



ENVIRONMENTAL REQUIREMENTS FOR NON-FEDERALLY FUNDED PROJECTS: SECTION 106

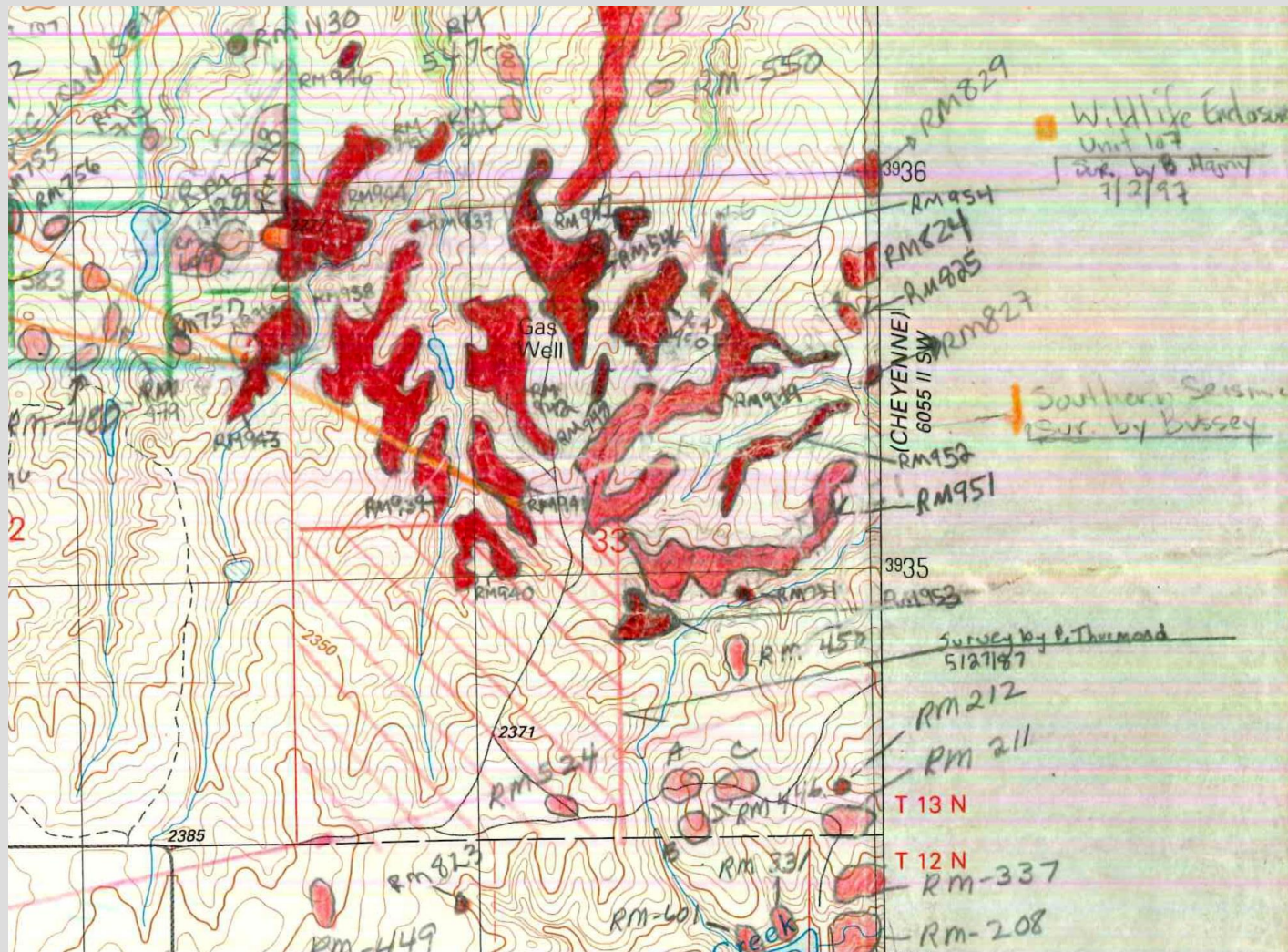


Oklahoma Association of County Engineers
November 8, 2016

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

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ODOT Cultural Resources Program

October 20, 2016

This report documents a cultural resources file 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 was not being 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 the existing EW-207 (Kirk Road) bridge and approaches over an unnamed creek east of Hugo in Choctaw County (Sections 19 and 30 T6S R18E). The reconnaissance area consists of a 932-foot long corridor of Kirk Road and stretches from 30-45 feet north of the existing roadway center and 30-90 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 12E2070N4250005; 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-extant 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 federalized an archaeological 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 corridor.

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 study 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 Alikkhi 30' topographic map (1901)
- USGS Hugo Dam 7.5' topographic maps (1971)
- USDA Soil Survey Map of Choctaw County (1937)
- General Highway Map (GHM) of Carter County (1936, 1955, 1964, 1971, 1977, 1980)
- USGS/USDA Soil Conservation Service (SCS) aerial photographs (1962, 1969, 1977)
- Google Earth applications (1995-2015)
- Bing Maps aerial and "Birds Eye" imagery (2016)

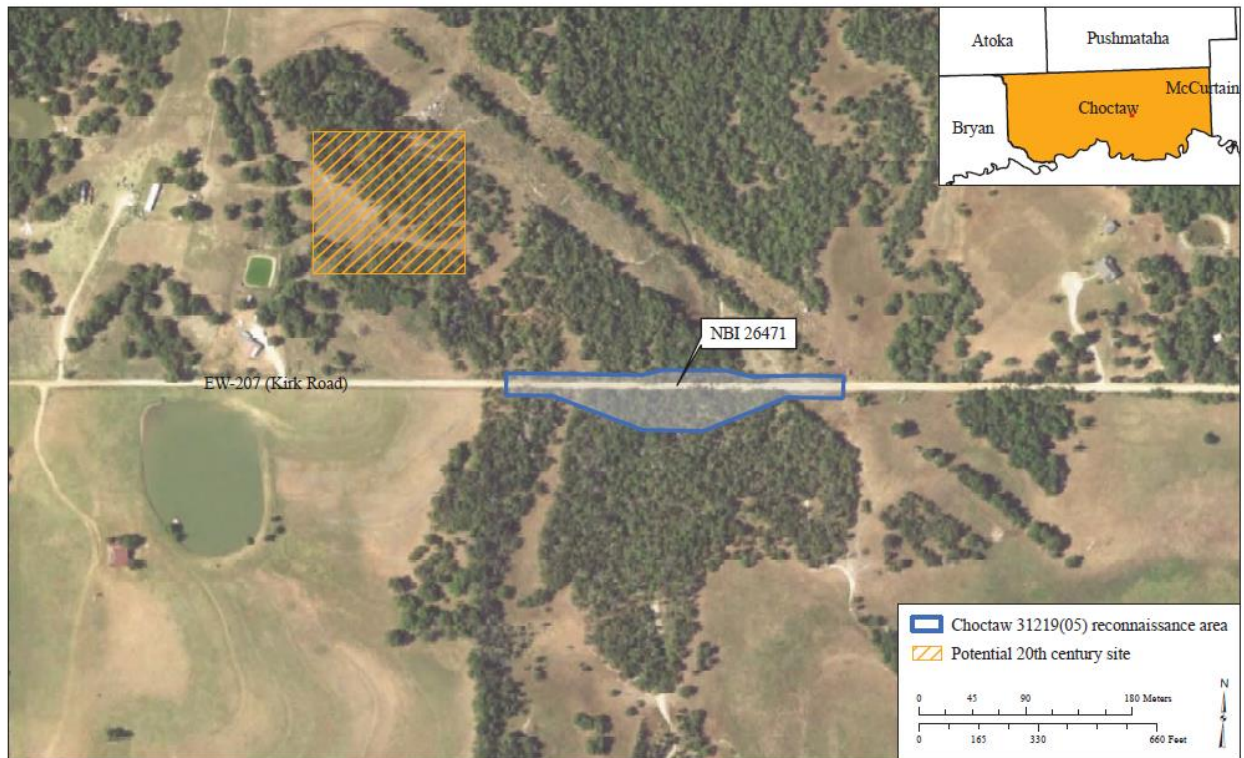


Figure 1. Choctaw County JP 31229(04), local government reconnaissance.

Basemap: National Agriculture Imagery Program (NAIP) 2015; Hugo Dam (1971) 7.5' USGS Quadrangle.
 Legal: Sections 19 and 30 T6S R18EE; scale 1:4,550.



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)

OKLAHOMA HISTORIC BRIDGE SURVEY

Phase 1

A Re-Evaluation of *Spans of Time: Oklahoma Historic Highway Bridges*



Verdigris River 1925 Mixed Truss, Wagoner County



Bird Creek 1912 Stone Arch, Osage County

Oklahoma Department of Transportation
Planning and Research Division
Cultural Resources Program
May 2007

- 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)

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

Prepared by

**The Oklahoma Route 66 Association
2001 – 2002**

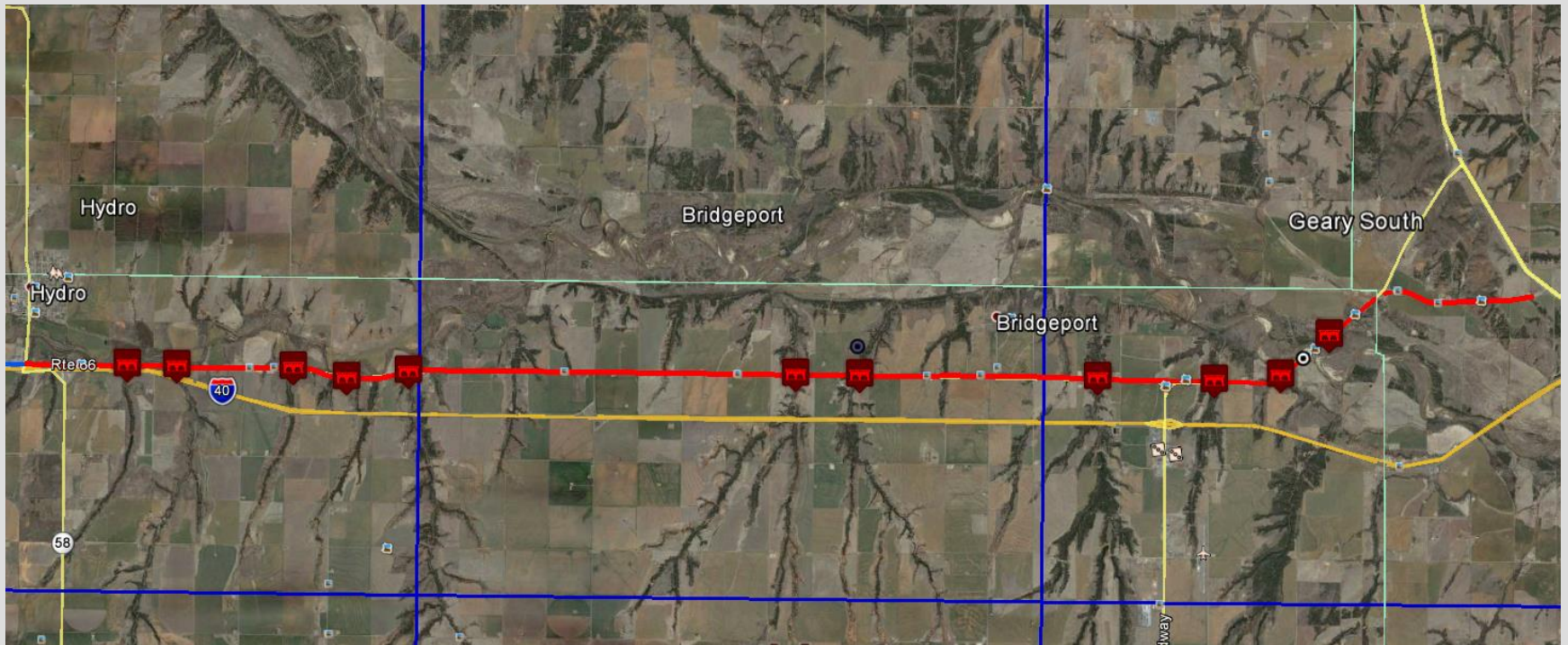
Survey Team

**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**

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





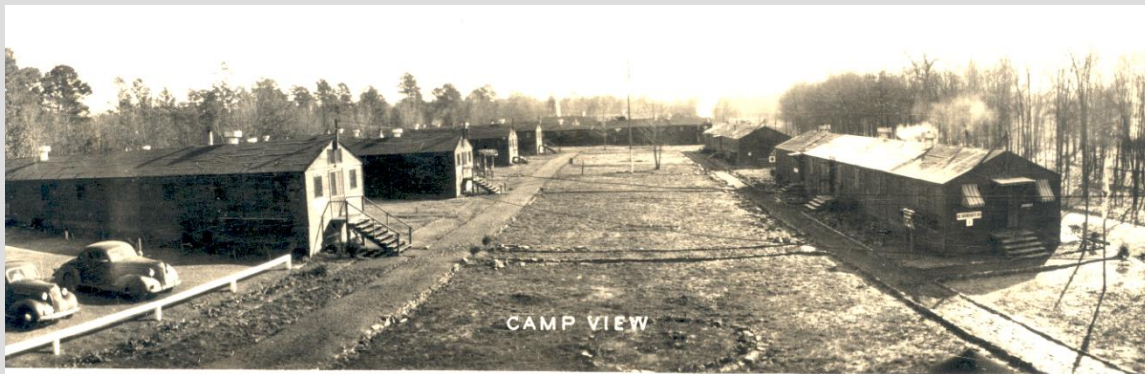




New Deal / Depression-era



- 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





11TH STREET BRIDGE
REBUILT and WIDENED
1934-35



CWA workers rebuilding a bridge
on one of Okmulgee's streets.



“Program Comment”

U.S. Department of Transportation
Federal Highway Administration

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Environmental Review Toolkit

Home	Planning and Environment	NEPA and Project Development	Accelerating Project Delivery	Historic Preservation	Section 4(f)	Water, Wetlands, and Wildlife
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Historic Preservation

Program Overview	Program Comment for Common Post-1945 Concrete and Steel Bridges
Archaeology	
Historic Bridges	State by State List of Identified Exceptions
Historic Roads	The bridges listed here have been identified by their respective states as having some exceptional quality and consequently will continue to be considered individually pursuant to Section 106 of the National Historic Preservation Act, as will those post-1945 common bridges previously listed or determined eligible for listing on the National Register or located in or adjacent to historic districts. States for which a report has not yet been provided are not eligible for the Program Comment at this time.
Interstate Highway	
Program Comment for Common Post-1945 Concrete and Steel Bridges	At the request of the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP) has issued a Program Comment that will eliminate individual historic review requirements under section 106 of the National Historic Preservation Act for common post-1945 concrete and steel bridges and culverts. The intent of Program Comment is to ensure that more unique historic bridges receive the attention they deserve while the process is substantially streamlined for common “cookie-cutter” bridges that are unlikely to be significant for preservation in place. These bridges were constructed in vast numbers after World War II using standardized plans. Although there has been little public interest in the preservation of these common bridges and culverts, FHWA was required under Section 106, to consider and document the potential historic significance of any bridge approaching 50 years of age that might be affected by FHWA projects. See the end of this section for examples of common bridge types covered by the Program Comment.
Post-1945 Highway Bridge Engineering	
Tribal Issues	
Streamlining Recommendations	
Resources	This new Program Comment applies to effects of undertakings on certain common concrete and steel bridges lacking distinction, not previously listed or determined eligible for listing on the National Register, and not located in or adjacent to historic districts. It makes no findings regarding the historic significance of the bridges included under its terms, but goes directly to treatment for these types of bridges which in any case are not likely to be preserved in place. The Program Comment also obligates FHWA to carry out certain programmatic mitigation to address the potential loss of some historic bridges under its terms.
Submit Feedback	

The Program Comment is not a waiver for bridge projects. It eliminates case-by-case review for bridges and culverts meeting the criteria, while retaining the requirement for FHWA to consider the effects of its actions on any other historic properties affected by a proposed project. The Program Comment supports the FHWA Administrator's Every Day Counts initiative, as well as the provisions contained within Moving Ahead for Progress in the 21st Century (MAP-21) to improve the efficiency of the environmental review process. The FHWA estimates that the action could exempt almost 200,000 bridges and culverts from individual reviews and save taxpayers \$78 million over the next 10 years.



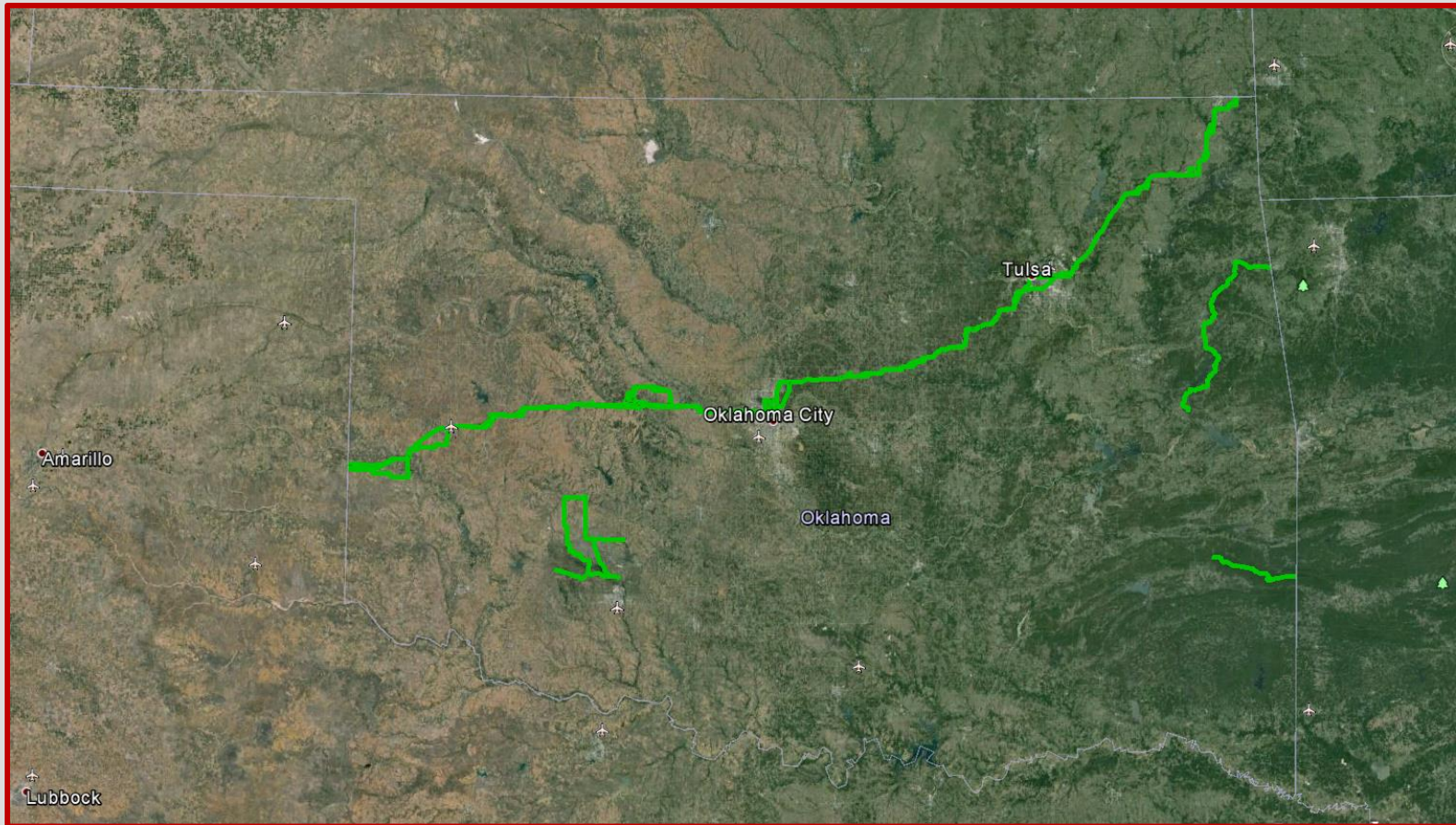
- Common concrete and steel post-1945 bridges (2012)
- 1 - Reinforced concrete slab bridges
 - Reinforced concrete cast-in-place slab bridges
 - Reinforced concrete pre-cast bridges
 - Pre-stressed concrete slabs
- 2 - Reinforced concrete beam and girder bridges
 - Reinforced concrete T-Beams
 - Pre-stressed concrete channel beam
- 3 - Multi-Beam or Multi-Girder bridges
- 4 - Culverts and reinforced concrete boxes



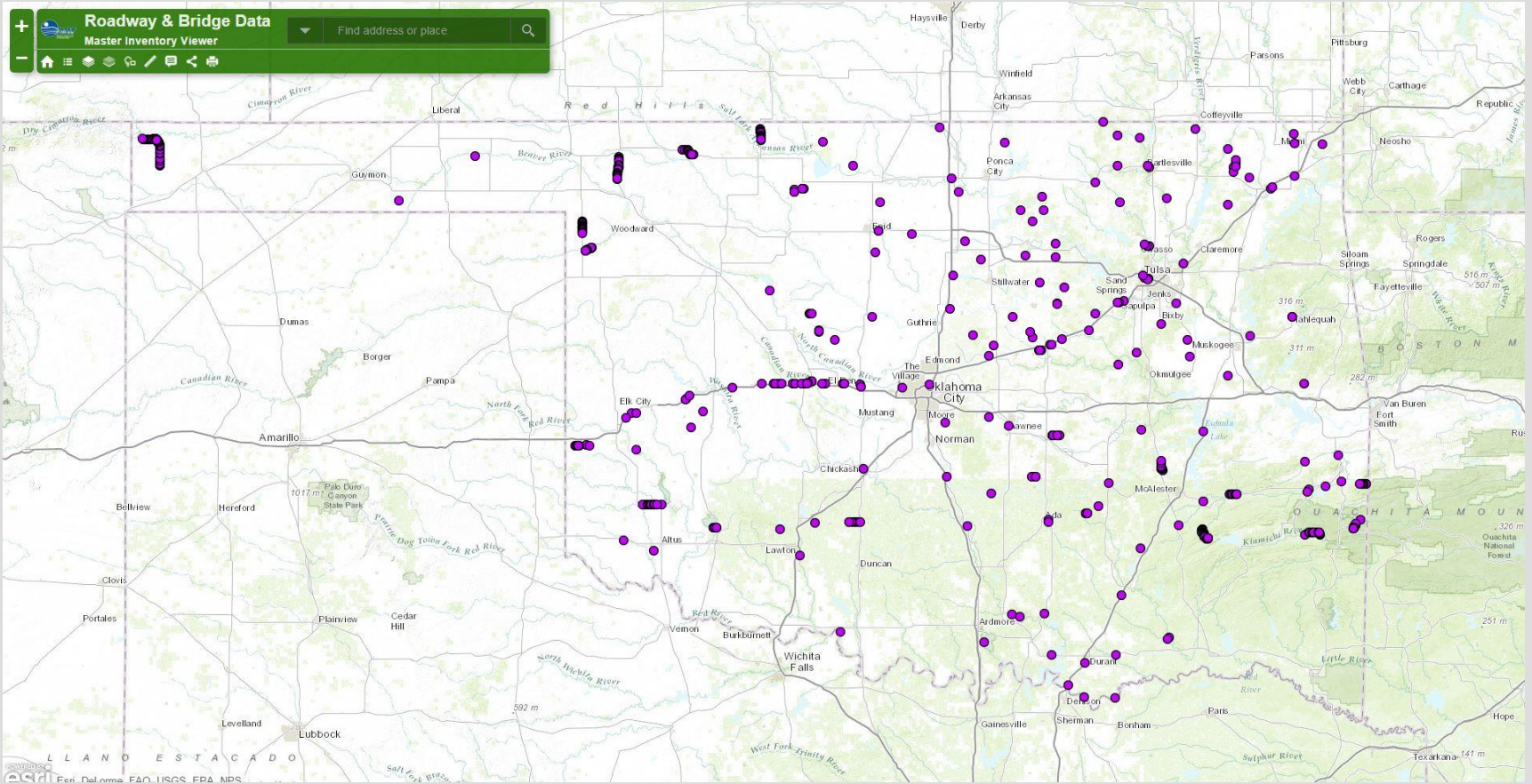
Implementing the Program Comment in Oklahoma

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□ Exceptions – Scenic Byways



Historic Bridges



<http://www.odotculturalresources.info>