CULTURAL RESOURCES RECONNAISSANCE REPORT

JP # 26360(04)

U.S. 281 over South Canadian River
ODOT Structure # 09020000X; NBI # 04085
Blaine, Canadian & Caddo Counties, Oklahoma

Prepared by:

September 2015
A Cultural Resources Reconnaissance Review for the study area was conducted by the ODOT Cultural Resources Program in February 2009. The report includes any occurrences of historic properties and/or structures, archaeological sites, and historic cemeteries. Please see the attached report for additional information.

An updated reconnaissance review was conducted by CP&Y in June and July of 2015. The results of the desktop review are outline below.

**Historic Properties/Structures**

**Properties and districts listed in the National Register of Historic Places (NRHP)**

The project is located along a portion of the Bridgeport Hill-Hydro Route 66 Segment, which is a 17.7-mile long stretch of roadway and its associated features that is listed in the NRHP (NR ID # 04000129).

**Properties and districts eligible to be listed in the NRHP**

The Bridgeport Bridge is located along the NRHP-listed Bridgeport Hill-Hydro Road 66 Segment, but is also individually eligible for the NRHP.

**Segments of Route 66 eligible to be listed in the NRHP**

The project is located along a portion of the Bridgeport Hill-Hydro Route 66 Segment, which is a 17.7-mile long stretch of roadway and its associated features that is listed in the NRHP (NR ID # 04000129).

**Historic Bridges listed in the NRHP**

There are no historic bridges listed in the NRHP within this study area.

**Historic Bridges eligible to be listed in the NRHP**

The Bridgeport Bridge (identified within the NRHP nomination as Feature 3; NBI #04085) is located along the NRHP-listed Bridgeport Hill-Hydro Route 66 Segment, but has also been determined as individually eligible for the NRHP. The Tower Bridge (identified within the NRHP nomination as Feature 4; NBI #04076) and the bridge identified as Feature 2 (NBI #03896) are both contributing resources to the NRHP-listed Bridgeport Hill-Hydro Route 66 Segment.

**Archaeological Sites**

**Prehistoric and historic archaeological sites recorded with the Office of the Oklahoma Archaeological Society (OAS)**

There are no archaeological sites located within the reconnaissance corridor.
Early historic “GLO” sites

There are no GLOs recorded in either the 1873-74 original survey, or in a 1902 dependent re-survey in the study area.

Previous cultural resource studies

Don Henry conducted an archeological survey for AT&T cable line in 1990 in a portion of the study area. No archeological sites were recorded in the study area during the course of this survey.

Historic Cemeteries

There were no historic cemeteries identified within the study area.

Potential Archeological Sites

The structural remains (largely in ruins) of a farmstead that is indicated on the 1979 Geary South 7.5’ series quadrangle map are located within the study area on the northeast side of the junction of US-281 and SH-8. There is a possibility of features associated with this farmstead, and this location will require field survey to document the remains and any associated features. If features are present, deed research will need to be conducted on the property to identify ownership and make an NRHP eligibility determination.

Potential Historic-Age Buildings

There are 3 possible historic-age barns or homestead locations, as indicated by the Geary South 7.5’ series quadrangle map. One of the buildings is also indicated on a topographic map from 1942, but the other two locations are not. These properties will need to be documented if they are, in fact, historic-age.

Historic Route 66 Context

The project is centered on the historic Route 66 corridor, which has been intensively surveyed on multiple occasions. Most recently it was surveyed in 2002 through funding from the Route 66 Corridor Preservation Program (in the Long Distance Trails Group Office of the National Park Service), in accordance with the Route 66 Corridor Preservation Act of 1999. This survey documented the roadways within Oklahoma as well as the structures, objects, buildings, and bridges along the route. Included in the study is a portion of the roadway located within this project, along with bridges and associated roadway features like culverts and pavement; all of these features are included in the NRHP Multi-Property Nomination listing for the Bridgeport Hill-Hydro Route 66 Segment (listed in 2004). In addition to being individually eligible to the NRHP, the bridge is arguably the most historic element of the listed district. The district contains the best preserved segment of Route 66 roadway in the state. Constructed of Portland Concrete with integral curbs and drains, this roadbed represents the best road engineering practices of the late 1920s and 1930s. The roadway retains a
high degree of integrity of setting and feeling. Alterations to the roadway, pavement, or tie-ins for a new bridge alignment would be considered an adverse effect to the historic district.

This Route 66 Segment and the Bridgeport Bridge are historically significant Route 66 structures and key features of the Oklahoma Route 66 National Scenic Byway. A draft Interagency Agreement with the State Historic Preservation Office (SHPO) currently under review for implementation as part of a stipulation in a Section 106 Memorandum of Agreement with SHPO calls for preserving this structure in place. The Scenic Byway Corridor Management Plan also calls for the preservation of historic roadways and bridges when feasible.
Figure 1. USGS Topographic map with alternatives and study area identified.
Figure 2. Cultural Resources Constraints Map.
County: Canadian
Project No: NBI 04085
J/P No: 23399(04)
Project Description: Bridge at US-281 at South Canadian River with approaches.
Reconnaissance Corridor Description: Corridor extends approximately one mile either side of the Canadian River. Project corridor is 300 feet wide on western side of US 281 and 400 feet wide on eastern side. Expands to approximately 1500 feet to the south and east.

Topographic Quadrangle: Geary South (1979)
Prepared By: S. Sundermeyer
Date of File Review: 29 January 2009
Date of Field Reconnaissance: 11 February 2009

1 File Review (Previously Identified Cultural Resources in the Reconnaissance Corridor):
   - ☒ State Archeological Site Files at Oklahoma Archeological Survey
   - ☒ SHPO’s NRHP list and Determination of Eligibility (DOE) list
   - ☒ Oklahoma Historic Bridge Survey

2 Results of File Review:
   NRHP Eligibility of Existing Bridge(s) in Reconnaissance Corridor:
   - None
   - ☒ NRHP eligible
   - □ Assessed not NRHP eligible
   - □ Non-Assessed

   SHPO NRHP/DOE listed Properties in Reconnaissance Corridor:
   - □ None
   - □ Structure
   - ☒ District
   - □ Archaeological site
   - □ Other

Location:
Comments: The existing bridge, Structure #0902 0000X, and the entire roadbed in the project area are contributing elements to the NRHP listed Bridgeport Hill-Hydro Route 66 Segment Historic District (NRHP # 04000129). The bridge is the longest and most historic Route 66 Bridge in the State and is the major element of the Historic District as well as being individually eligible for listing on the NRHP. The bridge is considered to be the crown jewel of Historic Route 66 in Oklahoma and is also significant on a National level. The bridge is likely one of the longer original steel truss span bridges remaining on Historic Route 66 in the Nation. The Department can expect a strong interest in the project from Local, State and National level Route 66 and Historic Preservation groups including the Advisory Council on Historic Preservation (ACHP). Preservation of Route 66 is becoming a major concern of Historic Preservation groups across the Nation, including Oklahoma which retains some of the better preserved segments. The Department can expect these groups will advocate preservation, rehabilitation and continued use of the bridge. A detailed structural analysis will be expected to detail the structural problems with the bridge and to justify why the bridge cannot be rehabilitated and requires replacement. A detailed 4(f) evaluation will need to be completed and should include all alternative analyses as well as project justification. Even with construction of a new bridge on an offset alignment, the Department will need to be prepared to justify why the Historic bridge could not remain open to traffic (closing the bridge to traffic will be an adverse effect). The setting of the bridge is also extremely important to the historic significance of the bridge and the Historic District. A new bridge constructed within the view scape of the existing bridge will be an adverse effect to the Bridge and the Historic District.

Archeological Sites in Reconnaissance Corridor:
   - ☒ None

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<th>☐ 20&lt;sup&gt;th&lt;/sup&gt; Century</th>
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**Potential Cultural Resources in Reconnaissance Corridor:**
Non-recorded, non-NRHP assessed cultural resources, identified during archival file review that may be present in recon corridor.

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<tr>
<th>Source:</th>
<th>☐ GLO map</th>
<th>☐ OAS map</th>
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**Previous Cultural Resources Surveys in Reconnaissance Corridor:**
Surveys identified during archival file review and the quantity, type, and NRHP assessment of cultural resources defined.

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**3 Windshield Assessment of Corridor:**

**Potential NRHP Eligibility of Non-Assessed Existing Bridge(s):**

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**By Potential for NRHP Eligibility, Total Number of Structures 45 Years or Older Present in Recon Corridor:**
2 Low potential for eligibility

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**Potential Archaeological Sites Observed:**

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**Areas Potentially Supporting Prehistoric Archaeological Sites:**

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**Attached Reconnaissance Map**
All cultural resources indentified by the file review and windshield assessment are color coded accordingly on the attached Quad map(s).

**NRHP Assessed Resources:**
Not eligible: Yellow
NRHP or DOE listed: Red

Non-NRHP Assessed Resources:
Low NRHP Potential: Green
Moderate/Unknown NRHP Potential: Blue
High NRHP Potential: Red
Figure 1. Location of Reconnaissance for US-281 over the Canadian River illustrating visible cultural resources within the corridor.

Source: USGS Geary South 1979 quadrangle; T12 and 13 N, R10 and 11 W.