

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CULTURAL RESOURCES SURVEY REPORT

Rogers 20899(09): SH-66 northbound bridge over Bird Creek in Catoosa

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April 27, 2020

Lead Federal Agency: Federal Highways Administration (FHWA)



County:	Rogers
J/P#:	20899(09)
Surveyed by:	Kirsten Tharalson and Kristina Wyckoff
Survey Date:	November 14, 2019

MANAGEMENT SUMMARY:

ODOT Cultural Resources Program (CRP) conducted a Phase I cultural resources investigation for proposed improvements to the existing (eastern) bridge carrying northbound SH-66 over Bird Creek. The project study area comprises a corridor of SH-66 and is confined to the existing right-of-way; the study area encompasses approximately 50.88 acres. A prior (2007) ODOT CRP investigation for the replacement of the (western) bridge carrying southbound SH-66 over Bird Creek investigated the western portion of the right-of-way; the eastern half of the right-of-way, comprising 25.29 acres, was subjected to pedestrian archaeological survey with shovel tests excavated at 30 meter intervals as part of the current investigation.

No archaeological sites or buildings were recorded or documented in the project study area. The existing segment of SH-66 is not eligible for inclusion in the National Register of Historic Places.

The existing (eastern) bridge carrying SH-66 northbound over Bird Creek, is a steel truss-thru bridge, containing three K-thru truss spans flanked by two pony trusses on the east (north) and one pony truss on the west (south); the bridge was constructed in 1957 [ODOT Structure # 6602 0368 EX / NBI 13688]. This bridge, along with its former twin, which was replaced in 2012 (SHPO File #0589-08), was assessed during the Oklahoma Historic Bridge Survey revision (2007) and determined eligible for inclusion in the NRHP under Criterion A for its association with Route 66 and under Criterion C for its engineering characteristics. The 2007 Spans of Time reevaluation identified and evaluated bridges under criteria A and C (Spans of Time Reevaluation 2007: 2) but did not specifically identify the character defining features or aspects of integrity for each structure. This bridge is an historic property and will require additional consultation with the State Historic Preservation Office (SHPO).

In accordance with 36 CFR 800.4(b), ODOT has completed investigations of the project study area and has identified no additional historic properties. This report was submitted to the Oklahoma SHPO, the State Archaeologist, the City of Catoosa, the Catoosa Historic Society Museum, the Historic Bridge Foundation, the National Park Service Route 66 Corridor Preservation Program, the Oklahoma Bridge and Highway Group, the Oklahoma Route 66 Association, Inc., The Oklahoma Tourism and Recreation Department, the Oklahoma Public Archaeology Network, Preservation Oklahoma, and the Route 66 Road Ahead Partnership, and ODOT has requested comment on our determination that no additional historic properties are present in the study area. Additional consultation with SHPO and other consulting parties will be necessary to avoid, minimize, and mitigate effects to the National Register eligible SH-66 northbound bridge over Bird Creek.

1. PROJECT DESCRIPTION:

This report documents a cultural resources investigation for proposed improvements to the extant bridge carrying SH-66 northbound over Bird Creek in Catoosa. The existing SH-66 facility is a divided highway comprised of two 11-foot northbound lanes and two 11-foot southbound lanes, each with three-foot inside and outside concrete shoulders.

The project study area comprises a 7,387-foot long corridor of SH-66 bisected in the center by the existing bridge. The study area extends from right-of-way to right-of-way, 150-feet east and west of the existing SH-66 center throughout the study area corridor. In total, the current study area encompasses approximately 50.88 acres (see Figure 1).

The current project study area overlaps a prior ODOT cultural resources investigation (Rogers 20889(04)), for replacement of the western (southbound) bridge carrying SH-66 over Bird Creek, which covered the western half (25.29 acres) of the current study area.

The existing (eastern) bridge carrying SH-66 northbound over Bird Creek, is a steel truss-thru bridge, containing three K-thru truss spans flanked by two pony trusses on the east (north) and one pony truss on the west (south); the bridge was constructed in 1957 [ODOT Structure # 6602 0368 EX / NBI 13688]. This bridge, along with its former twin, which was replaced in 2012 (SHPO File #0589-08), was assessed during the Oklahoma Historic Bridge Survey revision (2007) and determined eligible for inclusion in the NRHP under Criterion A for its association with Route 66 and under Criterion C for its engineering characteristics. The 2007 Spans of Time reevaluation identified and evaluated bridges under criteria A and C (Spans of Time Reevaluation 2007: 2) but did not specifically identify the character defining features or aspects of integrity for each structure. This bridge is an historic property and will require additional consultation with the State Historic Preservation Office (SHPO).

The existing (western) bridge carrying SH-66 southbound over Bird Creek (ODOT Structure # 6602 0368 WX / NBI 29984) is a steel stringer/multi-beam/girder constructed in 2012. The bridge is less than 45 years of age and was therefore not documented during the current investigation.

The existing bridge carrying SH-66 northbound over the Verdigris River (ODOT Structure # 6602 0417 EX / NBI 17603) is a steel girder and floorbeam structure with concrete deck and supports constructed in 1969. The bridge is of the type discussed in the Advisory Council on Historic Preservation (ACHP) Program Comment for post-1945 concrete and steel bridges and required no additional documentation.

The existing bridge carrying SH-66 southbound over the Verdigris River (ODOT Structure # 6602 0417 WX / NBI 17604) is a steel girder and floorbeam structure with concrete deck and supports constructed in 1969. The bridge is of the type discussed in the ACHP Program Comment for post-1945 concrete and steel bridges and required no additional documentation.

The segment of Route 66 within the project was originally constructed as a 30-foot wide roadway in 1925. The original roadway followed the alignment of the existing westbound lanes and has undergone considerable change including a full depth reconstruction in 1970. It is our opinion the segment of Route 66 within the current ODOT project study area retains its association with Route 66, however it does not retain integrity of design, materials, workmanship, or setting. It is our opinion this segment of Route 66 lacks historic integrity and is not eligible for inclusion in the NRHP.

Legal Location:	T20N R15E Sections 16, 20-21
U.S.G.S. Quadrangle:	Catoosa [1963 (1980)]

2. ENVIRONMENTAL SETTING:

Geomorphic/Physiographic Region:

The project study area is mapped in the Claymore Cuesta Plains geomorphic province where resistant Pennsylvanian sandstones and limestones dip gently westward to form cuestas between broad shale plains.

Geology and Soils:

The project study area is mapped across Pennsylvanian Senora Formation and Quaternary Alluvium deposits.

As mapped, soils and sediments in the study area belong to the Hector, Barge, Endsaw, Osage, and Verdigris soil series. Soils mapped in the Hector series are described as having a very shallow dark brown gravelly fine sandy loam A horizon [0-5 centimeters below surface (cmbs)], over a shallow brown fine sandy loam A horizon (5-15 cmbs), over a moderately shallow strong brown fine sandy loam B horizon (15-38 cmbs), overlying a sandstone bedrock R horizon (38-76 cmbs). Soils mapped in the Barge series are described as having a shallow brown silty clay loam Ap horizon (0-18 cmbs) overlying a dark yellowish-brown silty clay loam C horizon (18-183 cmbs). Soils mapped in the Endsaw series are described as having a shallow dark grayish brown cobbly fine sandy loam A horizon (0-10 cmbs), over a moderately shallow light yellowish brown cobbly fine sandy loam E horizon (10-36 cmbs), over a series of yellowish red clay B horizons (36-86 cmbs), over a mottled yellowish brown and gray clay BC horizon (86-107 cmbs), overlying an olive gray and gray soft shale Cr horizon (107-152 cmbs). Soils mapped in the Osage series are described as having a shallow very dark gray rubbed clay Ap horizon (0-10 cmbs), over a shallow very dark gray rubbed silty clay Ap horizon (10-20 cmbs), over a shallow very dark gray rubbed clay A horizon (20-33 cmbs), over a series of very dark gray and dark gray clay B horizons (33-152 cmbs), over a dark gray silty clay B horizon (152-200 cmbs).

Soils mapped in the Verdigris series are typically described as having a shallow very dark brown Ap horizon (0-18 cmbs), over a thick very dark brown silt loam A horizon (18-71 cmbs), over a thick dark brown silt loam AC horizon (71-117 cmbs), overlying a brown silt loam C horizon (117-152 cmbs). Verdigris series soils have potential for buried horizons below the C horizon (60 inches/152 cmbs), but these pedons are not considered diagnostic. Verdigris series soils are mapped bisecting the study area along Bird Creek near the middle of the study area.

Other than the Verdigris series, no other potential for buried horizons are mapped within the study area.

Vegetation:

The study area is mapped across Bottomland Forest and Post Oak-Blackjack Forest vegetation. Bottomland Forests are found along major rivers throughout Oklahoma; common species include hackberry, red elm, sugarberry, and green ash. Post Oak-Blackjack Forests are found throughout much of central Oklahoma; important species include a variety of oak trees, black hickory, buckbrush, gum bumelia, Mexican plum, redbud, roughleaf dogwood, and smooth and winged sumac.

According to the USGS Land Cover Map, the study area is comprised of developed land within the existing SH-66 right-of-way, and hay pastures, deciduous forests, and herbaceous prairie lands in portions of the study area beyond existing right-of-way. Google Earth imagery is consistent with the Land Cover Map and illustrates sodded right-of-way, pastures, forested areas, and riparian vegetation along the river and creek. Based on the available imagery, vegetation cover is likely to near 100% throughout the study area.

Surface Visibility:

<u>XXX</u>	0-25%	Sodded right-of-way; wooded areas
_____	25-50%	
_____	50-75%	
<u>XXX</u>	75-100%	Eroded areas, exposed bedrock

3. CULTURAL BACKGROUND:

Background Research:

XXX State Site Files at Oklahoma Archeological Survey (OAS)

State Historic Preservation Office (SHPO) National Register of Historic Places (NRHP) listings, Determinations of Eligibility (DOE) in Oklahoma listings, and Oklahoma

XXX Landmarks Inventory (OLI) files, accessed online

A review of the Oklahoma Archeological Survey (OAS) maps indicate that no previously-recorded archaeological sites are located within the project study area, however nine previously-recorded archaeological sites (34RO15, 34RO144, 34RO150-152, 34RO279, 34RO343, 34RO345, 34RO347) are mapped within the project's one-mile vicinity.

Site 34RO15 is mapped approximately 535 feet east of the project study area. The site form, completed by Sherman Lawton in 1963, was based on a report of archaeological materials, specifically Archaic period points, made by an informant identified as Gregory from Muskogee. This location was visited by A.F. Miller in 1976, *A survey and assessment of the cultural resources of the McClellan-Kerr Arkansas River navigation system in Oklahoma*, and by Richard Drass, an archaeologist with the Oklahoma Archeological Survey in 1982. No archaeological materials were observed during either the 1976 or the 1982 investigations.

Site 34RO144 is mapped at the base of a ridge overlooking Spunky Creek, approximately 4,650 feet southwest of the project study area. The site was recorded by Charles Neel in 1980 as a possible mid-18th century to early 19th century toll bridge including a sandstone slab structure and possible sandstone slab bridge supports along Spunky Creek; materials at the site are reported as including aqua, purple, and clear glass fragments, crockery. Boyd's cap, metal fragments, and coal. This site has not been assessed for NRHP eligibility.

Site 34RO150 is mapped on a high ridge south and east of Bird Creek, approximately 4,935 feet west of the project study area. The site was recorded by Richard Drass during a survey of the Bird Creek Basin in 1982 as a small temporary prehistoric camp with two possible hearths and a surface scatter of lithic artifacts including a small dart point, an axe or hoe preform, bifaces, scrapers, flakes, and cobbles. This site has not been assessed for NRHP eligibility.

Site 34RO151 is mapped on a high knoll near Bird Creek, approximately 5,060 feet west of the project study area. The site was recorded by Richard Drass during a survey of the Bird Creek Basin in 1982 as a large prehistoric camp; materials at the site are described as including a scatter of lithic materials including a dart point, a small dart or arrow point preform, bifaces and biface fragments, cores, cobbles, flake tools, scrapers, utilized flakes, a hammerstone, manos, and flakes. This site has not been assessed for NRHP eligibility.

Site 34RO152 is mapped on a terrace just west of a railroad, approximately 4,110 feet west of the project study area. The site was recorded by Richard Drass during a survey of the Bird Creek Basin in 1982 as a non-extant early to mid-20th century farmstead; materials at the site are described as including a scatter of glass, metal, ceramic, and sandstone footing stones that mark the former location of a house and barn. This site has not been assessed for NRHP eligibility.

Site 34RO279 (River Hill Cemetery) is mapped on a bluff overlooking the Verdigris River in a wooded area, approximately 715 feet west of the project study area. The site was recorded by Kent Dickerson, Ken Shingleton, and Kirstin Miller in 1975 as a 20th century cemetery consisting of approximately 17 graves dating from 1882 to 2012. This site was assessed as not eligible for inclusion in the NRHP. The cemetery is in a wooded area and is not well marked or maintained, and this cemetery will be avoided by the proposed project.

Site 34RO343 is mapped on a terrace overlooking the Verdigris River, approximately 2,410 feet northwest

of the project study area. The site was recorded by Chris and Amy Cojeen in 2010 as a mid-20th century farmstead with a house foundation, a cellar, two 12-inch cement circular casings, a possible water well, and two rectangular stem wall foundations; materials at the site are described as including metal 55-gallon drums, a portable outdoor grill, carpet and carpet padding, a large freezer, pull-tab beverage cans, aluminum food cans, plastic bottles, a 1950s-style Chevrolet truck hood, concrete blocks, red bricks, a white enamel wash basin, pressed metal, and various glass fragments. This site was assessed as not eligible for inclusion in the NRHP.

Site 34RO345 is mapped on a level terrace overlooking Bird Creek, approximately 1,810 feet west of the project study area. The site was recorded by Algonquin Consultants, Inc. in 2011 as an unassigned prehistoric habitation with an earth midden; materials at the site are described as including ceramics, bifaces and biface fragments, unifaces, lithic debitage, wood charcoal fragments, fire-cracked rock, hematite, and “ochre.” This site was not assessed for NRHP eligibility.

Site 34RO347 is mapped on a terrace overlooking Bird Creek and the Verdigris River, approximately 2,710 feet northwest of the project study area. The site was recorded by Cojeen Archaeological Services in 2011 as a mid-20th century farmstead with a concrete block outbuilding with railroad ties intersecting the center of the outbuilding; materials at the site are described as including sheet metal, steel cable, concrete fragments, and modern debris. This site was assessed as not eligible for inclusion in the NRHP.

Robert Brooks includes Rogers County in “Region 3” of his Resource Protection, Process Management manuscript (Brooks 1985). “Region 3” consists of the Ozark Plateau and Cherokee Prairie and is made up of the 11 northeastern-most counties in Oklahoma (Brooks 1985:1). In 1985, the majority of the more than 1,500 sites which had been recorded in Region 3 were located in river valleys with a significantly smaller number of sites recorded in the Cherokee Prairie and upland Ozark Plateau (Brooks 1985:9; Wyckoff and Brooks 1983:50). Region 3 includes sites from Paleoindian, Archaic, Woodland, Village Farming, and 19th and 20th century periods. According to Brooks, Archaic sites in Region three are most heavily concentrated in Cherokee County, and Middle Archaic base camps generally occur along major streams (Brooks 1985:25). In contrast, Woodland sites recorded in Region 3 tend to be located in upland and alluvial valley topography and include base camps, temporary camps, burned rock mounds, and rock shelters (Brooks 1985:64). Village Farming sites are generally located on terraces overlooking major drainages (Brooks 1985:66). Because approximately 7% (as of 1985) of the sites in Region 3 had been tested or excavated, we have more substantial data on cultural sequences and assemblage variation for this region than for other regions in Oklahoma (Brooks 1985:9). However, because research has focused on large sites and reservoir projects, data for Region 3 is largely limited to village sites and findings along major streams and rivers, more ancient sites (e.g. Paleoindian) and the prehistoric occupation of uplands and the use of uplands resources in this region are still poorly understood (Brooks 1985:9). According to the Oklahoma Atlas of Archaeological Sites and Management Activities, in 2004, 327 archaeological sites had been recorded in Rogers County (Brooks 2005). Currently there are 366 archaeological sites recorded in Rogers County as a whole.

Prehistoric archaeological sites recorded in the general region of the project, specifically those mapped on the Catoosa topographic quadrangle map, are generally recorded on terraces, rises, and ridges overlooking drainages, especially the Verdigris River, Bird Creek, and Spunky Creek. Previously recorded prehistoric sites in the project’s general area have been identified by surface scatters of lithic artifacts. Nineteenth and 20th century archaeological sites are generally recorded where buildings or occupations are indicated on historic maps and/or aerial photographs. Three non-extant structures are indicated on maps and aerials dating to the late-19th to mid-20th centuries in or adjacent to the project study area. Each of these locations were field checked as they may represent 19th or 20th century archaeological sites.

Two known cemeteries are located within the project study area’s one-mile vicinity (River Hill Cemetery and Marshall Cemetery). The River Hill Cemetery is located approximately 865 feet west of the current study area; this cemetery is not maintained and does not have clear boundaries. The Marshall Cemetery is located approximately 2,735 feet south of the current study area; this cemetery is not maintained and does not have clear boundaries. Both cemetery locations will be avoided by the proposed project.

The existing (eastern) bridge carrying SH-66 northbound over Bird Creek, is a steel truss-thru bridge,

containing three K-thru truss spans flanked by two pony trusses on the east (north) and one pony truss on the west (south); the bridge was constructed in 1957 [ODOT Structure # 6602 0368 EX / NBI 13688)]. This bridge, along with its former twin, which was replaced in 2012 (SHPO File #0589-08), was assessed during the Oklahoma Historic Bridge Survey revision (2007) and determined eligible for inclusion in the NRHP under Criterion A for its association with Route 66 and under Criterion C for its engineering characteristics. The 2007 Spans of Time reevaluation identified and evaluated bridges under criteria A and C (Spans of Time Reevaluation 2007: 2) but did not specifically identify the character defining features or aspects of integrity for each structure. This bridge is an historic property and will require additional consultation with the State Historic Preservation Office (SHPO).

The segment of Route 66 within the project was originally constructed as a 30-foot wide roadway in 1925. The original roadway followed the alignment of the existing westbound lanes. In 1927 the roadway was upgraded to include 18-foot wide paving with Portland Concrete. In 1936, the roadway was converted to a four-lane divided facility with a 44-foot wide total paved area. In 1958, the facility was widened to accommodate a 48-foot wide total paved area. In 1970, a full depth reconstruction of the road was completed with Portland Concrete over hot sand asphalt matching the prior 48-foot wide total paved area. Asphalt overlays were applied to the road segment in 1988, 2004, and 2018. The segment of Route 66 within the project is not one of the NRHP-eligible segments designated in the 2002 Oklahoma Route 66 Historic Resources Survey, 1926-1970. According to the 2002 report, historic route 66 followed the westbound lane and not the eastbound lanes; the historic route digressed from the westbound lanes of the four-lane near the navigation system. In 1936, this alignment was bypassed from that point westward to a connection with the 1926 route just beyond the 1936 river bridge. In 1957, the highway in this area was four-laned adding two or four lanes where needed. The approaches to the navigation system were later elevated when its buildings were built in the 1960s.

4. METHODOLOGY:

The methodology for archaeological survey was confined to the eastern half of the existing SH-66 right-of-way throughout the project study area (25.29 acres; 150 feet from the center of the SH-66 median, see Figure 2). This methodology comprised pedestrian archaeological survey with shovel tests excavated at 30-meter intervals and screened through ¼" hardware cloth. Locations where buildings and/or occupations were indicated by historic maps and/or aerial photographs were identified in the field, inspected, and shovel tested for evidence of archaeological materials.

5. RESULTS OF INVESTIGATION:

XXX No archeological sites or buildings recorded in study area.

XXX Resources recorded in study area assessed as **not eligible** for the NRHP. Forms being submitted for agency review.

_____ Oklahoma Archeological Site Survey Form(s) for State Archeologist files.

XXX Historic Preservation Resource Identification Form(s) for SHPO files.

_____ Oklahoma Bridge Survey and Inventory Form.

XXX **NRHP-eligible properties** recorded in study area.

Forms being submitted for agency review.

_____ Oklahoma Archeological Site Survey Form(s) for State Archeologist files.

_____ Historic Preservation Resource Identification Form(s) for SHPO files.

_____ Oklahoma Bridge Survey and Inventory Form.

_____ Archeological sites requiring further assessment (i.e. evaluative testing)

COMMENTS AND DESCRIPTION OF FINDINGS:

No archaeological sites or buildings were recorded or documented in the current project study area.

Site 34RO15 is mapped in the project vicinity. This site was initially mapped based on the reported location where a collector had recovered Archaic period points eroding from the riverbank. Two prior cultural resource investigations (Miller 1976 and Drass 1982) investigated this location and identified no archaeological materials. At the time of the current investigation, the southeast riverbank of Bird Creek within and adjacent to the project study area was walked and the surface and the cut bank were inspected. All shovel tests excavated in the vicinity of this site were negative; no archaeological materials or buried soil horizons were observed and there is no indication that this site extended into the current study area.

Shovel tests excavated in the northeastern portion of the study area were comprised of dark brown silty clay loam (approximately 0-20 cmbs) which overlay dark yellow-brown silty clay loam. Immediately north of the Bird Creek shovel and auger tests comprised dark brown sandy clay loam (0-40 cmbs), which overlay mottled brown loam and tan sand (approximately 40-80 cmbs), which overlay medium brown/tan loamy sand (approximately 80-100 cmbs), which overlay brown loamy clay (approximately 100-120 cmbs), which overlay brown clayey sand (approximately 120-160). Immediately south of Bird Creek shovel and auger tests comprised brown/light brown loamy sand (approximately 0-50 cmbs), which overlay mottled brown loamy sand with bits of brown loamy clay (approximately 50-70 cmbs), which overlay dark brown loamy clay (approximately 70-100 cmbs), which overlay mottled dark brown and reddish brown loamy clay. No soils or sediments consistent with the Verdigris series were observed in shovel or auger tests excavated in the project study area.

The existing (eastern) bridge carrying SH-66 northbound over Bird Creek, is a steel truss-thru bridge, containing three K-thru truss spans flanked by two pony trusses on the east (north) and one pony truss on the west (south); the bridge was constructed in 1957 [ODOT Structure # 6602 0368 EX / NBI 13688]. This bridge, along with its former twin, which was replaced in 2012 (SHPO File #0589-08), was assessed during the Oklahoma Historic Bridge Survey revision (2007) and determined eligible for inclusion in the NRHP under Criterion A for its association with Route 66 and under Criterion C for its engineering characteristics. The 2007 Spans of Time reevaluation identified and evaluated bridges under criteria A and C but did not specifically identify the character defining features or aspects of integrity for each structure. This bridge is an historic property and will require additional consultation with the State Historic Preservation Office (SHPO).

The segment of Route 66 within the project was originally constructed as a 30-foot wide roadway in 1925. The original roadway followed the alignment of the existing westbound lanes. In 1927 the roadway was upgraded to include 18-foot wide paving with Portland Concrete. In 1936, the roadway was converted to a four-lane divided facility with a 44-foot wide total paved area. In 1958, the facility was widened to accommodate a 48-foot wide total paved area. In 1970, a full depth reconstruction of the road was completed with Portland Concrete over hot sand asphalt matching the prior 48-foot wide total paved area. Asphalt overlays were applied to the road segment in 1988, 2004, and 2018.

The segment of Route 66 within the project is not one of the NRHP-eligible segments designated in the 2002 Oklahoma Route 66 Historic Resources Survey, 1926-1970. According to the 2002 report, historic route 66 followed the westbound lane and not the eastbound lanes; the historic route digressed from the westbound lanes of the four-lane near the navigation system. In 1936, this alignment was bypassed from that point westward to a connection with the 1926 route just beyond the 1936 river bridge. In 1957, the highway in this area was four-laned adding two or four lanes where needed. The approaches to the navigation system were later elevated when its buildings were built in the 1960s.

It is our opinion that this segment of roadway retains its association with Route 66, however pursuant to 36

CFR 60.4, it does not retain integrity of design, materials, workmanship, and setting, and that these aspects of integrity are critical for the roadbed to merit consideration for inclusion in the NRHP. Please find attached the Historic Preservation Resource Identification form for this segment of Route 66.

Pursuant to 36 CFR 60.4, it is our opinion this segment of Route 66 lacks historic integrity and is not eligible for inclusion in the NRHP.

6. RECOMMENDATIONS:

XXX **Plan Notes** requiring avoidance of cultural resources in off-project areas

 Approval Recommended with the proposed project as planned with no additional research. If subsurface archaeological materials are exposed during construction, the Contractor and Resident Engineer shall notify the Department Archaeologist in accordance with Section 202.04(a), Standard Specifications for Highway Construction.

XXX **Approval NOT Recommended**, until one or more of the following measures are completed.

XXX **Additional consultation with SHPO** regarding NRHP-eligible Properties

 Revise design to avoid/protect resources

 NRHP Eligibility Archaeological Test Excavations

 Implementation of MOA with SHPO regarding Mitigation of Adverse Effects to Historic Properties

SUMMARY AND COMMENTS REGARDING RECOMMENDATIONS:

No archaeological deposits were observed or recorded during the current investigation; there are no buildings in the project study area.

The existing (eastern) bridge carrying SH-66 northbound over Bird Creek, is a steel truss-thru bridge, containing three K-thru truss spans flanked by two pony trusses on the east (north) and one pony truss on the west (south); the bridge was constructed in 1957 [ODOT Structure # 6602 0368 EX / NBI 13688)]. This bridge, along with its former twin, which was replaced in 2012 (SHPO File #0589-08), was assessed during the Oklahoma Historic Bridge Survey revision (2007) and determined eligible for inclusion in the NRHP under Criterion A for its association with Route 66 and under Criterion C for its engineering characteristics. The 2007 Spans of Time reevaluation identified and evaluated bridges under criteria A and C (Spans of Time Reevaluation 2007: 2) but did not specifically identify the character defining features or aspects of integrity for each structure. This bridge is an historic property and will require additional consultation with the State Historic Preservation Office (SHPO).

The segment of Route 66 within the project was originally constructed as a 30-foot wide roadway in 1925. The original roadway followed the alignment of the existing westbound lanes and has undergone considerable change including a full depth reconstruction in 1970. It is our opinion the segment of Route 66 within the current ODOT project study area retains its association with Route 66, however it does not retain integrity of design, materials, workmanship, or setting. It is our opinion this segment of Route 66 lacks historic integrity and is not eligible for inclusion in the NRHP.

In accordance with 36 CFR 800.4(b), ODOT has completed investigations of the project study area and has identified no additional historic properties. Additional consultation with SHPO and other consulting parties will be necessary to avoid, minimize, mitigate effects to the existing NRHP eligible SH-66 northbound (eastern) bridge over Bird Creek.

Avoidance Areas:

In order to avoid impacts to cultural resources that have not been assessed for NRHP eligibility in the project vicinity by off-project activity such as borrow pit excavation or staging of heavy equipment, it is recommended that the following areas be avoided for the establishment of off-project facilities:

T20N R15E

Section 16: SW $\frac{1}{4}$ SW $\frac{1}{4}$

Section 16: SE $\frac{1}{4}$ SW $\frac{1}{4}$

Section 17: NE $\frac{1}{4}$ SW $\frac{1}{4}$

Section 17: SW $\frac{1}{4}$ SW $\frac{1}{4}$

Section 17: SE $\frac{1}{4}$ NE $\frac{1}{4}$

Section 17: SE $\frac{1}{4}$

Section 20: SW $\frac{1}{4}$ SW $\frac{1}{4}$

REFERENCES

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 USGS Catoosa 7.5' Quadrangle [1963 (1980)]
 USGS Claremore 30' Quadrangle (1901, 1914, 1916)
 Rogers County General Highway and Transportation Map (GHM) (1936, 1950, 1963, 1971, 1979)
 Rogers County aerial imagery (1941, 1952, 1958, 1964, 1972)
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 2012 Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges. Advisory Council on Historic Preservation. Federal Register Vol. 77, No. 222.
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