Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

November 11, 2019

Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 E. Chesapeake, Rm 102
University of Oklahoma
Norman, OK 73019-5111

Re: OAS FY20-0160: FHWA Project JP 26360 (04): Proposed Improvements to the Bridgeport Bridge Carrying US-281 over the South Canadian River
Legal Location: Section 1, T12N, R11W
Canadian County

Dear Mr. Sundermeyer,

This agency received the submitted ODOT cultural resources survey report of investigations regarding the above-referenced undertaking for review and comment. From the information provided, I understand that ODOT cultural resource staff surveyed the 79.91-acre study area on October 2-3, 2019. No archaeological sites were documented within the study area. The Bridgeport Bridge itself is listed on the National Register of Historic Places (NRHP) as a contributing resource to the Bridgeport Hill-Hydro Route 66 Segment Historic District. The bridge is also individually eligible for the NRHP. No additional historic properties were identified within the Area of Potential Effects (APE). From your letter, I understand that ODOT is seeking comment on this determination of historic properties identified within the APE.

I concur with the findings and recommendations as they pertain to prehistoric archaeological resources and defer opinion on the determination of historic properties within the APE and overall project effects to the Historical Archaeologist with the State Historic Preservation Office.

This review has been conducted in cooperation with the State Historic Preservation Office, Oklahoma Historical Society. You must also have a letter from that office to document your consultation pursuant to Section 106 of the National Historic Preservation Act.

Sincerely,

Kary L. Stackelbeck, Ph.D.
State Archaeologist

cc: SHPO

111 Chesapeake, Room 102, Norman, Oklahoma 73019-5111 PHONE: (405) 325-7211 FAX: (405) 325-7604
A UNIT OF ARTS AND SCIENCES SERVING THE PEOPLE OF OKLAHOMA

Oklahoma Historical Society *Founded May 27, 1893*
State Historic Preservation Office
Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

November 6, 2019

Mr. Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 East Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #0166-20 (Formerly #1931-19); US-281 Bridgeport Bridge Proposed USDOT-BUILD Project, #JP-26360(04), Caddo and Canadian Counties

Dear Mr. Sundermeyer:

We have received and reviewed the documentation for the referenced project submitted with your letter dated October 9, 2019. We concur with the defined area of potential effect (APE) with respect to ***direct effects*** for this project and consider it appropriate for the scope of work.

However, please be aware that the Bridgeport Bridge, which has previously been determined eligible for individual listing on the National Register of Historic Places (NRHP), is a contributing resource to the larger, 17.1 mile Bridgeport Hill-Hydro Route 66 Segment, which is listed in the NRHP at the local level of significance. A nomination for this segment of Route 66 is currently being prepared with funding from the National Park Service to designate it as nationally significant. As project plans progress, your agency will need to take into effect the larger, ***indirect effect*** of the project on the historic district and not just the bridge itself.

In addition to our review, you must contact the Oklahoma Archeological Survey (OAS), 111 E. Chesapeake, #102, Norman OK 73019-5111 (#405/325-7211, FAX #405/325-7604), to obtain a determination about the presence of prehistoric resources that may be eligible for the National Register of Historic Places. Should the OAS conclude that there are no prehistoric archaeological sites or other types of "historic properties," as defined in 36 CFR Part 800.16(l), which are eligible for inclusion in the National Register of Historic Places within the project area and that such sites are unlikely to occur, we concur with that opinion.

The OAS may conclude that an additional on-site investigation of all or part of the project impact area is necessary to determine the presence of archaeological resources. In the event that such an investigation reveals the presence of prehistoric archaeological sites, we will defer to the judgment of the OAS concerning whether or not any of the resources should be considered "historic properties" under the Section 106 review process. If sites dating from the historic period are identified during the survey or are encountered during implementation of the project, additional assessments by the State Historic Preservation Office will be necessary.

RE: File #0166-20 (Formerly #1931-19); US-281 Bridgeport Bridge Proposed USDOT-BUILD Project, #JP-26360(04), Caddo and Canadian Counties

Thank you for the opportunity to review and comment on this project. If you have any questions, please call Catharine M. Wood, Historical Archaeologist, at 405/521-6381. Please reference the above underlined file number when responding. Thank you.

Sincerely,

Lynda Ozan
Deputy State Historic
Preservation Officer

LO:pm

cc: Ms. Kaisa Barthuli, Program Manager, NPS Route 66 Corridor Preservation Program
Dr. Kary Stackelbeck, State Archaeologist, Oklahoma Archeological Survey

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM
111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

October 9, 2019

Ms. Lynda Ozan
Deputy State Historic Preservation Officer
State Historic Preservation Office
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105-7917

Dear Ms. Ozan:

Re: File 1931-19; Canadian County FHWA Project JP 26360(04): Proposed improvements to the Bridgeport Bridge carrying US-281 over the South Canadian River; submittal for comment under Section 106 of the National Historic Preservation Act.

Thank you for your comments of July 3, 2019. In consideration of the construction alternatives discussed in our June 4, 2019 correspondence, please find the attached cultural resources survey report for the referenced project prepared by the ODOT Cultural Resources Program. ODOT has elected to conduct a cultural resources study within existing right-of-way at the bridge location. The three alternatives presented in our June 4 correspondence would be confined to existing right-of-way. As such, the preliminary area of potential effect (APE) as defined by 36 CFR 800.16(d) is the NEPA study area, which is described in the report.

The Bridgeport Bridge (ODOT Structure # 0902 0000 X/NBI 04085) is listed in the National Register of Historic Places (NRHP) as a contributing resource to the Bridgeport Hill-Hydro Route 66 Segment Historic District (National Register no. 4000129, listed in 2004). The bridge is Individually Eligible for the NRHP and is also arguably the most important element of the NRHP-listed 17.7-mile long Historic District. The approach roadways to the bridge are part of the District. With the exception of the historic bridge and historic district, no additional properties were identified within the APE during the cultural resources investigations.

In accordance with 36 CFR 800.4(b), ODOT has completed investigations of the APE for the three alternatives presented in our June 4 correspondence and has identified no additional historic properties. At this time we respectfully request SHPO comment on this determination. In accordance with regulations implementing Section 106 of the NHPA, as amended, and Section 4(f) of the USDOT Act, ODOT will pursue future consultation on the project's effect to historic properties.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

Scott Sundermeyer
Director, ODOT Cultural Resources Program

cc: State Archaeologist

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM
111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

October 9, 2019

Dear Stakeholder:

Re: File 1931-19; Canadian County FHWA Project JP 26360(04): Proposed improvements to the Bridgeport Bridge carrying US-281 over the South Canadian River; submittal for comment under Section 106 of the National Historic Preservation Act.

In consideration of the construction alternatives discussed in our June 4, 2019 correspondence, please find the attached cultural resources survey report for the referenced project prepared by the ODOT Cultural Resources Program. ODOT has elected to conduct a cultural resources study within existing right-of-way at the bridge location. The three alternatives presented in our June 4 correspondence would be confined to existing right-of-way. As such, the preliminary area of potential effect (APE) as defined by 36 CFR 800.16(d) is the NEPA study area, which is described in the report.

The Bridgeport Bridge (ODOT Structure # 0902 0000 X/NBI 04085) is listed in the National Register of Historic Places (NRHP) as a contributing resource to the Bridgeport Hill-Hydro Route 66 Segment Historic District (National Register no. 4000129, listed in 2004). The bridge is Individually Eligible for the NRHP and is also arguably the most important element of the NRHP-listed 17.7-mile long Historic District. The approach roadways to the bridge are part of the District. With the exception of the historic bridge and historic district, no additional properties were identified within the APE during the cultural resources investigations.

In accordance with 36 CFR 800.4(b), ODOT has completed investigations of the APE for the three alternatives presented in our June 4 correspondence and has identified no additional historic properties. In accordance with regulations implementing Section 106 of the NHPA, as amended, and Section 4(f) of the USDOT Act, ODOT will pursue future consultation on the project's effect to historic properties.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

Scott Sundermeyer
Director, ODOT Cultural Resources Program

Cc (with attachment): Preservation Oklahoma, Inc.
Oklahoma Historic Bridge and Highway Group
Historic Bridge Foundation
Oklahoma Route 66 Association, Inc.
National Park Service Route 66 Corridor Preservation Program
Oklahoma Tourism and Recreation Department
Route 66 Road Ahead Initiative

Attachment: ODOT Cultural Resources Program Survey Report *Canadian 26360(04): William H. Murray (Bridgeport) Bridge Improvements US-281 over the Canadian River*

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CULTURAL RESOURCES SURVEY REPORT

Canadian 26360(04): William H. Murray (Bridgeport) Bridge Improvements: US-281 over the Canadian River

Prepared by ODOT Cultural Resources Program
Kirsten Tharalson and Kristina Wyckoff

October 9, 2019

Lead Federal Agency: Federal Highways Administration (FHWA)

County:	Canadian
J/P#:	26360(04)
Surveyed by:	Kirsten Tharalson, Nick Beale, and Greg Maggard
Survey Date:	October 1, 2019

MANAGEMENT SUMMARY:

ODOT Cultural Resources Program (CRP) conducted a cultural resources investigation for proposed improvements at the William H. Murray (Bridgeport) Bridge carrying US-281 over the Canadian River. This fieldwork was conducted October 2 and 3 of 2019, by archaeologists Kirsten Tharalson, Nick Beale, and Greg Maggard.

In total, approximately 79.91 acres were surveyed.

The entire project study area was subjected to pedestrian archaeological survey with shovel tests placed at regular intervals. Shovel tests were excavated at 60-meter intervals southwest of the Canadian River and at 90-meter intervals northeast of the Canadian River; all excavated dirt was screened through ¼-inch hardware cloth.

The Bridgeport Bridge (ODOT Structure # 0902 0000 X/NBI 04085) is listed in the National Register of Historic Places (NRHP) as a contributing resource to the Bridgeport Hill-Hydro Route 66 Segment Historic District (National Register no. 4000129, listed in 2004). The bridge is Individually Eligible for the NRHP and is also arguably the most important element of the NRHP-listed 17.7-mile long Historic District. The approach roadways to the bridge are part of the District. With the exception of the historic bridge and historic district, no additional properties were identified within the APE during the cultural resource investigations.

On behalf of FHWA, on June 4, 2019 ODOT re-initiated consultation with consulting parties in advance of a proposed federal grant application. In accordance with the three alternatives discussed in that correspondence, ODOT has completed cultural resources studies within the existing right-of-way as part of a phased identification approach. The exact scope and scale of the undertaking have not been fully developed at this time, but the three alternatives presented in the June 4, 2019 correspondence are confined to existing right-of-way and would not involve impacts to any deeply buried archaeological sites, should they exist.

In accordance with 36 CFR 800.4(b), ODOT has completed investigations of the project study area and has identified no additional historic properties. At this time, we respectfully request comment on this determination. Additional consultation with SHPO and other consulting parties will be necessary to avoid, minimize, or mitigate effects to the Bridgeport Bridge and/or the Bridgeport Hill-Hydro Route 66 Segment Historic District.

1. PROJECT DESCRIPTION:

This report documents a cultural resources investigation for proposed improvements to the William H. Murray (Bridgeport) Bridge which carries US-281 crossing over the Canadian River. At this time the existing bridge piers are expected to remain intact, and the depth of impacts are expected to be in near surface contexts.

The project study is confined to the existing US-281 right-of-way and comprises a 4,593-foot long rectangle comprising a corridor of US-281 centered on the bridge and extending from 500 feet southwest of the southwestern end of the bridge to a point 500 feet northeast of the northeastern end of the bridge. The study area reaches 200 feet northwest and 500 feet southeast of the existing US-281 centerline. In total, the study area encompasses approximately 79.91 acres. While the scope and scale of the undertaking has yet to be formally defined, as part of a phased identification approach, the undertaking is confined to near surface and the study area depth has been defined as extending one meter below the existing ground surface.

The William H. Murray (Bridgeport) Bridge (ODOT Structure # 0902 0000 X/NBI 04085) is an approximately 3,900-foot long Steel Truss-Pony Bridge containing 38 camelback pony truss spans constructed in 1932-1933. This bridge is listed in the National Register of Historic Places (NRHP) as a contributing resource to the Bridgeport Hill-Hydro Route 66 Segment Historic District (National Register no. 4000129, listed in 2004). The bridge is Individually Eligible for the NRHP and is also arguably the most important element of the NRHP-listed 17.7-mile long Historic District. The approach roadways to the bridge are part of the District.

Legal Location: T12N R11W Section 1

U.S.G.S. Quadrangle: Geary South (1979)

2. ENVIRONMENTAL SETTING:

Geomorphic/Physiographic Region:

The project study area is mapped in the Western Sandstone Hills geomorphic province where slightly lithified, nearly flat-lying Permian red sandstones form gently rolling hills cut by steep-walled canyons.

Geology and Soils:

The project study area is mapped within Quaternary alluvium deposits. The study area is located entirely within the Canadian River floodplain. The river channel is shallow, wide, and heavily braided, and sandy sediments are continuously redistributed across the floodplain and downstream.

As mapped, soils and sediments in the study area belong to the Gracemore, Gracemont, Ezell, and Yahola soil series. Gracemore series soils are typically described as having a moderate brown loamy fine sand A horizon [0-30 centimeters below surface (cmbs)] overlying a thick brown fine sand C horizon (30-183 cmbs). Ezell series soils are typically described as having a shallow very dark grayish brown lown A horizon (0-18 cmbs), over a thick brown loamy fine sand C horizon (18-122 cmbs), overlying a thick brown fine sand C horizon (122-203 cmbs). Yahola series soils are typically described as having a moderate reddish brown fine sandy loam Ap horizon (0-28 cmbs), over a thick reddish yellow fine sandy loam C horizon (39-102 cmbs), over a moderately thick reddish brown loam C horizon (102-142 cmbs), overlying a moderately thick yellowish red stratified loamy fine sand through loam C horizon (142-183 cmbs).

Gracemont series soils are typically described as having a moderately thick dark reddish brown fine sandy loam A horizon (0-36 cmbs), over a dark red fine sandy loam C horizon (36-86 cmbs), over a dark reddish brown fine sandy loam C horizon (86-117 cmbs), overlying a very dark brown loam Ab horizon (117-163 cmbs). Gracemont series soils have potential for buried horizons below the C horizons but is absent in some pedons. Gracemont series soils are mapped on the south side of the Canadian River in the study area. No other potential for buried soil horizons is

mapped in the northernmost portion of the study area. Additionally, because the undertaking is confined to near surface impacts the study area depth has been defined as extending one meter below the existing ground surface. As such, the proposed undertaking would not have potential to disturb soils or sediments more than one meter (100 cmbs) below the surface.

Sediments observed in the shovel tests were comprised of brown loamy sand (approximately 0-35 cmbs), which overlay a transitional mix of brown loamy sand and light tan silty sand (ranging from approximately 35-50 and 35-75 cmbs), which overlay light tan silty sand.

Vegetation:

The study area is mapped across a transition area between Bottomland Forest and Post Oak-Blackjack Forest vegetation. Bottomland Forests are found along major rivers throughout Oklahoma; common species in this vegetation type include hackberry, red elm, sugarberry, green ash, bur oak, eastern cottonwood, pecan, Shumard oak, soapberry, and sandbar and black willows. Post Oak-Blackjack Forests are found throughout much of central Oklahoma; common species in this vegetation type include blackhaw, black oak, black hickory, buckbrush, gum bumelia, Mexican plum, redbud, roughleaf dogwood, smooth and winged sumac, beebalm, big bluestem, hairy sunflower, Indiangrass, little bluestem, poverty grass, pussytoes, trailing lespedeza, and purpletop.

According to the USGS Land Cover Map, the study area is comprised of developed land within the existing US-281 right-of-way, and herbaceous areas in the areas beyond the right-of-way with forested areas along the river. Google Earth imagery is consistent with the Land Cover Map and illustrates sodded right-of-way, herbaceous floodplains, and riparian vegetation along the floodplain.

Surface Visibility:

XXX	0-25%	Sandy river banks and eroded areas
XXX	25-50%	Intermittent areas of mixed grasses in sandy banks
	50-75%	
XXX	75-100%	Mixed-grasses

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3. CULTURAL BACKGROUND:

Background Research:

XXX State Site Files at Oklahoma Archeological Survey (OAS)

XXX SHPO NRHP and DOE, and OLI Files

A review of the Oklahoma Archeological Survey (OAS) maps indicate no previously recorded archaeological sites mapped within the project study area; however, two previously recorded archaeological sites (34CN115 and 34CD8) are mapped within the project's one-mile vicinity.

Site 34CN115 is mapped on the first terrace on the north side of the Canadian River, approximately 3,310 feet northeast of the study area. The site was recorded by Joe Watkins in October of 1990 as part of an ODOT cultural resources investigation for a proposed US-281 realignment [Project F-170(22)/Blaine and Caddo Counties JP 10150(04)]. The site was recorded as an unassigned prehistoric habitation site; materials at the site are described as including pressure flakes, fire-cracked rock, bone fragments, burnt bone fragments, and possibly ground stone. Watkins recommended additional testing at the site, if the site were to fall within the proposed right-of-way for the JP 10150(04) project, and the State Archaeologist agreed (letter dated October 22, 1990). The site was avoided by the project and no testing was conducted. This site has not been assessed for NRHP eligibility.

Site 34CD8 is mapped on the second terrace on the south side of the Canadian River, approximately 3,000 feet southeast of the study area. The site was recorded as a Late Prehistoric Village by Jack Hofman in 1971. According to the site form, materials at the site included a grey stone elbow pipe, a shell hoe, a celt, various projectile points, several varieties of scrapers, cores, cobbles, flakes, manos, metate fragments, utilized flakes, various pottery type fragments, bone fragments, abraders, perforators, gravers, a preform, shell fragments, burnt bone fragments, and burnt sandstone. In 1983 this site was considered to be potentially eligible for inclusion in the NRHP as a "possibly well-preserved village with houses, refuse pits, and other habitation features" (Wyckoff and Brooks 1983:154).

Robert Brooks included Canadian County in "Region 4" of his Resource Protection Planning Process Management manuscript. Region 4 consists of Oklahoma's southern mixed-grass and tallgrass prairie and includes sites from Paleoindian, Archaic, Woodland, Village Farming, Protohistoric, and historic periods. Brooks notes this region has yielded evidence of the oldest-known human occupations in Oklahoma, specifically, excavations at the Cooperton site in Kiowa County and the Domebo Site in Caddo County are two Paleoindian mammoth kill sites dating between 11,200 and 20,000 years ago (Brooks 1983:5). In 1983, more Paleoindian sites and more Archaic sites had been recorded in region 4 than in any other region of the state (Brooks 1983:17, 28). According to the Oklahoma Atlas of Archaeological Sites and Management Activities, in 2004, 145 archaeological sites had been recorded in Canadian County (Brooks 2005). Currently there are 275 archaeological sites recorded in Canadian County as a whole.

Prehistoric archaeological sites recorded in the general region of the project, specifically those mapped on the Geary South topographic quadrangle map, are generally recorded on terraces, rises, and ridges overlooking the Canadian River and other drainages, especially Fisher Canyon, Canyon View Creek, Lumpmouth Creek. Previously recorded prehistoric sites in the project's general area were 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. No non-extant buildings or complexes are mapped within the study area. No extant buildings or occupations are within the project study area; the only resources of the built environment within the study area are the existing bridge and roadbed.

The Bridgeport Bridge (ODOT Structure # 0902 0000 X/NBI 04085) is an approximately 3,900-foot long Steel Truss-Pony Bridge containing 38 camelback pony truss spans constructed in 1932-1933. This bridge is listed in the National Register of Historic Places (NRHP) as a contributing resource to the Bridgeport Hill-Hydro Route 66 Segment Historic District (National Register no. 4000129, listed in 2004). The bridge is Individually Eligible for the NRHP and is also arguably the most important element of the NRHP-listed 17.7-mile long Historic District. The approach roadways to the bridge are part of the District.

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4. METHODOLOGY:

The entire project study area was subjected to pedestrian archaeological survey with shovel tests placed at varying intervals throughout.

Pedestrian archaeological survey began in the southwestern portion of the study area; because the study area is confined to the existing Canadian River floodplain, and because the river channel is heavily braided, shovel tests were excavated at 60-meter intervals. Shovel tests were excavated into underlying sediments and generally were excavated to approximately 70-80 cmbs throughout the study area. Sediments observed in shovel tests in the southwest portion of the study area were comprised of brown loamy sand (approximately 0-35 cmbs), which overlay a transitional mix of brown loamy sand and light tan silty sand (ranging from approximately 35-50 and 35-75 cmbs), which overlay light tan silty sand. These sediments were consistent throughout the southwestern portion of the study and no archaeological materials or features were observed. Because of the consistent sediments observed and lack of evidence of cultural materials, shovel tests excavated in the northeastern portion of the study area were excavated at 90-meter intervals. Sediments observed in shovel tests excavated throughout the northeastern portion of the study area were consistent with those observed in shovel tests in the southwestern portion of the study area. All excavated dirt was screened through

¼-inch hardware cloth.

Based on Caddo County soil survey maps potential for the Gracemont soil series is mapped across portions of the study area indicating the possibility of buried soil horizons below approximately 117 cmbs; however, because the proposed undertaking is confined to near surface contexts the study area depth has been defined as extending no more than one meter below the existing ground surface, and the project would not impact potential buried horizons at 117 cmbs.

Based on the background research, previously recorded archaeological sites in the general area of the project have been recorded on terraces and rises overlooking major creeks and drainages. All terraces and rises in the study area were inspected and shovel-tested for evidence of archaeological materials; all excavated dirt was screened through ¼" hardware cloth. Additionally, all riverbanks, road cuts, and eroded areas were inspected for evidence of archaeological materials.

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5. RESULTS OF INVESTIGATION:

__XXX__ No archeological sites or buildings recorded in study area.

_____ 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.

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

_____ Oklahoma Bridge Survey and Inventory Form.

_____ **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 were identified or recorded during the current investigations, and no buildings are located within the project study area.

Sediments observed shovel tests excavated throughout the study area were comprised of brown loamy sand (approximately 0-35 cmbs), which overlay a transitional mix of brown loamy sand and light tan silty sand (ranging from approximately 35-50 and 35-75 cmbs), which overlay light tan silty sand. no archaeological materials were observed in shovel tests excavated in the study area.

The Bridgeport Bridge (ODOT Structure # 0902 0000 X/NBI 04085) is an approximately 3,900-foot long Steel Truss-Pony Bridge containing 38 camelback pony truss spans constructed in 1932-1933. This bridge is listed in the National Register of Historic Places (NRHP) as a contributing resource to the Bridgeport Hill-Hydro Route 66 Segment Historic District (National Register no. 4000129, listed in 2004). The bridge is Individually Eligible for the NRHP and is also arguably the most important element of the NRHP-listed 17.7-

mile long Historic District. The approach roadways to the bridge are part of the District.

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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 Bridgeport Bridge (ODOT Structure # 0902 0000 X/NBI 04085) is listed in the National Register of Historic Places (NRHP) as a contributing resource to the Bridgeport Hill-Hydro Route 66 Segment Historic District (National Register no. 4000129, listed in 2004). The bridge is Individually Eligible for the NRHP and is also arguably the most important element of the NRHP-listed 17.7-mile long Historic District. The approach roadways to the bridge are part of the District. With the exception of the historic bridge and historic district, no additional properties were identified within the APE during the cultural resources investigations.

In accordance with 36 CFR 800.4(b), ODOT has completed investigations of the project study area and has identified no additional historic properties. At this time, we respectfully request comment on this determination. Additional consultation with SHPO and other consulting parties will be necessary to avoid, minimize, or mitigate effects to the Bridgeport Bridge and/or the Bridgeport Hill-Hydro Route 66 Segment Historic District.

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:

T12N R11W
Section 12: SE¼ NW¼

T13N R10W
Section 31: NE¼ SW¼

REFERENCES

General Land Office (GLO) Original Survey Map (1873, 1874)
USGS Geary South 7.5' Quadrangle (1979)
Canadian County General Highway and Transportation Map (GHM) (1936, 1940, 1949, 1956, 1965, 1970, 1977, 1985)
Canadian County aerial imagery (1941, 1951, 1957)

Brooks, Robert L.
1983 *Resource Protection Planning Process Management Region 4*. Report submitted to the State Historic Preservation Office Oklahoma Historical Society. Unpublished manuscript on file at the Oklahoma Archeological Survey, Norman.
2005 Oklahoma Atlas of Archaeological Sites and Management Activities. http://www.ou.edu/cas/archsur/Atlas/atlas.htm, accessed online September 30, 2019.

US Geological Survey, 20140331, NLCD 2011 Land Cover (2011 Edition) US Geological Survey, Sioux Falls, SD.

Wyckoff, Don G. and Robert L. Brooks
1983 *Oklahoma Archeology: A 1981 Perspective of the State's Archeological Resources, Their Significance, Their Problems, and Some Proposed Solutions*. Archeological Resource Survey Report, Number 16. Oklahoma Archeological Survey, Norman.

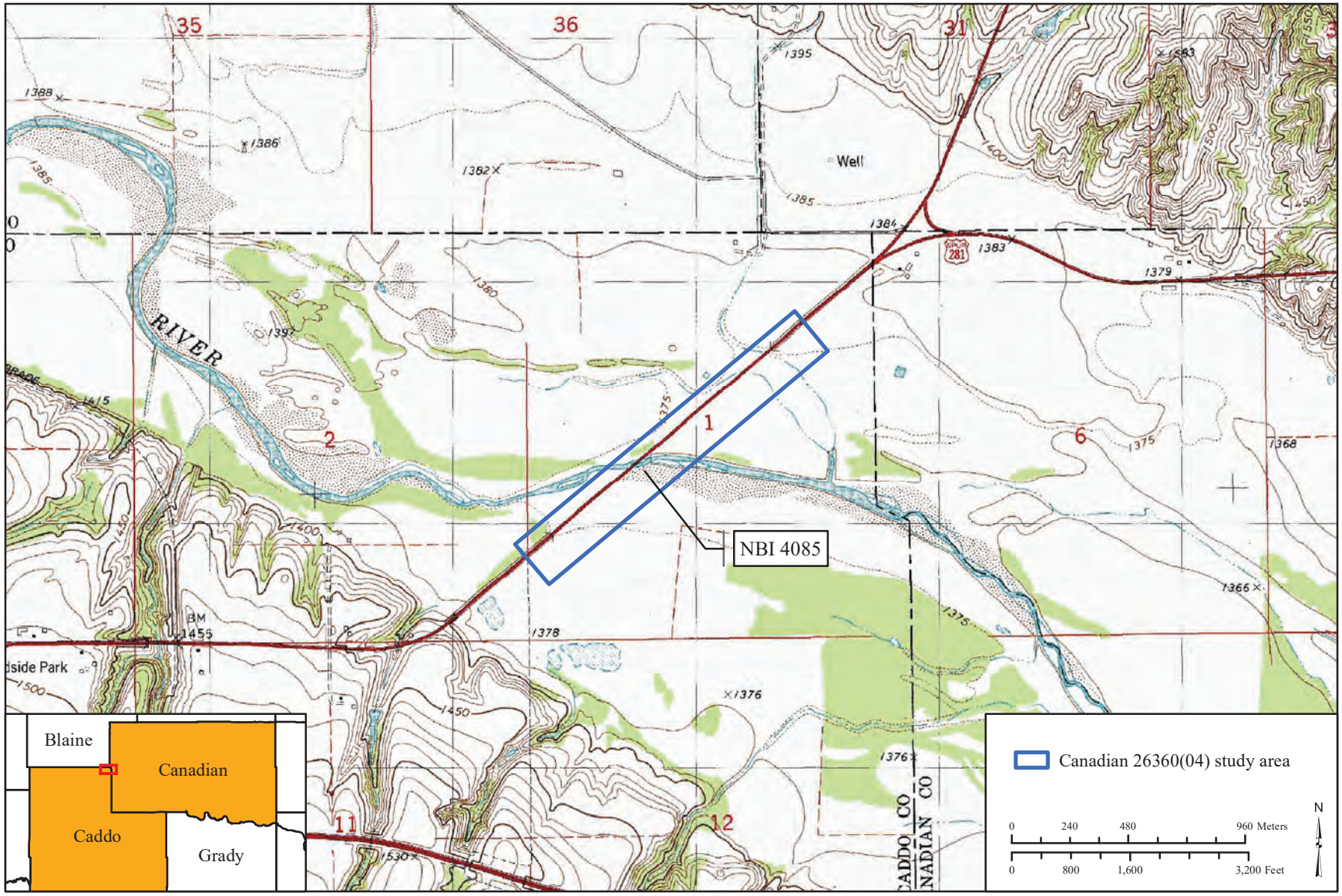

Figure 1. Canadian County JP26360(04): Proposed improvements to the Bridgeport Bridge carrying US-281 over the South Canadian River.

Basemap: USGS Geary South 7.5' Quadrangle (1979)
Legal location: T12N R11W Section 1

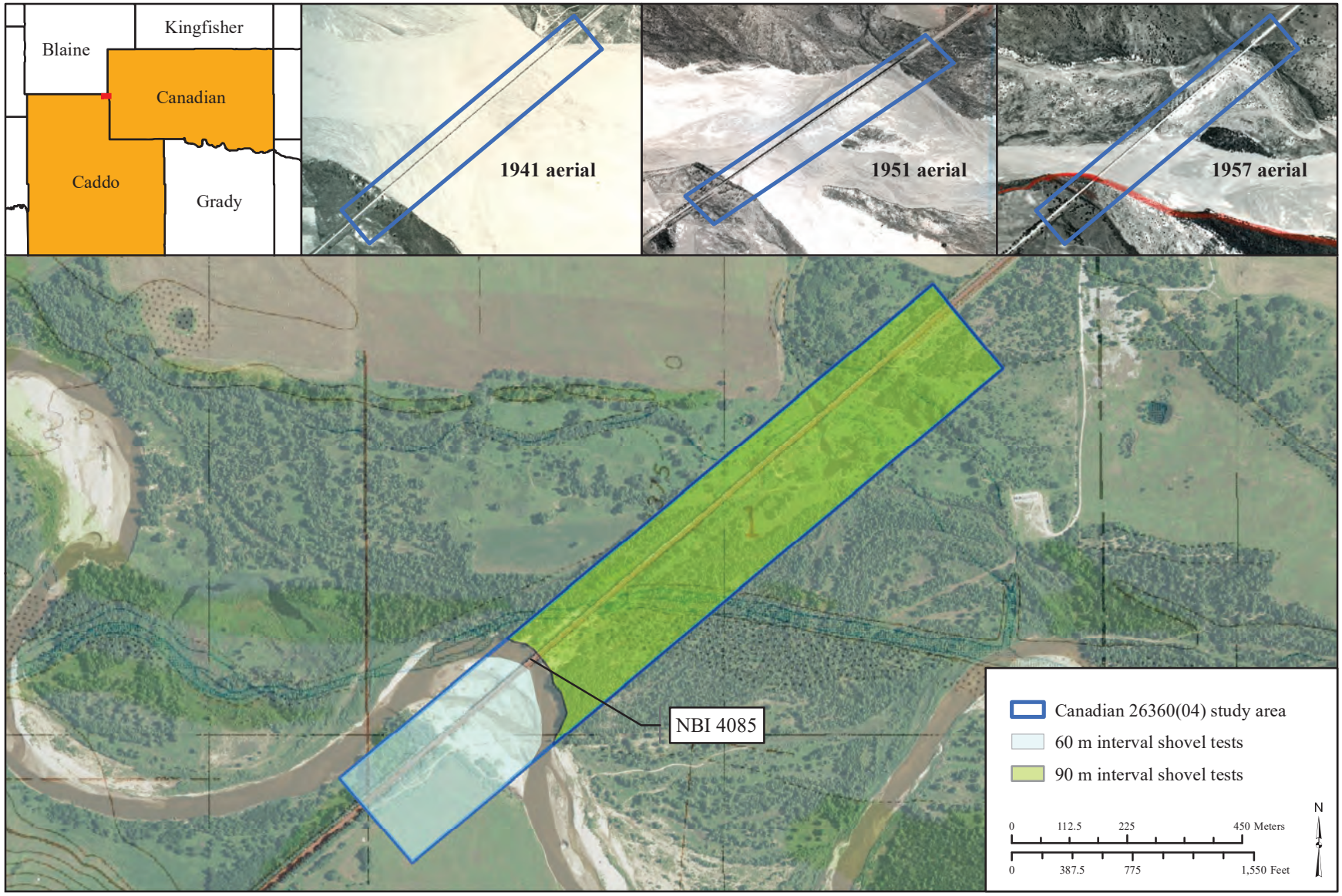

Figure 2. Canadian County JP26360(04): Proposed improvements to the Bridgeport Bridge carrying US-281 over the South Canadian River. Map illustrates various shovel testing methods.

Basemap: USGS Geary South 7.5' Quadrangle (1979)
Legal location: T12N R11W Section 1

Figure 3, page 1 of 2. Canadian 26360(04): Proposed improvements to the Bridgeport Bridge carrying US-281 over the South Canadian River, photos: (a) mixed-grasses and hardwoods southwest of the bridge, facing southwest; (b) sandy beach on south side of South Canadian River, facing southwest.

Figure 3, page 2 of 2. Canadian 26360(04): Proposed improvements to the Bridgeport Bridge carrying US-281 over the South Canadian River, photos: (a) mixed-grasses and hardwoods northeast of the bridge, facing northeast; (b) sandy patch in mixed-grasses northeast of the bridge, facing northeast.