



AME60

TRB Standing Committee on Archaeology and Historic
Preservation in Transportation

2023 Mid-year Meeting

Oklahoma City, Oklahoma

July 16–19, 2023

Brought to you in part by:



OKLAHOMA
Transportation



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Railroad Administration



TRANSPORTATION RESEARCH BOARD

Welcome to Oklahoma City!

AME60, The Transportation Research Board's standing Committee on Archaeology and Historic Preservation, welcomes you to Oklahoma City. We are tremendously grateful to our host, the Oklahoma Department of Transportation for providing the venue, logistics, and countless other elements of support in the planning for the 2023 Mid-Year meeting. We hope everyone has an enjoyable conference and learns some new and valuable information.

When: Sunday, July 16, 2023, 1:00 pm, to Tuesday July 18, 2023, 5:00 pm CDT

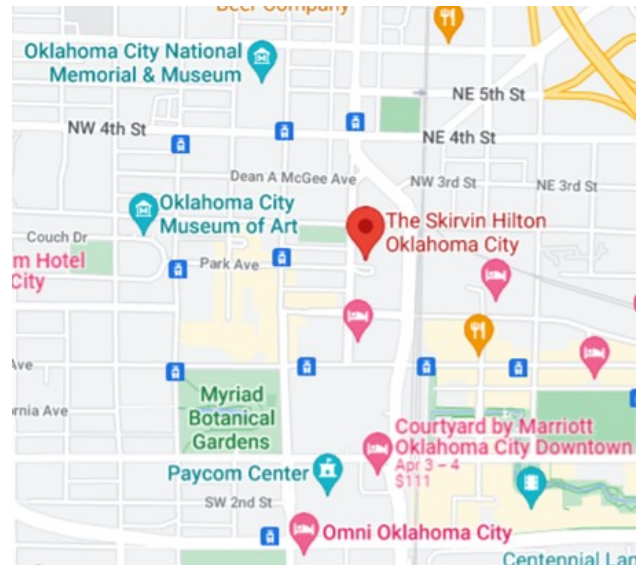
Where: Skirvin Hilton Hotel

One Park Avenue

Oklahoma City, OK 73102

405-272-3040

<https://www.hilton.com/en/hotels/okcshf-the-skirvin-hilton-oklahoma-city/>



A block of rooms have been secured at the government rate of \$104 at the Skirvin Hotel. A non-government rate is available for \$179.

Other area hotels may also honor government rates:

21C Museum Hotel

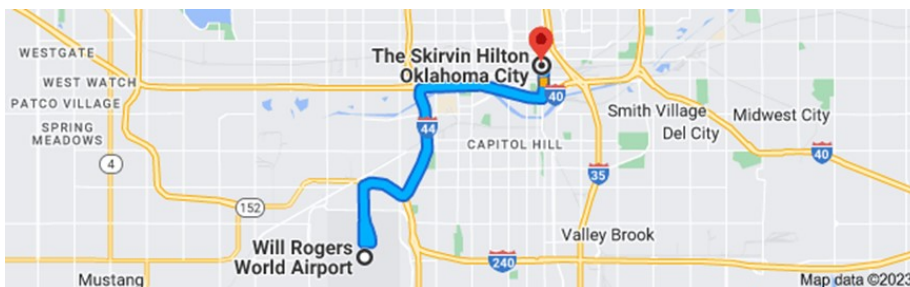
Colcord Hotel

Sheraton Downtown Oklahoma City

Wyndham Grand Oklahoma City

Airport

The Will Rogers World Airport serves the Oklahoma City metro area and is roughly 11 miles from downtown Oklahoma City. Taxis and Airport Shuttles are available for transportation between the airport and the Skirvin.



Conference Information

All meeting rooms are located in the Skirvin Hotel.

Sunday Business Meeting is in the **CRYSTAL ROOM**

All other sessions are in the **VENETIAN ROOM**

Sunday, 7/16, from 6:00–8:00 p.m. CDT: Please join us for a Hosted Reception at **McNellie’s 1100 Classen Dr, Oklahoma City, OK 73103**—a short streetcar ride from the Skirvin, details in your packet.

Monday/Tuesday Conference Sessions times/descriptions detailed in following pages.

Nearby Attractions

Oklahoma City National Memorial and Museum

Crystal Bridge Conservatory

Bricktown Water Taxi

Oklahoma City Dodgers home games July 18 and 19 against the El Paso Chihuahuas
(Chickasaw Bricktown Ballpark)

The Wheeler District

Scissortail Park

Oklahoma City Streetcar (for travel to these places)

After the meeting, ODOT is offering a separate day-long Field Trip on **Wednesday, July 19**.
The tour highlights include the 1898 Arcadia Round Barn, the Territorial Capital of Guthrie, OK,
and the Bridgeport Bridge, a 38-span Camelback Pony Truss.

For details and registration, contact Scott Sundermeyer, ssundermeyer@odot.org.

**Transportation Research Board AME 60 Committee
2023 Mid-Year Meeting Schedule At a Glance
All Times Central Daylight Time**

Sunday, July 16—Crystal Room		
	Committee Business Meeting Friends welcome to attend 2:00–5:00 p.m.	
Monday, July 17—Venetian Room		
	<i>In-Person Sessions 8:30–11:30 a.m.</i>	
	Welcome—Mary Alfson Tinsman, ODOT, FHWA 8:30–9:00 a.m. Tribal and Local Programs 106 Process Panel 9:00–10:00 a.m. 10:00–10:15 a.m. Break Workshop 1: 4(f) Net Benefit 10:15–11:30 a.m.	
	—Lunch Break—	
	<i>Hybrid Sessions 1:00–4:30 p.m. (Virtual Accessible)</i>	
	ACHP and FHWA Policy Updates 1:00–2:00 p.m.	
	FRA and FTA Updates 2:00–2:30 p.m.	
	NCHRP Update: Postwar Commercial Resources 2:30–3:00 p.m.	
	Break 3:00–3:15 p.m.	
	<u>Historic Roads Session 3:15–4:30 p.m.</u>	
Tuesday, July 18—Venetian Room		
	<i>In-Person Sessions 8:30–11:30 a.m.</i>	
	<u>Cultural Landscapes Session 8:30–10:00 a.m.</u>	
	Cook & Conway: New Jersey Maritime Landscapes	
	Braun: Streetscapes, Preservation of Obelisk Markers	
	Mitchell: Texas Corporate Agricultural Landscape	
	Raines/Panel: Oklahoma’s All-black Historic Communities	
	Break 10:00–10:15 a.m.	
	Presentations Part 1: 10:15–11:30 a.m.	
	Dolan: Earth Lodge Mitigation	
	Jones: Civil Rights Marches/Linear Resources	
	Quick Takes and State of the Practice Discussion	
	—Lunch Break—	
	<i>In-Person Sessions 1:00–4:00 p.m.</i>	
	Presentations Part 2: 1:00–2:00 p.m.	
	Nicholson: tDAR	
	Daniels: Historic Markers	
	Elder and Tavel: Cultural Resources and PEL	
	Break 2:00–2:15 p.m.	
	Workshop 2: Applying the NCHRP Postwar Commercial Context 2:15–3:45 p.m.	
	Conference Wrap-up, preview of January 2024 TRB and more 3:45–4:00 p.m.	
Wednesday, July 19: Optional Field Trips (ODOT-provided)		

Transportation Research Board AME 60 Committee 2023 Mid-Year Meeting Session Descriptions

**Monday, July 17th
(Morning: In-person Session)**

Continental Breakfast—Venetian Room 8:00

Welcome to the 2023 TRB AME 60 Mid-Year Meeting! 8:30–9:00 a.m.

Mary Alfson Tinsman, JMT; ODOT and FHWA officials

Panel Discussion—Tribal and Local Transportation Project Review 9:00–10:00 a.m.

Kari Sprengeler, Maryland Department of Transportation State Highway Administration

Steve Archer, Maryland Department of Transportation State Highway Administration

Scott Sundermeyer, Oklahoma Department of Transportation

C. Cliff Creger and Evan Pellegrini, Nevada Department of Transportation

Scott Williams, Washington State Department of Transportation

State Departments of Transportation around the country administer federal-aid transportation funding to tribal and local public agencies. Several state DOTs across the nation have learned, through either foresight and planning, or trial and error, effective ways to administer the Section 106 and cultural resources reviews for these projects. Whether using designated staff to ensure that the Section 106 process is successfully navigated, or other procedural mechanisms, this panel brings together several of these specialized staff members to discuss some of the successes, issues, challenges, and surprises they have faced. Audience members are encouraged to participate in this informal but informative discussion.

Break 10:00-10:15

Workshop 1: 4(f) Net Benefit 10:15–11:30 a.m.

Kristen Zschomler, Federal Railroad Administration

David Grachen, Edwards-Pitman

Deborah Suci-Smith, Federal Railroad Administration

David Clarke, Federal Highway Administration

Bethaney Bacher-Gresock, FHWA

This workshop will provide an overview of the 2005 Final Nationwide Programmatic Section 4(f) Evaluation and Determination for Federal-Aid Transportation Projects That Have a Net Benefit to a Section 4(f) Property, focusing on historic sites. Several case studies will be presented highlighting how this programmatic evaluation has been applied on projects, followed by a panel discussion and Q & A. The panel will include David Clarke, Federal Preservation Officer for FHWA; Deborah Suci-Smith, Environmental Protection Specialist with FRA; Bethaney Bacher-Gresock, Environmental Protection Specialist at Federal Highway Administration; and David Grachen, Senior Environmental Manager with Edwards Pitman Environmental. The workshop will demonstrate how this programmatic evaluation is another tool in the project tool kit that can help make your project more successful.

LUNCH 11:30 a.m.–1:00 p.m.

**Transportation Research Board AME 60 Committee
2023 Mid-Year Meeting
Session Descriptions**

**Monday, July 17th
Hybrid Session
1:00–4:30 p.m. CDT
(accessible online)**

ACHP and FHWA Policy Updates 1:00–2:00 p.m.

David Clarke, Federal Highway Administration

Mandy Ranslow, Advisory Council on Historic Preservation

FRA and FTA Updates 2:00–2:30 p.m.

Amanda Ciampolillo, Federal Railroad Administration

Heidi Krofft, Federal Transit Administration

NCHRP Project 25-62, Postwar Commercial Properties: Evaluation Under Section 106 of the National Historic Preservation Act 2:30–3:00 p.m.

Emily Pettis and Christina Slattery, Mead & Hunt

NCHRP Project 26-52, which includes a National Register eligibility evaluation methodology for postwar commercial properties, is nearing completion and a pre-publication version of the final report will be available in advance of the mid-year meeting. This session will provide an overview of the final report, including an introduction to the commercial property types included in the study, an evaluation methodology, development of appropriate historic contexts and assessment of integrity; overview of the pilot test results; tools for practitioners to use including bibliography; and applicability on transportation projects.

Break 3:00–3:15

The Road Ahead—Update on Historic Road Efforts 3:15–4:30 p.m.

Chad Moffett, Mead and Hunt, Moderator

Scott Sundermeyer, Oklahoma Department of Transportation

David Clarke, Federal Highway Administration

Leslie Wolfenden, Texas Historical Commission

Cliff Creger, Nevada Department of Transportation

This session will provide updates on current efforts in states to evaluate historic roads. Panelists from state DOTs, FHWA, SHPOs and consultants to provide a range of perspectives and encourage discussion related to NRHP eligibility of roads and road-related properties. Topics include Route 66 in Oklahoma; Outcomes of the 2022 Preserving the Historic Road Conference held in Portland, Oregon; an update on the Northwest Regional Historic Roads Study covering Oregon, Washington and Idaho; Route 66 and Green Book properties; and The Benefits of the Lincoln and Victory Highway studies in Nevada.

Transportation Research Board AME 60 Committee 2023 Mid-Year Meeting Session Descriptions

**Tuesday, July 18th
(In-Person Sessions)**

Continental Breakfast—Venetian Room 8:00 a.m.

Cultural Landscapes Session 8:30–10:00 a.m.

Navigating New Jersey’s Maritime Cultural Landscape

Lauren J. Cook and Niall Conway, Dewberry Engineers

If you were to ask the average person on the street where maritime transportation stands, many would place it in the historic past, before the advent of commercial airlines and superhighways. In fact, the bulk of goods transported to and from overseas markets travel by sea. New Jersey, by its proximity to New York City, boasts several large container terminals and oil refineries. Thousands of state residents commute daily to the city on ferries. The state’s sheltered bays and harbors serve fisheries and recreational boating. The NJ Department of Transportation, Office of Maritime Resources (NJDOT OMR) is tasked with maintaining over 200 channels along New Jersey’s coast to support maritime transportation infrastructure. This ongoing process requires hydraulic or mechanical dredging of the channel and deposition location. Over the past decade, Dewberry Engineers Inc. has been providing environmental services including archaeological monitoring in support of NJDOT OMR maritime transportation projects. These projects presented unique challenges and opportunities to protect and identify cultural resources. For one long running project, Dewberry archaeologists supported habitat restoration designed to slow the effects of climate change. During another project, Dewberry safeguarded the discovery of a late nineteenth-century anchor and coordinated the anchor’s conservation, providing NJDOT OMR with a piece of the state’s maritime past for display and educational use. Both projects enabled a better understanding of New Jersey’s changing maritime cultural landscape.

Where History Hits the Streets: Documenting and Preserving Canon City’s Concrete Obelisk Street Signs

Hannah Braun, Colorado DOT

As cultural resource professionals working in transportation, we often encounter small-scale streetscape elements that tell unique stories about how communities developed and functioned. However, there are many challenges associated with researching, documenting, preserving, and interpreting these resources within the framework of Section 106 compliance. This presentation will share a case study from Canon City, Colorado, highlighting both challenges and opportunities for these kinds of resources. Canon City and its neighboring communities used 4-foot concrete plinths, lovingly known as obelisks, to mark the streets for well over 50 years. Rendered obsolete in the 1980s with the adoption of metal blade street signs, the remaining obelisks are increasingly at risk due to vandalism, vehicle collisions, and removal for sidewalk and curb ramp improvements. This presentation will highlight the Colorado Department of Transportation’s (CDOT) efforts to preserve these unique features through field survey and documentation, project design changes, and mitigation. The presentation will discuss using variances, plan notes and specifications, project commitments, and the design process itself to ensure avoidance and minimization, and will stress the importance of regular and close communication with project partners and local agencies. The presentation will also share lessons learned and the mitigation process for the inadvertent removal of obelisks during a recent federally funded local agency project.

Transportation Research Board AME 60 Committee

2023 Mid-Year Meeting

Session Descriptions

Tuesday, July 18th (In-Person Sessions, continued)

Everything's Bigger: Evaluating a Texas Corporate Agricultural Landscape

Rick Mitchell, Mead and Hunt

Massive cattle ranching enterprises dominated agriculture in the Texas Coastal Bend in the nineteenth century. By the 1910s market shifts along with advancements in transportation and irrigation led to a new type of agricultural enterprise: large-scale, corporate cotton farms. One such operation was Nueces County's Chapman Ranch, established in 1919. Across over 34,000 acres, its founders laid out a centralized operation with a company town and gridiron pattern of uniform tenant farmsteads. Chapman Ranch operations ended by the mid-twentieth century and only a few original buildings are still extant, including the company headquarters, two schools, a cotton gin, and several tenant farmhouses. Early corporate farms like Chapman Ranch played a vital role in Texas agricultural, economic, labor, and social history. With a roadway widening project extending through the area, the Texas Department of Transportation needed to determine whether the current landscape still conveyed this important story, facing the challenges of identifying an appropriate scale for evaluation and assessing the significance and integrity of vast historic agricultural landscapes that are far more than what meets the eye.

Panel Discussion: Oklahoma's All-Black Towns, A Uniquely Oklahoman Historical Resource

Tori Raines, Stantec, Panel Moderator

Kory Van Hemert, Stantec

Emily Reed, Stantec

Lynda Ozan, Oklahoma SHPO

Shirley Nero, Community Stakeholder

More than 50 all-Black towns were founded, governed, and inhabited by Black Oklahomans starting after the Civil War through the early twentieth century. Stantec historians conducted a survey of 13 of the 14 extant towns throughout the state. This survey was partially funded by the Underrepresented Community Grant program through the Historic Preservation Fund matching grant-in-aid from the National Park Service, Department of the Interior, and is part of the ongoing Oklahoma Comprehensive Survey Program, supported by both state and federal funds. As an underrepresented set of resources, these towns have not been comprehensively studied as a group. The notion of traditional integrity was considered and adjusted to appropriately account for the types of resources encountered in this study. Worthy of note: While the project was not conducted for a specific DOT project, the resources are situated along Oklahoma roadways, so there is potential for them to become Section 106 properties in the future.

Break 10:00–10:15 a.m.

Transportation Research Board AME 60 Committee

2023 Mid-Year Meeting

Session Descriptions

Tuesday, July 18 (In-Person Session, continued)

Interstate Earth Lodge—Education, Interpretation and Indigenous Art at an Iowa Rest Area

Brennan Dolan, Iowa Department of Transportation

Between 1968 and 1972, the Iowa Highway Commission (the precursor of the Iowa Department of Transportation – Iowa DOT) excavated 19 Central Plains Tradition earth lodges during construction of US Highway 34 near Glenwood, Iowa. This project substantially changed the State of Iowa in a number of ways, especially with regard to consultation with Tribes and Nations and the critical planning that would be needed under the budding field of cultural resources management. For the ensuing four decades, the Glenwood collection continued to be the focus of regular archaeological research conducted by professionals. In the spring of 2020, the Iowa DOT began development on various themed concepts for a rest area reconstruction associated with Interstate 29 (I-29) at Glenwood. After some consideration, the project team moved forward with an earth lodge theme incorporating education and interpretation materials that focused on the indigenous experiences connected to the Central Plains Tradition (likely Caddoan speaking Tribes). Additionally, the project team sought to include contemporary indigenous experiences through the inclusion of murals completed by native artists. Opened in the spring of 2023, the I-29 rest area at Glenwood features the frame of a scaled Central Plains Tradition earth lodge, various educational panels (focused on the themes of agriculture, descendent communities, transportation, trade, and others), a tile inlaid scaled earth lodge footprint, and four commissioned murals by indigenous artists. This presentation will share some of the lessons learned in developing this project and share ways in which unique and meaningful consultation can focus not just on the past, but also on the present and future.

“We’re gonna march”—Civil Rights Movement March Routes as Linear Resources

Robbie D. Jones, Richard Grubb and Associates

In the 1960s, Americans took to the streets to protest inequality as part of the Civil Rights Movement. In the fight for equal rights for Black Americans, March routes served as battlefields, often bloody and sometimes deadly. In the South, armies of protestors risked their freedom and their lives in the streets of small towns and big cities as well as along rural highways. Images of the violence that protestors and movement leaders encountered in places like Selma, Birmingham, and Memphis are ingrained in our collective memory. Scores of lesser-known marches and demonstrations occurred across the South in cities such as Albany, Frankfort, Jackson, and Nashville. In 1969, the LGBT community in New York resisted injustice at Stonewall and in 1970 Latinos marched for equality in Los Angeles. The birthplace of revolutions, many Americans consider these march routes as sacred ground. Studies of march routes across the U.S. have resulted in a better understanding of not only their cultural significance, but also the physical elements and characteristics that make up this unique resource type. Even so, only a handful of march routes have been listed in the NRHP. This presentation will share information on how to better identify, document, and evaluate march routes as cultural landscape sites and linear transportation resources worthy of preservation and commemoration.

Case studies include:

- * Silent March (1960), Nashville, Tennessee
- * Project C Campaign Marches (1963), Birmingham, Alabama (NRL)
- * Freedom March (1964), Frankfort, Kentucky (NRE)
- * “I Am A Man” March (1968), Memphis, Tennessee
- * Stonewall Riots (1969), New York City, New York (NHL)
- * Chicano Moratorium March (1970), Los Angeles, California (NRL)

Transportation Research Board AME 60 Committee

2023 Mid-Year Meeting

Session Descriptions

Tuesday, July 18 (In-Person Session, continued)

Quick Takes and State of the Practice

What's on your mind? What are you doing?

Structured discussion and participation on common challenges and solutions.

Lunch 11:30 a.m.–1:00 p.m.

tDAR as Cyber-Solutions for DOTs

Christopher Nicholson, Arizona State University Center for Digital Antiquity

Transportation planning efforts constantly consider the impact of public undertakings on significant archaeological resources. Millions of archaeological investigations are done annually by agencies such as the Federal and State Departments of Transportation, and massive amounts of archaeological information is produced; however, much of this information is not accessible and reusable in an efficient manner. Additionally, there is an underutilized backlog and investment in archaeological information and a deluge of new information that is in danger of being forgotten or lost. Cyber-infrastructure solutions that 1) enhance efficiencies in project planning and background searches, 2) protect initial data collection efforts, 3) disseminate information to the public and funding agencies (where appropriate), and 4) facilitate consultation with Tribes are important components of future archaeological endeavors. In this paper, we highlight how DOTs can make their data and information more efficient through adherence to the FAIR principles (findable, accessible, interoperable, and reusable) using the tDAR digital repository. We present two DOT examples of making digital resources FAIR and how this process enhances the DOT's mission of accounting for the effects on any properties listed, or eligible for listing, on the National Register of Historic Places.

It's a Cultural Resource, but not a Historic Property: Case Studies from Missouri

Karen L. Daniels, Missouri Department of Transportation

Missouri has a century long partnership marking history along the highway with non-profit organizations and private groups. Historic markers have been placed along the roadside by the Daughters of the American Revolution (DAR) and the State Historical Society of Missouri (SHS) or in roadside parks or pullouts developed by the State Highway Department. As time has passed, many of these markers have been affected by MoDOT projects or changing MoDOT priorities, as funding challenges reduced the number of roadside parks. Following the criteria of the National Register of Historic Places, few of these resources are eligible for listing; however, the long-standing relationships, and the optics of marker removal, require MoDOT to continue to work with marker sponsors to relocate them whenever possible. Challenges addressed during relocation will be discussed using case studies.

Transportation Research Board AME 60 Committee 2023 Mid-Year Virtual Meeting Session Descriptions

Tuesday, July 18th (In-person Session, continued)

Making Planning and Environmental Linkages and Cultural Resources Lemonade

Tait Elder and January Tavel, Parametrix

As transportation agencies look to further accelerate project delivery, FHWA has proposed using the planning and environmental linkages (PEL) tool to better coordinate and integrate the planning and environmental review processes. Cultural resources are one of the topic areas included in PEL documentation, but the PEL occurs before the Section 106 process is initiated. Typically, PELs include a short summary of known cultural resources and cultural resource issues but rarely consider other equally important cultural resource planning issues—like the development of supplemental planning and guidance documentation, whether agreement documents and context statements need to be prioritized, or other program-level considerations. In this session, we invite the audience to participate in a discussion that focuses on (1) whether and how the PEL process helps inform the cultural resources review process, (2) where the PEL process falls short for cultural resources review, and (3) the types of information that could be included in PELs to help set the cultural resources review process up for success.

Break 2:00–2:15pm

Workshop 2: Applying the NCHRP Postwar Commercial Context 2:15–3:45 p.m.

Emily Pettis and Christina Slattery, Mead and Hunt

This interactive workshop will be an opportunity to apply the new Postwar Commercial Context discussed on Monday to real-world resources and projects.

Conference Wrap-up, preview of January 2024 TRB and more 3:45–4:00 p.m.

Mary Alfson Tinsman, JMT