



DATE: June 3, 2020
TO: Kirsten McCullough, Environmental Project Manager
FROM: Greg Maggard, Cultural Resources Program
SUBJECT: Tulsa County Project JP 32728(04) and 33788(04): Proposed Improvements to the I-44 & US-75 Interchange, Tulsa, Oklahoma.

The Oklahoma Department of Transportation (ODOT) completed Section 106 consultation on behalf of the Federal Highway Administration (FHWA) for proposed road improvements to the to the I-44 and US-75 interchange in Tulsa; 645.24 acres were surveyed. The proposed undertaking includes include widening I-44 to 6-lanes, widening of US-75 to 6-lanes, replacement of the existing bridges (n=22) in the corridor, and reconfiguration of the I-44/US-75 interchange to direct connection/fly-over ramps – except for the eastbound to northbound movement which will remain in its existing loop configuration. ODOT determined the proposed project will have **no adverse effect** on historic properties.

The cultural resources survey resulted in the identification of three previously unrecorded historic-era archaeological sites (34TU215, 34TU216, and 34TU217) and 38 buildings or building complexes (consisting of a total of 47 built environment resources). Sites 34TU215, 34TU216, and 34TU217 are late 19th to mid-20th century farmsteads consisting of a diffuse scatter of artifacts and limited potential to yield significant information. Each of the sites is recommended not eligible for listing on the National Register of Historic Places (NRHP).

A total of 38 buildings or building complexes (consisting of a total of 47 built environment resources) were documented abd included single-family dwellings, multi-family dwellings commercial buildings, industrial warehouses, and one agricultural outbuilding. The built environment resources identified by the survey possess no known significance, are not part of an historic district, and do not represent noteworthy examples of their architectural style. Each of the 47 built environment resources are recommended not eligible for the NRHP.

In addition to the above documented cultural resources, the northernmost portion of the project area along US-75 (approximately 0.22 miles) extends into the mapped boundary of NRHP-eligible Red Fork Neighborhood Historic District. The district boundary extends from W. 43rd Street S northward to the Junction of I-244/US-75 and westward to S. 33rd W. Avenue. The district is bounded on the east by the US-75 corridor but does not include the US-75 roadway. The State Historic Preservation Office (SHPO) requested to review the 65% and 90% project plans to determine the potential impacts to the district. At this time, project plans have not been developed for that portion of the project.

In consultation with the SHPO to prevent any potential adverse impacts to the Red Fork Neighborhood Historic District, ODOT has committed to:

1. **No new right-of-way (R/W) acquisition within the Red Fork Neighborhood Historic District boundary.**
2. **US-75 will remain on existing alignment and at existing grade.**
3. **ODOT will provide a copy both 65% and 90% project plans to the SHPO, once available, for review.**
4. **ODOT will include an avoidance note in the final project plans that prohibits any off-site facilities, equipment or personnel staging, storage, or other project-related activities within the boundaries of the district.**

Through consultation and as a result of these commitments, the SHPO (File #1654-20) and the State Archaeologist (OAS FY20-#2269) have concurred with our determination of no adverse effect, conditioned upon SHPO review of the 65% and 90% project plans.

An avoidance note for inclusion in the final project plans is attached.

ODOT-CRP also consulted with the following tribes: Alabama Quassarte Tribal Town, Cherokee Nation, Delaware Tribe of Indians, Kialegee Tribal Town, Muscogee (Creek) Nation, Osage Nation, Thlopthlocco Tribal Town, United Keetoowah Band of Cherokee, and Wichita & Affiliated Tribes.


GJM



Oklahoma Department of Transportation
Environmental Programs Division, Office 405.521.3050 / Fax 405.522.5193

DATE: April 27, 2020

TO: Project Management Division

FROM: Environmental Programs Division 

SUBJECT: Tulsa County: JP 32728(04) 33788(04); Proposed improvements to I-44 from I-244 to the Arkansas River, including the I-44/US-75 Interchange.

The National Register of Historic Places (NRHP)-eligible Red Fork Neighborhood Historic District is located adjacent to the right-of-way for the referenced project. Any impacts to the buildings, structures, or area within the district must be avoided. In order to avoid effects, the following notes should be added to the plans to ensure that any off-site facilities or uses related to construction activities do not impact the Red Fork Neighborhood Historic District. Please have the following note added to a section of the project plans entitled "Environmental Mitigation Notes" per Policy Directive C-201-2D(2):

Temporary fencing will be used to demarcate the project R/W from Stations: 306+00 LT to 320+00 LT. No equipment staging, borrow, haul roads, spoil dumps, vehicle parking, or any other project related off-site facilities or use should occur beyond the fencing in this area during construction activities.

ODOT-Cultural Resources Program should be invited to all pre-work conferences to discuss these measures, per Policy Directive C-201-2E(1). If you have any questions, please contact the Cultural Resources Program at 405-325-7201.

Locations outside the project area in the following areas must not be utilized for borrow, equipment or personnel staging, haul roads, spoil dumps or any off-site project-related activity.

T19N R12E:

- Section 22: S1/2**
- Section 23: SW1/4 SW1/4**
- Section 26: NW1/4 NW1/4**
- Section 27: N1/2**
- Section 34: SE1/4 NW1/4**



Oklahoma Historical Society
State Historic Preservation Office

Founded May 27, 1893

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

June 2, 2020

ODOT Cultural Resources Program
Scott Sundermeyer - Director
3200 Marshall Ave, Room 110
Norman, OK 73019

RE: File #1654-20; I-44 Proposed Improvements Project #JP-32728(04) & #JP-33788(04)

Dear Mr. Sundermeyer:

Thank you for your May 20, 2020 cover letter, which we received on May 22, 2020. We find that the project will have no adverse effect on the Red Fork Neighborhood Historic District, a property previously determined eligible for listing on the National Register of Historic Places, provided the following condition is met:

CONDITION:

Construction drawings and detailed written scopes of work at no less than 65% and 90% completion shall be submitted to our office for review and comment prior to the solicitation of bids, the expenditure of funds or the commencement of construction activities. This is to ensure that project meets the Secretary of the Interior's Standards for Rehabilitation and adheres to the information provided in your May 20, 2020 cover letter.

If this condition is acceptable to you, please return this document with the signature as indicated, confirming your concurrence. When we receive it, your agency will have completed the Section 106 process as outlined in the Advisory Council on Historic Preservation's regulations, 36 CFR Part 800. Specifically, 36 CFR Part 800.5(b) provides that modification of an undertaking in accordance with conditions imposed by the SHPO shall result in a "no adverse effect" determination.

Thank you for the opportunity to review this project. If you have any questions, please do not hesitate to call Ms. Jennifer Bailey, Historic Preservation Specialist, at (405)522-4479.

Sincerely,

Lynda Ozan
Deputy State Historic
Preservation Officer

LO:pm

I hereby accept the conditions stated in this letter.

Signature

Date

May 20, 2020

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: (SHPO File #1654-20) Tulsa County FHWA Project JP 32728(04) and 33788(04): Proposed improvements to I-44 from I-244 to the Arkansas River, including the I-44/US-75 Interchange; submittal for comment under Section 106 of the National Historic Preservation Act.

Thank you for your letter dated May 19, 2020. In that letter, your office concurred with ODOT's assessment that Buildings #1-45 and archaeological sites 34TU215, 34TU216, and 34TU217 are not eligible for the National Register of Historic Places (NRHP). We appreciate your review of these resource assessments.

In the same letter, your office also stated that you were unable to complete your review of the NRHP-eligible Red Fork Neighborhood Historic District until ODOT provides at least 65% construction plans. As noted, the design for this portion of the undertaking is in preliminary stages and has not been completed to a degree necessary for your review. The Red Fork Neighborhood Historic District was determined eligible for NRHP listing under Criterion C in 2017. The district boundary extends from W. 43rd Street S northward to the Junction of I-244/US-75 and westward to S. 33rd W. Avenue. The district is bounded on the east by the US-75 corridor but does not include the US-75 roadway.

Since receiving your letter, ODOT has revisited the design for this portion of the project and will commit to maintaining the current roadway on the existing alignment and at the existing grade in the portions within or directly adjacent to the Red Fork Neighborhood Historic District. ODOT also will stipulate that no new right-of-way (R/W) will be acquired from within the boundary of the Red Fork Neighborhood Historic District.

The portion of the APE within the boundary of the historic district was inspected by AmaTerra's architectural historians during the cultural resource survey. No buildings or structures located within or adjacent to the portion of the Red Fork Neighborhood Historic District that is intersected by the APE. In addition, aerial images show that this portion of the district (which will now be limited to existing ODOT R/W) has been previously and substantially modified by the channelization of Cherry Creek and roadway construction associated with US-75. When the district was determined eligible in 2017, these previous modifications were present.

In order to prevent any potential impacts to the Red Fork Neighborhood Historic District, ODOT will also include an avoidance note in the final project plans to prohibit any off-site facilities, equipment or personnel staging, storage, or other project-related activities within the boundaries of the district—a copy of which was provided in our submission dated April 27, 2020. As noted previously, project plans have not been fully developed, but ODOT will provide both 65% and 90% project plans to the SHPO once available.

Based on these additional commitments, it is ODOT's opinion that the undertaking will not alter those characteristics for which the Red Fork Neighborhood Historic District was determined eligible for the NRHP. As such, ODOT requests a *conditional no adverse effect* for the proposed undertaking. This determination is conditional pending SHPO review of 65% and 90% plans that demonstrate the following commitments within the Red Fork Neighborhood Historic District:

1. No new right-of-way (R/W) acquisition within the Red Fork Neighborhood Historic District boundary
2. US-75 to remain on existing alignment and at existing grade

Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, it is our opinion that the project, as proposed, will have **no adverse effect** to historic properties, conditioned upon SHPO review of 65% and 90% plans. Thank you again for your review and we respectfully request your concurrence or comments to our opinion.

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

Sincerely,



Scott Sundermeyer
Director, ODOT Cultural Resources Program



Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

June 1, 2020

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

Re: OAS FY20-2269: FHWA Project JPs 32728(04) and 33788(04): Proposed Improvements to I-44 from I-244 to the Arkansas River, including I-44/US-75 Interchange
Legal Location: Sections 25-28 and 33-36, T19N, R12E; Section 2, T18N, R12E
Tulsa 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 AmaTerra staff surveyed the 645.24-acre study area from July 31-August 19, 2019. Three new historic archaeological sites (34TU215-217) and 47 built environment resources were documented within the study area. ODOT recommends the historic archaeological sites are not eligible for inclusion in the National Register of Historic Places (NRHP). One NRHP-eligible historic district intersects the APE, but ODOT recommends a determination of No Adverse Effect to Historic Properties for the proposed project.

I concur with the findings and recommendations as they pertain to the prehistoric resources and defer opinion on the NRHP-eligibility of 34TU215, 34TU216, and 34TU217 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

Kary L. Stackelbeck, Ph.D.
State Archaeologist

cc: SHPO



Oklahoma Historical Society
State Historic Preservation Office

Founded May 27, 1893

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May 19, 2020

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

RE: File #1654-20; I-44 Proposed Improvements Project #JP-32728(04) & #JP-33788(04)

Dear Mr. Sundermeyer:

We have received and reviewed the documentation for the referenced project in Tulsa County. We concur with your opinion that the buildings numbered #1-45 on the attached list, and the three historic period archaeological sites 34TU215, 34TU216, and 34TU217, are not eligible for the National Register of Historic Places (NRHP).

With regard to the NRHP eligible Red Fork Neighborhood Historic District, we will need construction drawings at no less than 65% completion in order to assess effect and complete our review of the proposed project once Oklahoma Department of Transportation has actually designed it.

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 NRHP. Should the OAS conclude that there are no prehistoric archaeological sites as defined in 36 CFR Part 800.16(l), which are eligible for inclusion in the NRHP 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. 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.

If you have any questions, please contact 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

Attachment

FILE # LIST OF PROPERTIES

1654-20 I-44 PROPOSED IMPROVEMENTS
PROJECT IN TULSA,
TULSA COUNTY

BUILDINGS:

1. #1, 5112 SOUTH 36TH WEST AVENUE
2. #2, 5105 SOUTH 36TH WEST AVENUE
3. #3, 3506 WEST 51ST STREET
4. #4, 5116 SOUTH 34TH WEST AVENUE
5. #5, 5115 SOUTH 34TH WEST AVENUE
6. #6, 5107 SOUTH 33RD WEST AVENUE
7. #7, 5116 SOUTH 31ST WEST AVENUE
8. #8, 5113 SOUTH 31ST WEST AVENUE
9. #9, 5117 SOUTH 31ST WEST AVENUE
10. #10, 3004 WEST 51ST STREET
11. #11, 2604 WEST SKELLY DRIVE
12. #12, 2510 WEST SKELLY DRIVE
13. #13, 2442 WEST SKELLY
14. #14A, 2412-2424 WEST SKELLY
15. #14B, 2408 WEST SKELLY
16. #15, 2228 WEST SKELLY
17. #16A, 2222 WEST SKELLY DRIVE
18. #16B, 2222 WEST SKELLY DRIVE
19. #17, 1809 WEST 51ST STREET
20. #18A, 1616-1630 WEST 51ST STREET
21. #18B, 1614 WEST 51ST STREET
22. #19A, 1305 WEST 49TH STREET SOUTH
23. #19B, 1305 WEST 49TH STREET SOUTH
24. #20, 1125 WEST 49TH STREET
25. #21, 1118 WEST 49TH STREET
26. #22, 4934 SOUTH OLYMPIA AVENUE
27. #23, 4946 SOUTH OLYMPIA AVENUE
28. #24, 4950 SOUTH OLYMPIA AVENUE
29. #25, 950 WEST SKELLY DRIVE
30. #26, 5301 SOUTH OLYMPIA AVENUE
31. #27, 920 WEST SKELLY DRIVE
32. #28A, 912 WEST SKELLY DRIVE
33. #28B, 912 WEST SKELLY DRIVE
34. #29A, 906 WEST SKELLY DRIVE
35. #29B, 906 WEST SKELLY DRIVE
36. #30, 1030 WEST 51ST STREET
37. #31, 1010 WEST 51ST STREET
38. #32, 4968 SOUTH MAYBELLE AVENUE
39. #33, 4967 SOUTH MAYBELLE AVENUE
40. #34A, 808 WEST 51ST STREET
41. #34B, 808 WEST 51ST STREET
42. #35, 4968 SOUTH LAWTON AVENUE WEST
43. #36, 4967 SOUTH LAWTON AVENUE WEST
44. #37, 802 WEST SKELLY DRIVE
45. #38, 1615 WEST 59TH STREET

April 27, 2020

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: Tulsa County FHWA Project JP 32728(04) and 33788(04): Proposed improvements to I-44 from I-244 to the Arkansas River, including the I-44/US-75 Interchange; submittal for comment under Section 106 of the National Historic Preservation Act.

Attached is a cultural resources survey report for the referenced project prepared by AmaTerra Environmental, Inc. The proposed undertaking includes include widening I-44 to 6-lanes, widening of US-75 to 6-lanes, replacement of the existing bridges (n=22) in the corridor, and reconfiguration of the I-44/US-75 interchange to direct connection/fly-over ramps – except for the eastbound to northbound movement which will remain in its existing loop configuration. The purpose of the project is to reduce congestion and improve safety and is based on anticipated traffic growth that will exceed the current capacity of the roadway. This is the final segment of I-44 within the City of Tulsa that has not been improved since its original construction. The sections of I-44 on either side of the project have been improved to 6 lanes.

The total length of the project area is approximately 5.7 miles (645.24 acres). The proposed improvements along US-75 includes reconstruction and widening of the existing roadway and new construction of an eastern frontage road running parallel to US-75 south of I-44. The proposed improvement along I-44 will reconstruct the mainline beginning at the junction with I-244, extending east through the US-75 interchange approximately 2.85 miles to just east of the Arkansas River, with three 12-foot-wide driving lanes in each direction (six lanes total) on the existing alignment, widening to the inside with a concrete median barrier and 13-foot-wide inside shoulders and 12-foot-wide outside shoulders. In addition, 12-foot wide auxiliary lanes will be constructed on each highway to provide exit or entry lanes to and from interchange ramps. West Skelly Drive will be reconstructed with two 12-foot-wide driving lanes on an offset alignment to the south to accommodate the additional highway width and new ramp configuration. West 51st Street will be extended east and constructed across US-75 with a new span bridge over, with two 12-foot driving lanes with curb and gutter, and will be constructed on a slight offset alignment to the south from Olympia Avenue to Indiana Avenue to better align with intersections.

The area of potential effect (APE) as defined by 36 CFR 800.16(d) is the NEPA study area, which is described and mapped in the report. Initial notification of the proposed undertaking, purpose and need, project area, and scheduled public meetings were submitted to your office in previous letters (dated 10/3/2017 and 12/30/2019).

The cultural resources survey resulted in the identification of three previously unrecorded historic-era archaeological sites (34TU215, 34TU216, and 34TU217) and 38 buildings or building complexes (consisting of a total of 47 built environment resources).

Site 34TU215 represents the remains of a late-19th to early-20th century farmstead/homestead. Shovel testing across the site failed to identify any subsurface features or intact deposits. A total of 29 artifacts were identified. Cultural material included domestic and architectural artifacts, with artifact types and frequencies dating the site primarily between 1890 and the mid-20th century. Based on the poor integrity of the site, low artifact density, and

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lack of unique features, 34TU215 does not contain data significant for current or future research and is recommended **not eligible** for inclusion in the National Register of Historic Places (NRHP) under Criterion D.

Site 34TU216 consists of the ruins of a collapsed early- to mid-twentieth century timber frame structure, partially standing, with a surface scatter of architectural remains and artifacts dating up through the mid-20th century. The remnant structure has been identified as an outbuilding or possible pole barn, and a faint hiking trail crosses through the site. Shovel tests were negative for artifacts and did not indicate any subsurface features or intact deposits. Two 1960s-1970s Pepsi bottles were identified on the surface, but cannot be conclusively associated with the structural ruins. Based on the poor integrity of the site, low artifact density, and lack of unique features, 34TU216 does not contain data significant for current or future research and is recommended **not eligible** for inclusion in the NRHP under Criterion D.

Site 34TU217 represents the remains of a late nineteenth to early twentieth century household site with diagnostic artifacts dating primarily between 1880 and the 1920's. A total of 13 shovel tests were excavated across the site, two of which were positive and contained a total of 11 glass and metal fragments. No features were observed during subsurface testing, and no above-ground features or architectural remains were observed. All artifacts were recorded between 0 and 30 cmts in depth. Based on the poor integrity of the site, low artifact density, and lack of unique features, 34TU217 does not contain data significant for current or future research and is recommended **not eligible** for inclusion in the National Register of Historic Places (NRHP) under Criterion D.

A total of 38 buildings or building complexes (consisting of a total of 47 built environment resources) were identified during field survey and have been documented on Historic Preservation Resources Identification (HPRI) forms. The resources documented included single-family dwellings, multi-family dwellings commercial buildings, industrial warehouses, and one agricultural outbuilding. Most of the built environment resources represent mid-20th century residences and their associated secondary buildings that have no distinctive style.

The built environment resources identified by the survey possess no known significance under Criterion A or B. None of the buildings are part of an historic district and none represent noteworthy examples of their architectural style or possess alterations that have substantially compromised their integrity under Criterion C. Each of the 47 built environment resources are recommended **not eligible** for the NRHP under Criteria A, B, and C.

There are 22 existing bridges throughout the corridor study area, including the interchange ramps at US-75. The bridges included within the project limits are described below.

The existing bridge (Bridge #1) on US-75 over Red Fork Creek (ODOT Structure 7218 1090 X [NBI: 18005]) constructed in 1971 was identified as a type listed in the Advisory Council on Historic Preservation (ACHP) Program Comment for post-1945 concrete and steel culverts and requires no further documentation.

The existing bridge (Bridge #2) on N3934 (S. Olympia) over Mooser Creek (ODOT Structure 72N3934E0640001 [NBI: 11970]) constructed in 1950 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel culverts and requires no further documentation.

The existing bridge (Bridge #3) on I-44 over the TSU Rail Road (ODOT Structure 7278 0253 SX [NBI: 12827]) constructed in 1952 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #4) on I-44 Frontage Road over the TSU Rail Road (ODOT Structure 7278 0253 NXF [NBI: 15755]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #5) on I-44 Frontage Road over the TSU Rail Road (ODOT Structure 7278 0253 SXF [NBI: 15763]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #6) on I-44 Ramp over the TSU Rail Road (ODOT Structure 7278 0253 SXR [NBI: 15769]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #7) on US-75 over Mooser Creek (ODOT Structure 7218 0982 EX [NBI: 15831]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #8) on US-75 over Mooser Creek (ODOT Structure 7218 0982 WX [NBI: 15832]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #9) on US-75 Ramp N-E over Mooser Creek (ODOT Structure 7218 0982 XR [NBI: 15838]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #10) on US-75 over I-44 (ODOT Structure 7278 0189 X [NBI: 15839]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #11) on US-75 over I-44 (ODOT Structure 7278 0190 X [NBI: 15840]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #12) on I-44 Ramp S-E over Mooser Creek and a Frontage Road (ODOT Structure 7278 0184 SXR [NBI: 15843]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #13) on 61st Street over US-75 (ODOT Structure 7218 0903 X [NBI: 16564]) constructed in 1965 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #14) on US-75 over 46th Street (ODOT Structure 7218 1053 EX [NBI: 18254]) constructed in 1972 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #15) on US-75 over 46th Street (ODOT Structure 7218 1053 WX [NBI: 18255]) constructed in 1972 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #16) on US-75 over 46th Street (ODOT Structure 7218 1020 EX [NBI: 18267]) constructed in 1972 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #17) on US-75 over 46th Street (ODOT Structure 7218 1020 WX [NBI: 18268]) constructed in 1972 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #18) on I-44 over 38th W. Avenue and the TSU Rail Road (ODOT Structure 7278 0025 NX [NBI: 19471]) constructed in 1978 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #19) on I-44 over 38th W. Avenue and the TSU Rail Road (ODOT Structure 7278 0025 SX [NBI: 19479]) constructed in 1978 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #20) on I-44 over the TSU Rail Road (ODOT Structure 7278 0253 NX [NBI: 20294]) constructed in 1982 is a concrete slab span structure that does not meet the age threshold for NRHP consideration and requires no further documentation.

The existing bridge (Bridge #21) on I-44 over the Arkansas River (ODOT Structure 7278 0269 SX [NBI: 20326]) constructed in 1982 is a prestressed concrete stringer/multibeam structure that does not meet the age threshold for NRHP consideration and requires no further documentation.

The existing bridge (Bridge #22) on I-44 over the Arkansas River (ODOT Structure 7278 0269 NX [NBI: 20580]) constructed in 1983 is a prestressed concrete stringer/multibeam structure that does not meet the age threshold for NRHP consideration and requires no further documentation.

In addition to the above documented cultural resources, the northernmost portion of the APE along US-75 (approximately 0.22 miles) extends into the mapped boundary of Red Fork Neighborhood Historic District (see attached Figure 1 and 2). The Red Fork Neighborhood Historic District was determined **eligible** for NRHP listing under Criterion C in 2017. The district boundary extends from W. 43rd Street S northward to the Junction of I-244/US-75 and westward to S. 33rd W. Avenue. The district is bounded on the east by the US-75 corridor but does not include the US-75 roadway.

Although the project APE extends into the boundary of the district, the design for this portion of the undertaking is in preliminary stages and is not complete. The portion of the APE within the boundaries of the historic district was inspected by AmaTerra's architectural historians. There are no buildings or structures located within or adjacent to the portion of the Red Fork Neighborhood Historic District that is intersected by the APE.

In addition, aerial images show that this portion of the district has been previously and substantially modified by the channelization of Cherry Creek and roadway construction associated with US-75 (Figure 2). When the district was determined eligible in 2017, these previous modifications were present. Because the APE for the current undertaking is limited to these previously modified areas and no buildings or structures are present, it is ODOT's opinion that the proposed undertaking will not directly or indirectly alter or affect any of the characteristics that convey the significance of the district.

In order to prevent any potential impacts to the Red Fork Neighborhood Historic District, ODOT will include an avoidance note in the final project plans to prohibit any off-site facilities, equipment or personnel staging, storage, or other project-related activities within the boundaries of the district (see attached). At present, final project plans have not been developed. ODOT Cultural Resources staff will work with the design team to minimize all

proposed work, to the extent possible, within existing right-of-way in the Red Fork Neighborhood Historic District.

Based on this information, it is ODOT's determination that the undertaking—as proposed—will not alter the characteristics for which the Red Fork Neighborhood Historic District was determined eligible for NRHP listing. As such, ODOT requests a *conditional no adverse effect* for the proposed undertaking, pending SHPO review of 90% plans. The 90% plans will be provided to the SHPO prior to project letting.

Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, it is our opinion that the project, as proposed, will have **no adverse effect** to historic properties, conditioned upon SHPO review of final (90%) plans. We respectfully request your concurrence or comments to our opinion.

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

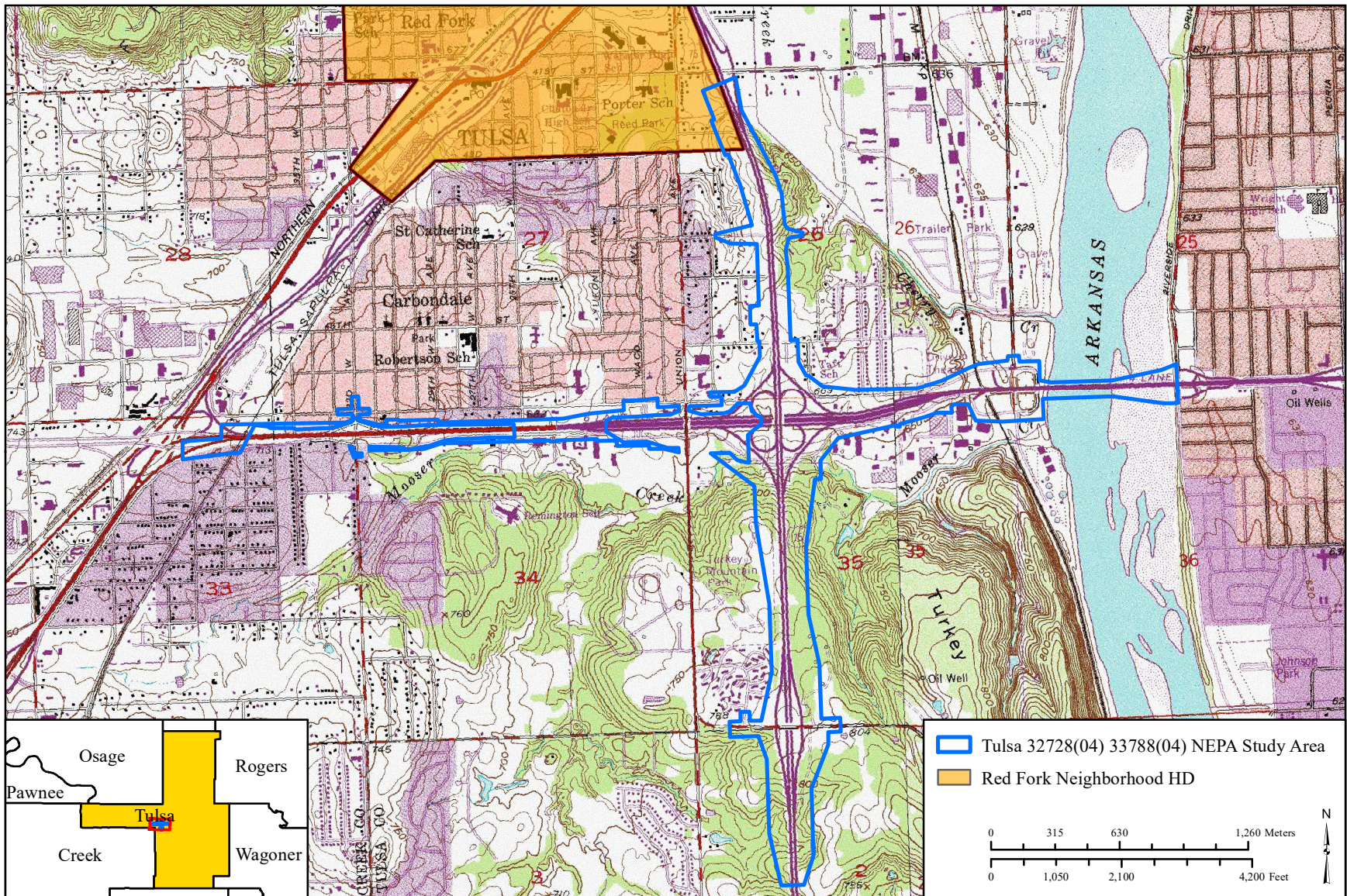


Figure 1. Tulsa County JP 32728(04) & 33788(04): Proposed Improvements to the I-44 and US-75 Interchange in Tulsa, Tulsa County.

Basemap: USGS Sapulpa North 7.5' Quadrangle [1956 (1983)]; USGS Jenks 7.5' Quadrangle [1952 (1982)]
 Legal location: T19N R12E Sections 25-28, 33-36; T18N R12E Section 2



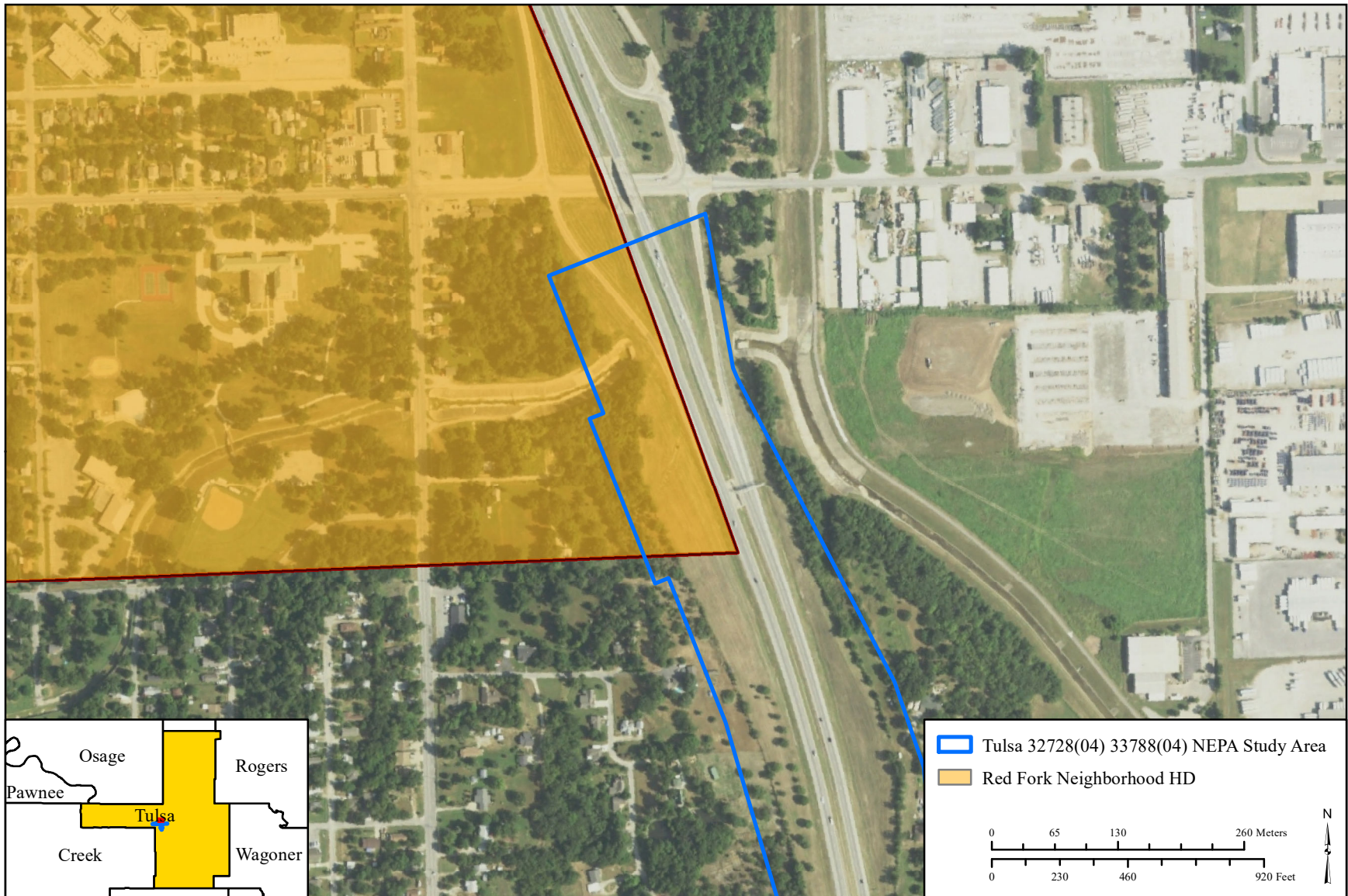


Figure 2. Tulsa County JP 32728(04) & 33788(04): Proposed Improvements to the I-44 and US-75 Interchange in Tulsa, Tulsa County.

Basemap: USDA Tulsa County Aerial Imagery (2015)
 Legal location: T19N R12E Section 26

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CULTURAL RESOURCES SURVEY REPORT

ODOT J/P # 32728(04) and 33788(04): Proposed Improvements to the I-44
and US-75 Interchange in Tulsa, Tulsa County

Prepared by: Maura Hogan, Cherise Bell, and Adam Parker



Principal Investigator: Maura Hogan

Date: 03/20/2020

Lead Federal Agency: Federal Highway Administration



County:	Tulsa
J/P#:	32728(04) and 33788(04)
Surveyed by:	Adam Parker, Zachary Mayes, Alexis Goodwill, Natalie Nish, Cherise Bell, Maura Hogan
Survey Date:	7/31/2019-8/19/2019
Prime Consultant:	Greg Maggard

MANAGEMENT SUMMARY:

In coordination with the Oklahoma Department of Transportation and in advance of the proposed improvements to the US-75 and I-44 interchange system located west of downtown Tulsa, AmaTerra Environmental, Inc. completed an intensive archaeological survey and a built environment survey within the defined NEPA Study Area between the dates of July 31 through August 19, 2019. This cultural resources study was comprised of both a 100% pedestrian archaeological and historic structures dated 45 years or older, encompassing a project area footprint (the study area) which includes the interchange, I-44 from the I-244 junction to just east of the Arkansas River, and US-75 from the W 41st St. intersection to 0.5 mi south of W 61st St S (**Figure 1**).

The archaeological survey resulted in the excavation of 529 shovel tests in total, 16 of which were positive for cultural materials, and the identification of three, historic period sites: 34TU215, 34TU216 and 34TU217 (**Figures 2a-2b**). No precontact features or artifacts were encountered on this survey. New sites were identified by the presence of above-ground features/architectural ruins or by the occurrence of two or more positive shovel tests within a 20-m radius. All positive shovel tests were incorporated in two of the sites: 34TU215 and 34TU217 with both dating to the late 19th- to early 20th- century. 34TU216 is comprised of the architectural ruins of an early- to mid- 20th century timber frame structure and associated building materials. The study area has been heavily impacted by commercial and residential development and nearly a century of urbanization, resulting in pervasive infrastructural modifications along highway and railway corridors. These factors reduce potential for intact soils and archaeological deposits, especially along I-44 and US-75, and findings at newly-recorded sites were sparse overall. Disturbances from utilities, culverts and terraforming along roadways and bridges constituted the most common impediments to subsurface testing, and man-made facilities or construction frequently limited bounding at sites, as no intact soils remained due to disturbance. Methods utilized during the archeological resources survey conformed to the standards set forth in the ODOT CRP Manual (updated October 2017), adhering to the suggested shovel testing at 30-meter intervals across the entire project area wherever possible. In areas where subsurface testing was not feasible, 100% visual inspection of the area conducted, locations were photo-documented and a summary of observed disturbances and/or natural impediments to shovel testing were provided. At sites, shovel testing intervals were decreased to every 10 meters, whenever possible. Oklahoma Archaeological Survey (OAS) site forms have been completed for all newly-recorded sites for this project and have been submitted with this report.

This report includes a recommendation for off-project avoidance of a previously-recorded site, 34TU132, which is located approximately 0.41 miles south of I-44 and 0.72 mi west of side of US-75, outside of the study area. No further work is recommended at the locations of any of the newly-recorded sites 34TU215, 34TU216 and 34TU217. Given the poor integrity of each of the four sites and their lack of unique features, none of these sites are not considered a significant resource for future research, and each are recommended **not eligible** for NRHP-listing under Criterion D.

The built environment survey recorded a total of 47 resources on 38 different parcels. This resource inventory includes buildings, structures and complexes identified within the study area as well as any resources located outside of the footprint that were associated with a domestic or commercial complex inside of the footprint. All resources were field recorded and documented on SHPO Historic Preservation Resource Identification (HPRI) forms, following the guidelines established by the SHPO.

The findings of the built environment investigation are included in this short form report. These findings consist of discussion of relevant cultural background, a built environment resource inventory table, a summary of documented historic-age resources and assessments of these resources according to NRHP standards under Criteria A, B, and C.

The results of both the archaeological and built environment studies indicate that cultural resources located within the study area do not possess characteristics that would qualify them for inclusion in the NRHP (pursuant to 36 CFR 60.4). Based on this evaluation, the proposed undertaking would have no effect on any characteristics of historic properties within the study area and no further work is recommended.

1. PROJECT DESCRIPTION:

ODOT is proposing improvements to the I-44 corridor from the I-244 interchange to the Arkansas River in Tulsa County. This corridor includes the interchange with US-75. Proposed improvements include widening I-44 to 6-lanes, widening of US-75 to 6-lanes (with ultimate build to 8-lanes), replacement of the existing bridges (n=22) within the corridor, and reconfiguration of the I-44/US-75 interchange to direct connection/fly-over ramps – except for the eastbound to northbound movement which will remain in its existing loop configuration. The purpose and need for the project are to reduce congestion and improve safety. The need is based on anticipated traffic growth that will exceed the current capacity of the roadway. Additionally, this is the final segment of I-44 within the City of Tulsa that has not been improved since its original construction. The sections of I-44 on either side of the project have been improved to 6 lanes. The study area for this project excludes the previously studied areas for the I-44 over Union Avenue project [JP 29694(04)] and the I-44 over 33rd W. Avenue project [JP 29693(04)]. The total length of the project area is approximately 5.7 miles, and the total acreage for the project area is 645.24.

The total length of the proposed improvements along US-75 includes reconstruction and widening of the existing roadway and new construction of an eastern frontage road running parallel to US-75 south of I-44, is approximately 5.7 miles. The proposed improvement along I-44 will be to reconstruct the mainline beginning at the junction of I-244, extending east through the US-75 interchange approximately 2.85 miles to just east of the Arkansas River, with three 12-foot-wide concrete driving lanes in each direction (six lanes total) on the existing alignment, widening to the inside with concrete median barrier and 13-foot-wide inside shoulders and 12-foot-wide outside shoulders. In addition, 12-foot wide auxiliary lanes will be constructed on each highway to provide exit or entry lanes to and from interchange ramps. W. Skelly Drive will be reconstructed with two 12-foot-wide driving lanes on an offset alignment to the south to accommodate the additional highway width and new ramp configuration. W. 51st Street will be extended east and constructed across US-75 with a new span bridge over, with two 12-foot driving lanes with curb and gutter and will be constructed on a slight offset alignment to the south from Olympia Avenue to Indiana Avenue to better align with intersections.

There are 22 existing bridges throughout the corridor study area, including the interchange ramps at US-75. The decks, substructures and superstructures of all bridges have relatively low condition ratings, some with deficient horizontal and vertical curves, and six of the bridges are rated either structurally deficient or functionally obsolete. The bridges included within the project limits are described below.

The existing bridge (Bridge #1) on US-75 over Red Fork Creek (ODOT Structure 7218 1090 X [NBI: 18005]) constructed in 1971 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel culverts and requires no further documentation.

The existing bridge (Bridge #2) on N3934 (S. Olympia) over Mooser Creek (ODOT Structure 72N3934E0640001 [NBI: 11970]) constructed in 1950 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel culverts and requires no further documentation.

The existing bridge (Bridge #3) on I-44 over the TSU Rail Road (ODOT Structure 7278 0253 SX [NBI: 12827]) constructed in 1952 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #4) on I-44 Frontage Road over the TSU Rail Road (ODOT Structure 7278 0253 NXF [NBI: 15755]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #5) on I-44 Frontage Road over the TSU Rail Road (ODOT Structure 7278 0253 SXF [NBI: 15763]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #6) on I-44 Ramp over the TSU Rail Road (ODOT Structure 7278 0253 SXR [NBI: 15769]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #7) on US-75 over Mooser Creek (ODOT Structure 7218 0982 EX [NBI: 15831]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #8) on US-75 over Mooser Creek (ODOT Structure 7218 0982 WX [NBI: 15832]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #9) on US-75 Ramp N-E over Mooser Creek (ODOT Structure 7218 0982 XR [NBI: 15838]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #10) on US-75 over I-44 (ODOT Structure 7278 0189 X [NBI: 15839]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #11) on US-75 over I-44 (ODOT Structure 7278 0190 X [NBI: 15840]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #12) on I-44 Ramp S-E over Mooser Creek and a Frontage Road (ODOT Structure 7278 0184 SXR [NBI: 15843]) constructed in 1963 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #13) on 61st Street over US-75 (ODOT Structure 7218 0903 X [NBI: 16564]) constructed in 1965 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #14) on US-75 over 46th Street (ODOT Structure 7218 1053 EX [NBI: 18254]) constructed in 1972 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #15) on US-75 over 46th Street (ODOT Structure 7218 1053 WX [NBI: 18255]) constructed in 1972 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #16) on US-75 over 46th Street (ODOT Structure 7218 1020 EX [NBI: 18267]) constructed in 1972 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #17) on US-75 over 46th Street (ODOT Structure 7218 1020 WX [NBI: 18268]) constructed in 1972 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #18) on I-44 over 38th W. Avenue and the TSU Rail Road (ODOT Structure 7278 0025 NX [NBI: 19471]) constructed in 1978 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #19) on I-44 over 38th W. Avenue and the TSU Rail Road (ODOT Structure 7278 0025 SX [NBI: 19479]) constructed in 1978 was identified as a type listed in the ACHP Program Comment for post-1945 concrete and steel bridges and requires no further documentation.

The existing bridge (Bridge #20) on I-44 over the TSU Rail Road (ODOT Structure 7278 0253 NX [NBI: 20294]) constructed in 1982 is a concrete slab span structure that does not meet the age threshold for NRHP consideration and requires no further documentation.

The existing bridge (Bridge #21) on I-44 over the Arkansas River (ODOT Structure 7278 0269 SX [NBI: 20326]) constructed in 1982 is a prestressed concrete stringer/multibeam structure that does not meet the age threshold for NRHP consideration and requires no further documentation.

The existing bridge (Bridge #22) on I-44 over the Arkansas River (ODOT Structure 7278 0269 NX [NBI: 20580]) constructed in 1983 is a prestressed concrete stringer/multibeam structure that does not meet the age threshold for NRHP consideration and requires no further documentation.

Legal Location: Township 19N Range 12E, Sections 25, 26, 27, 28, 33, 34, 35 and 36; Township 18N Range 12E Section 2

U.S.G.S. Quadrangle: Sapulpa North and Jenks USGS 7.5-minute Topographic Quadrangles

2. ENVIRONMENTAL SETTING:

Geomorphic/Physiographic Region:

The project area lies within the physiographic province of Sandstone Hills, characterized by eroded, sandstone bluffs with floodplains surrounding rivers and streams that dissect the Pennsylvanian sandstones. According to geologic maps on file at the Oklahoma Geological Survey (2019), the sediments within this region of Tulsa County are comprised of loamy colluvium derived from sandstone over clayey residuum weathered from shale. Tulsa county encompasses both prairies and sandstone hills, with lowlands that are well-suited to agricultural (farmland) development (Johnson et al, 1979). Situated within the Arkansas River Basin, the Arkansas River crosses north-south through the study area, under the Arkansas River Bridge and roughly parallel with US-75. Minor tributaries of the Arkansas River system flow southwest-northeast across the region, such as Mooser Creek which crosses through the project area just south of I-44 and across US-75, and drainages associated with Cherry Creek in the northeastern portion of the study area.

Geology and Soils:

According to NRCS data, there are several soil series represented within the Study Area, all fall under the order of Alfisols/Hapludalfs characteristic of Sandstone Hills geology and Cross Timbers ecological region. The series includes Urban land-Dennis complex, 0 to 5 percent slopes; Wynona-Urban land complex, 0 to 1 percent slopes, occasionally flooded; Niotaze-Bigheart-Urban land complex, 3 to 25 percent slopes; Niotaze-Bigheart-Rock outcrop complex, 3 to 15 percent slopes, very stony; Coweta-Urban land-Eram complex, 3 to 12 percent slopes; Radley silt loam, 0 to 1 percent slopes, frequently flooded; Choska-Severn-Urban land complex, 0 to 1 percent slopes, rarely flooded; and Kiomatia loamy fine sand, 0 to 1 percent slopes, frequently flooded. Subsurface testing yielded soil profiles which included: 7.5YR 4/6 silty clay from 0-35 cmbs with termination due to compact soils or bedrock along much of the eroded bluff tops, and a 7.5YR 4/6 silty clay underlain by a 10YR 3/3 YR silty clay in floodplains. In forested areas, soil profiles typically composed of 10YR 3/4 silty clay loam from 0-30 cmbs.

Vegetation:

Typically, the project area was composed of extensively terraformed roadway and residential or commercial developments. As such, there are many parts of the Study Area which are best characterized as maintained roadway grasses and lawns, paved and gravel roadways, and mixed grasses. Along roadways and recently cleared residential properties, surface visibility was excellent (75 to 100 percent). Vegetation within the expanded study area adjacent to US-75, especially along the eastern and southern areas of the project area, is characterized by the Oak and Hickory forests that cover the northeastern part of the state. Taxa typically encountered include black oak, white oak, bitternut hickory, with pockets of shortleaf pine and red cedar. Numerous other shrub and herbaceous species characteristic of a deciduous forest likewise occur, such as mixed grasses, hackberry, green briars and forbs. Within the grassy medians and forested areas of the project area, visibility typically ranged from 0-25%, given the thick understory of green briar and leaf litter in some areas, and given the thickness of grasses along maintained portions of the highways.

Surface Visibility:

<u>XXX</u>	0-25%	Within median areas, maintained grasses along roadside and in areas of heavy vegetation in wooded areas.
<u> </u>	25-50%	
<u> </u>	50-75%	
<u>XXX</u>	75-100%	Along roadways and along hiking trails in wooded areas with minimal understory.

3. CULTURAL BACKGROUND:

Background Research:

XXX State Site Files at Oklahoma Archeological Survey (OAS)

XXX SHPO NRHP and DOE, and OLI Files

The Principal Investigator (PI) has conducted background research at the following repositories: the state site files at the Oklahoma Archeological Survey; SHPO, National Register of Historic Places (NRHP), and Determination of Eligibility (DOE) files (researched online); historic aerials and topographic maps, including 1936 Tulsa Metro roadway maps that show locations of historic buildings for comparison with recent topographic maps; and the ODOT-CRP online database for

previously recorded bridges and culverts. Additional research was conducted at local courthouses and historical society libraries to verify the deed and title of properties at newly identified site locations. The PI and lead historian used sources appropriate to the project such as public records, historical maps, online General Land Office (GLO) records, Sanborn fire insurance maps, cultural resources reports, and other relevant materials prior to field survey and upon survey results.

The main objective of such research was to identify previously recorded NRHP properties within the study area, and none were found, although it was determined that the residences recorded in the northeastern-most portion of the study area, one block north of I-44, were included by signage as part of the Carbondale District. The NRHP-eligibility of the Carbondale District has not been assessed by the SHPO, and furthermore none of the built environment resources recorded within this area qualified as NRHP-listing eligible. Background research has developed a full understanding of the historical context, land use patterns, and previously identified cultural resources within the study area. Additionally, all previously identified cultural resources within one mile of the study area have been identified and examined, via file search, by location, site type, and NRHP status in order to establish areas for off-project avoidance. No previously identified cultural resources overlap with the project survey area, and two archaeological sites have been identified within one mile of the study area. Neither site has been assessed for NRHP listing. These sites are described below.

34TU122: Also known as the Malone Site, was recorded in 1991 by Lois E. Albert according to the OAS site form on file. Located approximately 0.42 miles due west of US-75 and 0.62 miles south of I-44, this is reported as a Late Archaic/ Woodland open habitation site. The volunteer survey by Lois E. Albert documented lithic debitage and diagnostic tools, sandstone milling basins and bone fragments. Tools identified include a broken hoe with edge polish, bifaces/preforms, projectile points, and a heavily modified scraper. Jim and Dora Malone, the property owners, have a small collection of artifacts from the site-photographs of the collection were taken and are on file at OAS. The eligibility for NRHP listing was not assessed, however the author of the site form indicates the site was destroyed during residential construction.

34TU132: Also known as the Remington Site, was recorded in 1998 by the Mooser Creek Survey Team for the Mooser Creek Greenway Project-Tulsa, according to the OAS site form on file. Three separate survey forms are associated with this site, all recorded in 1998 (132-A through 132-C), as impacts to the site were monitored during construction activities near the present Remington Elementary School. This has been described as a precontact site, possibly ceremonial, and is estimated to be 40 acres in size. Investigations suggest the site spans across the Remington Elementary School yard, Lubell Park and private property to the south, which are located just west of the current study area along US-75, south of I-44. Due to subdivision development and construction of a pipeline in the 1970's most intact features/landscape have been largely destroyed or displaced. A letter report included to the head school superintendent for the Remington School with OAS site file form identifies this as possible ceremonial site, petroglyphs and carved rocks (several had been relocated from the original site location at a nearby rock outcrop, and now line private and public walkways) (O'Brien 1998). The report describes and includes photographs of pit features, lithic scatters, mortars and drilled holes in sandstone bedrock, however eligibility for NRHP listing was not assessed for this site.

Precontact, Contact and Indian Territory History

According to the Oklahoma Archaeological Survey's most recent inventory of sites recorded in Tulsa County (OAS 2002), archaeologists have only identified a total of 19 pre-contact sites and one contact-era site throughout the county. These include: One Paleo Indian (prior to 6000 B.C.), eight Archaic (6000 B.C. to A.D. 1), two Woodland (A.D. 1 to 1000), and eight Plains Village (A.D. 1000 to 1500)

sites. Also located within Tulsa county is one of only a handful of known, contact-era Native American village sites in Oklahoma. The Lasley-Vore Site, recorded in 1988 by Dr. George Odell, has been identified as an 18th-century Wichita village; artifacts recovered included stone, bone and pottery artifacts typical of Wichita occupations, as well as materials associated with French traders of the 18th century, such as trade beads, axe heads, metal knives and gun parts. Significantly, historic accounts suggest that the Lasley-Vore locality was visited by French explorer Jean Baptiste Bénard de la Harpe in 1719, providing valuable context for contact-era site interpretations within the region (Brooks 2005; Odell 2002).

During the Indian Removal period (1830-1862), Indian Territory maps show the border between the Cherokee and Creek nations cuts through present-day Tulsa County. The forerunner to the modern city of Tulsa was established between the 1830's and 1840's as a Muscogee Creek tribal town, originally named "Tallasi," which later became Tulsey Town and eventually Tulsa (Herrera et al 2016). After the Civil War the United States renegotiated treaties with the Creek nation and the other Five Tribes to obtain leases on land for new railroad construction by 1881. Tulsa remained under the jurisdiction of the Muscogee Creek-- being exempt from the General Allotment (Dawes) Act of 1887 as one of the Five Tribes--until the passage of the Curtis Act in 1898, when the Muscogees were forced to cede reservation lands and take allotments in severalty (OHS 2019). As was verified through census records and deed research at the Tulsa County Courthouse for this project, between 1899 and 1906, Muscogees listed on the Dawes Commission Final Roll invariably correlated with an Allotment Deed record, listing them as grantee, within this time frame. By the time Oklahoma was incorporated as a state in 1907, Tulsa had already seen the new construction or extension of over a dozen railway lines, connecting the city—and a newfound oil industry—and its new demographic with the region and nation at large (O'Dell n.d.; Hofsommer 1977).

Development and Growth

The City of Tulsa was incorporated in 1898 with a population of 1100. Oil discovered at Red Fork in 1901 and in Glenpool in 1905 made Tulsa an oil business center (Gregory n.d., Gettys 1995). The Tulsa Municipal Airport and the Spartan Aircraft Company both open in 1928 starting the aviation industry. City limits expanded from 7 to 20 square miles in the 1920s (TCC 2004: 8). Population grew to 141,258 in 1930. Oil and aviation industries saw a boom during World War II as their factories were converted to support the war effort. "As a result, a tremendous number of small houses, built to be purchased with Title 6 Federal Housing Administration loans, were constructed. Many of these houses were built in northeast Tulsa" (OHS 1991: 62). American Airlines located a facility in Tulsa in 1945).

Across the nation, the years following World War II saw great homogenization of suburban housing stock as developers undertook large subdivision project to counteract a housing shortage and take advantage of government subsidized housing for veterans. Tulsa was no exception and expanded its land base frequently through acquisition of new suburbs. "New housing additions were regularly incorporated into city limits as they were developed and as developers coordinated with the city for the provision of municipal services" (TCC 2004: 9) In 1949, 59 housing subdivisions and the entire town of Dawson were annexed (TCC 2004: 9).

Not every citizen was interested in being annexed. West Tulsa citizens, including Carbondale, were advocating "disannexation" citing poorly maintained amenities such as the sidewalks, alleys and sewer system. (TCC 2004:10). Carbondale was incorporated in 1925 then annexed by Tulsa in 1928. The center of Carbondale is considered to be the corners of 31st West Avenue and 48th Street (SWHS n.d.). Carbondale is considered eligible for local historic district designation with the southern boundary of 51st street which abuts the northern limit of the project area. Oklahoma SHPO confirmed there was no record of the district being reviewed for National Register eligibility

After World War II the population increased to 182,740 and increase again in 1960 to 258,271 (Gregory n.d.). In 1966 the city tripled its jurisdiction through annexation which included the area south of US 44. In 1970 Tulsa's population was 327,183 with 120,070 housing units which increased in the 1980 Census to 355,444 population and 154, 284 housing units.

4. METHODOLOGY:

Field Investigation Methodology:

Methods utilized during the Archeological Resources survey conformed to the standards set forth in the ODOT CRP manual (updated October 2017), adhering to the suggested shovel testing at 30-meter intervals through the entire study area whenever possible (See **Figure 2a-b**). Dirt from each shovel test was screened through a 1/4" wire mesh at 10-20 cm levels and soil profiles were Munselled and documented on shovel test logs; each shovel test location was also marked with a hand-held GPS device. Due to the urban environment and low integrity of intact soils along US-75 and I-44, shovel testing at the 30-m interval was restricted by the presence of earthen berms, borrow pits and other terraforming disturbances typical of interstate roadway construction, and field staff had been instructed not to test any areas where underground utilities were marked with flagging or paint prior to survey. Additionally, survey crews periodically encountered areas of profoundly disturbed roadsides, steep slopes and exposed bedrock with no potential for buried archeological deposits: These were surveyed by 100% visual inspection of the area of impact, and shovel testing occurred wherever appropriate ground surfaces could next be located. Subsurface testing, therefore, was conducted in all areas where intact, undisturbed soils were available on terrain with slopes of 25% or less, following parallel transects spaced 30 meters apart. In areas where subsurface testing was not feasible, locations were photo-documented and a summary of observed disturbances and/or natural impediments to shovel testing are provided in written field notes. Shovel testing intervals varied greatly throughout the project area, primarily due to extensive, profound disturbance from roadway and utility construction activity. **Figure 2a-b** illustrates where sections of profound disturbance, excessive slope and utilities were encountered during survey of the study area, and every location within a transect where shovel-testing was not feasible have been marked with GPS points indicating where 100% visual inspection only was conducted.

No previously recorded sites are present within the study area, however, three newly identified sites (34TU215, 34 TU216 and 34TU217) were documented during the archaeological survey. At sites, shovel testing intervals were decreased to 10 meters, whenever possible, in order to establish the horizontal and vertical boundaries of each site. Every positive shovel test was bounded by two consecutive, negative shovel tests in cardinal directions, and above-ground features –such as architectural remnants/ruins—and surface artifacts were bounded by negative shovel tests as well. All artifacts were subjected to in-field analysis, photographed, and left *in situ* or were re-buried in the shovel test from which they were recovered. All new archeological sites have been documented on the Oklahoma Archeological Site Survey Form. The site forms include a site plan map illustrating the site boundary, site features, positive and negative shovel test locations within the site, the study area boundary, the existing roadway (if applicable) and other natural features that are situated on the landscape. The study area does include some eroded sandstone bluffs and exposed rock outcrops, particularly in the southeastern-most portion of the survey area. Due to the elevated potential for the presence of petroglyphs and shallow, precontact habitation sites (see discussion of nearby site 34TU132 above), these outcrops and exposed bedrock areas were inspected thoroughly for evidence of this archaeological site type. None were observed within the project limits

For historic structures, the investigation included all resources within the study area and those resources outside of the study area that are associated with a farm, domestic, or commercial complexes with at least one structure located within the study area. A total of 47 resources on 38 parcels were identified during this survey. All resources constructed 45 years prior to the letting date were field recorded and documented on SHPO HPRI (Historic Preservation Resource Identification) forms, following the guidelines established by the SHPO with regards to data collection and documentation. The findings of the built environment investigation are included in this report and have the project description, cultural background (historic context), and results of investigation. Assessments and recommendations regarding the built environment have been made following the NRHP standards under Criteria A, B, and C. Maps and forms accompany the report.

5. RESULTS OF INVESTIGATION:

- _____ 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.
- XXX 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.
- _____ **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:

Archaeological Resources

The archaeological survey resulted in the identification of three, historic period sites: 34TU215, 34TU216, and 34TU217. No precontact features or artifacts were encountered on this survey. New sites were identified by the presence of above-ground features/ architectural ruins or by the occurrence of two or more positive shovel tests within a 20-m radius. The study area has been heavily impacted by commercial and residential development and nearly a century of urbanization, resulting in pervasive infrastructural modifications along highway and railway corridors. These factors reduce potential for intact deposits, especially along I-44 and US-75, and findings at newly-recorded sites were sparse. Disturbances from utilities, culverts and terraforming along roadways and bridges constituted the majority of impediments to subsurface testing (**Figures 3 and 4**), and man-made facilities or construction frequently limited bounding at sites, as no intact soils remained due to disturbance.

A total of 529 shovel tests were excavated, with 16 of these being positive. All positive shovel tests were incorporated in three of the sites—34TU215, 34TU217 and —with 34TU216 being comprised of architectural ruins of an early to mid- 20th century post and beam remnant structure. All positive shovel tests and above-ground features were bounded in cruciform at 10 m-intervals until two, consecutive negative shovel tests were excavated. Where 10-m interval testing at cardinal directions from a positive was not feasible, judgmental shovel testing was conducted within a 20-m radius of the positive ST or other above-ground features and/or surface artifacts. Bounding of positive shovel tests conformed to this methodology, except in areas where the ground was heavily disturbed, paved, or on a steep slope, in which case the environment and ground conditions were carefully documented. A detailed discussion of each newly identified site follows below.

Site 34TU215

This site represents the remains of a late-19th to early-20th century farmstead/homestead located at the top of the highway embankment 19 meters west of the US-75 southbound shoulder. The site is 72 meters north of the point where West 47th Street dead ends and 112 meters south of the point where US-75 passes over West 46th Street. The western boundary of the site is comprised by a chain link fence bordering new construction activity adjacent to the study area. Along the fence, a tree line provides noise reduction for the neighborhoods west of the highway. East of the site, the embankment slopes down at 30-40 degrees to meet US-75 southbound. From the top of the embankment and moving west and south, the site remains at a level elevation. The site gradually slopes down to the north as the landform meets the berm for US-75 bridge over West 46th Street. Ground surface visibility was 0-5%. Vegetation on site consisted of short grasses and mixed hardwoods along the site boundary.

The site is defined by four positive shovel tests (STs) with an additional eight negative bounding shovel tests. Archaeologists did not observe any features associated with the site in shovel tests, nor were there any remnant structures within the site boundaries. All bounding shovel tests were excavated at 10-meter intervals in cruciform patterns until encountering two, consecutive negative shovel tests, wherever possible. Bounding was not possible to the east due to a 30 to 40-degree slope along the US-75 corridor. Bounding to the west was not possible due to profound disturbance from recent residential construction activities. The site has been estimated to be 66 m (N-S) x 18 m (E-W), with an area of 0.27 acres (1,093 sq. meters).

Archaeologists recorded a total of 29 artifacts during subsurface testing at the site, recorded between 0 and 38 cm across the site. Recorded cultural material included domestic and architectural artifacts, with artifact types and frequencies dating the site primarily between 1890 and the mid-20th century. This was a non-collection survey, all artifacts were recorded and then redeposited into the positive ST or left *in situ* on the ground surface. An itemized list of artifacts is provided in **Table 1**. All dates were derived from the BLM/SHA *Historic Glass Bottle Identification & Information Website*, Buckles et al. 1978, nps.gov website 2019; and Lockhart et al 2017).

Table 1: Artifacts documented at Site 34TU215

Provenience	Depth (cmbs)	Description	Date Range for Diagnostics
ST AP020	10-30	6 clear glass fragments: 1 oval bottle base fragment, 2 embossed, 3 body	1910-1930's (oval base)
ST AP020	10-30	1 white ware ceramic, plain body	
ST ZM018	0-38	2 clear glass container fragments	

Provenience	Depth (cmbs)	Description	Date Range for Diagnostics
ST NN012	0-35	4 red brick fragments	
ST NN012	0-35	4 milk glass fragments: 2 are from a canning jar lid insert	1880's-1950
ST NN012	0-35	1 white ware ceramic, plain body	
ST NN012	0-35	6 clear glass fragments: 2 flat/window, 3 container body	
ST NN012	0-35	2 amber glass bottle fragments	
ST NN012	0-35	1 wire nail	
ST NN013	0-27	1 red brick fragment, 1 clear glass container fragment	

Deed research conducted at the Tulsa County Courthouse reveals that this property was originally held as a legal allotment deeded to the Creek Nation. The parcel upon which site 34TU215 is located was granted by the Creek Nation to B. McIntosh in 1902 (vol. X, p.313), with accompanying documentation of a home deed included in the records on file at the courthouse. A warranty deed dated April 30, 1928 lists Martha Red (nee Naharkey) as the grantor when the lot was transferred to C. E. Baldwin the following year (vol. 675, p. 551). On February 17, 1950, this parcel was issued a Certificate of Non-Development by the Oklahoma Corporation Commission, transferring the property to public ownership (vol. 2065 p. 95). Although no records could be found stating the specific circumstances of this 1950 deed transfer, the land was likely taken as highway easement and the lot has remained under Oklahoma State jurisdiction since that date.

It can be inferred from this deed and title research that the property had remained a Creek Nation allotment since the region was designated Indian Territory up through at least the late 1920s. A home deed was issued to the first resident on record, B. McIntosh, which indicates that a homestead or farmstead was likely present on the lot by the early 1900's. The 1928 warranty deed signed by Martha Red refers to improvements made on this allotment as being included in the transfer of the property to C. E. Baldwin. The term "improvements" was commonly used in similarly dated deed records to refer to buildings, cultivated fields or other investments made on the property by the owner. U.S. census records, Oklahoma and Indian Territory Land Allotment records (Dept. of the Interior Commission to the Five Civilized Tribes, 1884-1934), and court documents reference Martha's husband, Moses Naharkey (ancestry.com), and daughter, Millie Naharkey (Justia.com, Eysenbach v. Naharkey) as having legal ownership of the property prior to and after Martha Red (Naharkey) signed a warranty deed granting ownership of the parcel to C. E. Baldwin in 1928. According to a transcript of the Department of the Interior's interview with Moses Naharkey, Mr. Naharkey stated that in 1900 he and his neighbor, B. McIntosh, had built homes on this lot by 1900 and was living there with his family as a farmer, owning 5 acres of cultivated crops (ancestry.com). A review of the 1936 Tulsa Metro Highway Map does show structures present within the vicinity of the site location. No further documentation was found in reference to improvements on the land after 1928, however, both 1954 and 1967 historic aerial photographs clearly show extant structures at the 34TU215 site location. The date range for diagnostic artifacts recorded at 34TU215 (ca. late 19th to mid- 20th century) appears to correlate with early 20th century records referencing a residence at the site location, and also correlates with historic aerials and highway maps which depict permanent structures at this location throughout the first half of the 20th-century.

With respect to site integrity, this site is estimated as less than five percent intact, having no associated features and the original homestead likely having been destroyed by of road construction around the mid-20th century. Shovel testing across the site failed to identify any subsurface features or intact deposits. Based upon deed and title research at the Tulsa County courthouse, the likely landowner(s)

associated with this site is Martha Red Naharkey or C. E. Baldwin (deed records vol. 675, p. 551). A search of census records through 1950, the Encyclopedia of Oklahoma History, The Chronicles of Oklahoma and the Indian-Pioneer Papers did not produce any documents referring to the Naharkey family members or C. E. Baldwin as prominent members of society, nor does either individual appear to be associated with any local or regional historic event. Given the poor integrity of the site and lack of unique features, 34TU215 does appear to contain data of significance for current or future research and therefore is recommended **not eligible** for inclusion in the NRHP under Criterion D.

34TU216

This site consists of the ruins of an early- to mid-twentieth century timber frame structure, partially standing, with a surface scatter of architectural remains and artifacts dating up through the mid-20th century. The remnant structure has been identified as an outbuilding or possible pole barn, and a faint hiking trail crosses through the site. The site is located 333 meters due north of the point where South Olympia Avenue intersects with US-75 northbound, and 50 meters east of the US-75 northbound shoulder. Ground visibility was approximately 0-15%; vegetation included hickory and oak hardwoods with an understory of green briar and forbs. The estimated size of the site is 31.6 m (N-S) by 19.6 m (E-W), with an area of approximately 0.12 acres (486 square meters)

The remnant structure was first encountered during shovel-testing survey and was subsequently recorded as a site given the extent of architectural remains. The structure is estimated 20-30 % intact, with original dimensions measuring roughly 9 feet square by 7 to 8 feet tall. Only the south wall and a few interior posts remain standing. The south wall consists of three up-right, 4 x 4-inch, milled lumber posts, connected by 2 x 4-inch milled lumber crossbeams. The wall posts and crossbeams are articulated by mortise and tenon joints, with 1-foot spacing between crossbeams along the length of the post. A patchwork of corrugated tin and metal sheeting is attached to these crossbeams with short wire nails and baling wire. The wall posts are driven straight into the ground and are supported by a corrugated tin brace at the base. The structure's north wall has since fallen over. Three posts that once served as the central, supporting posts for the structure are still upright, with a segment of woven-wire fence attached to the western-most post. While most of the structure has fallen, architectural remains reflect extensive use of mortise and tenon joints in the original construction of all four exterior walls as well as evidence of multiple repairs. At least two of the support posts had over 30 to 40 nails--of varying lengths and types—embedded near the base, where metal sheeting and braces were repeatedly re-affixed or replaced. Numerous milled lumber boards, a tire, and sheets of corrugated tin litter the ground in the immediate vicinity of the structure, very likely comprising the remains of the east and west walls.

Field crews excavated a total of eight shovel tests, all of which were negative for cultural material. The first shovel test was placed in the middle of the site and seven additional shovel tests were excavated at 10-meter intervals in cardinal directions. Only one shovel test was placed west of the structure due to a steep slope leading down to US-75 northbound. Located 40 feet north of the site and on the other side of the hiking trail, a surface scatter of two glass Pepsi bottles dating to the 1960s and 1970s were observed and recorded (see Table 2 for description from field analysis). Given the disposition of the bottles on a hiking trail 40 feet away from the site, it is unlikely these artifacts are related to the structure. The bottle dates, however, may provide some context for the low frequency with which this site location is likely to have been visited or subject to disturbance. The two artifacts and their dates of manufacture do not serve as representative of a *terminus ante quem* date range for the site, rather, they were deposited some time after original site abandonment. This was a non-collection survey, and all artifacts were recorded and then replaced *in situ*. An itemized list of surface artifacts analyzed in the field is provided in **Table 2**. All dates were derived from BLM/SHA *Historic Glass Bottle Identification & Information Website* and Busch 1981.

Table 2: Peripheral artifacts documented near Site 34TU216; post-abandonment

Provenience	Depth (cmbs)	Description	Date Range for Diagnostics
SA 1	Surface	Clear glass Pepsi bottle, applied color label (ACL), Liberty Glass Company (Sapulpa, OK) maker's mark on base with "67"	1967
SA 2	Surface	Clear glass Pepsi bottle, embossed, Kerr Glass Company (Sand Springs, OK) maker's mark "AHK" on base with "72" and "22"	1972

Deed research conducted at the Tulsa County Courthouse reveals that this property was originally held as a legal allotment deeded to the Creek Nation. At this location, an allotment of 120 acres was granted by the Creek Nation to Alonzo Huddleston in 1905 (vol. S, p. 149); this deed is accompanied by mortgage documents which indicate the presence of a homesite on the allotment, and a review of a 1936 Tulsa Highway Map depicts a structure in vicinity of site 34TU217. In 1940 Cornelia Ruth Huddleston is listed as the grantee of two small lots (3 and 4), the deed for which was transferred to Lonzo (Alonzo) Huddleston at the same time (vol. 138 p. 49). In 1958 a Trustee Deed was issued by the Estate Land Company (vol. 2842, pg. 269), designating the Huddleston lots for transfer to the State of Oklahoma as highway easements in 1964 (vol. 3510, p. 457), and the property was subsequently acquired by the state. The site location looks to have been retained as an easement since this time, and the lot was likely never re-developed. It is possible that the architectural ruins observed at 34TU216 are remnants of an outbuilding or pole barn associated with the Huddleston homestead. A review of 1954 and 1967 historic aerials shows a large, cleared pasture at this location, with a possible structure located over 100 ft to the southeast of the current site location. 34TU216 is plotted at what would have been the very tip of the southwestern corner of the pasture shown on historic aerials.

With respect to integrity, the site is estimated less than 30% intact. The site appears to have been abandoned, and the lone building has collapsed over the years since its final use. The east and west walls are no longer present. The only remaining, standing portions of the structure are the southern wall and middle support posts. The northern wall has collapsed and rests on the ground surface and has weathered significantly. Shovel testing across the site failed to identify any subsurface artifacts or intact deposits and light, modern dumping has occurred at the location. The only surface artifacts found nearby the site consisted of two glass Pepsi bottles from the 1960's and a 1970's, both of which do not appear to be associated with the original structure. Based upon deed and title research at the Tulsa County courthouse, the likely landowner associated with the site is Lonzo (Alonzo) Huddleston (deed records vol. S, p. 149 and vol. 138 p. 49). A search of census records through 1950, the Encyclopedia of Oklahoma History, The Chronicles of Oklahoma and the Indian-Pioneer Papers did not produce any documents referring to the Huddlestons as a prominent members of society, specifically, nor was the surname listed in association with any local, historic events. Additionally, these ruins are not representative of a unique architectural style, nor was this the work of a well-known craftsman. According to Gettys (1995: 55-58) this style of vernacular timber frame structure was a popular and expedient type of housing for early settlers in the region. As indicated on the SHPO's Fact Sheet 12, site integrity and significance are critical to evaluating and assessing historic period sites for NRHP eligibility. 34TU216 does not possess a level of preservation necessary to address important local and regional research questions, and background research has established that the site does not appear to contain information about significant, historic events or persons. Given the site's poor integrity and lack of unique features, 34TU216 is recommended **not eligible** for inclusion in the NRHP under Criterion D.

34TU217

This site has been identified as a late nineteenth to early twentieth century household site with diagnostic artifacts dating primarily between 1880 and the 1920's. The site is located in an uncultivated field, northwest of the US-75 and West 61st Street intersection. The field is bordered by South Santa Fe Avenue to the west and bordered on the east by the US-75 southbound exit ramp to West 61st Street. The Parkview Terrace Apartment complex borders the field along the northern extent of the site and West 61st Street marks the field's southern boundary. Ground visibility was approximately 0-5%, the vegetation at the site consisting of mixed grasses with oak and hickory trees along the border of the field where the site is located. The field surrounding the site location appears to be mowed consistently; however, the lot is not currently developed for any purpose. A billboard stands in the southeast corner of the field. The site dimensions have been estimated at 59.8 m (N-S) by 21.1 m (E-W), with an area of 0.34 acres (1,376 square meters).

A total of 13 shovel tests were excavated across the site, two of which were positive. No features were observed during subsurface testing, and no above-ground features or architectural remains were observed. No surface artifacts were encountered during visual inspection of the site. All positive shovel tests were bounded by two, consecutive negative shovel tests, excavated at 10-meter intervals in cruciform pattern, wherever shovel testing was feasible. Bounding shovel tests to the west were not possible due to the presence of underground utilities. Cultural materials were analyzed and recorded in the field for the two positive shovel tests. Recorded cultural material included domestic and architectural artifacts, with artifact types and frequencies dating the site primarily between 1880 and the 1920's. All artifacts were recorded between 0 and 30 cmbs. At least one of the artifacts appears to be melted, although no evidence of fire damage was observed in any of the shovel tests or on the ground surface. This was a non-collection survey, and all artifacts were documented and then redeposited into the shovel test. An itemized list of artifacts is provided in **Table 3**. All dates were derived from BLM/SHA *Historic Glass Bottle Identification & Information Website*, nps.gov, and Toulouse 1971.

Table 3: Artifacts documented at Site 34TU217

Provenience	Depth (cmbs)	Description	Date Range for Diagnostics
ST ZM094	0-20	Threaded iron bolt and nut (fused)	
ST ZM095	0-30	1 light green glass fragment	
ST ZM095	0-30	1 amber glass fragment	
ST ZM095	0-30	3 clear, pressed glass tumbler frag 1 clear bottle lip 2 amethyst-colored glass container frags 1 clear, melted glass frag	1850-1910 (pressed glass) 1880-1920's (clear, amethyst-color glass)
ST ZM095	0-30	1 aqua glass container fragment	mid-1800's-1920

Deed research conducted at the Tulsa County Courthouse reveals that this property was originally held as a legal allotment deeded to the Creek Nation. At this location, a 120-acre allotment was granted by the Creek Nation to A. Bishop in 1904 (vol. V, p. 221). The property underwent several warranty and quit claim deed transfers between various members of the Bishop family over the following 20 years. Several mineral leases and contract deeds were granted during this period as well; the grantor is listed as the Bishop Oil Company according to these lease and deed records. The last mortgage release on record names J. Bishop as the grantee on a deed dated in 1925 (vol. 500, p. 483). Interestingly, Bishop Oil Company is listed as the sole grantor of this 120-acre parcel when the deed

was ultimately transferred to Tulsa County, in 1929 (vol. 890, p. 56). A note written next to this deed record states: “Strip for highway W side,” indicating Tulsa County had designated the western side of the parcel as highway easement ahead of planned roadway construction. A review of 1936 Tulsa Highway Maps shows a structure where 34TU217 is plotted, and a 1954 historic aerial shows the outline of a cleared field and dirt road at this location; construction of US-75 had not yet begun. A 1967 historic aerial of the location shows US-75 in its modern configuration, with extensive clearing (bulldozing) evident across the lot within which 34TU217 is recorded. Based upon the results of this research, it is probable that a homesite did exist at this location at the turn of the century (or possibly earlier) through the 1930s, and the likely landowner was a member of the Bishop family. The property appears to have been abandoned between the 1930s and 1950s, and by 1967 the entire lot was razed and never re-developed. Given the date range (1880-1920’s) of diagnostic artifacts documented at 34TU217, it is likely that the material remains represent the turn-of-the-century homesite that once stood at this location. The history of the property reflects typical settlement and local development patterns described in historical and biographical literature reviewed in conducting general background research on late nineteenth and early twentieth century Tulsa. With the discovery of oil in the late 1800’s along the western banks of the Arkansas in nearby Red Forks (Gregory, n.d.), this entire stretch of present-day west Tulsa was quickly divided into Creek allotments and small, individual farmsteads were established in an initial wave of local settlements (deed records, Tulsa County Clerk’s Office). Many of the allotments were then either sold or leased to oil companies and speculators from the east coast interested in staking a claim on potentially oil-rich land (McClintock, n.d.).

With respect to integrity, the site is estimated less than 5% intact. Due to the site's proximity to both US-75 and West 61st Street, and the construction of the Parkview Terrace Apartments complexes to the north, earthmoving and construction activities has heavily, negatively impacted the integrity of the site. This widespread disturbance is noted in soil profiles as many of the artifacts may have been removed from a primary context and redeposited as fill in this particular location. Deed and title research at the Tulsa County courthouse show the likely landowner associated with the historic site to be A. and/or J. Bishop (deed records vol. V, p. 221 and vol. 500, p. 483). A search of census records through 1950, the Encyclopedia of Oklahoma History, The Chronicles of Oklahoma and the Indian-Pioneer Papers did not produce any documents referring to the either A. or J. Bishop as being prominent members of society, specifically. Given the poor integrity of the site, the very low artifact density, and lack of unique features, this site does not appear to contain information significant to addressing local or regional research questions and is therefore recommended **not eligible** for inclusion in the NRHP under Criterion D.

Built Environment Resources

A total of 38 buildings or building complexes (consisting of a total of 47 built environment resources) were identified during field survey and have been documented on Historic Preservation Resources Identification (HPRI) forms. None of the standing structures are part of an archeological site. The resources documented included single-family dwellings, multi-family dwellings commercial buildings, industrial warehouses, and one agricultural outbuilding. Table 4, below, is a chart and brief discussion of the resources.

Table 4: Built Environment Resources

Resource	Type	Category	Subcategory/ Function	Year Built	Eligibility
1A	Building	DOMESTIC	Single Dwelling	C. 1940	No
1B	Structure	DOMESTIC	Carport	C. 2015	No
1C	Building	DOMESTIC	Storage Shed	C. 1985	No

Resource	Type	Category	Subcategory/ Function	Year Built	Eligibility
2A	Building	DOMESTIC	Single Dwelling	C. 1940	No
2B	Building	DOMESTIC	Garage	C. 1970	No
3A	Building	DOMESTIC	Single Dwelling	C. 1935	No
3B	Building	DOMESTIC	Garage	C. 1960	No
4A	Building	DOMESTIC	Single Dwelling	C. 1940	No
4B	Building	DOMESTIC	Garage	C. 1940	No
5A	Building	DOMESTIC	Single Dwelling	C. 1930	No
5B	Building	DOMESTIC	Garage	C. 1980	No
6	Building	COMMERCE/TRADE	Business	C. 1960	No
7A	Building	DOMESTIC	Single Dwelling	C. 1955	No
7B	Building	DOMESTIC	Storage Shed	C. 2004	No
8A	Building	DOMESTIC	Single Dwelling	C. 1955	No
8B	Building	DOMESTIC	Storage Shed	C. 2004	No
9	Building	DOMESTIC	Single Dwelling	C. 1955	No
10A	Building	DOMESTIC	Single Dwelling	C. 1935	No
10B	Building	DOMESTIC	Garage Apartment	C. 1985	No
10C	Building	DOMESTIC	Storage Shed	C. 1995	No
11	Building	RECREATION	Warehouse	1958	No
12	Building	COMMERCE/TRADE	Business	C. 1975	No
13	Building	COMMERCE/TRADE	Warehouse	C. 1975	No
14A	Building	COMMERCE/TRADE	Warehouse	C. 1965	No
14B	Building	COMMERCE/TRADE	Warehouse	C. 1975	No
15	Building	COMMERCE/TRADE	Warehouse	C. 1970	No
16A	Building	DOMESTIC	Hotel	C. 1955	No
16B	Building	DOMESTIC	Hotel	C. 1955	No
17	Building	DOMESTIC	Single Dwelling	C. 1940	No
18A	Building	COMMERCE/TRADE	One-part commercial block	C. 1965	No
18B	Building	COMMERCE/TRADE	Restaurant	C. 1965	No
19A	Building	DOMESTIC	Single Dwelling	C. 1946	No
19B	Building	DOMESTIC	Garage/Workshop	C. 1965	No
19C	Structure	AGRICULTURE	Animal pen	C. 2003	No
19D	Building	DOMESTIC	Garage/storage shed	C. 2003	No
20A	Building	DOMESTIC	Single Dwelling	C. 1970	No
20B	Building	DOMESTIC	Storage Shed	C. 2000	No
20C	Building	DOMESTIC	Storage Shed	C. 2005	No
21A	Building	DOMESTIC	Single Dwelling	C. 1960	No
21B	Building	DOMESTIC	Storage Shed	C. 2000	No
22	Building	DOMESTIC	Single Dwelling	C. 1965	No
23	Building	DOMESTIC	Single Dwelling	C. 1965	No
24	Building	DOMESTIC	Single Dwelling	C. 1965	No
25	Building	COMMERCE/TRADE	Warehouse	C. 1975	No
26A	Building	DOMESTIC	Single Dwelling	C. 1925	No
26B	Building	DOMESTIC	Garage	C. 1980	No
26C	Structure	DOMESTIC	Gazebo	C. 1995	No
27	Building	COMMERCE/TRADE	Warehouse	C. 1960	No
28A	Building	COMMERCE/TRADE	Warehouse	C. 1965	No
28B	Building	COMMERCE/TRADE	Warehouse	C. 1975	No
29A	Building	INDUSTRY	Warehouse	C. 1975	No
29B	Building	INDUSTRY	Warehouse	C. 1985	No

Resource	Type	Category	Subcategory/ Function	Year Built	Eligibility
30	Building	SOCIAL	Meeting hall	1958	No
31A	Building	DOMESTIC	Single Dwelling	C. 1930	No
31B	Building	DOMESTIC	Storage Shed	C. 1980	No
32A	Building	DOMESTIC	Single Dwelling	C. 1945	No
32B	Building	DOMESTIC	Storage shed	C. 2000	No
33	Building	DOMESTIC	Single Dwelling	C. 1945	No
34A	Building	DOMESTIC	Multiple Dwelling	C. 1970	No
34B	Building	DOMESTIC	Multiple Dwelling	C. 1970	No
35A	Building	DOMESTIC	Single Dwelling	C. 1945	No
35B	Building	DOMESTIC	Storage Shed	C. 2000	No
35C	Building	DOMESTIC	Storage Shed	C. 2000	No
36	Building	DOMESTIC	Single Dwelling	C. 1945	No
37	Building	DOMESTIC	Hotel	C. 1964	No
38	Building	DOMESTIC	Multiple Dwelling	C. 1970	No

Buildings and structures listed in the table as having a Modern date will not be discussed in the following review of historic-age resources of the built environment. These modern buildings/structures have been described and indicated on an aerial map within the HPRI form submitted for the primary resource.

DOMESTIC

“Domestic” is a category of function and use of buildings identified by National Register Bulletin 15. Subcategories of domestic include: Single dwelling, multiple dwelling, secondary structure, hotel, and camp. For this report we use the term “ancillary building” to describe secondary structures such as storage sheds, carports, and detached garages.

Single family dwellings

Single family dwellings with and without ancillary buildings are the most common resource identified by the standing structures survey. The years following World War II saw the greatest homogenization of suburban housing stock as developers undertook large subdivision projects to counteract a housing shortage and take advantage of government subsidized housing for veterans. The houses identified in this survey can be divided into three styles: Bungalow, Minimal Traditional and Ranch.

Included in the discussion of residential houses are their ancillary buildings, which include but are not limited to detached garages, detached carports, storage sheds, large and small, and workshops large and small. These ancillary buildings are often added years after the original construction of the house to hold equipment and objects which cannot be stored in the primary house. Often, they are prefab structures or simple buildings and unless noteworthy the buildings are included as part of the discussion of the residential parcels below. The residential properties identified by this survey possess no known significance under either Criterion A or B. The residential properties are not noteworthy examples of their architectural style or they possess unsympathetic alterations and/or additions reducing or substantially compromising the seven aspects of integrity. Each of the domestic dwellings listed below and their ancillary buildings are recommended **not eligible** under Criterion A, B, or C. Specific styles are discussed below.

Bungalow Style (1905-1930)

Resources **5A, 10A, 26A, and 31A**, are classified as a building in the domestic category and are examples of the Bungalow style. The Bungalow style is a modest example of the Craftsman Bungalow style which originated in California and quickly spread through magazines and pattern books. The

bungalow is most notable for its front gable supported by heavy columns creating a wide front porch. The above resources have the massing of a bungalow but fail to have architectural features to make them a notable example of the Bungalow style. The buildings have had change in materials, such as siding, windows and doors, plus additions which have impacted their workmanship, design, materials, association and feeling.

Minimal Traditional Style (1935-1950).

Resources **1A, 2A, 2B, 32A, 33, 35A, and 36** are classified as a building in the domestic category and are examples of the Minimal Traditional style. “The typical postwar home of the late 1940s was the ‘minimum house,’ a reference to the FHA’s minimum building standards” (Nicolaidis 2017:4) With the average square footage under 1000 these houses had all the modern amenities with the exception of a garage. The front porch was replaced by a stoop on the front façade and a concrete pad on the rear façade. “The size and simple construction of these homes encouraged owners to remodel as their families changed” (Nicolaidis 2017:4). Alterations of these resources include but are not limited to replacement of windows, doors, new siding, and additions which reduce the overall architectural integrity of design, material and workmanship.

Ranch Style (1935-1975)

Resources **3A, 3B, 4A, 4B, 7A, 8A, 9, 17, 19A-D, 20A, 21A, 22, 23, and 24,** are classified as a building in the domestic category and are examples of the Ranch Style. Ranch style houses are the predominate style in the survey area. Ranch Style houses have several notable character-defining features. They are usually horizontally-oriented, parallel to the street with asymmetrical facades generated by the placement of the door and porch. Windows tend to be large and plentiful. Fixed picture windows and rear sliding glass doors are common. The overall form emphasizes the horizontal, accentuated by low walls, horizontal wood, brick or stone siding and a long, narrow shape with relatively simple floor plans and an attached garage (McAlester 2013: 597-612). Because Ranch Style houses are very common, the bar for individual architectural significance is high. The houses are modest examples of their style. Alterations include replacement of windows, doors, and new siding have reduced the overall architectural integrity. Additions include increasing the floor plan in the rear and/or converting the garage to living space.

Multiple-Family Dwellings

Resources 34A and 34B are classified as a building in the domestic category. The two, apartment buildings located on one parcel, both are two-stories with four apartments. “During the late 1960s and early 1970s, construction of apartment units increased substantially in suburban areas, as members of the Baby boomer generation moved out of their parents’ places, and household formation rapidly increased during this period” (Kilborn 2019). The of these fourplexes mimicked their surrounding neighbors the Ranch style house. Resources **34A and 34B** are horizontally oriented, two story, gabled buildings with arched windows on the first floor and centered arched entrance are reminiscent of the Ranch style. The residential properties possess no known significance under Criteria A or B and are not noteworthy examples of their architectural style or they possess unsympathetic alterations and/or additions reducing or eliminating the seven aspects of integrity and rendering the buildings ineligible under Criterion C. Resources **34A and 34B** are recommended **not eligible** under Criterion A, B, or C.

Resource 38 is the Park View Terrace-Public Housing is classified as a building in the domestic category. The apartment complex built in 1971. The resource occupies 25 acres with 47 residential buildings and one leasing office. The Tulsa Housing Agency (THA) was started in 1967 to provide affordable housing to the community (Graham 2007). Construction of a public housing complex begun in 1968, with the majority of the THA facilities occurring by 1985. Park View Terrace was constructed in 1971 and now is one of 13 facilities, of which three are high-rises. Massing, scale, location adjacent to freeway, materials and design are typical of many apartment complexes during

the 1970s. Although the use was intended for low-income families there are no obvious design feature(s) or innovative social or economic programs that were utilized to create the structures. Based on this information, Park View Terrace is recommended as **not eligible** under Criterion A, B, or C.

Motor Inns (Motels)

“After World War II the word *motel* quickly came to describe the new motor courts. Many motels were organized around large courtyards rendered as informal outdoor ‘lobbies.’ Here the increasingly popular swimming pool was located in a landscaped ground suggestive of a resort. In these motels parking was restricted to the outside of the U-shaped courts” (Jakle 1996: 45).

Route 66 goes through Tulsa using today’s moniker of US 244 and runs on the western end of the project. Both of the motor inns recorded for this project are located west of Route 66 on the frontage road of US-44 and are not directly associated with Route 66. Furthermore, based on the NRHP nomination the period of significance for the multiple listing was 1926-1944. “The year 1944 has been chosen as the terminal date and represents the end of the historic period as defined by the National Register. Over the passage of time, the period of significance could be extended to 1965, the year Route 66 was by-passed by four-lane interstate highway” (Meacham 1995: e-9). The location of the hotels away from Route 66 precludes their inclusion as directly associated with Route 66. Based on this information, **Resources 16 and 37** are both recommended **not eligible** under Criterion A, B, or C.

Resource 16A and 16B, the Royal Inn, formally the Rio Motor Lodge and Cabana Lounge is classified as a building in the domestic category. The Tulsa Tax Assessor has the date of construction as 1955. According to the Tulsa Historical Society and Museum (THSM) the motel was listed in the 1960 Tulsa City Directory. The 1970 directory entry lists the Aztec Room, Rio Coffee Shop, and Rio Motor Hotel and Restaurant as the occupants of this building. Those occupants were the same in 1975 and 1985. THSM had no information regarding an architect/builder or any other information. A postcard obtained from www.hippocard.com confirms a multitude of changes have occurred; the building had many colors and now is painted a solid white, the pool is replaced by grass, and the sign is missing. The restaurant and “Aztec Room” are no longer used for their original functions. The buildings have had alterations in design and material and do not rise to the level necessary for inclusion in the National Register of Historic Places and are recommend **not eligible** under Criterion A, B, or C.

Resource 37, the Budget Inn Lounge, is classified as a building in the domestic category. Roughly constructed in a “L” plan, the hotel has new siding and signage, and the pool has been infilled. These changes have reduced the architectural integrity and seven aspects of integrity of the motel. Based upon this information, **Resource 37** does not rise to the level necessary for inclusion in the National Register of Historic Places and is recommend **not eligible** under Criterion A, B, or C.

COMMERCE/TRADE

Commerce covers a wide variety of business activities from retail stores, professional offices, warehouses, and restaurants. The most numerous building type in this survey was the warehouse. A warehouse general has a large horizontal footprint, rolling garage doors and/or loading docks. Roofs are generally flat or gabled but variants due exist. Warehouses are designed for function and not style. **Resource 6** is classified as a building in the category of commerce/trade. It is a one-part commercial block with no particular style. **Resources 18A and 18B** is classified as a building in the category of commerce/trade. The building (18A) is a four-bay strip center with a separate building (18B) utilized as a drive-through restaurant. **Resources 11, 13, 14A, 14B, 15, 25, and 27** are all classified as buildings in the category of commerce/trade and are examples of the warehouse typology. Many of the buildings have had alterations in design and material and do not rise to the level necessary for

inclusion in the National Register of Historic Places and are recommend **not eligible** under Criterion A, B, or C.

Resource 12 is a building in the commerce/trade category. The building is round and reminiscent of the 1970s bank buildings designed in the 1970s New Formalism style. However, the building has been covered in vertical metal siding, and has no columns or portico. Based on the added siding and lack of architectural features, the building does not rise to the level necessary for inclusion in the National Register of Historic Places and is recommend **not eligible** under Criterion A, B, or C.

Resource 28A and 28B are buildings in the commerce/trade category and examples of the warehouse type. The address first appeared in the Tulsa city directories in 1965 as Fender Musical Instruments, by 1970 the building was listed as vacant. Fender was a brand name for a California based guitar company. A search into their website did not reveal if the company had any franchises and/or building regulations for a franchise. Although some design thought and materials are used in the front façade of this warehouse, alterations have occurred and the building design, workmanship, feeling and association does not rise to the level necessary for inclusion in the National Register of Historic Places and, as a result, is recommend **not eligible** under Criterion A, B, or C.

SOCIAL

Resource 30 is the Masonic Lodge #505 chartered in 1922. A plaque on the building states it was constructed in 1958. The building is an example of the mid-century modern style with a horizontal band of windows of the north elevation, cantilevered roof over the corner entrance and a vertical wall extending above the roof. The legible portion of the architectural drawings for the building has “W.H.C. Calder___” (Bishop 2019). A review of the 1958 Tulsa city directory list William H. Calderwood, architect, with offices at 1316E. 38th Place (THSM 2019). The subject building is not listed on the Tulsa Foundation for Architecture website (TFA 2019).

The lodge retains its original location and setting and appears to have no external changes and therefore retains its integrity of design, workmanship, feeling, and materials. The building is still used by the Masons and retains its integrity of association.

The subject building has been assessed under Criterion A (Social Category) for its role as a mid-century meeting place for the Mason’s organization. Although the building has continually functioned in this purpose and retains its integrity of setting and association, it is associated with a relatively prevalent community organization (there are five Masonic lodge buildings in the Tulsa area) and does not date to the founding or formative years of either the Freemasons organization or Lodge #505 in Oklahoma. As such, Resource 30 has no known association with an important event in Tulsa and therefore is recommended **not eligible** under Criterion A.

Resource 30 has also been assessed under Criterion B. To be considered eligible under Criterion B, the building must be associated with a person, whose work or achievements contribute significantly to local, regional, or national history. The architect, William Henry Cameron Calderwood (1899-1974), was born in Ireland, and studied at Queen’s College, Belfast Ireland, and the University of California at Los Angeles. He was a licensed architect and practiced in Tulsa from 1929 to 1971 (TFA 2019). An internet search indicated that multiple houses, one office building, and the Brook Theater were designed by him. The subject building (Resource 30) and the Brook Theater—arguably Mr. Calderwood’s most important attributed buildings—were designed in the common styles of their era. The Brook Theater was designed in the Art Deco style in 1945 and the Masonic Lodge #505 in the Mid-Century style in 1958. There is no obvious innovative features or new architectural styles introduced by Calderwood in his commercial buildings. Based on the current information,

Calderwood does not appear to rise to the level necessary as a significant person and is recommended **not eligible** for listing in the National Register under Criterion B.

The lodge is a solid example of an intact, Mid-Century style office building designed by a local architect. Under Criterion C, design/construction, a property may be eligible if it meets any of four requirements: embodies distinctive characteristics of a style, work of a master, possesses high artistic value, and/or is part of a district (NPS 1991: 17). The Mid-Century style is evident by the cantilevered eave over the corner entry, the red brick vertical walls which act as columns and support the cantilevered eave, the concrete vertical wall which extends above the roof line, the use of brick (organic material), and the row of aluminum windows. In addition, the building is free standing on a lot with no adjacent buildings. The setting allows for windows on all four facades. However, windows are only placed on the north façade and the entrance. With the Masons being a lodge for private ceremonies, the lack of windows is evident of “form following function” which was a tenet of the Mid-Century movement. A high style Mid-Century example would have a ribbon of horizontal windows, with no brick separating the aluminum frames, or clerestory windows. The bricks would be a stacked pattern, instead of, the current running-brick pattern.

As stated earlier, Calderwood was an architect and his understanding of the architectural elements of the Mid-Century style is evident in Masonic Lodge #505. However, as stated earlier under Criterion B, Calderwood, does not rise to the level of master or “greatness” in the field of architecture. As a singular structure, Masonic Lodge is a good example, but not the embodiment of the Mid-Century style. Based on the above information the building is recommended **not eligible** for listing in the National Register under Criterion C.

INDUSTRY

Resource 29A and 29B are buildings in the industry category and are metal warehouses. The front metal warehouse has an attached office on the front facade. The second metal warehouse building is located behind the first building and according to an employee is the welding shop. The buildings have no distinguishable style or workmanship and fail to rise to the level necessary to be listed in the National Register of historic Places and are recommended **not eligible** under Criterion A, B, or C.

6. RECOMMENDATIONS:

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

XXX **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.

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

_____ **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:

None of the newly-recorded sites 34TU215, 34TU216 and 34TU217 have characteristics that would qualify any of the sites for inclusion in the NRHP (pursuant to 36 CFR 60.4). All three sites are Historic Period archaeological sites, dating to the early- to mid- 20th century. As indicated on the SHPO's Fact Sheet 12, site integrity and significance are critical to evaluating and assessing historic period sites for NRHP eligibility. These sites do not retain a level of preservation necessary to address important research questions, such as those identified in a statewide preservation plan or similar documents, and none of the newly-recorded sites contain significant, isolable components. Furthermore, each of the documented sites has been severely impacted or nearly destroyed by roadway and residential construction. Based on this evaluation, 34TU215, 34TU216 and 34TU217 are all recommended **not eligible** for inclusion in the NRHP under Criterion D. The proposed undertaking would have no effect on any characteristics of the site within the study area that would qualify it for inclusion in the NRHP.

All 47 of the built environment resources identified by the survey possess no known significance under Criterion A or B and are not noteworthy examples of their architectural style or they possess unsympathetic alterations and/or additions reducing or substantially compromising their aspects of integrity under Criterion C. All these buildings are recommended **not eligible** under Criteria A, B, and C.

Plan notes recommending the avoidance of off-project construction activity is included here with respect to the previously recorded site 34TU132, located approximately 1,500 ft due south of I-44 and 0.72 miles west of US-75, outside of the study area.

Avoidance Areas:

T19N R12E Section 34: SE ¼ NW ¼

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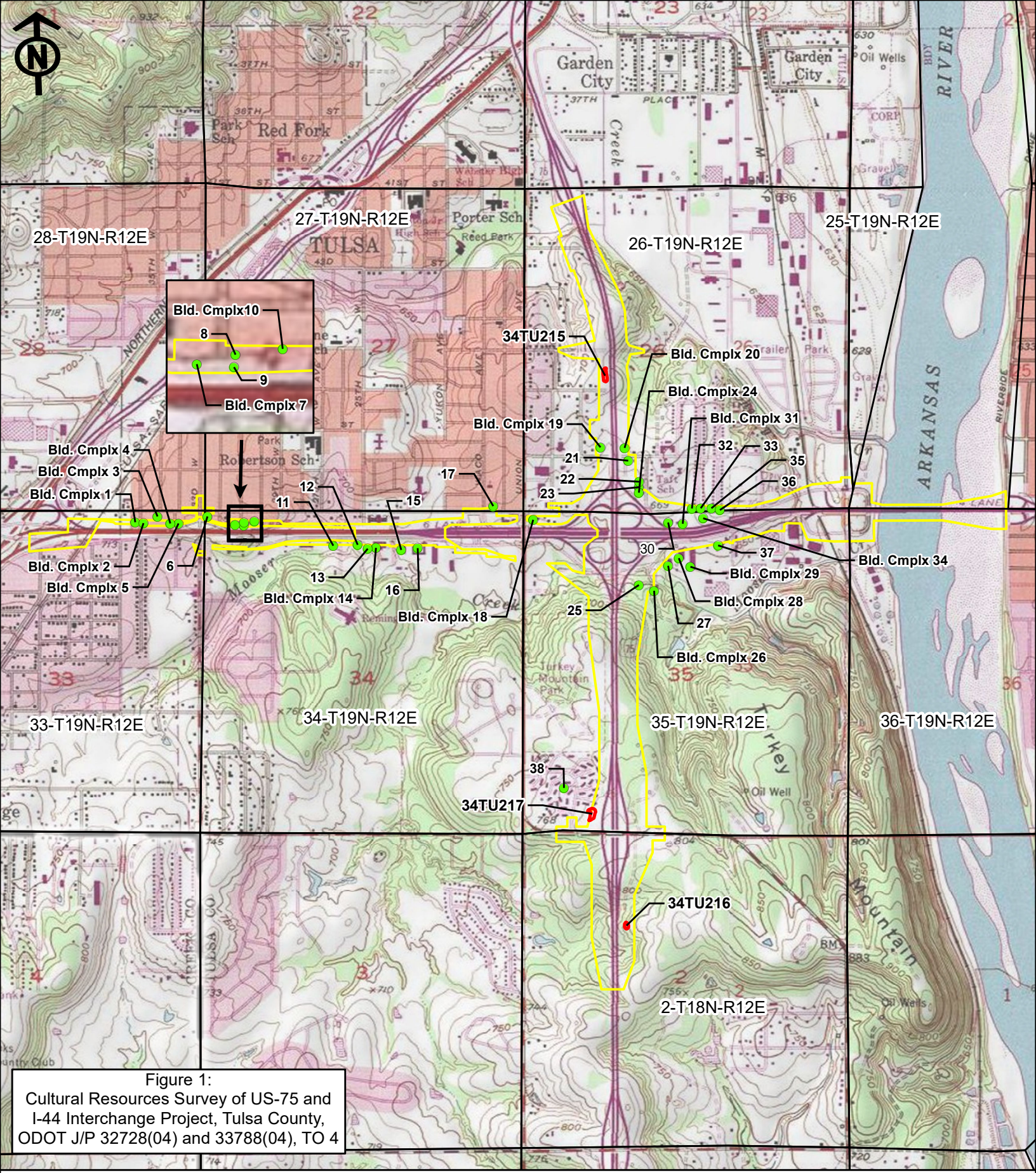
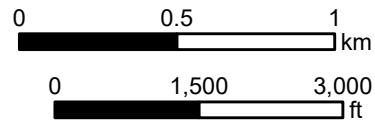


Figure 1:
 Cultural Resources Survey of US-75 and
 I-44 Interchange Project, Tulsa County,
 ODOT J/P 32728(04) and 33788(04), TO 4

- Resources of the Built Environment
- Archeological Site Boundary
- Project Study Area



Source: 1983 Sapulpa North & 1982 Jenks, Oklahoma
 USGS 7.5-minute Series Topographic Quadrangle



April 1, 2019

Alabama Quassarte Tribal Town
Attn: Chief Nelson Harjo
P.O. Box 187
Wetumka, OK 74883

Dear Chief Harjo:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 32728(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

Table with 4 columns: County, Job Piece #, Anticipated Let Date, and Project description. It details project information for Tulsa County, Job Piece # 32728(04), including location and additional information regarding ground disturbance and right of way.

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

[Handwritten signature of Rhonda S. Fair]

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Janice Lowe

May 1, 2020

Alabama Quassarte Tribal Town
Attn: Chief Nelson Harjo
P.O. Box 187
Wetumka, OK 74883

Dear Chief Harjo:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	2021
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation identified three previously unrecorded historic era archaeological sites and 38 buildings or building complexes. These resources are considered not eligible for the National Register of Historic Places. The northernmost portion of the area of potential effect extends into the NRHP-eligible Red Fork Neighborhood Historic District, though no buildings or structures are located in this portion of the APE. As such, the proposed work will not directly or indirectly alter or affect the historic district. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no adverse effect to historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Janice Lowe

April 1, 2019

Cherokee Nation
 Attn: Principal Chief Bill John Baker
 P.O. Box 948
 Tahlequah, OK 74465

Dear Principal Chief Baker:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 32728(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	unknown
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				
Location	Sec 25, 26, 27, 28, 33, 34, 35, & 36 T19N R12E. See enclosed map.				
Additional information	This project is on a new alignment: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no This project will require new or temporary right of way: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no This project involves ground disturbance: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
 Director
 ODOT Tribal Coordination

cc: Elizabeth Toombs, THPO



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CHEROKEE NATION[®]
P.O. Box 948 • Tahlequah, OK 74465-0948 • 918-453-5000 • cherokee.org

Office of the Chief

Bill John Baker
Principal Chief
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S. Joe Crittenden
Deputy Principal Chief
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April 24, 2019

Rhonda Fair
Oklahoma Department of Transportation
200 N.E. 21st Street, Room 3A8
Oklahoma City, OK 73105-3204

Re: JP 32728(04) Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River

Dr. Rhonda Fair:

The Cherokee Nation (Nation) is in receipt of your correspondence about **JP 32728(04) Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River**, and appreciates the opportunity to provide comment upon this project. Please allow this letter to serve as the Nation's interest in acting as a consulting party to this proposed project.

The Nation maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found no instances where this project intersects or adjoins such resources. Thus, the Nation does not foresee this project imparting impacts to Cherokee cultural resources at this time.

However, the Nation requests that the Oklahoma Department of Transportation (ODOT) halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project.

Additionally, the Nation requests that ODOT conduct appropriate inquiries with other pertinent Historic Preservation Offices regarding historic and prehistoric resources not included in the Nation's databases or records.

If you require additional information or have any questions, please contact me at your convenience. Thank you for your time and attention to this matter.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389

May 1, 2020

Cherokee Nation
Attn: Principal Chief Chuck Hoskin, Jr.
P.O. Box 948
Tahlequah, OK 74465

Dear Principal Chief Hoskin:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	2021
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation identified three previously unrecorded historic era archaeological sites and 38 buildings or building complexes. These resources are considered not eligible for the National Register of Historic Places. The northernmost portion of the area of potential effect extends into the NRHP-eligible Red Fork Neighborhood Historic District, though no buildings or structures are located in this portion of the APE. As such, the proposed work will not directly or indirectly alter or affect the historic district. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no adverse effect to historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Elizabeth Toombs, THPO

Rhonda Fair

From: Elizabeth Toombs <elizabeth-toombs@cherokee.org>
Sent: Tuesday, May 26, 2020 4:55 PM
To: Rhonda Fair
Subject: [External] RE: Tulsa County OK / ODOT JP# 32728(04) cultural resources report

Thank you for the report, Rhonda. This Office has no additional comments beyond those provided on April 24, 2019. Please let me know if you have any questions or concerns.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation
Tribal Historic Preservation Office
PO Box 948
Tahlequah, OK 74465-0948
918.453.5389

From: Rhonda Fair <RFair@odot.org>
Sent: Friday, May 1, 2020 9:09 AM
To: Elizabeth Toombs <elizabeth-toombs@cherokee.org>
Subject: <EXTERNAL> Tulsa County OK / ODOT JP# 32728(04) cultural resources report

NOTICE: THIS EMAIL CONTAINS AN ATTACHMENT SENT FROM AN EXTERNAL SENDER.
IF YOU DO NOT KNOW THE SENDER OR WERE NOT EXPECTING THIS EMAIL,
DO NOT OPEN ANY EMAIL ATTACHMENTS AND DELETE THIS MESSAGE.
Thank you: The Cherokee Nation - Information Technology Department

Dear Elizabeth,

Please see the attached project information and cultural resources report. Just let me know if you have any questions.

Thanks!

Rhonda

Rhonda S. Fair, Ph.D.
Director – Tribal Coordination

Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105
Office: (405) 521-3632
Cell: (405) 517-5670

April 1, 2019

Delaware Tribe of Indians
 Attn: Chief Chester Brooks
 5100 Tuxedo Blvd.
 Bartlesville, OK 74006-2838

Dear Chief Brooks:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 32728(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	unknown
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				
Location	Sec 25, 26, 27, 28, 33, 34, 35, & 36 T19N R12E. See enclosed map.				
Additional information	This project is on a new alignment: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no This project will require new or temporary right of way: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no This project involves ground disturbance: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
 Director
 ODOT Tribal Coordination

cc: Brice Obermeyer



Delaware Tribe Historic Preservation Office

1 Kellogg Circle
Roosevelt Hall, RM 212
Emporia State University
Emporia, KS 66801
(620) 341-6699

bobermeyer@delawaretribe.org

April 10, 2019

ODOT
Attn: Rhonda S. Fair
200 N.E. 21st Street, Room 3A8
Oklahoma City, Oklahoma

Re: Section 106 Consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 32728(04)

Dear Rhonda S. Fair,

Thank you for informing the Delaware Tribe on the proposed construction associated with the above referenced project. Our review indicates that there are no religious or culturally significant sites in the project area. As such, we defer comment to your office as well as to the State Historic Preservation Office and/or the State Archaeologist.

We wish to continue as a consulting party on this project and look forward to receiving a copy of the cultural resources survey report if one is performed. We also ask that if any human remains are accidentally unearthed during the course of the survey and/or the construction project that you cease development immediately and inform the Delaware Tribe of Indians of the inadvertent discovery.

If you have any questions, please feel free to contact this office by phone at (620) 341-6699 or by e-mail at bobermeyer@delawaretribe.org

Sincerely,

Brice Obermeyer
Delaware Tribe Historic Preservation Office
1 Kellogg Drive
Roosevelt Hall, RM 212
Emporia State University
Emporia, KS 66801

May 1, 2020

Delaware Tribe of Indians
Attn: Chief Chester Brooks
5100 Tuxedo Blvd.
Bartlesville, OK 74006-2838

Dear Chief Brooks:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	2021
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation identified three previously unrecorded historic era archaeological sites and 38 buildings or building complexes. These resources are considered not eligible for the National Register of Historic Places. The northernmost portion of the area of potential effect extends into the NRHP-eligible Red Fork Neighborhood Historic District, though no buildings or structures are located in this portion of the APE. As such, the proposed work will not directly or indirectly alter or affect the historic district. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no adverse effect to historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Brice Obermeyer



Delaware Tribe Historic Preservation Office

1 Kellogg Circle
Roosevelt Hall, RM 212
Emporia State University
Emporia, KS 66801
(620) 341-6699

bobermeyer@delawaretribe.org

May 5, 2020

ODOT
Attn: Rhonda S. Fair
200 N.E. 21st Street
Oklahoma City, OK 73105

Re: Tulsa County OK
ODOT JP# 32728(04) cultural resources report

Dear Rhonda S. Fair,

Thank you for providing the survey report documenting the discovery of the archaeological site(s) during the mitigation for the above referenced project. We agree that the site(s) is (are) not archaeologically significant. Our review also indicates that there are no religious or culturally significant sites in the project area and we have no objection to the proposed modified project.

However, we ask that if any human remains are accidentally unearthed during the course of the project that you cease development immediately and inform the Delaware Tribe of Indians of the inadvertent discovery.

If you have any questions, feel free to contact this office by phone at (620) 341-6699 or by e-mail at bobermeyer@delawaretribe.org.

Sincerely,

Brice Obermeyer
Delaware Tribe Historic Preservation Office
1 Kellogg Drive
Roosevelt Hall, Room 212
Emporia, KS 66801



Delaware Tribe Historic Preservation Office

1 Kellogg Circle
Roosevelt Hall, RM 212
Emporia State University
Emporia, KS 66801
(620) 341-6699

bobermeyer@delawaretribe.org

May 29, 2020

ODOT
Attn: Rhonda S. Fair
200 N.E. 21st Street
Oklahoma City, OK 73105

Re: Tulsa County OK
ODOT JP# 32728(04) cultural resources report

Dear Rhonda S. Fair,

Thank you for providing the survey report for the above referenced project. Our review also indicates that there are no religious or culturally significant sites in this project area and we have no objection to the proposed project. We defer comment to your office as well as to the State Historic Preservation Office and/or the State Archaeologist.

However, we ask that if any human remains are accidentally unearthed during the course of the project that you cease development immediately and inform the Delaware Tribe of Indians of the inadvertent discovery.

If you have any questions, feel free to contact this office by phone at (620) 341-6699 or by e-mail at bobermeyer@delawaretribe.org.

Sincerely,

Brice Obermeyer
Delaware Tribe Historic Preservation Office
1 Kellogg Drive
Roosevelt Hall, RM 212
Emporia State University
Emporia, KS 66801

April 1, 2019

Kialegee Tribal Town
 Attn: Mekko Jeremiah Hobia
 P.O. Box 332
 Wetumka, OK 74883

Dear Mekko Hobia:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 32728(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	unknown
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				
Location	Sec 25, 26, 27, 28, 33, 34, 35, & 36 T19N R12E. See enclosed map.				
Additional information	This project is on a new alignment: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no This project will require new or temporary right of way: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no This project involves ground disturbance: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
 Director
 ODOT Tribal Coordination

cc: Historic Preservation Office

May 1, 2020

Kialegee Tribal Town
Attn: Mekko Jeremiah Hobia
P.O. Box 332
Wetumka, OK 74883

Dear Mekko Hobia:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	2021
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation identified three previously unrecorded historic era archaeological sites and 38 buildings or building complexes. These resources are considered not eligible for the National Register of Historic Places. The northernmost portion of the area of potential effect extends into the NRHP-eligible Red Fork Neighborhood Historic District, though no buildings or structures are located in this portion of the APE. As such, the proposed work will not directly or indirectly alter or affect the historic district. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no adverse effect to historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Historic Preservation Office

April 1, 2019

Muscogee (Creek) Nation
 Attn: Principal Chief James Floyd
 P.O. Box 580
 Okmulgee, OK 74447

Dear Principal Chief Floyd:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 32728(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	unknown
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				
Location	Sec 25, 26, 27, 28, 33, 34, 35, & 36 T19N R12E. See enclosed map.				
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If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
 Director
 ODOT Tribal Coordination

cc: Tribal Historic Preservation Office

Rhonda Fair

From: David J. Proctor <djproctor@mcn-nsn.gov>
Sent: Tuesday, June 4, 2019 8:24 AM
To: Rhonda Fair
Subject: ODOT-Tulsa Co. Bridge Replacement JP# 32728(04)

Rhonda S. Fair, Ph. D.
Director
ODOT Tribal Coordination
ODT
200 N. E. 21st Street, Room3A8
Oklahoma City, OK 73105-3204

Dr. Fair;

Thank you for contacting the Muscogee (Creek) Nation concerning the Proposed Bridge Replacement on I-40/I-244 and the Arkansas River. The project area is located within our area of interest and is of importance to us. We look forward to receiving additional information when it becomes available. Should further information or comment be needed, please do not hesitate to contact me at (918) 732-7852 or by email at djproctor@mcn-nsn.gov.

David J. Proctor

Historic and Cultural Preservation Department, Traditional Cultural Advisor
Muscogee (Creek) Nation
P.O. Box 580 / Okmulgee, OK 74447
T 918.732.7852
F 918.758.0649
djproctor@mcn-nsn.gov
<http://www.muscogeenation-nsn.gov/>

THIS MESSAGE AND ANY ATTACHMENTS ARE COVERED BY THE ELECTRONIC COMMUNICATIONS PRIVACY ACT, 18 U.S.C. §§2510 et seq. AND CONTAIN INFORMATION THAT IS HIGHLY CONFIDENTIAL, PRIVILEGED AND EXEMPT FROM DISCLOSURE. ANY RECIPIENT OTHER THAN THE INTENDED RECIPIENT IS ADVISED THAT ANY DISSEMINATION, RETENTION, DISTRIBUTION, COPYING OR OTHER USE OF THE MESSAGE WITHOUT PRIOR WRITTEN CONSENT IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS MESSAGE IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY.

May 1, 2020

Muscogee (Creek) Nation
Attn: Principal Chief David Hill
P.O. Box 580
Okmulgee, OK 74447

Dear Principal Chief Hill:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	2021
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation identified three previously unrecorded historic era archaeological sites and 38 buildings or building complexes. These resources are considered not eligible for the National Register of Historic Places. The northernmost portion of the area of potential effect extends into the NRHP-eligible Red Fork Neighborhood Historic District, though no buildings or structures are located in this portion of the APE. As such, the proposed work will not directly or indirectly alter or affect the historic district. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no adverse effect to historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Tribal Historic Preservation Office

April 1, 2019

Osage Nation
 Attn: Principal Chief Geoffrey Standing Bear
 627 Grandview
 Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 32728(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	unknown
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				
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If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
 Director
 ODOT Tribal Coordination

cc: Tribal Historic Preservation Office



Osage Nation Historic Preservation Office

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Date: July 3, 2019

File: 1819-520OK-10

RE: ODOT JP#: 32728(04) I-44 Corridor Improvements, I-244 to the Arkansas River in the City of Tulsa, Tulsa County, Oklahoma

Oklahoma Department of Transportation
Rhonda Fair
200 NE 21st Street, Room 3A8
Oklahoma City, OK 73105-3204

Dear Dr. Fair,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project **ODOT JP#: 32728(04) I-44 Corridor Improvements, I-244 to the Arkansas River in the City of Tulsa, Tulsa County, Oklahoma**. The proposed undertaking is located approximately 1.5 miles west of the Osage Cimarron Trail. Expedient graves and temporary hunting camps may be located along this trail. I understand that the cultural resources survey is scheduled to be performed in the near future. This office looks forward to reviewing the final report.

The Osage Nation requests that the report include a project site plan map indicating the locations of screened shovel tests labeled by their field identification numbers and a table listing shovel test locations, width (cm), actual depth (cm) of each level, soils of each level, and results. Shovel test minimum width is 30 cm. Shovel test minimum depth is to 50 cm or sterile soil, whichever is encountered first. If terminated before sterile soil is reached, please provide an explanation either in the text of in the shovel test log.

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Osage Nation has a vital interest in protecting its historic and ancestral cultural resources, which are protected under the NHPA, NEPA, the Native American Graves Protection and Repatriation Act, and Osage law, and appreciates your consideration of the provided information in the planning process.

Should you have any questions or need any additional information, please feel free to contact me at the number listed below. Thank you for consulting with the Osage Nation on this matter.

Sincerely,


James Munkres
Archaeologist

May 1, 2020

Osage Nation

Attn: Principal Chief Geoffrey Standing Bear

627 Grandview

Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	2021
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation identified three previously unrecorded historic era archaeological sites and 38 buildings or building complexes. These resources are considered not eligible for the National Register of Historic Places. The northernmost portion of the area of potential effect extends into the NRHP-eligible Red Fork Neighborhood Historic District, though no buildings or structures are located in this portion of the APE. As such, the proposed work will not directly or indirectly alter or affect the historic district. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no adverse effect to historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.

Director - Tribal Coordination

cc: Tribal Historic Preservation Office

April 1, 2019

Thlopthlocco Tribal Town
 Attn: Mekko Ryan Morrow
 P.O. Box 188
 Okemah, OK 74859

Dear Mekko Morrow:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 32728(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

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If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
 Director
 ODOT Tribal Coordination

cc: Janet Maylen, Interim THPO

May 1, 2020

Thlopthlocco Tribal Town
Attn: Mekko Ryan Morrow
P.O. Box 188
Okemah, OK 74859

Dear Mekko Morrow:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	2021
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If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

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Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Galen Cloud, THPO

April 1, 2019

United Keetoowah Band of Cherokee
 Attn: Chief Joe Bunch
 P.O. Box 746
 Tahlequah, OK 74465

Dear Chief Bunch:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 32728(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

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Additional information	This project is on a new alignment: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no This project will require new or temporary right of way: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no This project involves ground disturbance: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
 Director
 ODOT Tribal Coordination

cc: Erin Thompson / Charlotte Wolf

May 1, 2020

United Keetoowah Band of Cherokee
Attn: Chief Joe Bunch
P.O. Box 746
Tahlequah, OK 74465

Dear Chief Bunch:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	2021
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation identified three previously unrecorded historic era archaeological sites and 38 buildings or building complexes. These resources are considered not eligible for the National Register of Historic Places. The northernmost portion of the area of potential effect extends into the NRHP-eligible Red Fork Neighborhood Historic District, though no buildings or structures are located in this portion of the APE. As such, the proposed work will not directly or indirectly alter or affect the historic district. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no adverse effect to historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Historic Preservation Office

April 1, 2019

Wichita & Affiliated Tribes
 Attn: President Terri Parton
 P.O. Box 729
 Anadarko, OK 73005

Dear President Parton:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Tulsa County, Oklahoma; JP# 32728(04)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	unknown
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				
Location	Sec 25, 26, 27, 28, 33, 34, 35, & 36 T19N R12E. See enclosed map.				
Additional information	This project is on a new alignment: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no This project will require new or temporary right of way: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no This project involves ground disturbance: <input checked="" type="checkbox"/> yes <input type="checkbox"/> no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The proposed project area will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
 Director
 ODOT Tribal Coordination

cc: Gary McAdams, THPO

May 1, 2020

Wichita & Affiliated Tribes
Attn: President Terri Parton
P.O. Box 729
Anadarko, OK 73005

Dear President Parton:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	Tulsa	Job Piece #	32728(04)	Anticipated Let Date	2021
Project description	Improvements, including widening, bridge replacements, and interchange reconfiguration, on I-44 between I-244 and the Arkansas River				

In accordance with 36 CFR Part 800.4, the proposed project area was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation identified three previously unrecorded historic era archaeological sites and 38 buildings or building complexes. These resources are considered not eligible for the National Register of Historic Places. The northernmost portion of the area of potential effect extends into the NRHP-eligible Red Fork Neighborhood Historic District, though no buildings or structures are located in this portion of the APE. As such, the proposed work will not directly or indirectly alter or affect the historic district. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no adverse effect to historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517-5670 or email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Mary Botone, THPO