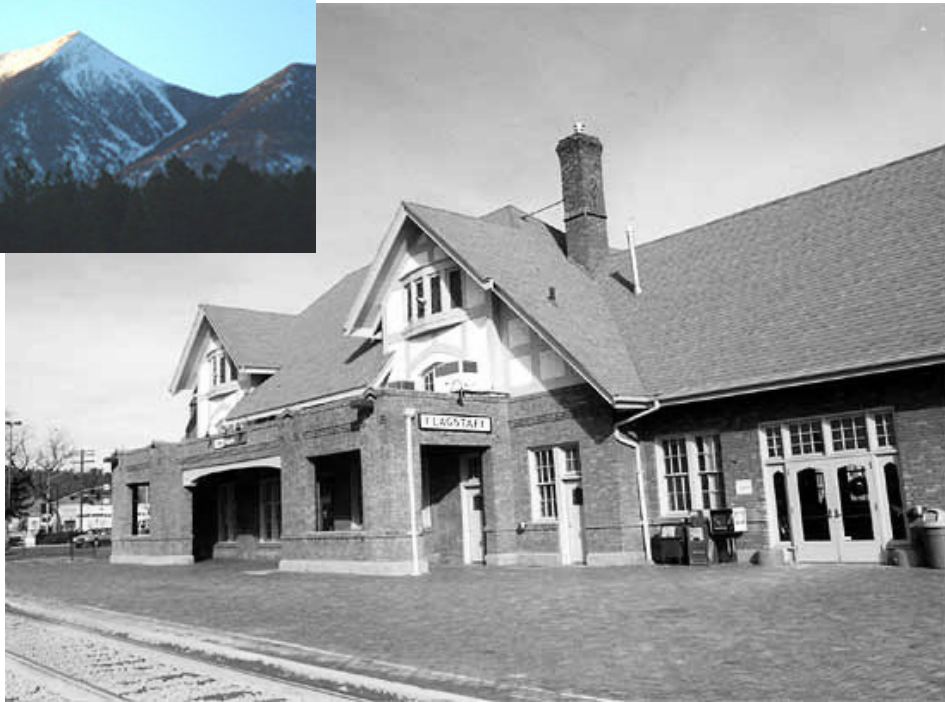


Roads, Railroads and Ruins



The Summer Meeting of ADC50
Committee on Historic and Archaeological Preservation in
Transportation
The National Transportation Research Board

July 22-25, 2007
Flagstaff, Arizona

Flagstaff Radisson Woodlands Hotel
1175 West Route 66
Flagstaff, AZ 86001

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ADC50 SUMMER MEETING PROGRAM SUMMARY

Sunday	Event	Room
2:00 – 5:00 pm	ADC50 Committee Meeting	San Francisco
5:30-9:00 pm	Reception and Dinner Museum of Northern Arizona Speaker: James Garrison, AZ SHPO	
Monday		
7:00 – 7:55 am	Welcome and Breakfast	Coconino
8:00 am – 12:00 pm	The Curation Crisis, Presentations	San Francisco
	Historic Roads, Rails, and Trails	Kaibab
12:15 – 1:30 pm	Lunch	Coconino
1:30 – 5:00 pm	The Curation Crisis: Forum	San Francisco
	Historic Railroads, Tunnels and Trolley Lines From East to West	Kaibab
6:30	Banquet	Coconino
8:00 – 5pm	Poster Session	Coconino
Tuesday		
7:00 – 7:55 am	Breakfast	Coconino
8:00 am – 12:00 pm	The Curation Crisis: Breakout Groups	San Francisco
	They're Everywhere! But are they Eligible? Sources for Evaluating Post-World War II Suburban Historic Resources	Kaibab
12:15 – 1:30 pm	Lunch	Coconino
1:30 – 5:00 pm	Pathways to Partnerships: Archaeology on the Colorado Plateau	San Francisco
	Roadside Architecture along Route 66 and Other Roads & Highways	Kaibab
Wednesday		
	Grand Canyon Field Trip	

PROGRAM SCHEDULE

SUNDAY, JULY 22, 2007

2:00-5:00 pm

ADC50 Committee Meeting (San Francisco Room)

5:30-9:00 pm

Reception at Museum of Northern Arizona

(Free shuttles will be available for transport between the hotel and Museum)

Guest Speaker: James Garrison, Arizona SHPO

Dinner and drinks will be served. The Museum will be open for our viewing pleasure.

A ticket is required for this event (see registration form).

MONDAY, JULY 23, 2007

MORNING

7:00-7:55 am

WELCOME BREAKFAST

(provided) and Introduction (Coconino Ballroom)

ARCHAEOLOGY TRACK

8:00 am – 12:00 pm – The Curation Crisis. Organized by Nina Swidler

1. **The Artifact Curation Crisis in Canada: Current Perspectives and Tentative Future Steps** *Penny Young (Regional Archaeologist, Ontario Ministry of Transportation)*
2. **The Case for Regional Archaeological Curation Centers** *Michael K. Trimble (Director, Mandatory Center of Expertise for the Curation and Management of Archaeological Collections, U.S. Army Corps of Engineers)*
3. **The Department of Defense Curation Program: At Home and During Conflict** *Maureen Sullivan (Federal Preservation Officer, Department of Defense, Office of the Deputy Under Secretary of Defense, Installations & Environment)*
4. **Curation: Crisis, Cut-out, or at a Crossroad** *Thomas R. Lincoln (Federal Preservation Officer, Bureau of Reclamation, Office of Program and Policy Services)*
5. **Wrestling with Boxing: Caltrans Perspective on the Curation Crisis** *Tina Biorn (Chief, Native American Cultural Studies Branch, Caltrans)*
6. **A Home for the Homeless: Curating Old Archaeological Collections** *Chris Kula (Senior Archaeologist, Bureau of Design-PennDOT), Janet Johnson (Curator of Archaeology, State Museum of Pennsylvania) and Ryan Rowles (Indiana University of Pennsylvania)*
7. **Monitor National Marine Sanctuary: a Case Study in Public/private Partnership** *David W. Alberg (Sanctuary Superintendent, Monitor National Marine Sanctuary, National Oceanic and Atmospheric Administration)*

8. **The “Curation Crisis”: Collections Coming Home to Roost** *Holly Young (Curator of Collections, Pueblo Grande Museum)*
9. **Bad News Bared: Contamination of Curated Collections** *Leigh Kuwanwisiwma (Director, Hopi Cultural Preservation Office), Micah Loma'omvaya, (Archaeology/Ethnohistory Program Manager), Lee Wayne Lomayestewa (Research Assistant), and Joel Nicholas (Archaeologist)*
10. **Why Do We Keep All Those Broken Things? The Utility and Rationale for Curating Archaeological Collections** *Suzanne Griset, Ph.D. (Principal Investigator, SWCA Environmental Consultants)*
11. **Reburying the Past: Cultural Preservation and Survivance at Zuni Pueblo** *Jonathan Damp (Director, Zuni Cultural Resource Enterprise)*
12. **Not Ours to Store** *Robert M. Begay (Department Manager, Navajo Nation Archaeology Department) and Curtis Yazzie (Archaeologist, Navajo Nation Archaeology Department)*
13. **Deaccessioning: A Federal Perspective** *S. Terry Childs, Ph.D. (Archeologist, Archeology Program, National Park Service)*

ABSTRACTS

Penny Young

The Artifact Curation Crisis in Canada: Current Perspectives and Tentative Future Steps

In my presentation, I will review the provincial legislation across Canada that applies to archaeological work and curation practices. I will speak in more detail on curation activities in Ontario, as it is where I work as an archaeologist for the Ontario Ministry of Transportation. Under the Ontario Heritage Act, a licensed archaeologist is responsible to keep in safekeeping all objects of archaeological significance. The Ontario Minister of Culture may direct that any artifact be deposited in a public institution, to be held in trust for the people of Ontario. At the Ministry of Transportation, the curation of collections is not an issue as there is sufficient high-quality storage space; however most of the archaeological work in Ontario is conducted by consultants who retain collections but lack space and funds for their perpetual care.

Michael K. Trimble, Director

The Case for Regional Archaeological Curation Centers

Housing archaeological collections for public access must stop being viewed by professionals as an irritating and loathsome problem. It is a professional responsibility and a challenge that if not met creatively will cause considerable harm to the discipline in the next twenty years. The creation of regional curation centers using re-engineered structures, including transportation structures holds great promise. The discussion of an appropriate strategy and associated tactics with public benefits is presented.

Maureen Sullivan

The Department of Defense Curation Program: At Home and During Conflict

The presentation will address the two major aspects of the Department of Defense’s curation program – Management of our collections and the associated records derived from the management of our lands in the United States and its Territories, and curation needs during Armed Conflict. Within the United States, the Department of Defense, including the Corps of Engineers, manages approximately 40 million acres of lands. Unlike other Federal agencies, the Department uses these lands intensively. As a result, many military installations are responsible for curating an ever increasing number of collections. However, the Department has not monitored this curation at a Department-wide level. The presentation will describe the future direction of the curation program, including what we plan to monitor and why. The United States Armed Forces operate all over the world. When operating in other countries during conflict, our operations are influenced by international treaties. The presentation will discuss the 1954 Hague Convention for the Protection of Cultural Property in the Event of Armed Conflict, including the

history of the Convention and the United States position on the Convention.

Thomas R. Lincoln

Curation: Crisis, Cut-out, or at a Crossroad

The Bureau of Reclamation is a Federal agency with a critical mission, glorious past, relevant history, and the proud owner of ten million archaeological items. Reclamation's approach to curating these items is varied. This presentation will document Reclamation's approaches to curating its archaeological collections, their effectiveness, and offer solutions for addressing the nation-wide problem.

Tina Biorn

Wrestling with Boxing: Caltrans Perspective on the Curation Crisis

Finding solutions to the curation crisis in California has been on a slow burn over the last decade plus, but efforts to kick it up a notch by committees of the Society for California Archaeology and California's State Historical Resources Commission will hopefully be successful in putting the issue back on the front burner. The California Department of Transportation (Caltrans), with members on both committees, will report on smoke filled (not) room-statewide discussions, the effort of some California State University campuses to expand their facilities, the San Diego Archaeological Center model, and the potential to use Transportation Enhancement Activities (TEA) funds for facilities. Caltrans anticipates that the solution will be multi pronged, and will discuss ideas considered, and either discarded or adopted, including development of a collection strategy and the feasibility of joint state agencies facilities.

Chris Kula, Janet Johnson and Ryan Rowle

A Home for the Homeless: Curating Old Archaeological Collections

FHWA traditionally has not funded curation of archaeological collections. This has led to difficulties among some state DOTs in curating collections from Section 106 compliance projects. In the past in Pennsylvania, once PennDOT received the letter from the SHPO accepting a report, no follow-up mechanism was in place to ensure curation of the collections. As a result, these collections were left to languish in consultants' offices and were unavailable for research. In compliance with 36 CFR 79, all federally owned and administered archaeological collections must be housed in an approved facility, and PennDOT recognized a need to correct the deficiency in their procedures. This paper discusses the Pennsylvania Department of Transportation's efforts to retrieve and properly curate old collections

David W. Alberg

Monitor National Marine Sanctuary: a Case Study in Public/private Partnership

The *Monitor* National Marine Sanctuary was established to preserve and protect the wreck site of the USS *Monitor*. Today with most of the significant recovery efforts completed, the management of the site has become even more complex. As long range conservation efforts continue on recovered artifacts, the National Oceanic and Atmospheric Administration (NOAA) is tasked with the long range preservation of the remains of the actual wreck itself – 240 feet below the surface of the Atlantic. NOAA's National Marine Sanctuary Program is working closely with partners such as a The Mariners' Museum in Newport News, VA and The Graveyard of the Atlantic Museum in Cape Hatteras, NC to conserve and exhibit the artifacts recovered from the famous wreck and to promote the mission of the larger sanctuary program. In addition to preserving recovered artifacts from the *Monitor*, NOAA is working to protect other wrecks and submerged cultural resources around the country.

Holly Young

The "Curation Crisis": Collections Coming Home to Roost

Pueblo Grande Museum serves as the repository for archaeological collections from the City of

Phoenix, one of the fastest growing metropolitan areas in the country. The infrastructure required by development usually requires archaeology first. Our largest collections have come from highway mitigation projects, such as State Route 51, which went through two large habitation sites, and State Route 143, which took out a big slice of the Pueblo Grande site. What we learned from such projects is enormous, but the collections are equally as large, and “in perpetuity” is a very long time. This is one municipality’s approach to handling the deluge.

Leigh Kuwanwisiwma, Micah Loma'omvaya, Lee Wayne Lomayestewa and Joel Nicholas
Bad News Bared: Contamination of Curated Collections

The Hopi Tribe Cultural Preservation Office will discuss the environmental, human, and cultural impacts of repatriating contaminated museum collections.

Suzanne Griset, Ph.D.

Why Do We Keep All Those Broken Things? The Utility and Rationale for Curating Archaeological Collections

Curation of archaeological collections is an expensive proposition for all parties involved. Museums are expected to provide in perpetuity care, yet often receive minimal if any up front money. Land owners and land managing agencies feel highjacked by the cost of curating fragmentary materials with little market value. And the public rarely sees the benefits of the collection and curation. Possible alternatives such as non-collection and/or deaccession of existing collections have been proposed for the "curation problem." Examples of another alternative - using existing collections to satisfy NHPA requirements - is discussed from the vantage of a former federal archaeologist, museum curator, and a contract archaeologist.

Jonathan Damp

Reburying the Past: Cultural Preservation and Survivance at Zuni Pueblo

Reconstruction of ancient Zuni Pueblo for the modern day habitants led to concerns for balancing cultural survival, archaeological research, community traditions, and federal preservation law. Archaeological investigations of Zuni Pueblo, or the Middle Village (*Halona Idiwan'a*), demonstrate over 3,000 years of occupation and up to 10 m of cultural deposits. A partnership between the Zuni community and Zuni-employed archaeologists under the aegis of Zuni owned ZCRE, allowed for balancing the diverse perspectives. For the Zuni people, the owners of the site, Zuni Pueblo is a living entity that lies at the center of the universe. The Zuni community maintained ownership of the cultural resources and their past and provided guidance in artifact retrieval, analysis, and their ultimate disposal: reburial.

Robert M. Begay and Curtis Yazzie
Not Ours to Store

The idea of curating *Anaasázi* cultural material for scientific purposes has good intentions, however, the storing of cultural material in a building after completing all analysis baffles most traditional Navajos. From a traditional Navajo perspective, this practice serves no good intentions. Today, the Navajo Nation Tribal Archaeologist agrees with this traditional Navajo view, and that the best way to curate cultural material recovered from data recovery is to return it back to the place where it was first dug up, thereby ensuring that it will never be disturbed again. This approach to curation respects past, present, and future generations of Navajo People, while addressing the problem of lack of storage space and funding for the curation and storage of artifacts that will likely never be analyzed again

S. Terry Childs

Deaccessioning: A Federal Perspective

The reality of shrinking space for collection storage and the rising costs of curation are causing some, including federal and state agencies, to view deaccessioning as a possible panacea for current problems with managing archaeological collections. This paper examines the pros and cons of deaccessioning, when it may be appropriate, the methods and process of deaccessioning, and other issues, primarily from a federal perspective.

BUILT ENVIRONMENT TRACK

8:00 am – 12:00 pm – Historic Roads, Rails, and Trails. Organized by David Zimmerman

This session brings together current work in history and prehistory associated with roads, rails, and trails. Research and planning methods, compliance regulations, community considerations, mechanisms of social cohesion, and insider tips on programs to help improve our historic preservation efforts are featured.

1. **Life Beyond Route 66: How We Assess Other Historic Roads in New Mexico** *Laurel Wallace (NMDOT)*
2. **Cabrillo Historic Parkway: A Jewel in the Heart of "America's Finest City"** *Martin Rosen (Senior Environmental Planner, Caltrans)*
3. **A Moment in the Sun: Documentation of an Historically Submerged Portion of the Apache Trail, Arizona** *Ruth Greenspan (ADOT) and Michael Sullivan (Tonto National Forest)*
4. **A Route 66 Transportation Enhancement Project in Holbrook, Arizona** *Mark Brodbeck (HDR Inc.)*
5. **Case Study of the Section 4(f) Evaluation of the Historic Suitland Parkway in Washington, DC** *Jennifer Graf and Kathleen Colbert-Gibson (PB Americas, Inc.)*
6. **Archaeology in an Urban Setting: the Central Phoenix/East Valley Light Rail Transit Project** *Terry Phemister (Metro Environmental Manager-SR Beard/HDR), Allan J. Schilz (Archaeological Consulting Services, Ltd.)*
7. **Native Infrastructure: Akimel O'odham Trails and Transportation** *J. Andrew Darling (Cultural Resource Management Program, Gila Rive Indian Community)*
8. **From Milestones to Mile-markers: Understanding Historic Roads** *Kathy Knapp (ADOT Scenic Byways Coordinator)*
9. **Funding Historic Road, Bridge, And Railroad Projects Via The Federal Highway Administration's Transportation Enhancement Program** *Bob Gasser (ADOT)*

ABSTRACTS

Laurel Wallace

Life Beyond Route 66: How We Assess Other Historic Roads in New Mexico

As well-known historic highways, such as Route 66, are given protection as important cultural resources, the identification of other in-use historic roads in the cultural landscape has developed a new urgency. How do we record and assess this type of resource? New guidelines developed by NMDOT explain the process for this, and illustrations of old roads and the history of road development in New Mexico are presented”

Martin Rosen

Cabrillo Historic Parkway: A Jewel in the Heart of "America's Finest City"

The Cabrillo Historic Parkway embodies all the essential characteristics of the earliest American eastern parkways. It is lushly landscaped, surrounded by a large urban park, traveled along gracefully curving lines of Portland Concrete Cement, containing two lanes in each direction with a richly vegetated center median, and totally incompatible with today's modern highway construction standards. My paper will discuss the efforts taking place within Caltrans District 11, San Diego, to preserve the historic integrity of this valuable historical asset to the City of San Diego and the California state highway system.

Ruth Greenspan and Michael Sullivan

A Moment in the Sun: Documentation off an Historically Submerged Portion of the Apache Trail, Arizona

For 80 years a portion of the Apache Trail in central Arizona has been hidden underwater. The Trail, built in 1903-1904, served as a haul road from the Salt River Valley to the construction site at Roosevelt Dam. In the mid 1920s Horse Mesa Dam was constructed downstream from Roosevelt Dam. The water backing up behind this second dam formed Apache Lake, resulting in the submergence of seven miles of the Apache Trail. The Trail was rerouted to higher ground, and the original section has been forgotten underwater for 80 years. Late in 2006 the waters behind Horse Mesa Dam were lowered to facilitate dam maintenance activities. This 43-foot reduction in the lake level exposed the original Trail route for a short time. The Arizona Department of Transportation and the Tonto National Forest took advantage of this unique opportunity to document a seldom seen section of historic road.

Mark Brodbeck

A Route 66 Transportation Enhancement Project in Holbrook, Arizona

This paper will present a case study and lessons learned for a transportation enhancement project involving the Route 66 Historic District in Holbrook, Arizona. This project called for the removal of historic commercial signs and construction of new sidewalks and lighting along a segment of Route 66 which draws its historical significance from the post-war tourist era of the 1950s and 1960s. The project provides a good example in how to balance local community needs for economic development with Federal compliance requirements.

Jennifer Graf and Kathleen Colbert-Gibson

Case Study of the Section 4(f) Evaluation of the Historic Suitland Parkway in Washington, DC

The District Department of Transportation proposes to transform the South Capitol Street Corridor into an urban gateway to the US Capitol and Monumental Core. Two build alternatives are under evaluation for the project. The Draft Environmental Impact Statement for the South Capitol Street Project is scheduled to be circulated in 2007. The Build Alternatives under consideration are context sensitive solutions that accommodate transit facilities, enhanced pedestrian and bicycle facilities, streetscape and landscaping elements, and a distinctive and architecturally significant bridge spanning the Anacostia River. Both Build Alternatives have adverse impacts and Section 4(f) uses involving the Suitland Parkway, which is listed in the National Register of Historic Places and is one of several historic highways constructed by the National Park Service in the mid-20th century. This case study presents the process used for evaluating Section 4(f) impacts and the findings of the process for this nationally significant project.

Terry Phemister and Allan J. Schilz

Archaeology in an Urban Setting: the Central Phoenix/East Valley Light Rail Transit Project.

The Central Phoenix/East Valley Light Rail Transit Project corridor extends 20.3 miles through downtown Phoenix, Tempe, and western Mesa. This corridor passes through some of the most heavily traveled and most developed parts of the valley. Beginning with the early planning stages, the challenge has been to effectively identify and properly record resources buried beneath the city streets. Archaeological monitoring in support of the project has been ongoing since February, 2005. During this time we discovered buried resources and completed data recovery programs at Pueblo Grande, Phoenix, and La Plaza, Tempe.

J. Andrew Darling

Native Infrastructure: Akimel O'odham Trails and Transportation

Infrastructure encompasses the ideas and facilities that allow a society to function. This presentation explores the theme of Native Infrastructure through a discussion of historic and prehistoric trails archaeology and Pima (Akimel O'odham) Song traditions. Journeys told in O'odham song can be readily identified as archaeological trails visible in the desert landscapes of southern Arizona and Mexico. In a 21st century world dominated by GPS units and elaborate satellite navigational systems, O'odham song traditions illustrate the ways in which Native peoples perceived and moved about in a meaningful landscape without the use of modern technologies or maps.

Kathy Knapp

From Milestones to Mile-markers: Understanding Historic Roads

This presentation will provide information to help local byway organizations understand and manage a scenic byway with historic intrinsic qualities and resources. Both local and national Historic Byways will find out how to identify a historic road, define the elements that make it historic and determine the appropriate course of action.

Bob Gasser

Funding Historic Road, Bridge, and Railroad Projects Via the Federal Highway Administration's Transportation Enhancement Program

Using the FHWA's Transportation Enhancement program in Arizona, TE funding has been applied to the rehabilitation of a number of historic railroad depots, we have converted old rails to trails, and we have purchased a rare Shay Locomotive for a railroad museum. In addition, we have rehabbed a few historic bridges (mostly on historic roads), and have studied some of Arizona's more important historic roads. Examples will be provided and insight given to help capture some of this funding that is available throughout America.

12:00 – 1:25 pm

LUNCH (provided) Coconino Ball Room

AFTERNOON

ARCHAEOLOGY TRACK

1:30 pm – 5:00 pm – The Curation Crisis (Discussion and Forum), Chair: Nina Swidler

1. **S. Terry Childs**, Ph.D., Archeologist, Archeology Program National Park Service
2. **Carol Legard**, FHWA Liaison, Advisory Council on Historic Preservation

3. **Angela Neller**, Curator, Wanapum Heritage Center, SAA Committee on Museums, Collections and Curation
4. **Owen Lindauer**, Ph.D., Project Development Specialist/Archeologist, FHWA Office of Project Development and Environmental Review
5. Development and Environmental Review
6. **Michael K. Trimble**, Ph.D., Director, Mandatory Center of Expertise for the Curation and Management of Archaeological Collections, U.S. Army Corps of Engineers

BUILT ENVIRONMENT TRACK

1:30 pm – 5:00 pm – Historic Railroads, Tunnels and Trolley Lines Form East to West.

Session chairs: Amy Squitieri, Mead & Hunt, and Mary Alfson, CHRS Inc.

1. **Cincinnati's Historic Subways: Past, Present, and Future** *Fred Craig (Parsons Brinckerhoff)*
2. **“If You Build It, They Will Come:” How an Abandoned 19th-Century Railyard Became a 20th-Century Tourist Destination** *Charlie LeeDecker (Louis Berger Group)*
3. **Applications of DelDOT’s Historic Context for Railroads as They Apply to Project Development and Transportation Enhancement Projects** *Kevin Cunningham and David C. Clarke (Environmental Studies Office, Delaware Department of Transportation)*
4. **Historic Railroads in Minnesota: New Contexts and Registration Requirements** *Andrew Schmidt (Summit Envirosolutions)*
5. **Considering Conflicting Interests in the Board's Approval Process for Railroad Abandonments** *Cathy Glidden (Surface Transportation Board)*
6. **Historic Johnson Canyon Tunnel and Cooney Gravesite** *Neil Weintraub (U.S. Forest Service)*

Following the presentations, a panel representing various interests will discuss National Register eligibility of railroads and related resources.

Additional panelist: Barbara J Hickman, Staff Archeologist, Environmental Affairs Division, Texas Department of Transportation

ABSTRACTS

Fred Craig

Cincinnati's Historic Subways: Past, Present, and Future

Cincinnati, one of the Midwest’s older cities, developed on the banks of the Ohio River and was connected regionally through a canal system that was eventually displaced by railroads. Local and intercity travel was provided by interurbans, cable car systems, and inclines that connected the City’s riverfront commercial basis with its urban residential areas. Its rolling topography provided a challenge to transit designers and a number of tunnels, inclines, and cable pulley systems were used. Track, cable tunnels, and incline power stations are still visible. In 1904, the City embarked on an ambitious program to expand the system to include a subway system that called for draining much of the canal system and building cut and cover tunnels in the canal right of way. It was stopped just after completion of the major tunnel segments in the midtown area of the City. The City has maintained these tunnels for more than a century in anticipation of their use as part of a future regional rail system. The last decade of regional transit and highway planning has provided for the inclusion of these tunnels as part of the proposed light rail and streetcar transit proposals under study. This paper talks about the history of interurbans in Cincinnati and Northern Kentucky, the inclusion of the tunnels in intermodal planning, and the future that they may hold for transit in Cincinnati.

Charlie LeeDecker

If You Build It, They Will Come: How an Abandoned 19th-Century Railyard Became a 20th-Century Tourist Destination

Congress authorized the creation of Steamtown National Historic Site to provide a venue for interpretation and celebration of the steam era of railroading. The park occupies a 40-acre tract in downtown Scranton, Pennsylvania, a property that was historically the formerly the Yards of the Delaware, Lackawanna & Western Railroad. The site includes a number of extant historic railroading buildings, including machine shops, a locomotive roundhouse, an oil house, a gas house, and administration buildings. Most of the historic buildings have been rehabilitated and reused for exhibit space, and some new facilities have been constructed to accommodate public visitation. Archeological excavations identified many additional sites in the railyard, some of which have been incorporated into the park's interpretive programming. Since the grand opening in 1995, the park draws hundreds of thousands of visitors annually, and it is the focal point of a revitalized downtown area and the Lackawanna Heritage Valley. Visitors can tour exhibit buildings, see mechanics repairing locomotives, and ride excursion trains. The presentation will provide a brief overview of the park's history, the development process, and current operations, as an example of the value of railroad sites for tourism and economic revitalization.

David S. Clarke and Kevin Cunningham

Applications of DelDOT's Historic Context for Railroads as They Apply to Project Development and Transportation Enhancement Projects

DelDOT's historic contexts acknowledge that the state's bridges do not stand in isolation but were built as part of the development or improvement of larger transportation systems (roads and railroads) that have played and continue to play an important role in economic development via moving people and goods in and through the state. Railroads, being vital to Delaware's transportation system, have seen dramatic changes throughout their 180-year history from the 1820's to the present. Utilizing Historic Contexts and Transportation Enhancement (TE) grants has provided a host of excellent tools to assess the significance, integrity, and importance of the railroad industry in Delaware, as well as provide a measure for Historic Preservation of Railroad Stations, and abandoned rail lines turned into walking and bicycling trails. An historic context perspective of railroading in Delaware in concert with several examples of DelDOT's TE preservation efforts will be explored and presented.

Andrew J. Schmidt

Historic Railroads in Minnesota: New Contexts and Registration Requirements

There are thousands of miles of historic-period railroad grades with potential NRHP eligibility that are regularly affected by Federal Highway Administration-funded roadway and trail projects. The ubiquity of rail lines, their interstate nature, their varying degrees of integrity, and variety of purpose make them a challenging resource for agencies to evaluate and manage. Mn/DOT sponsored a study that examined the significance of railroad corridors throughout Minnesota, identified their roles in the development of the state, and provided guidelines on how to evaluate the National Register eligibility of these resources. The results of the study were the preparation of a Multiple Property Documentation Form (MPDF) for railroads in Minnesota and the application of the MPDF registration requirements to four selected railroad corridors via an accompanying project report.

This paper will summarize the new statewide context "Railroad Development in Minnesota, 1862-1956," describe the registration and integrity requirements incorporated in the MPDF, and discuss the methodological challenges of railroad corridor historic districts.

Catherine Glidden

Considering Conflicting Interests in the Board's Approval Process for Railroad Abandonments

This paper will focus on the Surface Transportation Board's (Board) process for approving railroad abandonments. Included will be a discussion of the Board's current role (since its inception as the Interstate Commerce Commission tasked with keeping the once powerful railroad industry in check) in regulating a modern railroad industry struggling to remain financially soluble.

One of the Board's current regulatory missions is to ensure the issuance of fast tracked decisions in the abandonment of railroad lines that are unproductive and costly to railroads. However, the Board must balance this authority with its legal obligations to consider historic properties potentially affected by railroad abandonments subject to Board approval. This paper will discuss how the Board must weigh these competing interests. Also touched upon in this paper will be the Board's methods for railroads to voluntarily negotiate trails-use and public use agreements with interested parties through its railroad abandonment process.

6:30 pm

DINNER BANQUET (provided) (Coconino Ballroom)

Dinner: Marinated Grilled Chicken, Pulled Pork Carnitas, Carne Asada Flank Steak, Mexican Green Salad, Rice, Black Beans, Fresh Tortillas, Homemade Guacamole and Pico De Gallo, Sour Cream, and Mixed Cheese.

TUESDAY, JULY 24, 2007

MORNING

7:00-7:55 am

BREAKFAST (provided) (Coconino Ballroom)

ARCHAEOLOGY TRACK

8:00 am – 12:00 pm – The Curation Crisis. (Break out sessions). Chair: Nina Swidler

BUILT ENVIRONMENT TRACK

8:00 am – 12:00 pm – They're Everywhere! But Are They Eligible? Sources For Evaluating Post-World War II Suburban Historic Resources
Co-chairs: Anne E. Bruder and Melissa F. Blair

1. **Holmes Run Acres** *Helen P. Ross (Virginia Department of Transportation)*
2. **Trendhomes - Postwar Residences in Lincoln, Nebraska** *Emily Pettis (Mead & Hunt)*
3. **San Lorenzo Village** *Andrew Hope (Associate Environmental Planner, Caltrans)*

9:35 am – Break

4. **Ubiquity and Integrity: Post-World War II Suburban Resources in Maryland** *Melissa F. Blair (Maryland State Highway Administration)*
5. **Recognizing the Box – National Homes and Charles M. Goodman** *Anne E. Bruder (Maryland State Highway Administration)*

6. **Albuquerque's Princess Jeanne Park Subdivision – Evaluating the Post-War Dream Home in the 21st Century** *William A. Dodge (Van Citters Historic Preservation, LLC)*
7. **Discussion with Respondents**
Carol Lee, Respondent, (Pennsylvania Museum and Historic Commission)
Kathryn Leonard, Respondent, (Arizona State Historic Preservation Office)

ABSTRACTS

Helen P. Ross **Holmes Run Acres**

In 2000-2002, the Virginia Department of Transportation completed architectural studies conducted in association with the Capital Beltway (Route 495) Improvement Project in Fairfax County, in northern Virginia. The VDOT sponsored the identification survey and evaluation which was carried out by Gray & Pape, Inc. The project area is located in the densely built, suburban area of Fairfax County. Holmes Run Acres (HRA) is found immediately east of the Capital Beltway and north of Gallows Road. Research revealed that this modern-style neighborhood was developed and constructed between 1951 and 1958, comprising over 300 single family houses, a school, a recreation center and pools, and a park. In two vital ways HRA was dramatically different from most other housing developments of the 1950s in northern Virginia; for its modern style dwellings and neighborhood design. The eligible historic district, significant in the areas of architecture and community planning and development, was listed on the Virginia Landmarks Register and the National Register of Historic Places in 2006.

Emily Pettis **Trendhomes - Postwar Residences in Lincoln, Nebraska**

In 2006 Mead & Hunt worked with the city of Lincoln, Nebraska, to evaluate the National Register-eligibility of the Eastridge neighborhood, a residential subdivision dating to the 1950s. Eastridge was developed by Strauss Brothers, an established construction company that worked with Lincoln-based architects to develop a system of homes that utilized innovative designs and features a modern family was looking for in a home. The result was the "Trend Home," an L-shaped home that reflected the Ranch style of the 1950s.

The Eastridge neighborhood was the first Postwar subdivision the city of Lincoln and the Nebraska State Historic Preservation Office formally evaluated for National Register eligibility. The study resulted in a recommendation that the Eastridge Trendhome Historic District is eligible for the National Register under Criterion A and C.

Andrew Hope **San Lorenzo Village**

San Lorenzo Village is an unincorporated suburban development in the San Francisco Bay Area. The initial phase of construction, planned and built by David Bohannon from 1944 through 1951, included approximately 3,000 houses as well as schools, churches, and commercial and civic buildings. This development was evaluated in 2001 as part of the Section 106 compliance for a project to alter some entrance and exit ramps on Interstate 880, which passes through the community. The San Lorenzo Village Historic District was found to be eligible for National Register listing under criteria A, B, and C.

In addition, this presentation will discuss the integrity of the district and will describe the consultation process with the California Office of Historic Preservation and the outcome of the evaluation.

Melissa Blair

Ubiquity and Integrity: Post-World War II Suburban Resources in Maryland

Drawing from numerous cultural resources investigations conducted in the metropolitan areas of Washington, D.C. and Baltimore, this presentation will examine post-World War II suburban resources in Maryland. Maryland's *Suburbanization Historic Context and Survey Methodology* is now in its eighth year of use, predating more recent National Register guidance. The strengths and weaknesses of Maryland's historic context will be examined, along with the challenges of surveying densely-developed "inner-beltway" and less cohesive "outer-beltway" suburban landscapes.

Anne E. Bruder

Recognizing the Box – National Homes and Charles M. Goodman

Architect Charles M. Goodman is well known for his master work, Hollin Hills, in Fairfax County, Virginia. Between 1948 and 1971, Goodman designed 463 houses, which are recognizably contemporary in design. While this work was ongoing, he entered into a business relationship with the National Homes Corporation to design prefabricated houses. After World War II several companies, including the National Homes Corporation, developed house designs that incorporated contemporary elements that were partially constructed and shipped as a kit from the factory to the construction site. This paper will examine some of the less recognized residential trends which involved local builders rather than merchant builders, and will discuss integrity and eligibility.

William A. Dodge, Ph.D.

Albuquerque's Princess Jeanne Park Subdivision – Evaluating the Post-War Dream Home in the 21st Century

Following World War II, Albuquerque experienced a tremendous population increase that more than doubled its size between 1940 and 1950. Developers were hard-pressed to buy land quick enough and build enough houses to keep up with the demand. One of the largest real estate developers was Dale Bellemah, whose Princess Jeanne Park subdivision consisted of 1,600 homes in the city's far Northeast Heights. The subdivision was featured in national magazines as the dream home of the twentieth century. This subdivision has now reached the age threshold for consideration as a property eligible for listing on the National Register of Historic Places. Using a landscape approach, this paper will address the issues of significance and integrity and the problems posed by mass-produced, modern housing subdivisions.

12:15 – 1:30 pm
LUNCH (provided)

AFTERNOON

ARCHAEOLOGY TRACK

1:30 pm – 5:00 pm – Pathways to Partnership, Archaeology on the Colorado Plateau and Beyond. Organized by Sarah Herr and Mark Elson.

Roads join the wide-open spaces of the Southwest. This session focuses on collaborations between land managing agencies, private companies, traditional communities, tribes, and universities that have enhanced research and public education initiated by fieldwork in highway right-of-ways. Session participants focus on how problems were anticipated – or not-- and resolved in relation to road construction. Cases are drawn from Arizona and New Mexico, with a focus on the Colorado Plateau

1. **Perspectives on Tribal Consultation** *Lyle Balenquah and Lanell Poseyesva (Cultural Resources Consulting)*
2. **On the Right Path: Cultural Resources and the Road Planning Process on the Navajo Reservation** *Davina TwoBears¹, Kimberly Spurr², Antoinette Kurley-Begay¹, and Lenora Tsosie¹. (¹Navajo Nation Archaeology Department; ²Past Peoples Consulting, LLC)*
3. **Involving Local Communities in the Identification and Management of Diné Sacred Places (Hodiyin Nahaz'góó)** *Nina Swidler, David Zimmerman, and Robert Johnson. (Navajo Nation Historic Preservation Department, Arizona Department of Transportation, Navajo Nation Museum)*
4. **Building Bridges, Roads, and Research Designs at Zuni Jonathan Damp** *(Zuni Cultural Resource Program)*

3:00 pm – Break

5. **Collaborative Research in the Shadow of the Volcano, the U.S. 89 Archaeological Project** *Mark Elson (Desert Archaeology, Inc.)*
6. **Archaeology on the La Plata, NM, Highway: 1300 years in 14 miles** *H. Wolcott Toll (Office of Archaeological Studies, Museum of New Mexico)*
7. **Heritage Preservation Challenges of the US 70 Hondo Valley Design-Build Project, New Mexico** *Rick Wessel (New Mexico Department of Transportation)*
8. **Defusing Explosive Situations: ADOT Archaeology on the Tonto Forest** *Michael Sullivan, Sarah Herr, Eric Klucas, and Teresa Pinter. (Tonto National Forest, Desert Archaeology, Tierra Right-of-Way, Ltd., Archaeological Consulting Services)*
9. **Q/A, Discussion**

ABSTRACTS

Lyle Balenquah and Lanell Poseyesva **Perspectives on Tribal Consultation**

Transportation projects often require formal consultation with Native American tribes as part of the planning process. This consultation enables tribes to provide input concerning cultural and natural resources that are of significance to the tribes that maybe potentially impacted by project work. While not all transportation projects are the same in size and scope, there are some general guidelines that can help facilitate the consultation process. This presentation will focus on ways to develop and implement the consultation process with tribes so that a meaningful dialogue is established that provides benefits to the project proponents and the tribes.

Davina TwoBears, Kimberly Spurr, Antoinette Kurley-Begay, and Lenora Tsosie **On the Right Path: Cultural Resources and the Road Planning Process on the Navajo Reservation**

Road construction benefits people but has the potential to adversely impact the natural and cultural environment. Numerous issues need to be addressed in protecting cultural resources during the planning process for construction of roads and associated infrastructure. The Navajo Nation Archaeology Department has worked in cooperation with the Bureau of Indian Affairs and other agencies for the past 18 years to facilitate construction of more than 10 major roads on the Navajo Reservation. Based on this experience, we offer some suggestions for ways to streamline the process and enhance cooperation between the road-planning agencies and tribal

organizations, while protecting and interpreting the wide variety of prehistoric and historic archeological sites and traditional cultural places that occur in the region.

Nina Swidler, David Zimmerman, and Robert Johnson

Involving Local Communities in the Identification and Management of Diné Sacred Places (*Hodiyin Nahaz'góó*)

We explore the philosophy and methods to identify and manage sacred cultural places (*Hodiyin Nahaz'góó*). Research at three sacred places - 'Adahiilíni (Grand Falls, AZ), *Tó Dild'* (Todilto Park, NM), and *Dzil Dah Si'ání* (Fluted Rock, AZ) - illustrates some key considerations in documenting *Hodiyin Nahaz'góó*. The authors discuss methods of community-based involvement and summarize plans for increased, culturally appropriate distribution of research findings with the goal to foster greater appreciation for these significant resources.

Jonathan Damp

Building Bridges, Roads, and Research Designs at Zuni

Key to an understanding of Zuni cultural traditions in the Southwest is the role that agriculture played in the last 3,000 years during which prehistoric agroecosystems developed. The NM State Highway 602 project investigated early agricultural practices and provided the scientific basis for understanding early Zuni settlement. This paper discusses the processes involved in combining scientific research with government regulations and Native American traditions.

Mark D. Elson

Collaborative Research in the Shadow of the Volcano, the U.S. 89 Archaeological Project

The U.S. 89 Archaeological Project investigated 40 sites in the path of an Arizona Department of Transportation road widening project. The project area was located north of Flagstaff, Arizona, within a few kilometers of Sunset Crater Volcano, long believed to have erupted in the mid-to-late 11th century A.D. The U.S. 89 project also crossed traditional use areas of the Hopi, Zuni, and Navajo tribes. The complexity of the project necessitated collaborative research, and, along with archaeologists, project staff included researchers in the fields of geomorphology, geography, volcanology, and ethnography; grant-funding was procured to enable the research to continue beyond the limits of the original contract. The collaborative research provided a much greater understanding of the native use and occupation of this area than possible through archaeology alone.

H. Wolcott Toll

Archaeology on the La Plata, NM, Highway: 1300 years in 14 miles

The La Plata valley is formed by one of three rivers that converge in modern Farmington in the northwest corner of New Mexico. Along a north-south route, segments of the valley's highway were improved in the '80s and '90s. Although Earl Morris demonstrated the richness of the pueblo archaeology in the valley in the early twentieth century, the valley had been little studied until recent mine and highway projects. The highway improvement projects provided a means of studying ancestral pueblo sites ranging in age from the 500s through the 1300s, as well as a nineteenth century American period homestead. This area, which we call the Totah, is an important element to understanding the Chaco era in the Southwest. As tourists speed from Chaco to Mesa Verde they pass over and through settlements directly related to those they travel to see, largely oblivious to their relevance to their destinations. Our excavations help provide a fuller picture of society of those times in this important agricultural area.

Rick Wessel

Heritage Preservation Challenges of the US 70 Hondo Valley Design-Build Project, New Mexico

The reconstruction of US 70 through the Hondo Valley of southeastern New Mexico presented a number of unique challenges to the preservation of the cultural heritage of the valley. This was recognized early on as the project made the Top 10 most endangered heritage sites in New Mexico and the NMDOT ended up in Federal court from the get-go. These forces and the challenge of a design-build project where the alignment continually changed during construction required a dynamic and innovative approach to heritage preservation. We integrated traditional data recovery and documentation approaches with alternative approaches to mitigating project effects such as educational and public outreach, and oral history.

Michael Sullivan, Sarah Herr, Eric Klucas, and Teresa Pinter

Defusing Explosive Situations: ADOT Archaeology on the Tonto Forest

In the 1990s the Arizona Department of Transportation accelerated an already aggressive highway construction schedule across Tonto National Forest lands. This acceleration quickly overwhelmed the capabilities of the Forest Heritage Resource staff to properly address project needs. In response, the Forest created a position, funded by ADOT, responsible for anticipating construction impacts and coordinating the archaeological response. The contributions of this dedicated collaboration between the Forest, ADOT, and archaeological contractors are considered as we evaluate the challenges and opportunities of multiyear, multisite projects to archaeological research, resource management, and public awareness.

BUILT ENVIRONMENT TRACK

1:30 pm – 5:00 pm – Roadside Architecture along Route 66 and Other Roads & Highways.
Organized by Gloria Scott

1. **Route 66 Corridor Preservation Program** *Kaisa Barthuli (National Park Service)*
2. **Preparing Corridor Surveys to Empower Preservation Practice: the Arroyo Seco Parkway Corridor Management Survey as a Model for California Route 66** *Glen Duncan (California Route 66 Preservation Foundation) and Jeff Samudio (Design Aid)*
3. **Google Architecture in Southern California** *Jennifer Hirsch (EDAW, Inc)*

2:50 pm – Break

4. **Turn Right in Holbrook: a River, a Railroad and the last Right Angle on Route 66** *Jim Steely (SWCA Environmental Consultants)*
5. **Maintaining the Pumps: Creative Mitigation for Historic Gas Stations** *Christina Slattery (Mead & Hunt)*
6. **Second Opinion: Mammoth Orange, What Would YOU Do?** *Gloria Scott (Chief, Built Environment Preservation Services Branch, Caltrans)*

ABSTRACTS

Kaisa Barthuli

Route 66 Corridor Preservation Program

The Route 66 Corridor Preservation Program is a congressionally mandated program. This presentation will provide an overview of the program, with a focus on historical contexts, the

existing National Register nominations for these Multiple Property Surveys and their usefulness, particularly in identifying registration requirements and character-defining features of associated roadside architecture.

Glen Duncan and Jeff Samudio

Preparing Corridor Surveys to Empower Preservation Practice: the Arroyo Seco Parkway Corridor Management Survey as a Model for California Route 66

The Arroyo Seco Parkway Corridor Management Survey as a Model for California Route 66,” a summary of the methodology, innovative mitigation measures and creative management approach for road resource survey and planning, survey context, criteria and boundaries, and evaluating and quantifying the significance of the California Route 66 environment and resources. The Arroyo Seco Parkway Corridor Management Plan serves as the "jumping off" place for the Route 66 survey methodology, in term of its value in welding the survey to a corridor management plan that places primary emphasis on roadside architecture and heritage resources.

Jennifer Hirsch

Googie Architecture in Southern California

Take a tour through the recent past, exploring the origins of Googie architecture and why this unique roadside architecture is worth preserving, including a case study on the Parasol Restaurant in Seal Beach, identification of Googie building characteristics, their relationship to roadside architecture, and the applicability of National Register of Criteria Consideration G.

Jim Steely

Turn Right in Holbrook: a River, a Railroad and the last Right Angle on Route 66

Holbrook's Main Street Route 66 downtown's roadside resources and its preservation challenges and financing.

Christina Slattery

Maintaining the Pumps: Creative Mitigation for Historic Gas Stations

Take a tour of some of Wisconsin’s historic gas stations and the innovative mitigation measures and financial packaging that made their preservation possible. \

Gloria Scott

Second Opinion: Mammoth Orange, What Would YOU Do?

This interactive presentation will engage both the session panel and the audience to discuss the issues and challenges of evaluating the historical significance of, and assessing the effects of a highway project on, a hamburger stand shaped like a giant orange on California’s Highway 99.

5:00 pm – End of session tracks. Dinner on own.

WEDNESDAY, JULY 25, 2007

Grand Canyon Field Trip (Optional)

Field trip is not included in registration, separate fee; see registration for details.