridge (see Appendix B).
 - i. The preventative maintenance plan establishes routine maintenance needs for the bridge, prolonging the life of the bridge through regular maintenance.
 - ii. Within one (1) year of the execution of this PA the bridge shall be recorded consistent with Stipulation I.e.i so that it is documented if the bridge is damaged by accident or forces of nature or should economic development pressures create the need for a new or wider bridge.
 - iii. The MoDOT will make the maintenance plan for Bridge H0573 available for counties and engineering firms for use as a template.

- IV. To enhance understanding of the pony truss bridge type on the state highway system, the MoDOT will prepare documentation for the property type and disseminate the findings to the public in a variety of way. Documentation of pony truss bridge type shall include:
- a. The MoDOT will develop a historic context for the development of the pony truss by the State Highway Department. The context will discuss the development of standard plans, when deviation from standard plans would occur, issues that influenced location of bridges, the role of the pony truss on the State Highway System, and the development of the mismatched truss type. The context will include directions for expanding it to include bridges that have been removed from the State Highway System and for pony truss bridges that were constructed by the counties.
 - i. The context will identify critical elements of the pony truss type and subtypes and document them through plans and photographs.
 - ii. The inventory of pony truss bridges subject to this PA will be finalized and distributed to the SHPO and consulting parties
 - iii. Copies of the context and inventory will be provided to the State Historic Preservation Office and the consulting parties.
 - iv. MoDOT will develop a publication, possibly web-based, for the public explaining the history and significance of pony truss bridges.
 1. MoDOT will develop a brochure or poster on the pony truss bridge type.
 - v. MoDOT will make the documentation available to interested parties to be incorporated into other educational platforms.
 - vi. The documentation of the pony truss bridge type shall be completed within two (2) years of the execution of this PA.
- V. Reporting:
MoDOT shall report annually at the end of the state fiscal year (on or about June 30), to the SHPO and consulting parties, about the survival of the pre-1952 pony truss bridges on the State Highway System. The report shall identify:
- a. Bridges scheduled for replacement,
 - b. Bridges that have been removed from the system, and
 - c. Preventative maintenance that has been performed on historic pony truss bridges with preventative maintenance plans.
- VI. Duration:
a. This PA shall be in effect for ten (10) years from the date of execution. Prior to the expiration of this PA, the FHWA, SHPO and MoDOT may consult with the other consulting parties to reconsider the terms of the PA and amend it in accordance with Stipulation IV below or extend it for a five (5) year period.
- VII. Amendments:
a. This PA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date the amendment is filed and signed by the Council.
- VIII. Termination:
a. If any signatory to this PA determines that its terms will not, or cannot, be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation IV above. If within thirty (30) days, or

another time period agreed to by all signatories, an amendment cannot be reached, any signatory may terminate the PA upon written notification to the other signatories.

- b. Once the PA is terminated, all Federal Aid projects affecting historic pony truss bridges must undergo individual consultation among the FHWA, SHPO and MoDOT to determine appropriate mitigation.

Execution of this PA by the Council, FHWA, the Missouri SHPO and MoDOT and implementation of its terms evidence that FHWA has taken into account the effects of undertakings on historic pre-1952 pony truss bridges and afforded the Council an opportunity to comment.

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Signed:

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By:  Date: 6/8/15
Title: Acting Executive Director

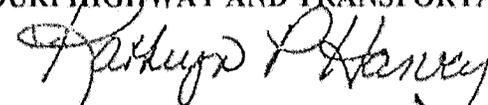
FEDERAL HIGHWAY ADMINISTRATION:

By:  Date: 5/4/15
Title: Program Development Team Leader

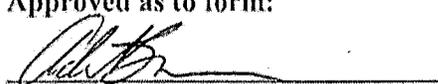
THE MISSOURI STATE HISTORIC PRESERVATION OFFICE:

By: Joni M. Brouil Date: 05/04/15
Title: Director and Deputy SHPO

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION:

By:  Date: 4-27-15
Title: Assistant Chief Engineer

Attest: 
Commission Secretary

Approved as to form: 
Commission Counsel

FHWA: Missouri
Pre-1952 Pony Truss Bridges Programmatic Agreement

Concur:

HISTORIC BRIDGE FOUNDATION

By: _____ Date: _____

Title: _____

Concur:

MISSOURI PRESERVATION

By: _____ **Date:** _____

Title: _____

Concur:

JAMES BAUGHN (BRIDGEHUNTER.COM)

By: _____ **Date:** _____

Title: _____

Appendix A
Table 1: Pre-1952 Pony Truss Bridges Determined NRHP Eligible

DIST	COUNTY	BRIDGE NO	FACILITY CARRIED	FEATURE INTERSECTED	YEAR BUILT	YEAR REBUILT	TRUSS TYPE	Truss Sub-type	FINAL EVALUATION
6	LAWRENCE	G0505	MO 266 E	BILLIES CR	1923		Pratt		Eligible
7	IRON	G0633	MO 49 S	BRANCH CR	1924		Pratt		Eligible
6	WEBSTER	G0719	RT CC S	NIANGUA BR	1924		Pratt		Eligible
7	RIPLEY CAPE	L0378	MO 142 E	LIT BLACK RVR	1949		Pratt		Eligible
7	GIRARDEAU	G0028	US 61 S	HUGHES CR	1922	1936	Warren	all verticals	Eligible
1	LIVINGSTON	S0639	RT C S	SHOAL CR DRAIN DTC	1933		Warren	alternating verticals	Eligible
2	PIKE	K0313	MO 79 S	BUFFALO CR	1935		Warren	alternating verticals	Eligible
4	CRAWFORD CAPE	H0732	MO 19 S KINGSHIGHWAY	CROOKED CR	1928		Warren	alternating verticals	Eligible
7	GIRARDEAU	H0573	RT N E	LITTLE RAMSEY CR HONEY CYPRESS DITC	1928		Warren	alternating verticals	Eligible
7	DUNKLIN	F0963	RT N E		1922	1931	Warren	alternating verticals	Eligible
7	DUNKLIN	F0631	RT O S	SNIPE SLU	1922		Warren	alternating verticals	Eligible
7	MISSISSIPPI	F0757	MO 75 S	DRAIN DTCH #14	1922	1954	Warren	alternating verticals	Eligible
7	MISSISSIPPI	F0786	MO 80 E	DRAIN DTCH #23	1922	1954	Warren	alternating verticals	Eligible
7	MISSISSIPPI	F0788	MO 80 E	DRAIN DTCH #29	1922	1954	Warren	alternating verticals	Eligible
7	OREGON	K0344	MO 19 S	ELEVEN POINT RVR	1934		Warren	alternating verticals	Eligible

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DIST	COUNTY	BRIDGE NO	FACILITY CARRIED	FEATURE INTERSECTED	YEAR BUILT	YEAR REBUILT	TRUSS TYPE	Truss Sub-type	FINAL EVALUATION
7	DUNKLIN	F0965	RT P E	BUFFALO DTCH	1922		Warren	alternating verticals	Eligible
3	CLAY	K0108	US 69 N	FISHING RVR	1933	1990	Warren	Mismatched	Eligible
4	PHELPS	X0008	RT B S	BOURBEUSE RVR	1934		Warren	Mismatched	Eligible
2	ADAIR	K0304	MO 11 S	MUSSEL FK	1933		Warren	Mismatched	Eligible
2	ADAIR	K0305	MO 11 S	MUSSEL FK DRAIN DT	1933		Warren	Mismatched	Eligible
7	BOLLINGER	G0688	MO 51 S	LIT WHITEWATER CR	1922		Warren	Mismatched	Eligible
2	PIKE	K0487	MO 79 S	NOIX CR	1935		Warren	polygonal all verticals	Eligible
2	PIKE	K0317	MO 79 S	BIG CALUMET CR	1935		Warren	polygonal all verticals	Eligible
6	BATES	T0280	RT B E	MARAI DES CYGNES	1934		Warren	polygonal all verticals	Eligible
6	CEDAR	X0190	MO 39 S	CEDAR CR	1949		Warren	polygonal all verticals	Eligible
1	HOLT	T0104	MO 111 S	TARKIO RVR	1934		Warren	polygonal alternating verticals	Eligible
4	LACLEDE	J0881	MO 5 S	OSAGE FK RVR	1932		Warren	polygonal alternating verticals	Eligible

Table 2: Pre-1952 Pony Truss Bridges Determined Not NRHP Eligible

DIST	COUNTY	BRIDGE NO	FACILITY CARRIED	FEATURE INTERSECTED	YEAR BUILT	YEAR REBUILT	TRUSS TYPE	Truss Sub-type	FINAL EVALUATION
2	SCOTLAND	Y0029	RT H E	N WYACONDA RVR	1939		Pratt		Not Eligible
2	RANDOLPH	X0447	RT Z E	DARK CR	1947		Warren	all verticals	Not Eligible
1	SULLIVAN	T0928	RT T S	E LOCUST CR	1949		Warren	all verticals	Not Eligible
1	WORTH	G0795	MO 46 E	W FK GRAND RVR	1925		Warren	alternating verticals	Not Eligible
6	JASPER	T0373	RT H E	N FK SPRING RVR	1933		Warren	alternating verticals	Not Eligible
1	GENTRY	H0551	RT Y Y S	BEAR CR	1927		Warren	alternating verticals	Not Eligible
4	GASCONADE	K0160	MO 100 E	LIT BERGER CR	1933	1985	Warren	alternating verticals	Not Eligible
2	CLARK	S0128	RT A S	S WYACONDA RVR	1930	1945	Warren	alternating verticals	Not Eligible
1	DAVISS	J0860	MO 13 S	HONEY CR	1934		Warren	alternating verticals	Not Eligible
1	WORTH	H0617	RT Y Y S	MID FK GRAND RVR	1927		Warren	alternating verticals	Not Eligible
1	WORTH	J0840	MO 246 E	PLATTE RVR	1932		Warren	alternating verticals	Not Eligible
1	CLINTON	T0045	RT NN E	CASTILE CR	1934		Warren	alternating verticals	Not Eligible
2	WARREN	T0038	MO 94 E	SMITH CR	1934		Warren	alternating verticals	Not Eligible
7	STODDARD	T0137	RT J E	LICK CR DRAIN DTCH	1935		Warren	alternating verticals	Not Eligible
7	WAYNE	H0899	MO 49 S	MCKENZIE CR	1929		Warren	alternating verticals	Not Eligible

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DIST	COUNTY	BRIDGE NO	FACILITY CARRIED	FEATURE INTERSECTED	YEAR BUILT	YEAR REBUILT	TRUSS TYPE	Truss Sub-type	FINAL EVALUATION
2	LEWIS	J0157	MO 16 E	MID FABIUS RVR	1930		Warren	alternating verticals	Not Eligible
1	ANDREW	J0201	MO 48 E	102 RVR	1929		Warren	alternating verticals	Not Eligible
1	CHARITON	T0459	RT D E	MUSSEL FK CR	1947		Warren	Mismatched	Not Eligible
7	IRON	J0990	MO 21 S	CARVER CR	1932		Warren	Mismatched	Not Eligible
2	MONTGOMERY	T0236	MO 161 S	SMITH BR	1934		Warren	Mismatched	Not Eligible
6	BATES	T0279	RT B E	MARAI DES CYGNES	1934	1952	Warren	polygonal all verticals	Not Eligible
5	ST. CHARLES	J0991	OR 64 E	PERUQUE CR	1935	1977	Warren	polygonal alternating verticals	Not Eligible

Appendix B

Preventive Maintenance Plan for Pony Truss Bridge H0573

In accordance with the Missouri Department of Transportation (MoDOT) Pre-1952 Pony Truss Programmatic Agreement, this document outlines the preventive maintenance plan for pony truss bridge H0573. This bridge carries South Kingshighway over Little Ramsey Creek in Cape Girardeau, Missouri. Of the pony trusses covered by the aforementioned agreement, this was the only truss that was not functionally obsolete or structurally deficient.

This plan will help MoDOT maintain this bridge in its current state until the bridge becomes functionally obsolete or structurally deficient. The term functionally obsolete means that the bridge cannot safely service the roadway it carries due to inadequate width, vertical clearance or roadway alignment. The term structurally deficient means the bridge is generally in relatively poor condition, or has insufficient load carrying capacity for modern design loadings. The insufficient load capacity may be the result of the loads used in the original design being smaller than they are today or degradation of structural properties of the truss members due to deterioration. For a more detailed description of the specific criteria used to determine this item, see MoDOT's Environmental Policy Guide (EPG) 753 Bridge Inspection Rating or appropriate FHWA publications.

MoDOT's preventive maintenance plan includes inspecting the bridge in accordance with the National Bridge Inventory Guidelines (NBI). This inspection allows MoDOT to maintain appropriate bridge condition ratings and assign necessary maintenance items to keep the bridge in its current satisfactory condition. This inspection is mandated by federal law.

MoDOT will practice preventive maintenance as called for in MoDOT's EPG 771 Bridge Preventive Maintenance Guidelines. This will include flushing the bridge annually. Flushing involves washing the bridge with large amounts of water to remove salts, dirt and debris from the bridge members. If these materials are left on the bridge they can lead to accelerated deterioration of the bridge members. MoDOT will complete the assigned maintenance work items in a timely manner. Currently, MoDOT is planning to repair some deteriorated bearings at the abutments. MoDOT will seal the cracks in the deck in the next ten years, as necessary. MoDOT will paint the bridge within the next 10 years, as necessary. These actions will help ensure that this bridge stays in good repair for many years.

References:

EPG 753 Bridge Inspection Rating:

http://epg.modot.mo.gov/index.php?title=Category:753_Bridge_Inspection_Rating

EPG 771 Bridge Preventative Maintenance Guidelines

http://epg.modot.mo.gov/index.php?title=Category:771_Bridge_Preventative_Maintenance_Guidelines