

CHAPTER V

Final Section 4(f) Evaluation/Findings

A. Section 4(f) Evaluation and Findings

The following discussion identifies the only Section 4(f) architectural resource located within the SIU 2 Study Corridor that has been identified as being potentially impacted by implementation of the Preferred Alternative.

1. Marth/Fischer Barn (2LF66.1)

The Marth/Fischer Barn is located near mile marker 55 and is within the proposed right of way for the mainline and frontage road alignment. The barn would be directly impacted by the re-construction of the existing frontage road (Figure V-1). It is within the limits of construction, as is the house and two grain bins. The other buildings on the property are within the area of potential effects but outside the construction limits. The barn is considered eligible for the National Register of Historic Places (NRHP) as an individual building. Although a house and other agricultural buildings are present on the property, these other buildings do not have the integrity or significance to constitute a farmstead district with the barn. Therefore, the NRHP boundary is the footprint of the barn. The barn is considered eligible under Criterion C with Architecture as the area of significance; the period of significance is 1936-1937.

a. **Avoidance Alternatives**

This barn is located on the north side of I-70, the side proposed for widening, near mile marker 55. This resource would be potentially impacted by the re-construction of the existing frontage road. Various alternatives to avoid this resource have been evaluated and are presented herein.

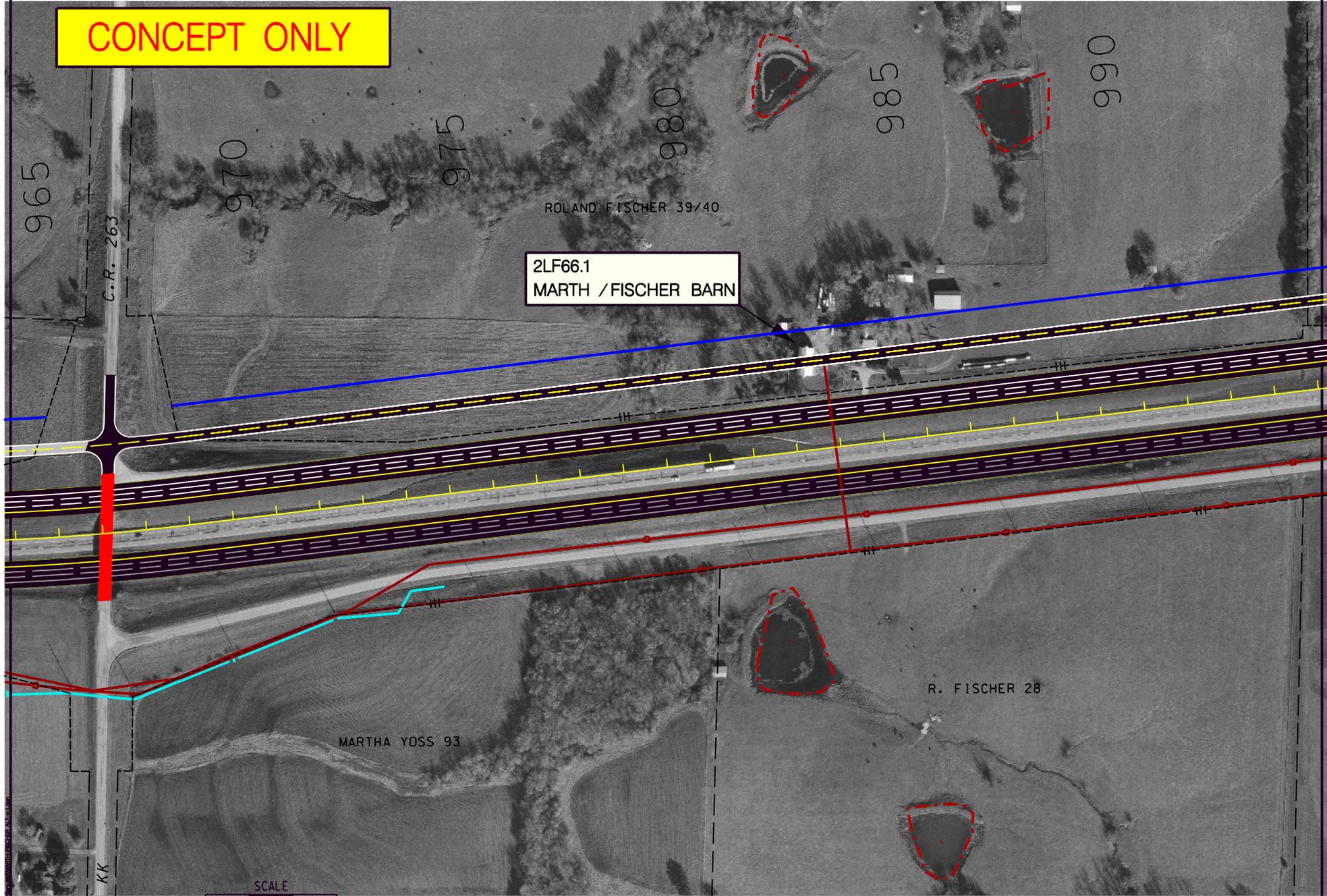
Avoidance Alternative A: No Action

Implementation of the No Action alternative would avoid impacts to this resource by not constructing the frontage road through this area (Figure V-2). Although the implementation of this alternative would not impact the barn, it would restrict ingress/egress access for not only this farmstead, but also the farmstead located to the east that uses the same frontage road. Based on the fact that implementation of this alternative would discontinue ingress/egress access for two different farmsteads, the No Action alternative is not considered as a prudent or feasible alternative.

Avoidance Alternative B: Reduce the Horizontal Clear Zone

The implementation of this alternative would reduce the design criteria separation between the mainline and frontage road from 80 feet (24 meters) to 30 feet (9 meters). Although reducing this separation distance would avoid impacts to the Marth/Fischer Barn, it would require a design exception from MoDOT and would reduce the safety of the facility through this area. The implementation of this alternative would require a deviation from the standards set forth for this project. The implementation of this alternative would also increase the related noise impacts to this farmstead. As shown on Figure V-3, this alternative would require a slight curve

CONCEPT ONLY



2LF66.1
MARTH / FISCHER BARN



LEGEND	
	Proposed Right-Of-Way
	Existing Right-Of-Way Line
	Existing Property Lines
	Overpass
	Proposed Centerline
	Proposed Edge of Shoulder
	Existing Overhead Power
	Existing Underground Gas
	Existing Underground Telephone
	New Pavement on Existing Pavement Location
	New Pavement
	Frontage Road
	Future Frontage Road
	Cemeteries/Churches
	Conservation Areas
	CRP
	Hazardous Waste
	NRCS Wetlands
	Ponds
	Potential Architectural Resources
	NWI Emergent
	NWI Forested
	NWI Scrub/Shrub
	WRP
	Residential Displacement
	Business Displacement
	Outbuildings/Other Structures Displacement

**2LF66.1
MARTH / FISCHER BARN
PREFERRED ALTERNATIVE**

SHEET
**Figure
V-1**
AERIAL PHOTOGRAPH
NOVEMBER, 2000



CONCEPT ONLY

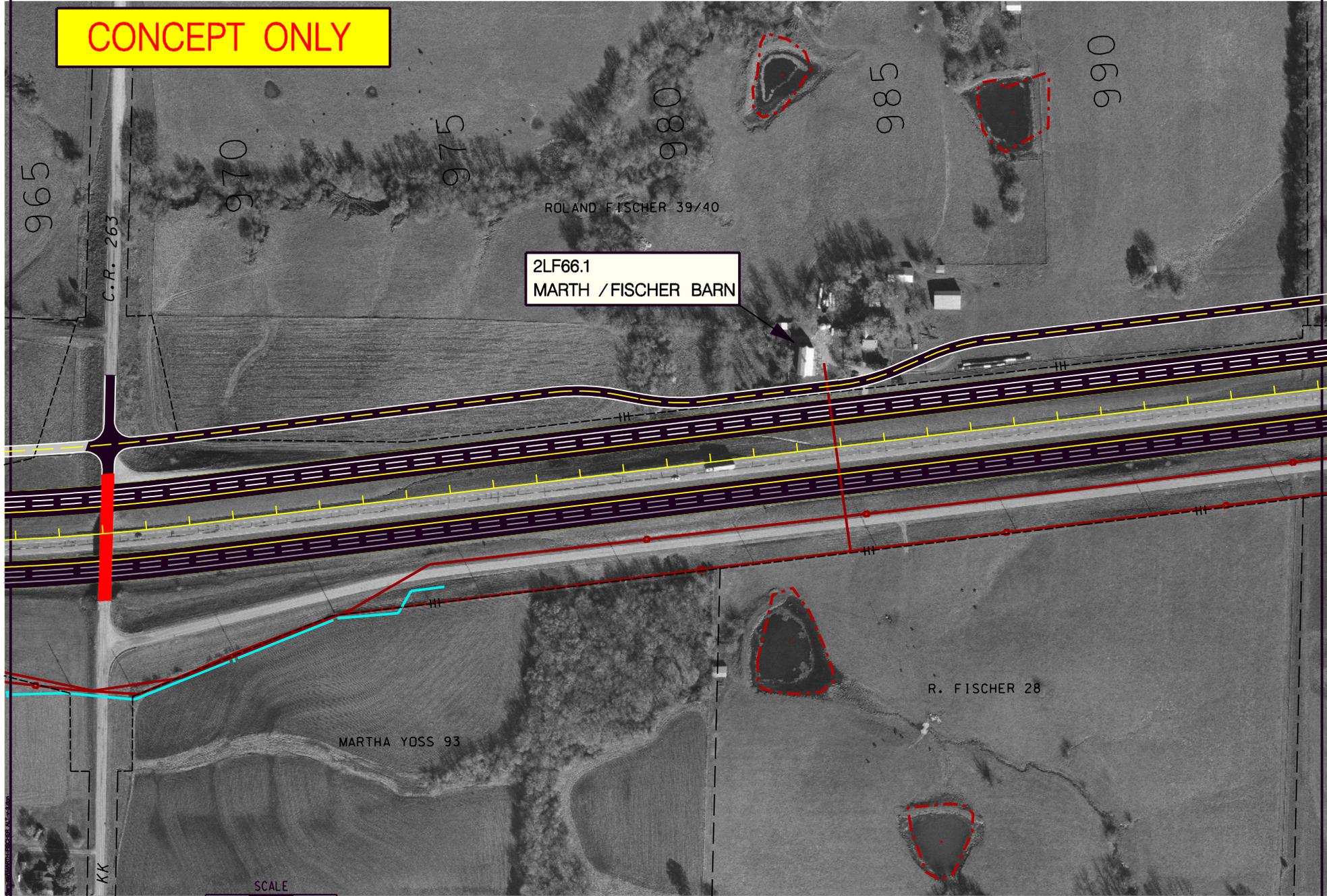


LEGEND	
	Proposed Right-Of-Way
	Existing Right-Of-Way Line
	Existing Property Lines
	Overpass
	Proposed Centerline
	Proposed Edge of Shoulder
	Existing Overhead Power
	Existing Underground Gas
	Existing Underground Telephone
	New Pavement on Existing Pavement Location
	New Pavement
	Frontage Road
	Future Frontage Road
	Cemeteries/Churches
	Conservation Areas
	CRP
	Hazardous Waste
	NRCS Wetlands
	Ponds
	Potential Architectural Resources
	NMI Emergent
	NMI Forested
	NMI Scrub/Shrub
	WRP
	Residential Displacement
	Business Displacement
	Outbuilding/Other Structures Displacement

**2LF66.1
MARTH / FISCHER BARN
AVOIDANCE ALTERNATIVE A
NO ACTION**

SHEET
**Figure
V-2**
AERIAL PHOTOGRAPH
NOVEMBER, 2000

CONCEPT ONLY



2LF66.1
MARTH / FISCHER BARN



LEGEND	
	Proposed Right-Of-Way
	Existing Right-Of-Way Line
	Existing Property Lines
	Overpass
	Proposed Centerline
	Proposed Edge of Shoulder
	Existing Overhead Power
	Existing Underground Gas
	Existing Underground Telephone
	New Pavement on Existing Pavement Location
	New Pavement
	Frontage Road
	Future Frontage Road
	Cemeteries/Churches
	Conservation Areas
	CRP
	Hazardous Waste
	NRCS Wetlands
	Ponds
	Potential Architectural Resources
	NWI Emergent
	NWI Forested
	NWI Scrub/Shrub
	WRP
	Residential Displacement
	Business Displacement
	Outbuildings/Other Structures
	Displacement

**2LF66.1
MARTH / FISCHER BARN
AVOIDANCE ALTERNATIVE B
REDUCE HORIZONTAL CLEAR ZONE**

SHEET
**Figure
V-3**
AERIAL PHOTOGRAPH
NOVEMBER, 2000

Aerial Photo: © 2000, Earthcam.com

in the frontage road toward the mainline. This slight curve would extend the length of the frontage road by approximately 50 feet (15 meters) and would also reduce the clear zone between the frontage road and the barn. Although the costs associated with implementing this alternative would not be substantially different than the other build alternatives, the safety issues associated with the reduced separation of the mainline from the frontage road and a structure within 20 feet (6 meters) of the frontage road outweigh the benefits of this alternative.

Avoidance Alternative C: Relocate the Frontage Road

The implementation of this alternative would route the configuration of the proposed frontage road around the back of Marth/Fischer Barn and associated farmstead. Although this alternative would avoid impacts to the resource, this design would cause severance of the Fischer parcel, re-direct frontage road traffic through currently undeveloped lands and create an island residence located between the mainline I-70 and the frontage road (Figure V-4). The costs associated with implementing this alternative would be approximately \$200,000. The relocated frontage road would extend across a wooded stream and would impact an additional 0.5 acres (0.20 hectares) of prime farmland. In addition, the implementation of this alternative would increase the noise impacts to this farmstead as it would be bound on the south by mainline I-70 and to the north by the frontage road.

Avoidance Alternative D: Shift Mainline Widening to the South

The implementation of this alternative would shift the widening of I-70 to the south through this area and create two additional mainline I-70 crossovers in SIU 2 (Figure V-5). The first crossover would be from the north to the south on the west side of the barn and back to the north from the south on the east side of the barn. The southern widening strategy was evaluated in the First Tier EIS and re-evaluated as part of the Second Tier Environmental Assessment. The southern alignment would displace two additional residences, impact two additional property parcels, cause impacts to a wooded stream that was not previously impacted and would require the filling of two additional acres (0.8 hectares) of floodplain.

The addition of these two crossovers in this one-mile (1.6 kilometer) section of I-70 would cause substantial logistical and traffic control problems during construction. The detouring of I-70 traffic during construction would not only present safety concerns associated with vehicle to vehicle and worker to vehicular crashes but also present construction operation challenges. In addition, the cost associated with implementing this alternative would be approximately \$600,000. For these reasons, the implementation of Alternative D is not considered a feasible alternative.

Measures to Minimize Harm

Measures to minimize harm include agreement among SHPO, ACHP and FHWA through the Section 106 process. This scenario anticipates an adverse impact without relocation. Photographic and other records would be supplied via existing data and with additional documentation. Although the documentation effort does not avoid an adverse effect, it does result in mitigating the adverse effect. Procedures for determining the level of documentation necessary for each resource are included in Programmatic Agreement (PA), located at the end of this chapter.

Coordination

Throughout the duration of this project, MoDOT has coordinated with the SHPO to evaluate potential impacts to architectural resources. During the fall of 2003, MoDOT and representatives from the Missouri SHPO conducted a windshield evaluation of historical architectural resources in SIU 2. In addition, MoDOT has presented information to the public about the potential impacts to historical architectural resources at two public workshops held in

SIU 2 – MoDOT Job No. J4I1341E

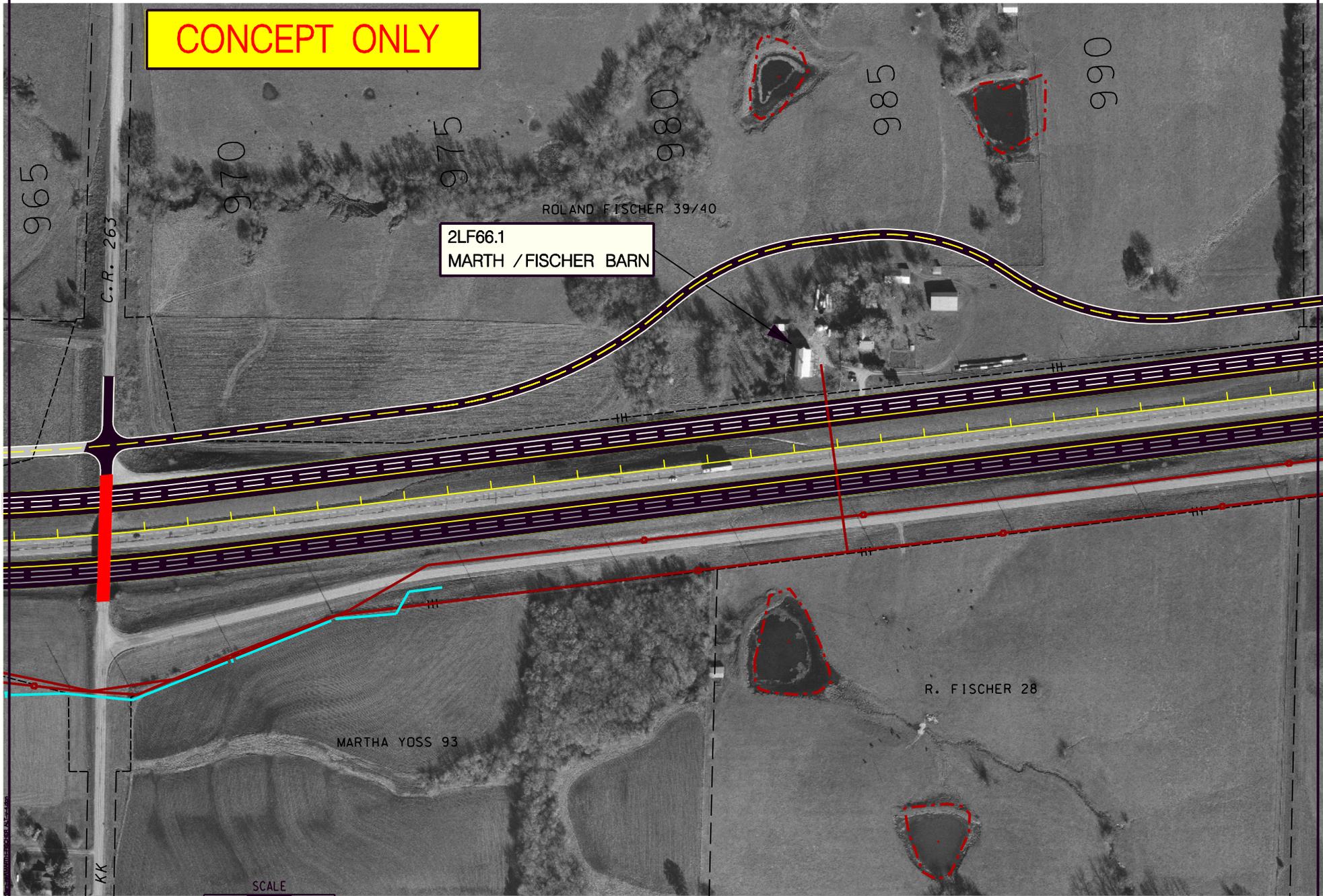
Concordia and Blackwater on April 15 and 16, 2003, respectively. At the public hearing held in Concordia on December 2, 2004, MoDOT presented various photographs and a description of the Marth/Fischer Barn to the public. Although potential impacts to this resource associated with implementation of the Preferred Alternative were presented, the Marth/Fischer Barn was did not appear to be an issue of concern to the general public.

Summary

On June 28, 2004, the SHPO issued a letter indicating that, in accordance with the Advisory Council on Historic Preservation's regulation Protection of Historic Properties (36 CFR Part 800), Section 800.5, based on preliminary project plans, that the proposed project will have an adverse effect on 2LF66.1, the Marth/Fischer Barn. In addition, the SHPO concurred that the project will have no adverse effect on the remaining historic properties at this location (see letter attached at end of chapter).

Therefore, based upon the above considerations, it has been determined that there is no feasible and prudent alternative to avoiding the Marth/Fischer Barn and the proposed action includes all possible planning to minimize harm to the Marth/Fischer Barn resulting from such use.

CONCEPT ONLY



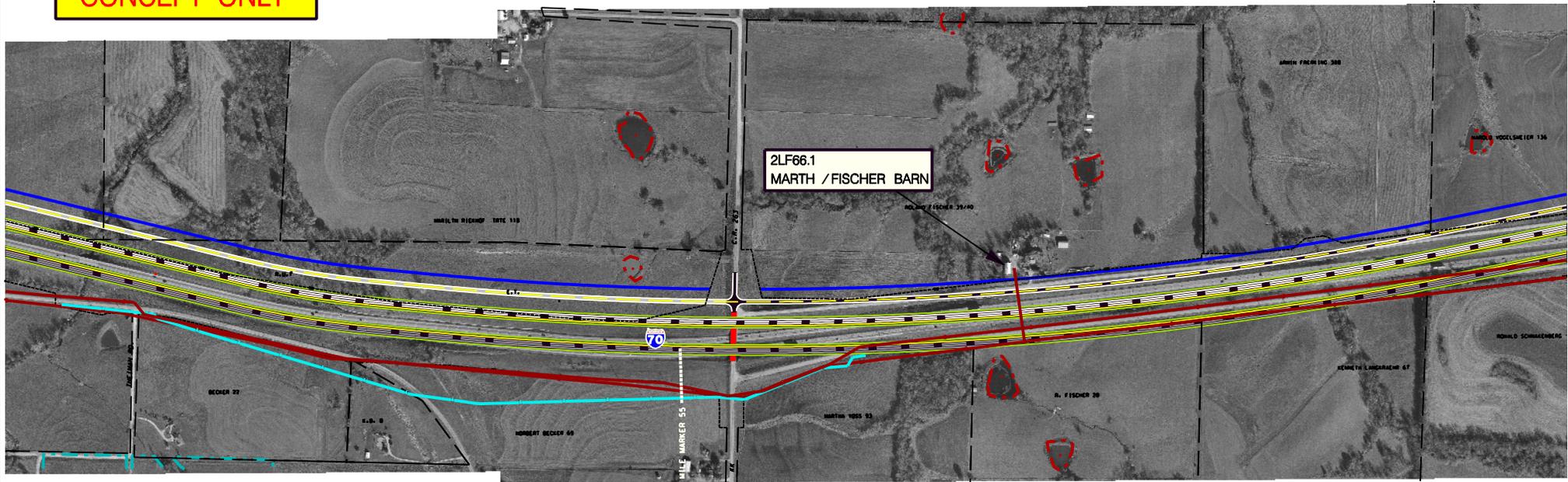
LEGEND

Proposed Right-Of-Way	Existing Underground Gas	Cemeteries/Churches	NWI Emergent
Existing Right-Of-Way Line	Existing Underground Telephone	Conservation Areas	NWI Forested
Existing Property Lines	New Pavement on Existing Pavement Location	CRP	NWI Scrub/Shrub
Overpass	New Pavement	Hazardous Waste	WRP
Proposed Centerline	Frontage Road	NRCS Wetlands	Residential Displacement
Proposed Edge of Shoulder	Future Frontage Road	Ponds	Business Displacement
Existing Overhead Power		Potential Architectural Resources	Outbuildings/Other Structures Displacement

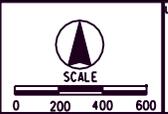
**2LF66.1
MARTH / FISCHER BARN
AVOIDANCE ALTERNATIVE C
RELOCATE FRONTAGE ROAD**

SHEET
**Figure
V-4**
AERIAL PHOTOGRAPH
NOVEMBER, 2009

CONCEPT ONLY



NOTE:
EXISTING UTILITY INFORMATION OBTAINED FROM I-70 AS-BUILT DRAWINGS



LEGEND	
[Red line]	Access Controlled Right-Of-Way
[Yellow line]	Limited Access Right-Of-Way
[Blue line]	Normal Access Right-Of-Way
[Orange line]	Overpass
[Dotted line]	Pavement Obliteration
[Black dashed line]	Existing Right-Of-Way Line
[Black solid line]	Existing Property Lines
[Black dashed line]	Proposed Centerline
[Black solid line]	Proposed Edge of Shoulder
[Blue dashed line]	Culvert (Plan View Only)
[Green dashed line]	Existing Overhead Power
[Red dashed line]	Existing Underground Gas
[Cyan dashed line]	Existing Underground Tele
[Yellow dashed line]	New Pavement on Existing Pavement Location
[Red dashed line]	New Pavement
[Black dashed line]	Frontage Road
[Purple square]	Cemeteries/Churches
[Brown square]	Conservation Areas
[Green square]	CRP
[Blue square]	Hazardous Waste
[Light green square]	NRCS Wetlands
[Red square]	Ponds
[Yellow square]	Potential Architectural Resources
[Purple square]	NWI Emergent
[Brown square]	NWI Forested
[Cyan square]	NWI Scrub/Shrub
[Blue square]	WRP
[Light blue square]	Residential Displacement
[Light green square]	Business Displacement
[Light blue square]	Outbuildings/Other Structures Displacement

**2LF66.1
MARTH / FISCHER BARN
AVOIDANCE ALTERNATIVE D
SHIFT MAINLINE WIDENING TO THE SOUTH**

SHEET
Figure V-5
AERIAL PHOTOGRAPH
NOVEMBER 2000

C:\CONV\000170_180\Drawings\Sheet\m-f\m-f\2LF66.1.dwg

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

www.dnr.mo.gov

June 28, 2004

Ms. Diane Heckemeyer
State Design Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102



RE: Project No.: 020-BO-03E, Job No. J411341E, I-70, SIU 2, Southwest of Boonville, Cooper and Lafayette Counties, Missouri (FHWA)

Dear Ms. Heckemeyer:

Thank you for submitting information about the above-referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

After reviewing the draft report, we have the following comments. Based on the information provided, we concur that 2LF66.1, the Fischer Barn; 2LF113, the Burrow House; 2SA208, the Swift Complex; and 2SA191 the Simmons House are eligible for listing in the National Register of Historic Places. Additionally, it is our opinion that 2CP239 is eligible for listing on the National Register of Historic Places under criteria A - transportation and C. In addition, we concur with the recommendations regarding I-70 and related resources. In the final report we recommend that Highway 40 be evaluated for eligibility since, according to the report, it is still extant through much of SIU 2 in the form of the I-70 outer road. In addition, we concur that the remaining properties in this report not eligible for listing in the National Register of Historic Places.

Additionally, in accordance with the Advisory Council on Historic Preservation's regulation Protection of Historic Properties (36 CFR Part 800), Section 800.5, based on preliminary project plans, we concur that the proposed project will have an adverse effect on 2LF66.1, the Fischer Barn. In addition, we also concur that the project will have no adverse effect on the remaining historic properties. If alignments are adjusted to take into consideration the historic properties, please submit additional information so that we may comment on any changes to the effect the project will have on the historic properties. If there is still an adverse effect once a preferred alignment is selected, we recommend the preparation of a Memorandum of Agreement (MOA) that outlines the steps needed to mitigate any adverse effect. Possible stipulations in the MOA could include thorough documentation of the historic property.

Integrity and excellence in all we do



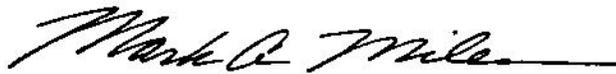
If the project continues to have an adverse effect on historic resources once a preferred alignment is selected, FHWA shall forward the necessary adequate documentation to the Executive Director, Advisory Council on Historic Preservation, the Old Post Office Building, 1100 Pennsylvania Avenue NW, #809, Washington, D.C 20004, in accordance with Section 800.6(a)(1). Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question.

Please be aware that we have not received the archaeological report for this project. We look forward to receiving the archaeological report and the final Historical and Architectural Survey for SIU2 so that we can complete our review of the project and provide our complete comments.

If you have any questions please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Alison Dubbert at (573) 751-7958. Please be sure to include the SHPO Project Number (020-BO-03) on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:ad

c: Don Neumann
Bob Reeder
Jane Beeter