

REALLY IMPORTANT INFORMATION!!

FOOD!!

Continental Breakfast will be served in the Atrium from 7:00 to 8:00 am on Monday and Tuesday morning.

TRANSPORTATION!!

WYDOT vans will depart from the convention entrance at 4:30 pm on Monday and Tuesday for the Walking Tour/Dinner and Reception
Look for your drivers - Bob and Julie!!

FIELD TRIP

WYDOT vans will depart from the convention entrance by 8:30 am on Wednesday;
Be ready to roll by 8:15!

BUSINESS MEETINGS

ADC50 - Sunday July 19, 1-5 pm, Sibley Room
ABE80 - Monday, July 20, 8-12 am, Sibley Room

ACKNOWLEDGMENTS

With many, many thanks to the following individuals and organizations, without whose help, this meeting would not have happened. **Thank you, thank you, thank you!!!!**

Tony Opperman, ADC50 chairman
Hope Luhman, Louis Berger Group
The Wyoming State Historic Preservation Office
Wyoming State Parks - Fort Phil Kearny, Robert Wilson, Superintendent
Richard Collier, SHPO Photographer
Ashley Rooney, SHPO Liaison to the State Historical Society
Mary Ellen McWilliams, Helen Laumann, Katie Curtiss - Sheridan County Historical Society
Dana Prater, Sheridan County Museum
Mayor Dave Kinskey
Bob Rolston - Chairman, Sheridan County Board of Commissioners
WYDOT District 1
WYDOT District 4
WYDOT Environmental Services - Nicki Clawson and Bob Bonds
WYDOT Highway Safety - Anna Thompson
Linda Caldwell and Dixie Johnson, Sheridan Holiday Inn
Edre Maier, Sheridan Inn and Judy Taylor, 1893 Grille
ADC50 Planning Committee and Session Chairs

**Program at a Glance
ADC50/ABE80 Mid-Year Meeting
July 19-22, 2009, Sheridan, WY**

Date/Room	Session	Time - MDT
Sunday, July 19		
<i>Sibley</i>	ADC50 Committee Meeting	1-5 pm
Monday, July 20		8:30-noon
<i>Sibley</i>	ABE80 Committee Meeting	
<i>Diamond</i>	Historic Highways and Bridges MaryAnn Naber, FHWA, moderator	
Monday, July 20		1:30-4:30 pm
<i>Sibley</i>	Best Practices in Tribal Consultation Stephanie Stoermer, FHWA moderator	
<i>Diamond</i>	Mid-20 th century architecture Gloria Scott, Caltrans, moderator	
Tuesday, July 21		8:30-12 am
<i>Sibley</i>	DOT Contributions to Ancient History Julie Francis, WYDOT, moderator	
<i>Diamond</i>	Transportation and Planning Terry Klein, SRI Foundation, moderator	
Tuesday, July 21		1-3 pm
<i>Sibley</i>	It's the Economy Plenary Session Owen Lindauer, FHWA, moderator	
<i>Diamond</i>	DOT/SHPO Liaison meeting MaryAnn Naber, Coordinator	3-4:30
<i>Diamond</i>	Posters, video, and other multimedia presentations	

Other events:

Sunday	Welcome Reception, Holiday Inn – The Atrium, 6-8 pm
Monday	Walking Tour of Sheridan Historic Districts – 4:30 pm Social Hour/Dinner at the Sheridan Inn National Historic Landmark – 6:00pm
Tuesday	Sheridan County Museum and Historical Society Reception - 4:30 pm
Wednesday	Conference field trip – Fort Phil Kearny and Fetterman Battle NHL's - 8:15 am

Session 1 - Historic Roads and Bridges
July 20, 2009, 8:30am -12 pm, Diamond Room
MaryAnn Naber, FHWA, Moderator

From abandoned road grades to modern highways, historic roads present many challenges for documentation, evaluation, and management. This session examines variability in some of the early transcontinental highways in the West, management of local historic roads often considered ineligible to the NRHP and pressures on the preservation of historic highways. Historic bridges are also a focus of this session, with reviews of the status of bridge surveys and preservation, survival of historic bridges, best practices for preservation and success stories, the effectiveness of programmatic agreements in the preservation and management of these important resources.

- 8:30** David Johnson, Western Archaeological Services, Rock Springs, WY
“Wagon Trails Pure and Simple”: Variability in the Physical Remains of the 1913 Lincoln Highway in Southwestern Wyoming.
- 8:50** Elaine Hale, National Park Service, Yellowstone National Park
The Beartooth Highway.
- 9:10** Rosenberg Historical Consultants
The North Platte River Bridge and Yellowstone Highway in Converse County, Wyoming.
- 9:30** Ruth Harvey, King County Road Services Program, and Flo Lentz, King County 4Culture
Developing a Local Heritage Corridors Program: King County’s Historic and Scenic Inventory and Evaluation Project
- 9:50** Barbara Shaffer, McCormick and Taylor, Inc.
Prioritizing Competing Interests on Historic Roads
- 10:10 BREAK**
- 10:30** Eric DeLony, Engineering and Industrial Heritage
State of Historic Bridges in the U.S.
- 10:50** Clayton Fraser, Fraser Design
Wyoming’s Historic Bridges - Then and Now
- 11:10** Charles Potter, National Park Service, Ft Laramie National Historic Landmark (ret)
Restoration of the 1875 Ft. Laramie King Iron Bridge
- 11:30** Jon Axline, Montana Department of Transportation
Learning from Past Mistakes: Montana’s Historic Road and Bridges Programmatic Agreement

Session 2 - Mid-20th Century Architecture
July 20, 2009, 1:30-4:30 pm, Diamond Room
Gloria Scott, Caltrans, Moderator

The end of World War II marked the beginning of an explosion in building activity throughout the United States. As a result there was a proliferation of residential and commercial buildings and public works, from housing tracts and shopping centers, to whole new planned communities, many of which are only now nearing fifty years of age. This session continues the dialogue from previous ADC50 Committee meetings on ways that Departments of Transportation, their partner State Historic Preservation Officers and consultants can efficiently manage consideration of these properties in the Section 106 process by addressing methodologies for documentation and evaluation of these mid-twentieth century built-environment resources, and how multiple historic contexts can inform these evaluations. Presentations will showcase work on a mid-twentieth century landscape in Bemidji, Minnesota, residential resources in Omaha, Nebraska, and post-World War II resources in Pennsylvania, as well as the National Register staff observations on evaluating mid-twentieth century resources.

- 1:10** Andrew J. Schmidt, Summit Envirosolutions, Inc.
At the Intersection: When Multiple Statewide Historic Contexts Apply to a Single Resource: National Register Eligibility Study of a Depression Era Landscape along Lake Bemidji in Bemidji, Minnesota.
- 1:40** Emily Pettis, Mead and Hunt, Inc.
Methodology for Identification and Evaluation of Mid-20th Century Residential Resources in Omaha.
- 2:10** Paul R. Lusignan, National Park Service, National Register of Historic Places
with Gloria Scott on deck with *Mid-20th Century Architecture: Some California Stuff*
- 2:25** **BREAK**
- 2:40** Mary Alfson Tinsman, CHRS, Inc..
Documenting Mid-20th Century Resources within Budget and On-Time.
- 3:00** Cheryl Nagle, Pennsylvania Historical and Museum Commission
Developing a Framework for Evaluating Post-War Suburbs in Pennsylvania
- 3:20** Carol Lee, Pennsylvania Historical and Museum Commission
Identifying and Evaluating Post-World War II Resources: Pennsylvania Case Studies
- 3:50** Roundtable Discussion - Panelists and Attendees

Session 3 - Best Practices in Tribal Consultation
July 20, 2009, 1:30-4:30 pm, Sibley Room
Stephanie Stoermer, FHWA, Moderator

The legal mandate requiring Federal agencies to consult with Indian Tribes on a government-to-government basis has existed for more than 200 years, yet consultation and coordination with Tribes regarding cultural resource concerns has often been problematic. When strengthened provisions for consultation with Indian Tribes and traditional leaders were added to the regulations implementing Section 106 (36 CFR 800, Protection of Historic Properties) in 1986, the regulations made it clear that the special concerns of Indian Tribes in historic preservation issues often extend beyond Indian lands to other historic properties. In spite of the numerous federal laws, regulations, Executive Orders, and agency-specific policy directives related to tribal consultation that are currently in place, failure to consult with Tribes in a timely and appropriate manner can still lead to costly project delays and potential litigation. Perhaps more importantly, failure to honor tribal sovereignty, acknowledge the Federal trust responsibility or to consider Tribal confidentiality concerns can contribute to an atmosphere of mistrust. This panel session will provide an opportunity for historic preservation professionals and Tribal representatives to engage in a dialogue to help identify what really constitutes “best practices” related to Tribal consultation and coordination (from both Tribal and agency perspectives); to identify problematic and/or emerging issues in tribal consultation and coordination; to identify mutually acceptable approaches to resolving problematic and/or emerging issues.

- 1:30** Conrad Fisher, Northern Cheyenne Tribal Historic Preservation Officer
Cultural Resource Management in Indian Country: Viewing the Landscape through a Cultural Lense
- 1:50** Joseph Myers, National Indian Justice Center
- 2:10** Stephanie Stoermer, FHWA
Addressing Confidentiality, Intellectual Property, and Cultural Sensitivity Concerns in the Context of Tribal Consultation
- 2:30** **BREAK**
- 2:50** Martin McAllister, Western Cultural Resource Management
ARPA and Transportation Projects: The Potential for Civil and Criminal Penalties and Forfeitures under the Act
- 3:10** Jeani Borchert, North Dakota Department of Transportation
Tribal Consultation in North Dakota: Process, Relationships, and Results
- 3:30** Nina Swidler, Arizona Department of Transportation
Integrating Tribal Interests in Project Designs: Suggestions for Best Practices
- 3:50** Roundtable discussion - panelists and attendees

Session 4 - Contributions to Ancient History
July 21, 2009, 8:30 am to 12pm, Sibley Room
Julie Francis, WYDOT, Moderator

Several state Departments of Transportation are celebrating 50+ years of archaeological studies conducted as part of highway and bridge construction. Though often unheralded, highway archaeology has made significant contributions to knowledge of the past, raised new research issues, and changed perspectives. This session takes a broad look at highway archaeology in several states and examines the breadth and depth of topics and perspectives taken in front of the bulldozer.

8:30 Glenn Gmoser, Caltrans
On the Golden Road: 50 Years and Counting of Caltrans Contributions to California Archaeology.

8:50 Steve Platt, Montana Department of Transportation
Black Bear Coulee: 9,000 Years of Montana Prehistory, West of the Continental Divide.

9:10 Julie Francis, WYDOT, Craig Smith and David G. Eckles
Where Are the Bison?

9:30 Johna Hutira, Northland Research, Inc.
ADOT: Ground Breaking Research in the Arizona Basins

9:50 BREAK

10:10 Carol Ellick, SRI Foundation
Lessons Learned: Results of the Arizona Project Archaeology Pilot Study

10:30 Matthew Sterner, Washington SHPO
Bridges and Tunnels and Docks, Oh My! How the DAHP/WSDOT Connection in Washington is Raising the Bar

10:50 Kevin Odell, ACR Consultants
Archaeological Investigations at the Fetterman Battle site

Session 5 Transportation and Planning
July 21, 8:30 am - 12:00 pm, Diamond Room
Terry Klein, SRI Foundation, Moderator

The SRI Foundation and Cambridge-Systematics, Inc. conducted a national, web-based survey to identify best practices and tools to effectively integrate historic preservation considerations into transportation systems planning and early project development. The survey was followed by two sets of interviews with state Departments of Transportation (DOT) planning and cultural resource management staff, and transportation planners within local governments. The first set of interviews provided descriptions of a wide range of state and local programs that integrate historic preservation factors into transportation systems planning and early project development. The second focused on a select group of states and local governments. These interviews examined how states and local governments developed these programs, and how these programs were funded, staffed, and maintained. Interviewees were also asked to provide information on lessons learned, and recommendations to others considering implementing similar programs. This half-day session will include a review of the NCHRP study findings, a panel discussion, and an opportunity for audience Q&A.

8:30 Terry Klein, SRI Foundation
Introduction to the NCHRP 25-25 Study

8:50 Tony Opperman, Virginia Department of Transportation
The Comprehensive Environmental Data and Reporting System (CEDAR): A Tool for Integrating Environmental Issues into Transportation Planning and Project Development at the Virginia Department of Transportation (VDOT)

9:10 Anmarie Medin and Margaret Buss, Caltrans
Caltrans Cultural Resources Inventory: Putting on a TEA Party

9:30 Mary Hopkins, Wyoming State Historic Preservation Office
The Information Infrastructure: Wyoming SHPO's On-Line Information System

9:50 **BREAK**

10:10 Jim Abbott and Adrienne Campbell, Texas Department of Transportation
Integrity-based Geoarchaeological Planning for Cultural Resources Compliance

10:30 Juan Cancel and Willard S. Steele
Transportation GIS: A Perspective from the Seminole Tribe of Florida Tribal Historic Preservation Office

10:50 Roundtable discussion - panelists and attendees

Session 6 - It's the Economy! Plenary Session
July 21, 2009, 1-3 pm, Sibley Room
Owen Lindauer, FHWA, Moderator

Have you noticed fewer dollars in your paycheck, 401K account, State DOT budget, or travel budget? The economic turndown has now been impacting Transportation cultural resources programs and staff for 6 months to a year or more. The goal of this session is to identify the impacts of the economic downturn to cultural resources programs and staff, identify program and staff responses, and discuss what the future might hold, given the new administration, a new transportation authorization bill, and what promises to be a continuing recession through at least the end of this calendar year. A distinguished panel of individuals, four from State DOTs, one from a SHPO, and one consultant will discuss their perceptions of how the economic downturn has or has not affected their program. Some will describe ways or practices that have insulated their program from economic downturn effects. Others will mention practices, new tasks or responsibilities that their program staff has inherited as a result of the economic downturn. Next, an individual from FHWA's DC HQ will speculate on what the future FHWA Federal-aid program will be like and the expectations that will go along with it. This will be based partly on the recently issued bipartisan report "Performance Driven: A new vision for U.S. Transportation Policy." That sense of the future may become better defined as we get closer to the meeting (based on the proposals going through Congress and whether the Administration is successful in pushing its idea of an 18 month patch that would prolong passage of the reauthorization bill). The balance of the time will be open to facilitated discussion on how we might best plan for the next 6 years and beyond.

- 1:00** Owen Lindauer, FHWA
Introductions
- 1:10** Johna Hutira, Northland Research, Inc.
Show Me the 'Stimulus' Money
- 1:20** Tony Opperman, Virginia Department of Transportation
It's the Economy: The Recession, Transportation Funding, and Impacts to VDOT's Cultural Resource Program
- 1:30** Julie Francis, Wyoming Department of Transportation
It's the Economy in an Energy-Producing State
- 1:40** Linda Harvey-Opiteck, New York State Department of Transportation
- 1:50** Nancy Campbell, Ohio State Historic Preservation Office
- 2:00** Ira Beckerman, Pennsylvania Department of Transportation
- 2:10** Margaret Buss, Caltrans
- 2:20** Owen Lindauer, FHWA
It's the Economy - "Performance Driven: A New Vision for U.S. Transportation Policy by the Bipartisan Policy Center" and Owen's Thoughts on the Future of Transportation CRM Programs
- 2:30** Roundtable discussion - panelists and participants

Session 7 - Posters
July 21, 2009, 3:00-4:30 pm, Diamond Room
Hope Luhman, Louis Berger Group, Moderator

Juan Cancel, Dawn Hutchins, Julie Labate, Carrie Dilley, Paul Backhouse, Seminole Tribe of Florida

Analyzing Ancestry: Integrating Tribal Historic Preservation with Transportation Compliance through GIS

Hope Luhman, Louis Berger Group

Tourism on a Nineteenth Century Byway: The Shaker/Powell Hotel Site

Ruth Harvey, King County Road Services Program, and Flo Lentz, King County 4Culture

Developing a Local Heritage Corridors Program: King County's Historic and Scenic Inventory and Evaluation Project

Henry Ward, PB Americas, Inc.

Terminal A Concrete Façade Restoration Project, Ronald Reagan Washington National Airport

Robert Newbery, Wisconsin Department of Transportation and Emily Pettis, Mead and Hunt

The Ranch House Comes Of Age: Wisconsin's Approach To Evaluating The Recent Past

Christine French, National Trust for Historic Preservation

Help! There's This Modern Resource I Want to Save.....

Session 8 - SHPO/DOT Liaison Roundtable
July 21, 3:00 to 4:30 pm, Geneva
MaryAnn Naber, FHWA, Moderator

Adrienne Campbell	<i>FHWA History Reviewer</i> Texas Historical Commission (Texas Historic Preservation Office)
Nancy Campbell	<i>History/Architecture Transportation Reviews Manager</i> Ohio Historical Society (Ohio Historic Preservation Office)
Carol Lee	<i>Architectural Historian</i> Pennsylvania Historical and Museum Commission
Matthew Sterner	<i>Transportation Archaeologist</i> Department of Archaeology and Historic Preservation (Washington State Historic Preservation Office)

TITLES AND ABSTRACTS

Abbott, Jim and Adrienne Campbell (Texas Department of Transportation): *Integrity-based Geoarcheological Planning for Cultural Resources Compliance*

The Houston Potential Archeological Liability Map, or Houston-PALM, is a planning tool developed by the Texas Department of Transportation. Unlike most archeological predictive models, it does not focus on prehistoric behavior to predict site locations. Instead, it uses geological and pedological principles to predict where prehistoric sites are likely to be preserved with sufficient spatial and stratigraphic integrity to qualify as historic properties under the NRHP. This presentation describes the development and application of the model.

Axline, Jon (Montana Department of Transportation): *Learning from Past Mistakes: Montana's Historic Roads and Bridges Programmatic Agreement*

Since the late 1980s, the Montana Department of Transportation (MDT) has developed, revised, and implemented several historic roads and bridges programmatic agreements. The MDT implemented its latest programmatic agreement in 2007 and it has been, by far, the most successful. It is a mix of provisions based on what worked in previous documents while incorporating the latest practices in the identification and preservation of the state's historic transportation resources. It also contains provisions for roadside interpretation, historic bridge rehabilitation, education programs, and National Register Multiple Property Documents that provide the basis of the MDT's roads and bridges management practices. The Agreement also provides for the preservation and interpretation of an MDT-owned segment of the historic Mullan Military Road, the first engineered road in Montana. The Agreement has so far met with mixed success and will continue to change as the department's programs change in the early 21st century.

Beckerman, Ira (Pennsylvania Department of Transportation): *It's the Economy*

Borchert, Jeani (North Dakota Department of Transportation): *Tribal Consultation in North Dakota: Process, Relationships, and Results*

The North Dakota Department of Transportation, on behalf of and in conjunction with the ND Division of FHWA, has undertaken a unique and effective method of Tribal consultation in regard to cultural resources of interest to Tribes. This presentation will discuss how we got to the point we're at; just what our Programmatic Agreement (PA) with 10 groups on 9 Reservations (with official participation of 3 additional Reservations pending) entails; implementation of the PA; major issues we've undertaken; and an example of why this kind of partnership with Tribes works to protect resources of value to them ... resources whose continued existence adds value to those who practice traditional beliefs. Our process of Tribal consultation in regard to National Historic Preservation Act compliance was an attempt to do more than minimally comply with a regulation, it was devised to address what we felt Congress intended with the 1992 amendments to the Act. It was devised to bring "heart" into the equation and to act in partnership with the Tribes in regard to identification, evaluation, and avoidance of effects (or minimization of effects/mitigation of adverse effects) to cultural resources of value to them. Through this process of building relationships of trust and respect, we have come to agreement on diverse and sometimes controversial issues; such as - use of Tribal Monitors, discussion of sensitive information, training, confidentiality and the creation of records, equal rights, and site avoidance methods. We have become friends, and work as colleagues in our joint effort - NDDOT, FHWA, and the Tribes - to comply with Section 106 and identify and perhaps even help to preserve the resources Tribes value.

Buss, Margaret (Caltrans): *The Economy and Caltrans*

Campbell, Nancy (Ohio State Historic Preservation Office): *The Economy and the Ohio SHPO*

Cancel, Juan, Dawn Hutchins, Julie Labate, Carrie Dilley, Paul Backhouse (Seminole Tribe of Florida Tribal Historic Preservation Office) *Analyzing Ancestry: Integrating Tribal Historic Preservation with Transportation Compliance through GIS*

The Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) corresponds with federal and state agencies throughout a nine state region of the southeastern United States. Since becoming a federally recognized THPO program in 2006 our office has developed a system which tracks off-reservation compliance review proposals necessary to the fulfillment of federal agencies obligations under existing historic preservation laws. One of the advantages of this tracking system is that it allows the THPO the opportunity to geographically analyze the data, through statistical and spatial methods within GIS, in order to discern any patterns or correlation in the data. The output of this analysis allows the office to refine its area of interest and target locations where increased communication with federal agencies might be productive. In addition, we highlight several case studies, drawn from across our area of interest, where successful outcomes have been achieved between federal agencies and the THPO compliance review team.

Cancel, Juan and Willard S. Steele (Seminole Tribe of Florida Tribal Historic Preservation Office): *Transportation GIS: A Perspective from the Seminole Tribe of Florida Tribal Historic Preservation Office*

The Seminole Tribe of Florida Tribal Historic Preservation Office (STOF-THPO) oversees the preservation of cultural resources important to the tribe. In the review process the THPO, specifically the Compliance Review Section of our office, often deals with transportation projects that might affect the tribe within its overall area of interest. This includes areas of historical, ancestral and cultural significance. One of the utilities used by the Compliance Review section is the Florida Department of Transportation's (FDOT) Efficient Transportation Decision Making (ETDM) system. The use of the ETDM system provides useful information about transportation projects in the state of Florida. Currently, the level of use of the ETDM system in our office is not optimized. This is largely due to the scope of the tribe's area of interest and the diversity of federal agencies submitting projects for review. In order to manage the 3000+ project reviews received annually the THPO has developed an Incoming Correspondence Tracking Database (ICTD), a unique database structure used to track the correspondences from other agencies. In addition a THPO GIS database contains geographic information relevant to historic preservation. We developed these resources to further the main goal of our office, which is to conduct science based on the standards and the ethics of the tribe.

DeLony, Eric (Engineering and Industrial Heritage): *State of Historic Bridges in the US*

The decades between the 20th and the 21st century witnessed an increase of the public's awareness, appreciation and value of preserving historic bridges. My presentation will explore this evolving phenomena pointing out the impacts of this "development" on regulations, codes, engineering education programs, and whether we are saving historic bridges. It will touch on: 1) groups such as the recently established Historic Bridge Alliance (HBA) and Historic Bridge Foundation (HBF), and individuals working to save historic bridges; 2) the status of historic bridge surveys, programmatic agreements, and bridge preservation/management plans in the US; 3) examples of best practices - engineering, craft, and rehabilitation techniques that succeed in squeezing additional life out of an old bridge; 4) the explosion of bridge scholarship not only in the US, but globally. My paper will argue for the need for a national historic bridge context prepared to National Park Service standards and how this tool may contribute to the preservation of historic bridges. National contexts can help focus scholarship and cultural interaction regarding historic bridges and their associated cultural landscapes both urban and rural.

Ellick, Carol J. (SRI Foundation): *Lessons Learned: Results of the Arizona Project Archaeology Pilot Study*

In 2003, the Arizona Department of Transportation provided a grant to the SRI Foundation to implement a pilot project that looked at the use of classroom lesson plan development as an outreach component of archaeological mitigation projects statewide. The pilot project had three phases. The initial phase involved the development of project selection criteria and the identification of a test project based on the criteria. The

second phase was a workshop for teachers in the selected project area and the development of the project team. The final phase involved the creation of a lesson based on the archaeological and cultural information retrieved during the selected data recovery project: State Route 89A Archaeological Data Recovery. The lesson specifically targeted Arizona Department of Education social studies curriculum standards. This presentation will describe the process and the outcomes of this unique project.

Fisher, Conrad (Northern Cheyenne Tribal Historic Preservation Officer): *Cultural Resource Management in Indian Country: Viewing the Landscape through a Cultural Lense*

Francis, Julie (Wyoming Department of Transportation), Craig S. Smith, and David G. Eckles *Where Are the Bison?*

Through the work of George C. Frison, Wyoming prehistory is perhaps best known for large, spectacular, communal bison kills sites. Yet, in over 30 years of archaeological investigations associated with highway construction, only two bison kill sites have been recorded. This paper reviews some of the major archaeological sites which have been investigated under the auspices of WYDOT and offers some hypotheses regarding subsistence and land use patterns over time.

It's the Economy in an Energy Producing State

Fraser, Clayton (Fraser Design): *Wyoming's Historic Bridges – Then and Now*

Conducted in the early 1980s, Wyoming's historic truss bridge survey was one of the earlier statewide historic bridge inventories undertaken in the United States. Like all comprehensive historic structures inventories, it served as a point-in-time documentation of the state of bridge technology and preservation. Since then, attrition among Wyoming's historic bridges—both through active demolition and structural failure—has proceeded at an increasing rate. As vulnerable structural types, particularly steel trusses, have suffered increasing pressure for replacement, large groups of historic bridges have all but disappeared. And it doesn't have to happen. My presentation will touch on the findings of the original Wyoming bridge inventory and the subsequent loss of many of the state's noteworthy spans. I will use the experience of Wyoming and other states to illustrate broader trends in American bridge preservation.

French, Christine (National Trust for Historic Preservation): *Help! There's this Modern Resource I Want to Save...*

Need help saving a modern or recent past resource in your community? The National Trust's Modernism + Recent Past Initiative launched in 2009 with the goals of supporting local and national preservation efforts, increasing public education, and advancing policies that support preservation of our 20th century architectural and cultural heritage. Learn more about American modern and recent past resources -- from roadside to suburbs to high style -- and how we can save more of these valuable representatives of our built heritage.

Gmoser, Glenn (Caltrans Cultural and Community Studies Office): *On the Golden Road: 50 years and Counting of Caltrans Contributions to California Archaeology.*

In 1959, Caltrans predecessor, the State Division of Highways, began the first salvage archaeology funded partly by road construction dollars with initial forays along the southern California coast. Since then transportation projects have played a substantial role in shaping the direction, methods and understanding of the archaeological record far beyond the narrow confines of highway corridors. This paper presents a small sampling of investigations from around the state, illustrating key regional, topical and methodological contributions that continue to resonate, providing a deeper understanding of California's unique heritage and influencing the practice of archaeology nationwide.

Hale, Elaine (National Park Service, Yellowstone National Park): *The Beartooth Highway*

The building of the Red Lodge – Cooke City Approach Road (the official name for the Beartooth Highway) had far-reaching effects in a number of realms. From the standpoint of transportation engineering, the successful application of the Bureau of Public Road's (precursor to the Federal Highway Administration) standards, coupled with the aesthetic considerations of the National Park Service's Landscape Division, produced a road that largely preserved the landscape through which it was built. Working together representatives from the park service and the forest service, created management guidelines for adjacent lands that contributed to preservation of the scenic qualities of the road corridor. Built through extremely difficult terrain, the relative successes and failures of the various contractors illustrate the necessity of integrating sound construction management with an understanding of technological limitations. The completion of the road allowed forest service managers to plan and develop new recreation facilities such as campgrounds and backcountry trails for people accessing the area for the first time in their own automobiles. As for the communities of Red Lodge and Cooke City, the completion of the road started both on a path towards tourism-based economies. Their location along the new approach road to Yellowstone National Park virtually assured both communities of a steady stream of tourists in need of accommodations, meals, and gasoline. Completion of the road also benefitted the park, increasing its visitation..

Harvey, Ruth (King County Road Services Program) and **Flo Lentz**(King County 4Culture): *Developing a Local Heritage Corridors Program – King County's Historic and Scenic Road Inventory and Evaluation Project*

Presentation and PosterThe vast majority of byways programs in the United States are state or national in focus. There are fewer models or tools available to counties or cities interested in preserving and enhancing local historic road corridors. Local roads, which are usually not eligible for state or national byways nomination, can nevertheless represent important links to regional and community history and are worthy of attention. They can also provide a wonderful day trip or weekend heritage touring experience for residents or visitors. King County, WA is defining a methodology for identifying and preserving such roads.

King County is the most populous county in the state of Washington and includes the metropolitan area for the City of Seattle. Public road building began shortly after the county was established over 150 years ago. While three major highways that pass through the county are designated as National Scenic Byways, the county had been searching for several years for an appropriate way to identify and preserve the the numerous smaller county roads of historic significance. In 2006, the county received a grant to research and document the history of its road system, survey and inventory historic and scenic road corridors and prioritize them for preservation, enhancement, and promotion as heritage tourism routes.

The project approach includes: 1) Geographic Information System analysis of the roadways to determine ages and identify those most likely to have retained their historic character; 2) development of historic and scenic screening criteria appropriate to a local road system; 3) creation of survey methodology and completion of a preliminary windshield survey of 75 promising roads; 4) intensive survey and additional historic research on the most significant road corridors; 5) preparation of a historic context statement for the county's road system; and 6) recommendations for roads to officially designate as local heritage corridors with recommendations for road maintenance and management practices to help preserve their character and integrity.

Harvey-Opitck, Linda (New York State Department of Transportation): *The Economy and NY DOT*

Hopkins, Mary (Wyoming State Historic Preservation Office): *The Information Infrastructure: Wyoming SHPO's On-Line Information System*

The Wyoming State Historic Preservation Office has maintained a computerized database since the late 1970s. Over the years, this information has been migrated from main frame computers, to early personal computers, and now are being developed for maintenance and access via the Internet. The underlying core data from the late 1970s is still part of the high-tech world. WYCRIS systems are developed with the end user

in mind and include on-line GIS, access to all site forms and a Section 106 compliance system. The history, cost, and challenges of developing such a system will be presented. A demonstration of the various on-line resources will also be included.

Hutira, Johna (Northland Research, Inc.): *ADOT: Ground-breaking Research in the Arizona Basins.*

The Arizona Department of Transportation (ADOT) has funded some of the more exciting archaeological research taking place in Arizona. This paper highlights some of these projects, including Archaic Period sites in the Tucson Basin and the extensive canal system in the Phoenix Basin.

Show Me the 'Stimulus' Money

Johnson David (Western Archaeological Services): *“Wagon Trails Pure and Simple”: Variability in the Physical Remains of the 1913 Lincoln Highway in Southwestern Wyoming*

On-going energy development in southwestern Wyoming has resulted in the documentation of numerous segments of the earliest route of the Lincoln Highway. When the Lincoln Highway Association established the route of the Lincoln Highway across southern Wyoming in 1913, it utilized a patchwork assemblage of existing transportation features including portions of the Oregon, California, Mormon Trail, abandoned 1868 Union Pacific railroad grades, and local wagon roads. Over the first two decades of the 20th Century a passable motor vehicle road system was created from these 19th Century features. In Sweetwater County, road improvement projects were overseen by the County Commission. No consistent plan or design was used for upgrading these early highway segments. This resulted in 1913 Lincoln Highway segments which vary widely in physical appearance. Understanding the variability of early Lincoln Highway segments is crucial to indentifying and assessing the integrity of the road by archaeologists and historians.

Klein, Terry (SRI Foundation): *Introduction to the NCHRP 25-25 Study*

Lee, Carol (Pennsylvania Historical and Museum Commission): *Case Studies Evaluating Post-WW2 Resources in Pennsylvania*

In the past few years as post-WW2 resources have reached the 50-year mark, the PA SHPO has evaluated about two dozen post-WW2 resources, mostly housing developments. PA SHPO staff member Carol Lee will share some case studies illustrating its approach to the evaluation of such resources.

Lindauer, Owen (FHWA): *It's the Economy - “Performance Driven: A New Vision for U.S. Transportation Policy by the Bipartisan Policy Center” and Owen's Thoughts on the Future of Transportation CRM Programs*

Luhman, Hope (Louis Berger Group) *Tourism on a Nineteenth-Century Byway: The Shaker/Powell Hotel Site*

The New York State Department of Transportation (NYSDOT) plans to improve the intersection of Route 155 and Old Niskayuna Road in the Town of Colonie. Working on this fast-tracked project with the Cultural Resource Survey Program (CRSP) of the New York State Education Department (NYSED) and the NYSDOT, The Louis Berger Group Inc., (Berger) completed a cultural resource reconnaissance survey, site examination, data recovery plan, and data recovery excavation in twelve months. The archaeological investigations identified the remains of the nineteenth-century Shaker Hotel situated on Watervliet Shaker Road, which continued into the twentieth century when it was known as "Vittles and Grog" in the 1980s. The Watervliet Shaker community, famous for various innovations such as their flat broom (invented during 1820s) as well as their religious beliefs and lifestyle, was just a mile from the hotel and attracted tourists and businesses alike. The Shaker Hotel, likely named for its location on the "old Shaker Road," served as a resting place for these

visitors. This poster presents the recently completed archaeological investigations and offers glimpses of tourism along a nineteenth-century byway.

Lusignan, Paul R. (National Park Service, National Register of Historic Places)

Medin, Anmarie and Margaret Buss (Caltrans): *Caltrans Cultural Resources Inventory: Putting on a TEA Party*

Finding funding for database development and maintenance, including acquiring the data, is a challenge for state DOTs. We explain some of the opportunities and challenges of using Transportation Enhancement funds for the Caltrans Cultural Resources Database, including both those that are specific to a large state, like California, and those that may be more universal. We then summarize the existing database and explain its benefits to our program. The MS Access and ArcView based system has limitations which we are trying to address by upgrading it to an Enterprise system.

McAllister, Martin E. (Archaeological Resource Investigations Division, Western Cultural Resource Management, Inc.): *ARPA and Transportation Projects: The Potential for Civil and Criminal Penalties and Forfeitures under the Act*

Unauthorized damage to archaeological sites located on federal and Indian lands is prohibited by the Archaeological Resources Protection Act of 1979 (ARPA). Activities associated with transportation projects on these lands could result in violations of ARPA. This presentation will deal with six topics that archaeologists and program managers involved in transportation projects should be familiar with relative to ARPA: 1) what ARPA protects; 2) what ARPA prohibits; 3) the elements of ARPA criminal and civil prosecutions; 4) ARPA's criminal and civil penalties; 5) forfeiture under ARPA; and 6) transportation project related activities that could result in ARPA civil or criminal prosecutions and forfeitures.

Myers, Joseph (National Indian Justice Center)

Nagle, Cheryl (Pennsylvania Historical and Museum Commission): *Developing a Framework for Evaluating Post-War Suburbs in Pennsylvania*

The Pennsylvania State Historic Preservation Officer (PA SHPO) is working with the Pennsylvania Department of Transportation and CRM consultants to outline a consistent approach for documenting and evaluating suburban developments in the state. Challenges include the lack of easily available sources, marking clear periods of development, understanding the impact of drastic economic and demographic changes, and identifying associated building and landscape components with these changes. PA SHPO staff member Cheryl Nagle will describe the approach the state is taking to these challenges.

Newbery, Robert (Wisconsin Department of Transportation) and **Emily Pettis** (Mead and Hunt):

The Ranch House Comes Of Age: Wisconsin's Approach To Evaluating The Recent Past

This poster presents context, methodology and analytical tools, developed by Emily Pettis of Mead and Hunt, used by the Wisconsin DOT to evaluate the ubiquitous ranch house. There is also an interactive element to this poster which invites the viewer to "rate the ranch house" based upon character-defining elements and integrity.

O'dell, Kevin (ACR Consultants): *Archaeological Investigations at the Fetterman Battle Site*

Opperman, Tony (Virginia Department of Transportation): *The Comprehensive Environmental Data and Reporting System (CEDAR): A Tool for Integrating Environmental Issues into Transportation Planning and Project Development at the Virginia Department of Transportation (VDOT)*

VDOT's CEDAR system is a web-enabled, agency-wide environmental data management and GIS application that supports Virginia's transportation planning and project development programs. This presentation reviews CEDAR's development and use since it was put into production in 2004. CEDAR will be demonstrated live to provide a comprehensive profile of its content and functionality, with particular emphasis on its use – actual and potential – as a tool for integrating historic preservation issues in transportation planning and early project development.

It's the Economy: The Recession, Transportation Funding, and Impacts to VDOT's Cultural Resource Program

Pettis, Emily (Mead and Hunt, Inc.): *Methodology for Identification and Evaluation of Mid-20th Century Residential Resources*

In 2009, Mead and Hunt worked with the city of Omaha, Nebraska to complete a reconnaissance level survey of concentrations of resources from the Post World War II era. The survey covered over 5000 parcels in three discontinuous areas and concentrations of commercial and residential properties constructed in the 1950s and 1960s. This was the first Nebraska Historic Buildings Survey to focus on resources of this era. Mead and Hunt worked with the City of Omaha Planning Department and the Nebraska State Historic Preservation Office to develop a methodology for surveying large numbers of vernacular postwar property types. This paper will discuss the development, successes, and limitations of the survey methodology including: 1) research efforts required prior to field work; 2) identification of character defining features of Minimal Traditional, Ranch, Contemporary, and Split-Level styles and forms; 3) field applications; 4) integration of survey results and planning efforts; and 4) GIS limitations.

Platt, Steve (Montana Department of Transportation): *Black Bear Coulee: 9,000 years of Montana Prehistory, West of the Continental Divide.*

The Black Bear Coulee Site (24PW308) is located twelve miles north of I-90 on Secondary 271 in Powell County, Western Montana. Recent excavations have revealed that 24PW308 is a large, stratified site with evidence for Paleo-Indian through Late Period occupations. A well defined layer of Mazama ash (circa 6750 BP) appears to separate Early Archaic and Late Paleoindian occupations. The site lies along a natural travel route near several lithic quarries, and chipped stone debris dominates all assemblages. Late Period site occupants built numerous large roasting features, presumably to cook plant materials.

Potter, Charles (National Park Service, Ft Laramie - ret): *Restoration of the 1875 Ft. Laramie King Iron Bridge*

Charles Potter will speak restoration of the Fort Laramie Army Bridge. Built in 1875 to cross the North Platte River, it is one of the most famous extant King Bridge Company (Cleveland, Ohio) fabricated iron bowstring arch bridges in the US. The structure is a King bridge patent design supported by iron piers also patented by Zenas King, preserved and interpreted at Ft. Laramie National Historic Site.

Rosenberg Historical Consultants: *The North Platte River Bridge and Yellowstone Highway in Converse County, Wyoming*

Rosenberg Historical Consultants will provide a presentation with audio and visual components, including historic and modern photographs, summarizing the results of historical investigations for the Yellowstone Highway in Converse County. This report was prepared for the Wyoming Department of Transportation in 2008-2009 and fulfilled the requirements of a Memorandum of Agreement between the Federal Highway Administration, WYDOT, and the Wyoming SHPO to mitigate adverse effects to the North Platte River Bridge (48CO216), which was replaced with new structure in 2008-2009. The presentation focuses on the construction of the highway in Converse County and of the 1923 bridge. It also summarizes the results of a

field survey that identified and evaluated surviving segments of the pre-1928 Yellowstone Highway and U.S. Route 87.

Schmidt, Andrew J. (Summit Envirosolutions, Inc.): *At the Intersection: When Multiple Statewide Historic Contexts Apply to a Single Resource*

This paper stems from a National Register eligibility study of a Depression Era landscape along Lake Bemidji in Bemidji, Minnesota. The landscape is a series of interconnected but separately built features along the lakefront that includes three parks, stone overlooks, stairways, and curbing, and the well-known statues of Paul Bunyan and Babe the Blue Ox. The landscape, developed by city and state agencies with federal assistance, extends about a mile along the lakefront. Three different statewide studies, each with their own registration requirements/eligibility criteria, were applicable to the landscape: “Federal Relief Construction in Minnesota, 1933-1941,” “Minnesota State Park CCC/WPA/Rustic Style Resources,” and “Historic Roadside Development Structures on Minnesota Trunk Highways.” In addition, some of the individual landscape features had been previously evaluated for eligibility, but the whole had not been addressed during previous reviews. The paper will explore the challenges of evaluating linear and vernacular landscapes that evolved over time and that relate to multiple historic patterns. The study was sponsored by the Minnesota Department of Transportation as part of a Section 106 driven project review.

Shaffer, Barbara (McCormick and Taylor, Inc.): *Prioritizing Competing Interests on Historic Roads*

Historic roads in the United States are continually being altered to address current and future safety, operability, and capacity concerns. These modifications often adversely affect the character-defining features of historic roads. Historic preservation seeks to implement measures necessary to maintain the existing character-identifying features of a property. Sustaining these features without compromising operability is a challenge of historic preservation. As research for a master’s thesis at Goucher College, four projects throughout the country where context-sensitive solutions were considered or implemented were examined. The lessons learned from these projects were summarized and applied to the Westminster-Taneytown Pike in Maryland to determine if they were useful. A discussion of which situations context-sensitive solutions appear to be most effective will be included.

Stoermer, Stephanie (FHWA): *Addressing Confidentiality, Intellectual Property and Cultural Sensitivity Concerns in the Context of Tribal Consultation*

According to DOT Order 5301.1 Department of Transportation (DOT) Programs, Policies and Procedures Affecting American Indians, Alaska Natives and Tribes, it is DOT policy that in conducting and administering activities and programs, and fostering relationships with American Indians, Alaska Natives, and tribes--all components within the DOT, including the FHWA--must, to the extent practicable and permitted by law...consult with Indian tribes before taking any actions that may significantly or uniquely affect them. While all DOT components retain the affirmative obligation to honor the unique government-to government relationship with federally-recognized Indian tribes, project-specific tribal consultation related to highway projects is typically carried out by State DOTs rather than the FHWA.

Over the past several decades, tribal representative have identified concerns related to intellectual property rights and confidentiality--particularly as those concerns relate to sensitive cultural information requested or disclosed in the context of consultation. In turn, such concerns can lead to misunderstandings and project delays when the parties who are engaged in consultation are either unfamiliar with, or unclear about the complex nature of the cultural and legal issues involved. This presentation will (1) examine key confidentiality, intellectual property and cultural sensitivity concerns that can arise in the context of tribal consultation; (2) attempt to identify current best practices that address at least some of the more controversial aspects of these cultural heritage issues; and (3) attempt to identify possible future measures that could help resolve confidentiality and intellectual property concerns in a thoughtful and culturally sensitive manner.

Sterner, Matthew (Washington State Historic Preservation Office): *Bridges and Tunnels and Docks, Oh My! How the DAHP/WSDOT Connection in Washington State is Raising the Bar.*

The Department of Archaeology and Historic Preservation (DAHP) and the Washington State Department of Transportation (WSDOT) established a unique bond in 2005. In the wake of a transportation project misstep involving cultural resources, a dedicated transportation archaeologist was hired by DAHP in September of that year. Nearly four years later, this position has become absolutely essential with the arrival (at or near construction) of three “mega-projects” being managed by WSDOT. Using these three projects as a backdrop, I’ll present some of the unique challenges facing transportation archaeology in Washington and some of the creative and unique solutions that are changing the face of our discipline.

Swidler, Nina (Arizona Department of Transportation): *Integrating Tribal Interests in Project Design and Implementation: Suggestions for Best Practice*

This presentation considers real workable solutions that tribal governments can adopt to involve the tribal members and communities in cultural preservation initiatives. This goes beyond just “consultation.” Three specific recommendations are explored. First, tribes should develop a comprehensive tribal resource preservation and management plan that contains a comprehensive research design and context statements that reflect the tribe’s unique culture, philosophy, and history. Information to be included in these documents should be gathered from communities, knowledgeable or concerned individuals, and tribal staff. Tribes should make these documents available to those who are planning projects on tribal land, or within tribal ancestral claim areas. Second, to further ensure that tribal interests are reflected in the work done with, for, or by the tribe, tribes should seriously consider developing tribal regulations that replace the federal Section 106 review process, thereby enabling the tribe to manage undertakings under tribal regulations rather than federal regulations. Finally, to make certain that the tribal perspective is reflected in a holistic manner, tribes should establish their own interdisciplinary environmental consulting team(s) to conduct their own integrated resource assessments to comply with laws such as NEPA and NHPA, and related tribal laws, regulations, and policies. To ensure that studies produced by the team are inclusive and consider all resources, tribes should consider situating these teams within one tribal division or department, under the direction of one director.

Tinsman, Mary Alfson(CHRS, Inc.)

Documenting Mid-20th Century Resources within Budget and on Time

Consultants are charged with the task surveying and evaluating mid-20th Century resources at a time when the methods and means for doing this survey are still uncertain. These resources, including mid-20th century subdivisions, require a level of knowledge and research that is often not readily available. The amount of work required is more intense due the lack of an established knowledge base. In Pennsylvania, the PA SHPO, along with the Pennsylvania Department of Transportation, is working in conjunction with a group of consultants to establish methods to effectively evaluate these resources within the confines of each group’s resources. The challenges facing consultants include the need to draft local and regional development contexts, survey new resource types, evaluate significance and integrity all while staying within budget and meeting the project schedule.

Ward, Henry (PB Americas, Inc.)

Terminal A Concrete Façade Restoration Project, Ronald Reagan Washington National Airport

Over the past decade, the Metropolitan Washington Airports Authority has carried out an ambitious rehabilitation program for the original Terminal A at Ronald Reagan Washington National Airport. The Art Moderne terminal was constructed in 1940, as the centerpiece of President Franklin Delano Roosevelt’s plan to provide a state-of-the-art airport for the Nation’s Capital. After the successful rehabilitation of a number of the terminal’s interior spaces, the restoration team had to confront the accelerating deterioration of the building’s exterior concrete façades. The recently completed project uncovered a number of previously unknown details about the building’s original construction. At the same time, an integrated program of

structural repair and material conservation solutions was successful in repairing the existing damage. The project also utilized an electrolytic re-alkalization system that helps to strengthen the concrete's ability to resist future deterioration, assuring the historic terminal a long and stable future.

ABOUT THE AUTHORS

Jim Abbott has served as the staff geoarchaeologist for the Texas Department of Transportation since 1997. He has worked as a professional archeologist since 1977, and as a geoarcheologist since 1987. He earned his bachelor's degree in archeological studies and his M.A. and Ph.D. in geography from the University of Texas at Austin. He has worked in a number of western states, in Mexico, and in Italy.

Jon Axline has been the historian at the Montana Department of Transportation since 1990. While not sweating over the state's historic roads and bridge, he's found time to conduct countless cultural resource surveys for the MDT, write interpretive markers, and answer questions about the state's transportation history. Jon is the author of many has articles on the Montana's history on a wide variety of subjects ranging from the dinosaurs to railroads, Montana jerks, cold war radar stations, and flying saucers that have appeared in *Montana The Magazine of Western History*, *Montana Magazine*, and *Decies: The Journal of Irish History* to name just a few. He is the author of *Conveniencies Sorely Needed: Montana's Historic Highway Bridges* and the editor of the recently published *Montana's Historical Highway Markers*. He lives in Helena with his wife, Lisa, daughters, Kate and Kira, four cats, and pack of dogs.

Ira Beckerman has been the Cultural Resources Section Chief for the Bureau of Design at PennDOT since 1998. Trained as an archaeologist (Ph.D. Anthropology, Penn State, 1986), he has worked as a field archaeologist in Mexico, Tennessee, North Carolina, and Pennsylvania. His 20+ years of transportation experience is split between PennDOT and (previously) the Maryland State Highway Administration. Dr. Beckerman's research interests include archaeological predictive modeling, pre-contact Eastern North America, and GIS. He is a member of the Society for American Archaeology and the Transportation Research Board's Archaeology and Historic Preservation Committee, and has served on panels for TRB and American Association of State Highway Transportation Officials (AASHTO). Dr. Beckerman was a 2001 recipient of the PennDOT Star of Excellence, and lives at home in New Cumberland with his wife, Linda, and their daughter, Frieda.

Jeani Borchert is an archaeologist with the North Dakota Department of Transportation. Jeani tells us "I became interested in Anthropology in 1978 and changed majors from Elementary Education to Anthropology at the University of North Dakota. I studied under a dedicated team of archaeologists – Dr. Lawrence Loendorf, Dr. Fred Schneider, and Dr. Stan Ahler. These were great years, where I learned through their lively classroom discussion, and benefited tremendously from their active fieldwork in North Dakota. I began working for UND in June of 1979, finished my BA in Winter Semester of 1980, and began working full-time for UND in June of 1980. During my tenure at UND I worked from a contract archaeology field station in Belfield, ND, went back to school to get my Master's Degree at the University of Montana (1990), and worked in ND, SD, MT, WY and CO – but the vast majority of my work was in the beautiful badlands of western ND. In 1994 I began working for the ND Department of Transportation. My duties at the DOT have changed from primarily fieldwork related to almost entirely office related - a scenario that works for my advancing years. At the NDDOT I am responsible for contracting out cultural resource work, coordinating cultural resource issues for NEPA and S. 106 compliance for all highways in ND, all Tribal consultation related to cultural resources, and project management on special projects like our upcoming Bridge Book – a coffee table book (beautiful photographs are emphasized) that highlights our important historic bridges and our most important modern bridges."

Margaret Buss currently works for the Caltrans Division of Local Assistance as Chief of the NEPA Delegation and Environmental Compliance Office. She has worked for Caltrans for thirty-two years: nine years in the Bay Area district as a district archaeologist, and eighteen in the Headquarters Cultural and Community Studies Office. She was Project Manager for the Caltrans Archaeological Roadside Inventory

Transportation Enhancement project from its inception until 2004 and for the Caltrans/FHWA Section 106 Programmatic Agreement. She has a BA in Anthropology and a Master's in Library and Information Science, both from the University of California, Berkeley.

Adrienne Vaughan Campbell has worked for the Texas Historical Commission for four years and reviews all Texas Department of Transportation projects that have the potential to affect historic structures. After earning her bachelor of arts degree in Anthropology and Art from College of William and Mary in 1997, Adrienne worked as an archeologist for five years in several states, including Virginia, Delaware, Arkansas, California, Idaho, and Texas. Adrienne's interest in archeology always focused on eighteenth and nineteenth century historic sites, and over time she gradually developed a stronger interest in historic buildings and decided to pursue a Master's Degree in Historic Preservation. Adrienne earned her M.S.H.P. in Historic Preservation from the University of Texas in 2004.

Nancy Campbell is an architectural historian at the Ohio Historic Preservation Office. Working in the Resource Protection and Review Department, she reviews projects from the Ohio Department of Transportation for compliance with Section 106. She holds degrees in art history from Grinnell College (in Iowa) and the University of Oregon. She is on the board of the Ohio National Road Association and recently completed the National Register nomination for the Blaine Bridge, one of the stone arch S-Bridges on the National Road.

Juan J. Cancel is the Chief Data Analyst for the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF-THPO). The STOF-THPO is located in southern Florida on the Big Cypress reservation. Cancel has worked for the STOF-THPO for the past two years and is currently the section head of the Archaeometry Section of the THPO. He is originally from Brooklyn, New York. Cancel completed his undergraduate at the City University of New York - Hunter College where he received his BA in Geography. He is currently a graduate student at Florida Atlantic University in the Charles E. Schmidt College of Science, hoping to obtain a MA in Geography. Most of his background in geography is heavily oriented in GIS with particular knowledge in GIS uses for historic preservation and especially archaeology. Cancel is also a recent co-recipient of the 2009 ESRI Native and First Nations Special Achievement in GIS Award.

Eric DeLony spent 32 years with the Historic American Engineering Record before retiring in 2003 as Senior Program Manager. The program not only created a permanent record of drawings, photographs and histories for the national collection at the Library of Congress, but promoted the physical preservation of that technological heritage. In the process he also inspired a new generation of engineers, involving them in the protection, preservation and stewardship of the historic built environment. Eric helped to establish a national ethic and awareness of America's technological heritage. In recognition of his work, he has received numerous awards including a career achievement citation from the American Society of Civil Engineers (ASCE) and, the General Tools Award for sustained, distinguished service to the cause of industrial archeology by the Society for Industrial Archeology (SIA).

Carol Ellick is an Instructor in the Native American Studies Program at the University of Oklahoma. Ms. Ellick holds a B.A. in anthropology and an M.A. in education, with a specialization in curriculum and instruction. Ms. Ellick has over thirty years of archaeological experience in the field of Cultural Resource Management (CRM), but her focus within the last nearly 20 years has been public outreach and archaeological education. Ms. Ellick has created educational materials for third through twelfth grades; taught teachers' workshops; designed award-winning museum-quality displays; and worked within the professional archaeological community on the development of public outreach efforts. In addition, she has developed a program entitled Parallel Perspectives that provides children with the opportunity to create a personal view of the past by examining both archaeological information and traditional cultural perspectives. Through her

professional involvement, Ms. Ellick has become one of the leading experts in archaeological education and the development of public programs in the United States and has recently worked with programs in Australia and Japan. Ms. Ellick worked for the SRI Foundation in Rio Rancho, New Mexico for five years and maintains her involvement as an education consultant for that organization.

Conrad Fisher is the Tribal Historic Preservation Officer (THPO) for the Northern Cheyenne Tribe. Mr. Fisher has been involved in several noteworthy efforts to protect sacred and historic landscapes including the Rosebud and Wolf Mountains battlefields in Montana; the Sand Creek Massacre National Historic Site in Colorado; and *Noavose* (Bear Butte) in South Dakota.

Julie Francis has served as the cultural resource specialist for the Wyoming Department of Transportation since 1992. Duties include all aspects of Section 106 compliance, oversight of archaeological and historical consultants, Section 4(f) analysis and review of NEPA documents with respect to cultural resources, and Native American consultation. Julie received her B.A. in Anthropology from the University of Wyoming, and earned her M.A. and Ph.D. in Anthropology at Arizona State University. Prior to coming to WYDOT, she worked for nearly 15 years as Assistant Director of the Survey Section of the Office of the Wyoming State Archaeologist. She also holds a position as Adjunct Professor in the Anthropology Department at the University of Wyoming.

Clayton Fraser has been a Historical Architect in private practice for some 30 years. The first historic bridge inventory that he produced was a survey of roadway trusses in Wyoming, in the early 1980s. Since then he has undertaken a dozen other statewide and one national historic bridge inventories, involving documentation and evaluation of over 50,000 structures. These have ranged from the most rudimentary timber spans to some of the largest bridges in the country. Fraser is presently documenting Mission 66 bridges in Yellowstone National Park and Interstate-era bridges in Colorado.

Christine Madrid French, a dedicated advocate for the study and preservation of American modern buildings, was born and raised in Los Angeles. She graduated from the University of Utah in Architectural Studies in 1992 and worked for the National Park Service as an historian in Washington, D.C. for four years. Ms. French earned a master's degree in Architectural History from the University of Virginia in 1998. She is also a writer and photographer, with her work appearing in *U.S. News & World Report*, *Virginia Living*, *Modernism Magazine*, and *Landscape Architecture*. In 2000, she co-founded the Recent Past Preservation Network and served as the president for nine years. She is currently the Director of the Modernism + Recent Past Initiative with the National Trust for Historic Preservation, a new program launched in March 2009, and also serves on the 20th-Century Heritage Committee for the International Council of Monuments and Sites (ICOMOS).

Elaine Skinner Hale is a NPS Archeologist who has worked with Yellowstone National Park's road reconstruction program for the past 14 years. Elaine completed earlier work drafted by Mary Shivers Culpin to nominate the Grand Loop Road to the National Register of Historic Places. The documentation of the character defining features that contribute to the historic qualities of Yellowstone's Grand Loop and five historic entrance roads as been a major undertaking involving work with the Historic American Building Record, NPS and contract historians. The documentation information provides the guidance for her work with the FHWA engineers to design the rehabilitation of the historic roads, bridges, retaining walls, and culvert headwalls so they will last another 70 years while retaining their historic feeling and association.

Ruth Harvey has worked for King County, Washington on public works and environmental projects for over 15 years. She combines her graduate education in business and undergraduate studies in geography/geology to develop practical programs and policies to enhance the quality of life in the county. Ruth is currently developing a Heritage Corridors program for the Road Services Division and also supervises the division's Cultural Resource Management functions and Adopt-a-Road litter control program. Her interest in historic and scenic roads dates back to family road trips - she hopes that one day her own son may look up from his DVD player and Nintendo long enough to develop a similar appreciation for the landscape.

Linda Harvey-Opiteck came to the New York State Department of Transportation (NYSDOT) in 1992 after seven years with the New York State Historic Preservation Office working with Section 106 procedures for both agencies. At NYSDOT she develops guidance and procedures for the eleven regional offices on cultural resource issues with her area of interest in historic architecture and historic roads. She has a Masters in Historic Preservation Administration from Eastern Michigan University and Bachelors in Art/Art History from Western Michigan University. She has also been active in the Preserving the Historic Road in America group with NYSDOT co-sponsoring the 2002 meeting in Morristown, New Jersey. Linda is on the panel for the NCRHP study on Guidelines for Design and Management of Historic Road Corridors. When she is not being the "Road Goddess" she spends her time as a fiber artist designing road related apparel and accessories.

Mary Hopkins is the Wyoming State Historic Preservation Officer (Interim) and has served in the position since 2004. She has been involved in numerous project involving the digitization of cultural resource information, served as project lead on numerous federally funded contracts and grants, and has been involved in the negotiation of programmatic agreements with federal agencies. Her tenure with the WYSHPO has primarily been as Deputy SHPO managing the Wyoming Cultural Records Office at the University of Wyoming since 1985. She has been involved in the transfer and upgrade of cultural resource systems from IBM mainframe computers to the Internet.

Johna Hutira is Vice President, Operations, Northland Research, Inc. Tempe. Ms. Hutira is a graduate of Arizona State University and conducted postgraduate studies at Texas A&M University. She has been with Northland since 1984, and manages time, budgets, and personnel to the best advantage of Northland and its clients. She has managed the work for all of the Tempe office's projects since 1989, including the Grewe Archaeological Research Project, the McDowell-to-Shea Boulevard project, the US93 Wickieup to I-40 project and numerous others for the Arizona Department of Transportation. In addition she serves as Project Manager for the Northland Marana Office for such clients as Pima County, the US Customs and Border Patrol, Wal-Mart Stores, Richmond American Homes and various private developers. Ms. Hutira has completed numerous state and federal courses on historic preservation legislation and process.

David Johnson is Project Manager and Staff Historian with Western Archaeological Services in Rock Springs, Wyoming. Over the last 10 years, the firm has conducted a number of large scale projects involving the locating, mapping, and assessing the NRHP significance of previously undocumented segments of historic trails, highways, and railroad grades across much of southern Wyoming. David has overseen the mapping of nearly 100 miles of the Overland Mail route, documented a previously unknown 1870s and 1880s variant of the Overland Trail in southern Sweetwater County, and located and mapped some 40 miles of the southern variant of the Cherokee Trail, as well as segment of the early Lincoln Highway in the Great Divide Basin area of Carbon and Sweetwater County. In addition to the major east - west wagon roads, he has located and mapped several so called Expansion Era roads, trails which extend north and south from the Union Pacific

Railroad to rural areas of Wyoming and northwestern Colorado, some 30 miles of the Opal Wagon Road in Lincoln and Sublette Counties, and long segments of the Rawlins to White River road in Carbon County.

Terry Klein is the Executive Director of the SRI Foundation, a non-profit historic preservation foundation located in Rio Rancho, New Mexico. He is a cultural resource technical expert for the American Association of State Highway and Transportation Officials' Center for Environmental Excellence and has been the principal investigator on several National Cooperative Highway Program studies on historic preservation and transportation project delivery.

Carol Lee is the National Register & Survey Coordinator for the Commonwealth of Pennsylvania. She has been with the PA SHPO since 1996. Previously she taught history at Bucknell and Pennsylvania State Universities.

Flo Lentz has worked as a private consultant and in public preservation from the local to the federal level since 1976. A graduate of Columbia University's historic preservation program, she has authored context histories and conducted numerous surveys of both rural and urban resources throughout the Pacific Northwest. In the 1990s she collaborated on a comprehensive statewide survey of gas, food, and lodging resources along state highways in Washington State. With a particular interest in the history, literature, and ephemera of tourism, her favorite vacation is a auto-touring the early 20th century roads of the American West.

Owen Lindauer, Archeologist and Project Development Specialist at the Federal Highway Administration Washington, D.C. Headquarters since 2005. Dr. Lindauer has also worked in Transportation archeology and project development in the states of Arizona and Texas. He currently serves as FHWA's chief archeologist and is responsible for environmental aspects of project development in 5 states. He also is responsible for overseeing the implementation of the Environmental Review Process for projects requiring an EIS and for the assignment of the responsibilities for categorical exclusions to States. He is part of the FHWA HQ team that develops environmental policy. Dr. Lindauer teaches classes for the National Highway Institute integrating NEPA, Section 106, and Section 4(f).

Paul R. Lusignan is a historian with the National Register of Historic Places at the National Park Service. He is responsible for evaluating historic properties nominated by state and federal agencies for listing in the National Register of Historic Places. He works directly with federal agencies, state and tribal historic preservation offices, and the public, providing technical advice and guidance on National Register evaluation procedures, administrative policies, and implementation strategies. Mr. Lusignan received his M.S. in historic preservation from the University of Vermont in 1983.

Martin McAllister is the head of the Archaeological Resource Investigation division of Western Cultural Resource Management, Inc. Martin holds B.A and M.A. degrees in Anthropology from University of California at San Diego and San Diego State University, respectively. While completing Ph.D. coursework at Arizona State University, he began working for the U.S. Forest Service, ultimately serving as Tonto National Forest Archaeologist from 1974-1985., where he first became involved in the investigation of archaeological crimes. In 1985, he founded Archaeological Resource Investigations, a firm specializing in archaeological law enforcement and training. He has developed coursework on archaeological law enforcement and damage assessment, testified as an expert witness in numerous trials, and spearheaded the development of national standards for damage assessment adopted by the SAA in 2003. Martin has published several articles and technical briefs concerning archaeological law enforcement.

Anmarie Medin is a Senior Environmental Planner with Caltrans Cultural Studies Office. She is certified by the Register of Professional Archaeologists (RPA), and meets the Secretary of the Interior's Standards for

Archaeological Professionals. Her education includes a Master's degree in Cultural Resources Management from Sonoma State University. Professional experience includes almost 20 years in California archaeology working on both historical and prehistoric sites with specific project experience working on a wide range of 19th and 20th century sites in urban and rural settings. She is currently manager for the Caltrans Cultural Resources Database IT enterprise project.

Joseph A. Meyers, Pomo, is the Executive Director of the National Indian Justice Center, Inc., (NIJC) an Indian owned and operated non-profit corporation with principal offices in Santa Rosa, California. The goals of NIJC are to design and deliver legal education, research, and technical assistance programs which seek to improve the quality of life for Native communities and the administration of justice in Indian country.

Cheryl Nagle is a Historic Preservation Specialist for the Commonwealth of Pennsylvania. She has been with the PA SHPO since 2007. Previously she interned with the National Park Service's Historic Preservation Training Center, the South Dakota SHPO and ExplorePAhistory.com.

Bob Newbery has been a WisDOT historic preservation specialist for 29 years. He has focused on historic bridges and managing the surveys and the assessment of effects as prepared by consultants. Bob was a member of TRBs Committee, Historic and Archeological Preservation In Transportation, for 14 years. He is currently a member of TRBs Committee, Transportation in History. Highlights of his WisDOT career include attending training courses in Effective Listening Skills, Stress Management, and Time Management in Governmental Units. Bob also received a WisDOT Outstanding Performance Award for Punctuality in 2002.

Tony Opperman is the statewide Preservation Program Manager for the Virginia Department of Transportation (VDOT), a position he has held for 16 years. In that capacity he administers the cultural resource component within VDOT's environmental program primarily for preliminary engineering, with secondary emphasis in planning, construction, and maintenance. Before coming to VDOT he worked for the Virginia Department of Historic Resources in its survey and project review programs. He is an archaeologist by training and holds a B.A. in anthropology from the College of William and Mary and a M.A. in anthropology from the University of Tennessee, Knoxville.

Emily Pettis is a Senior Historian with Mead & Hunt in Madison, Wisconsin. She specializes in Midwest transportation and community preservation studies. Her eight years of experience at Mead & Hunt have included reconnaissance- and intensive-level surveys, local designations, National Register Nominations, and Section 106 compliance projects. She has led several survey projects that evaluated properties from the postwar era and worked with the Wisconsin Department of Transportation and State Historic Preservation Office to identify character-defining features of postwar resources. She has a Masters Degree in Public History and grew up in a central Minnesota Ranch house, with a breezeway.

Charles Potter is the retired facilities manager at Ft. Laramie National Historic Site and an experienced restorer of historic bridges. He resides in Ft. Laramie, Wyoming.

Bob and Bettylu Rosenberg of RosenbergHistorical Consultants have been recording, evaluating, and mitigating historic-era cultural resources in Colorado and Wyoming since 1975. Robert Rosenberg received a graduate degree in History from the University of Northern Colorado and has served as compliance historian with the Wyoming State Historic Preservation Office. The consultants have conducted numerous trail studies, county inventories, Certified Local Government projects, and National Register nominations. They have also produced interpretive signs and brochures for public education.

Andrew J. Schmidt is the Senior Architectural Historian and a Project Manager at Summit Envirosolutions, Inc. in St. Paul, Minnesota. Andrew received his M.A. in the public history program at the University of

California, Santa Barbara. Over the past 17 years, he has applied historic resources analysis to planning and cultural resources management throughout the Upper Midwest and California to develop documents that serve as management tools and fulfill state and federal compliance requirements related to historic and archaeological resources.

Gloria Scott is Chief of the Built Environment Preservation Services Branch, Division of Environmental Analysis, California Department of Transportation (Caltrans) and serves on the State Historical Building Safety Board. She received a B.A. in History from the University of California, Santa Barbara. Since receiving her M.S. in Historic Preservation from the University of Vermont 30 years ago Ms. Scott has worked as an architectural historian and planner in a variety of capacities in city-regional planning and several State Historic Preservation Offices, has evaluated all kinds of built environment resources, developed preservation policy and guidance, managed grants, reviewed investment tax credit applications and cultural resources studies and reports, and conducted numerous preservation workshops.

Barbara J. Shaffer is currently the Archaeology Group Coordinator for McCormick Taylor, Inc. She has a M.A. from the Pennsylvania State University in Anthropology, and will receive a M.A. in Historic Preservation at Goucher College this year. She is responsible for archaeological investigations under Section 106 of the National Historic Preservation Act for numerous transportation clients, including the Pennsylvania, Delaware, Virginia, and Ohio Departments of Transportation, the Federal Aviation Administration, and the Pennsylvania Turnpike Commission. She also has experience evaluating buildings for the National Register of Historic Places. Prior to her current employment, she was a Historic Preservation Specialist at the Pennsylvania State Historic Preservation Office. In addition, for three years she was employed by the Pennsylvania Department of Transportation as a Cultural Resource Qualified Professional. The paper she is presenting is based on research for her master's thesis at Goucher College.

Matthew Sterner, M.A., RPA, came to the Department of Archaeology and Historic Preservation (DAHP) to serve as the State Transportation Archaeologist in late 2005 after more than twenty years as an archaeologist in the private sector. Having been trained as a classical archaeologist, working on Roman sites in Scotland and Sicily, Matthew began doing North American archaeology on a full-time basis in 1983. Since that time, he has worked for CRM firms in the Northeast, the Southeast, the Southwest, and operated his own consulting firm in the U.S. Virgin Islands. In the 1990s, Matthew returned to Florida where he received his Master's degree in Anthropology from the Florida State University. From 1995 to 2005, Matthew served as a senior project director with Statistical Research, Inc., in Tucson, Arizona.

Stephanie M. Stoermer is an Environmental Program Specialist/Archeologist with the FHWA Resource Center in Lakewood, Colorado. Before joining the FHWA California Division in 1999, Stephanie served as an Environmental and Cultural Resource Specialist with the TxDOT Waco District (1997-1999) and an Archeologist II with the TxDOT Environmental Affairs Division (1992-1995). She attended Baylor University and holds a BA in Anthropology and an MS in Environmental Studies (with a concentration in Environmental Archeology). Her areas of expertise include environmental and historic preservation law, socio-cultural effects analysis and tribal consultation. Stephanie is the author of "In Their Own Light: A Case Study in Effective Tribal Consultation," a 2008 publication of the FHWA Resource Center

Nina Swidler has been involved with cultural resource management investigations since 1975. After twenty years with the Navajo Nation, she is now employed by the Arizona Department of Transportation.

Mary Alfson Tinsman is the Senior Project Manager at Cultural Heritage Research Services, Inc. (CHRS, Inc.) based out of North Wales, Pennsylvania. She also is an adjunct faculty member at Montgomery County Community College where she teaches Early American History and Historic Preservation courses.

Henry Ward is a senior cultural resource specialist with PB Americas, Inc. He currently serves as the Archeology & Historic Preservation Coordinator for Parsons Management Consultants, a joint venture providing Program Management services to the Metropolitan Washington Airports Authority. For the past 20 years he has been responsible for running the historic preservation planning and compliance programs at Dulles International and Ronald Reagan Washington National Airports. Henry also provides cultural resources consultant services to a wide range of other clients, having worked on airport, transit and highway development projects through out the US. After serving 9 years on the ADC50 Committee, Henry continues his involvement as a friend of the committee.