Section 106

- Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties.
  - Define area of potential effect (APE)
  - Determine whether “historic properties” are within APE
    - prehistoric or historic district, site, building, structure, or object eligible for or listed in NRHP
  - Determine whether your project will affect historic properties
  - Avoid, minimize, mitigate effects if adverse
ODOT Cultural Resources Program and non-FHWA-funded projects
ODOT Cultural Resources Program and non-FHWA-funded projects

Choctaw JP 31219(05), EW-207 (Kirk Rd) bridge and approaches, Local Government reconnaissance study

Prepared by: Kristen Wyckoff
ODOT Cultural Resources Program

October 20, 2016

This report documents a cultural resources field review and limited reconnaissance, conducted by staff from ODOT’s Cultural Resources Program (CRP), and has been compiled to assist the County and any potential Federal Agency in planning the proposed project. At the time of the reconnaissance request, the project had not been funded or approved by FHWA. CRP has reviewed the project as part of the oversight provided by ODOT in its contract administration of projects let through ODOT’s letting process. Any opinions expressed herein are meant to assist the County and Federal Agency.

Project Description

This project proposes improvements to the existing EW-207 (Kirk Road) bridge and approaches over an unnamed creek east of Hugo in Choctaw County (Sections 19 and 30 T65 S R1E). The reconnaissance area consists of a 932-foot long corridor of Kirk Road and streambeds from 30-45 feet north of the existing roadway center and 30-60 feet south of the existing roadway center, widening along the drainage. In total, the reconnaissance area encompasses 2.23 acres.

Nineteenth and 20th century Properties/Structures

Properties listed in or eligible for inclusion in the National Register of Historic Places (NRHP)
No NRHP-listed or eligible properties or bridges are located within the reconnaissance area.

Bridges in the reconnaissance area

The existing bridge (Structure No. 12EN070N42S50005; NBI 26471) is a 20-foot concrete arch constructed in 1930. This bridge was assessed during the Oklahoma Historic Bridge Survey (1993, revised 2007) and determined to be not eligible for inclusion in the NRHP.

Archaeological Sites

Archaeological sites documented at the Oklahoma Archeological Survey (OAS)
There are no previously-recorded archaeological sites within the reconnaissance area.

Potential for archaeological sites to occur in the reconnaissance area

Prehistoric archaeological sites in the general area of the project are generally recorded on terraces overlooking major drainages. Nineteenth and 20th century archaeological sites are generally recorded, where occupations are indicated on historic maps and aerial photographs. One non-NTIS building is indicated in or near the reconnaissance area on the 1936 and 1955 General Highway maps and the 1937 Choctaw County Soil Survey map. This location may mark the location of a mid-20th century archaeological site in or near the reconnaissance area. If this project were fully-fledged an archeological survey would determine whether archaeological materials are present in the reconnaissance area; if an archaeological site were identified, the site would require documentation and assessment for NRHP eligibility.

Previous cultural resources surveys or studies

According to the Oklahoma Archeological Survey (OAS) maps, no previous cultural resources surveys have been conducted within the reconnaissance area.

Cemeteries

No cemeteries were identified within the reconnaissance area.

Potential Tribal Concerns

According to the ODOT Director of Tribal Coordination, there are no known tribal concerns in the reconnaissance area as of October 21, 2016.

Summary Comments

A file review was considered sufficient reconnaissance for the proposed project. No previously-recorded archaeological sites and no extant buildings are mapped within the reconnaissance area; and the existing bridge has been determined not eligible for inclusion in the NRHP. If this project were federalized, the area would need to be surveyed for prehistoric and 19th and 20th century archaeological sites. If the proposed project were federalized, the undertaking would have minimal potential to affect historic properties.

Resources Reviewed

- State Archaeological Site Files at the Oklahoma Archeological Survey (OAS)
- State Historic Preservation Office (SHPO) NRHP list and Determinations of Eligibility (DOE) list
- ODOT National Bridge Inventory
- General Land Office (GLO) survey maps (1899)
- USGS Aikils 30' topographic map (1931)
- USGS Hugo Blm 7 1/2' topographic maps (1971)
- USDAO Soil Survey Map of Choctaw County (1937)
- USGS/USDA Soil Conservation Service (SCS) aerial photographs (1962, 1949, 1977)
- Google Earth applications (1990-2015)
- Bing Maps aerial and “Birds Eye” imagery (2016)
Figure 1. Choctaw County JP 31229(04), local government reconnaissance.
Historic Bridges

- Summary of bridge studies to-date
  - Trusses/arches (1993, 2007)
  - Route 66 (2002)
  - Post-WWII (2012)
  - New Deal (2015)

- Why do these studies?
Spans of Time (1993)

- Studied all trusses and arches in Oklahoma
- Provided an historic context for all bridges in the state
  - 1555 bridges/171 NRHP
- Updated in 2007
  - 1061 bridges/213 NRHP
Route 66 SHPO study (2002)

- Studied Route 66 roadbed and road-related resources
  - ODOT assisted
  - Documented 114 properties
    - Bridges, culverts, roadway corridors

Oklahoma Route 66 Roadbed Documentation Project (1926 – 1970)
A Survey of Roadbed and Integral Structures

Prepared by
The Oklahoma Route 66 Association
2001 – 2002

Survey Team
Kathy Anderson, President, Oklahoma Route 66 Association
Jim Ross, Member Consultant
Gary Ray Howell, ODOT, Records Research

For
The Oklahoma State Historic Preservation Office
Melvena Heisch, Deputy State Historic Preservation Officer
New Deal / Depression-era

- Studied all bridges constructed by federal-aid works programs of the Depression-era (1933-1945)
- Some bridges overlapped with Spans of Time
- Some bridges overlapped with Route 66 study
- Documented 5,077 bridges
Jackson County unnamed trib
Beaver County Dugout Creek
CWA workers rebuilding a bridge on one of Okmulgee's streets.
Common concrete and steel post-1945 bridges (2012)

1. Reinforced concrete slab bridges
   - Reinforced concrete cast-in-place slab bridges
   - Reinforced concrete pre-cast bridges
   - Pre-stressed concrete slabs

2. Reinforced concrete beam and girder bridges
   - Reinforced concrete T-Beams
   - Pre-stressed concrete channel beam

3. Multi-Beam or Multi-Girder bridges

4. Culverts and reinforced concrete boxes
Exceptions – Scenic Byways
Historic Bridges

http://www.odotculturalresources.info