

# CULTURAL RESOURCES SURVEY METHODOLOGY MEMO

AHPP Tracking Number 90015.02



## CA0602

Interstate 530 – Highway 67

January 2015



Arkansas State Highway &  
Transportation Department





THE DEPARTMENT OF ARKANSAS  
**HERITAGE**

Asa Hutchinson  
*Governor*

Stacy Hurst  
*Director*

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Arkansas Arts Council

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Delta Cultural Center

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Mosaic Templars  
Cultural Center

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Old State House Museum

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**Arkansas Historic  
Preservation Program**



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An Equal Opportunity Employer

February 6, 2015

Mr. John Fleming  
Division Head  
Environmental Division  
Arkansas State Highway and Transportation Department  
P.O. Box 2261  
Little Rock, Arkansas 72201-2261

Re: Pulaski County – Little Rock/North Little Rock  
Section 106 Review – FHWA  
Proposed Preliminary Scope of Work for Interstate 30 Expansion  
AHTD Job Number CA0602  
AHPP Tracking Number 90015.02

Dear Mr. Fleming:

Thank you for meeting with my staff on January 23, 2015 to address the proposed scope of work for the Interstate 30 expansion through downtown Little Rock and North Little Rock. My staff has examined this preliminary scope of work. We are in favor of all of the proposed changes to the document suggested in the draft. These changes establish that the area of potential effect (APE) consists of all existing and new right-of-way for archeological sites, and the area within 100 feet of the edge of the right-of-way for historic structures, specify that surveys shall be conducted at the toe slopes in areas of bridge widening, and specifies that survey in areas where construction is anticipated to impact soils within two feet of the original ground surface.

Regarding standing structures, we concur that the National Register of Historic Places eligible structure that is scheduled to be impacted by the project should be documented. We will work with the Arkansas State Highway and Transportation Department (AHTD) to determine the exact nature of this documentation. As currently configured, no other historic structures should be adversely affected by the proposed expansion.

Likewise, we concur with the designation of the four areas (Proposed Right-of-Way, Bridge Widening Areas, Previously Recorded Archeological Sites, and High Probability Areas) which will likely require additional work and consultation between our office, AHTD, and the Federal Highways Administration. As the document notes, construction monitoring may also be necessary in some areas. We look forward to working with your office in the future to establish the exact procedures to follow in future cultural resource investigations related to this project.

Thank you for the opportunity to review this undertaking and for your interest in preserving the cultural heritage of the State of Arkansas. Please refer to the

AHPP Tracking Number listed above in all correspondence. If you have any questions, please call Eric Gilliland of my staff at 501-324-9270.

Sincerely,



Frances McSwain  
Deputy State Historic Preservation Officer

cc: Ms. Lisa C. Baker, United Keetoowah Band of Cherokee Indians in Oklahoma  
Mr. Everett Bandy, Quapaw Tribe of Oklahoma  
Mr. Jesse Blouin, CH2M Hill  
Mr. Kenneth H. Carleton, Mississippi Band of Choctaw Indians  
Dr. Ann Early, Arkansas Archeological Survey  
Ms. Jennifer Halstead, HNTB  
Ms. Natalie Harjo, Seminole Nation of Oklahoma  
Mr. Jeremiah Hobia, Kialegee Tribal Town  
Ms. Amber Hood, Chickasaw Nation  
Dr. Andrea Hunter, Osage Nation  
Mr. Randal Looney, FHWA  
Ms. Dana Masters, Jena Band of the Choctaw Indians  
Mr. Emman Spain, Muscogee (Creek) Nation of Oklahoma  
Dr. Ian Thompson, Choctaw Nation of Oklahoma  
Ms. Barbara Welborn, Thlopthlocco Tribal Town  
Mr. Robert Yargee, Alabama-Quassarte Tribal Town

## **BACKGROUND**

The Arkansas State Highway and Transportation Department (AHTD) is conducting the I-30 Planning and Environmental Linkages (PEL) Study to identify the purpose and need for improvements within the I-30 PEL study area, determine possible viable alternatives for a long-term solution, and recommend alternatives for further evaluation. The I-30 PEL Study, also referred to as AHTD Job CA0602, consists of widening an existing interstate facility and improving interchanges along Interstate Highway 30 (I-30) and Interstate 40 (I-40) from Interstate 530 (I-530) to Highway 67 (67) interchange in Little Rock and North Little Rock, AR.

To begin assessing potential impacts to cultural resources, AHTD established an Area of Potential Affect (APE). For archeological resources, the APE encompasses the proposed and existing right-of-way (ROW). The APE for the footprint of historic structures and viewshed is 100-feet from the proposed ROW. Preliminary investigations consisted of background research and field reconnaissance. The findings are presented in AHTD's *Interoffice Memorandum* (dated April 25, 2014). A Request for Technical Assistance (RTA) was coordinated with the Arkansas Historic Preservation Program within the Department of Arkansas Heritage (AHPP) between April and June 2014. In order to maintain brevity in this document, only the correspondence between agencies is included in **Attachment A**.

The background research included a records check at the Arkansas Archeological Survey (AAS) for previously recorded archeological sites and the AHPP for National Register listed structures. Several maps and references were also checked as part of this assessment. Three cemeteries are close to the APE and on the National Register of Historic Places (NRHP) and include the Oakland Cemetery (3PU329), Fraternal Cemetery, and the National Cemetery located between the I-530 and I-630 interchanges east of I-30. Only two intact archeological sites (site 3PU415 and 3PU672) are directly within the archeological APE. In addition, review of the AAS further revealed three archeological sites near the APE that were recommended for further investigation if the project limits are extended beyond the APE. Details of these sites and recommendations are included in the *Memorandum* cited above.

A total of 164 standing structures were evaluated within the APE, of which two were previously listed on the NRHP (Terminal Warehouse Building, Reichardt House), as well as four historic districts that included 21 structures (Marshall Square, Hanger Hill, MacArthur Park and Park Hill), and 22 structures that were recommended as potentially eligible by AHTD and the Deputy State Historic Preservation Officer (SHPO), for a total of 45.

After the PEL Study has been completed and approved by the Federal Highway Administration (FHWA), the NEPA process will begin. In order to expedite the completion of the cultural resources surveys, AHTD has prepared the following information for further review and concurrence from the Arkansas Historic Preservation Program.

## **PROPOSED METHODOLOGY/PRELIMINARY SCOPE OF WORK FOR CA0602**

Much of the CA0602 project area consists of disturbed soil deposits under I-30 and I-40 within the existing right-of-way (ROW), however, there are areas of concern that warrant further investigation to determine if intact cultural deposits still exist. As part of the PEL process, the study team has conducted a preliminary, planning level analysis to determine potential archeological survey areas based upon the data collection provided in the AHTD *Memorandum*. Four potential scenarios may trigger additional coordination with the Arkansas Historic Preservation Program and/or investigations which will vary based upon

specific site conditions after the preferred alternative has been determined during the NEPA process. These scenarios include 1) areas where additional ROW would be acquired; 2) bridge widening due to potential excavation beyond depths of previous disturbance and existing construction fill; 3) previously recorded archeological sites; and 4) areas of high probability based on the identification of previous structures that no longer exist as shown on the Sanborn 1913 maps or upland areas based on an overlay of the USGS topographic map, soil type and contours. **Table 1** summarizes the potential survey areas due to their probability of containing intact cultural deposits<sup>1</sup>.

**Table 1. Potential Survey Areas**

<b>Scenario</b>	<b># of Areas</b>	<b>Source</b>	<b>Recommended Investigation</b>
Proposed ROW	7	Preliminary Schematic	Shovel testing
Bridge Widening	22	Preliminary Schematic	Augering
Recorded Archeological Sites	2	AHTD Memorandum	Documentation
High Probability			
Sanborn	32	Sanborn maps (1913)	Shovel testing
Upland	4	USGS Topo	Shovel testing
<b>Total Potential Survey Areas</b>	<b>67</b>		

### ***Proposed ROW***

There are seven potential areas where new ROW may be acquired along I-30 and I-40. These areas vary in size from occupying approximately less than a tenth of an acre to over six acres. An appropriate field survey method would be developed during the NEPA process for each area. In accordance with the *Guidelines for Archeological Fieldwork and Report Writing in Arkansas* (Appendix B of Arkansas State Plan, rev. January 1, 2010), it is anticipated that the areas would be investigated systematically with shovel testing along parallel transects 20-meters apart. Shovel testing should be conducted at 20-meter intervals along each transect. Furthermore, this testing would involve field documentation of each area investigated including photos of the surroundings, field notes describing the vegetation, disturbance, the potential integrity of cultural deposits, and a sketch map showing the location and general configuration of the area.

### ***Bridge Widening***

Bridge widening is anticipated to occur in 22 areas<sup>1</sup>. These areas have the potential to impact cultural resources by extending to a depth below the already disturbed fill from previous highway construction<sup>2</sup>.

As per coordination with the SHPO on January 23, 2015, surveys shall also be conducted at the toe of slope. At the Arkansas River crossing, testing should be conducted at all four corners of the bridge structure<sup>1</sup>. Auger testing would likely be required in these areas due to

<sup>1</sup> Locations depicted in the extended version of the *Cultural Resources Methodology Memorandum* (AHPP Tracking Number 90015.02) on file with AHTD.

<sup>2</sup> Example bridge widening typical sections depicted in the extended version of the *Cultural Resources Methodology Memorandum* (AHPP Tracking Number 90015.02) on file with AHTD. Note: Each area would be evaluated as these typical sections may not reflect all proposed bridge types and design situations.

the depths that impacts are anticipated. Spacing would be the same as for shovel tests. Records on artifacts and stratigraphy should be made to the same level of detail. Sediments should be screened as if they were shovel tests.

### ***Recorded Archeological Sites***

In addition to the areas of proposed construction beyond the disturbed fill, there are two locations of recorded archeological sites (3PU415 and 3PU672) that would be revisited in accordance with the findings of AHTD's *Memorandum*. Site 3PU672 is located near an area of interchange improvements. As a result of preliminary investigations, shovel testing was recommended for Site 3PU415, a very low density lithic scatter located within the 67/I-40 interchange. For site 3PU672, further field documentation was recommended for buried railroad tracks located on the north side of East 3rd Street. A third site (3PU144), a well uncovered during the construction of I-630, was listed as "no longer present" in the AHTD *Memorandum*, and, therefore, was not recommended for additional investigation.

### ***High Probability Areas***

#### ***Sanborn Fire Insurance Maps***

The 1913 Sanborn Map Insurance Maps were reviewed and geo-referenced with 2013 aerial imagery to identify areas where structures previously existed but are no longer intact<sup>3</sup>. Thirty-two areas were identified and are recommended as potential survey locations within the APE. An appropriate field survey method and specific survey areas would be developed during the NEPA process. In accordance with the *Guidelines*, it is anticipated that the areas would be investigated systematically with shovel testing along parallel transects. This testing would involve field documentation of each area investigated including photos of the surroundings, field notes describing the vegetation, disturbance, the potential integrity of cultural deposits, and a sketch map showing the location and general configuration of the area.

#### ***Upland Areas***

Locations of four upland areas in the northern portion of the project area along I-40 that may contain intact cultural deposits based on the appearance of high elevation contours on the USGS topographic map. An appropriate field survey method would be developed during the NEPA process for each area, if it is determined that improvements will occur in this portion of the project area. In accordance with the *Guidelines*, it is anticipated that the areas would be investigated systematically with shovel testing along parallel transects. This testing would involve field documentation of each area investigated including photos of the surroundings, field notes describing the vegetation, disturbance, the potential integrity of cultural deposits, and a sketch map showing the location and general configuration of the area.

As per coordination with the SHPO on January 23, 2015, surveys shall also be conducted in locations where construction impacts soils within 2 feet of the original ground surface, such as cutting back an existing slope in order to stabilize a larger slope. Likewise, any area where fill is added must be surveyed, however the surveys limits should only extend to the depth of disturbed soils.

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<sup>3</sup> The 1913 Sanborn Map Insurance Maps are included in the extended version of the *Cultural Resources Methodology Memorandum* (AHPP Tracking Number 90015.02) on file with AHTD.

Additional alternative methods of testing are described in the *Guidelines* that may be necessary based on unique site conditions. These may be considered during fieldwork with appropriate justification and in consultation with the SHPO during the planning and implementation of fieldwork. A survey report of findings would be completed according to the standards and procedures outlined in the *Guidelines* (pg. 21-27) and submitted to the SHPO for review.

### ***Standing Structures***

As noted in the AHTD Memorandum, a total of 164 standing structures were evaluated within the APE. Two structures, the Terminal Warehouse Building and Reichardt House, were previously listed on the NRHP. As documented in the Memorandum, 43 additional standing structures were determined to be eligible for the NRHP. Of the 45 total structures listed on the NRHP or determined to be eligible for the NRHP, site #18 (N Locust Street Bridge over the Union Pacific Railroad)<sup>4</sup> depicted in the photographs in **Attachment B** would potentially be impacted by the proposed project. Based on the investigations conducted and coordination completed, no further investigations are proposed for standing structures. If the APE is modified or project design changes occur during the NEPA process, coordination would be initiated with the SHPO.

### **Mitigation/Monitoring Commitments**

Construction monitoring is anticipated to be necessary in some areas due to the urban setting and if potential sites are so deeply buried that they cannot be accessed using archaeological survey techniques per the *Guidelines*. Construction monitoring typically requires an archaeologist to be on site during earth moving activities in archaeologically sensitive areas to ensure that resources are not inadvertently disturbed or destroyed. Construction monitoring areas and requirements will be further defined during the NEPA process and included in the design-build contractors technical provisions.

Pursuant to 36 CFR Part 800.13, if cultural material is discovered during implementation of the project, the FHWA shall ensure that all construction activities cease in the area of the discovery and the consulting parties are notified. The FHWA and the SHPO shall determine if the discovery is eligible for inclusion in the National Register of Historic Places. If so, the FHWA and the AHTD will develop a treatment plan for historic properties which shall be reviewed and approved by the SHPO. Disputes arising from such review shall be resolved in accordance with stipulations provided in the Memorandum of Agreement or Programmatic Agreement yet to be developed.

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<sup>4</sup> Location depicted in the extended version of the *Cultural Resources Methodology Memorandum* (AHPP Tracking Number 90015.02) on file with AHTD.

# **Attachment A**

# ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

## INTEROFFICE MEMORANDUM

April 25, 2014

**TO:** Assessments

**FROM:** Kristina Boykin, Cultural Resources

**SUBJECT:** Constraints  
AHTD Job Number CA0602  
I-530-Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (S)  
Pulaski County

AHTD Job CA0602 consists of widening and improving interchanges along Interstate 30 and Interstate 40 from Interstate 530 to Highway 67 interchange. A 100 foot buffer on each side of I-30 and I-40 from the existing right-of-way (ROW) was the corridor considered for the initial analysis of all cultural resources for the proposed project. A preliminary investigation for job CA0602 included a records check at the Arkansas Archeological Survey (AAS) for previously recorded archeological sites and the Department of Arkansas Heritage (AHPP) for National Register listed structures. Several maps and references were checked as part of this preliminary assessment.

The 1986 Little Rock, North Little Rock, and McAlmont 7.5" topographic quad maps were examined for cemeteries, likely historic structures and landforms conducive to holding archeological sites. Several topographic quad maps are available for various years (1891, 1935, 1944, 1954, and 1961). The Sanborn Fire Insurance maps (1886, 1889, 1892, 1897, 1913, and 1939) are a great reference for structures still present within the project area.

Several General Land Office maps for Township 1 North, Range 12 West, Township 2 North, Range 12 West and Township 2 North, Range 11 West were examined for this project. The 1855 GLO map had several cultural features within or near the immediate project area. South of the Arkansas River, several fields, houses, a ferry crossing, Rapley's store, St. John's College Grounds, Arsenal Grounds, and roads are noted. North of the Arkansas River, a few fields and roads are within or near the project area. Also the Little Rock & Fort Smith R.R. and Cairo & Fulton R.R. were added on the 1819 GLO for Township 2 North, Range 12 West. The Little Rock & Fort Smith R.R. is still partially intact and in use. This railroad is outside of the project area. The Cairo & Fulton R.R. is no longer present within the project area unless buried under asphalt and houses. This railroad route crossed the Interstate 30 corridor. The only GLO feature that is still present is the Arsenal

Grounds incorporated into the MacArthur Park Historic District. The other GLO features are no longer present within the Area of Potential Effect (APE).

The 1936 Pulaski County Highway map does not reveal any information because the area is blacked out. A preliminary “windshield” survey has been performed by AHTD archeological staff with the following results.

In 2006, Panamerican Consultants, Inc. did a remote-sensing survey of the Arkansas River in the Little Rock area for submerged cultural resources. The only vessel discovered in the Little Rock area was near the Broadway Bridge. No known shipwrecks are present near the I-30 bridge for the current project (reference from *Cultural Resources Survey for the Arkansas River Navigation System from the Arkansas Post Canal to the Oklahoma State Line*).

Several historic routes are present within the corridor. The Military Road was the main transportation outlet from Little Rock especially going east to Memphis or west to Fort Smith in the 1820s and 1830s. The Military Road was utilized as the route for the removal of the Native Americans to Oklahoma as the Trail of Tears. This historic trail could be underwater since the Arkansas River has changed a great deal since the 1830s. No traces of this road are remaining in this project area. Another historic route is Steele’s Approach to Little Rock. The Union General Frederick Steele led a Union army from Helena to Little Rock. This route is east of Interstate 30. Fagan’s Approach to Helena is another historic route within the project area. Confederate troops led by James Fagan started in Little Rock and traveled to Helena in late June 1863. They traveled by train and by foot. This route is shown east and west of Interstate 30. The Butterfield Overland Mail Route went from Memphis to Fort Smith from 1858 to 1861. This route follows present-day Highway 70/Broadway Street and is the same route as Fagan’s Approach within the APE. The Southwest Trail was a major immigration route in the 1820s that connected Missouri to Texas. This route crossed the APE across Highway 70 mentioned above with Fagan’s Approach and the Butterfield Overland Route (reference from <http://www.arkansasheritagetrails.com/>). These routes are no longer apparent within the project area due to urban growth.

The Oakland Cemetery, Fraternal Cemetery, and the National Cemetery are located between the I-530 and I-630 interchanges east of Interstate 30. These cemeteries are also listed on the National Register of Historic Places (NRHP). In addition, Oakland Cemetery is recorded as archeological site 3PU329. No other cemeteries were noted within the APE.

Only three sites are directly within the 100 foot buffer. Site 3PU144 is a well uncovered during the construction of I-630. This site is under I-630 and therefore no longer present. Site 3PU415 is a very low density lithic scatter located within the 67/I-40 interchange. The site was revisited during this evaluation in 2014 and a few lithics were found on the surface. Half of the site was destroyed during the construction of the ramp to I-40. The site will need to be shovel tested within the remaining portion and a site revisit form will need to be filled out. Site 3PU762 consists of a section of buried 1906 railroad tracks on the north side of East 3<sup>rd</sup> Street. Only a section of this railroad track was removed. Additional rail sections extend a short distance to the northwest and southeast of this site. If these sections are impacted, then the site will need to be documented. A site revisit form will need to be filled out.

Several sites are recorded near the project area. Site 3PU205 is situated near the I-530 interchange south of the railroad yard and is a lithic surface scatter. No shovel tests were excavated at this site when it was initially recorded. This site was revisited by referencing the

USGS quad map showing the site location. The area had standing water and only two shovel tests were conducted in areas without water. These shovel tests were negative for cultural material. Additional efforts will need to be done to relocate this site. Site 3PU707 is located south of the Arkansas River on East 3<sup>rd</sup> Street near the Old Choctaw Station. This site consisted of a section of brick pavement that was documented during its demolition. This site is no longer present since the street was paved. Any evidence of brick roads will need to be documented during the survey of this project. Site 3PU834 is a historic site consisting of a cement ramp feature. No artifacts were associated with this site. Site 3PU457 is a low mound dating from the Early Archaic to Mississippi Period and is undetermined in its status to the NRHP. Significant work would be required to excavate this site if it is impacted. In our opinion, this site will probably be eligible to the NRHP and should be avoided. Site 3PU414 is a prehistoric and historic artifact scatter and is undetermined in its status to the NRHP. The entire site was excavated by SPEARS, Inc. in 1994 and is no longer present. The site was written up and cleared in a management summary. Site 3PU404 is a light lithic scatter within a disturbed context. This site was considered not eligible to the NRHP. If the project's limits are extended beyond the current buffer, these sites will need to be addressed. In order to protect the sites from looting and further destruction, all site information and location are not subject to the Freedom of Information Act and is not to be distributed to the public.

A total of 164 structures were evaluated for the current project within the proposed APE (Table 1). The AHPP had two structures already listed on the NRHP (Terminal Warehouse Building and Reichardt House) as well as four historic districts (Marshall Square, Hanger Hill, MacArthur Park, and Park Hill). Marshall Square Historic District has eight structures within the 100 foot buffer. Hanger Hill Historic District has five structures and MacArthur Park and Park Hill Historic Districts have four structures each within the buffer. These structures are considered eligible as part of a historic district. Of the 114 new structures evaluated, eighteen structures were determined potentially eligible to the NRHP. Four structures with SHPO numbers were determined as potentially eligible to the NRHP.

<b>Table 1. Structures Evaluated for I-30 corridor.</b>				
	<b>SHPO #</b>	<b>Historic District</b>	<b>New Structures</b>	<b>TOTAL</b>
Eligible	2	21	0	<b>23</b>
Potentially Eligible	4	0	18	<b>22</b>
Not Eligible	23	0	96	<b>119</b>
<b>TOTAL</b>	<b>29</b>	<b>21</b>	<b>114</b>	<b>164</b>

An RTA for one hundred and sixty-four structures will be submitted to SHPO. All eligible and potentially eligible structures (n=45) are listed as a constraint on the attached maps and should be avoided.

ARKANSAS STATE HIGHWAY  
AND  
TRANSPORTATION DEPARTMENT

Scott E. Bennett  
Director  
Telephone (501) 569-2000  
Voice/TTY 711



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May 13, 2014

Mr. Eric Gilliland  
Arkansas Historic Preservation Program  
1500 Tower Building  
323 Center Street  
Little Rock, Arkansas 72201


RE: AHTD Job Number CA0602  
I-530-Hwy. 67 (Widening & Reconst.)  
(I-30 & I-40) (F)  
Pulaski County

Dear Mr. Gilliland:

The department is conducting a planning study that will recommend improvements to Interstate 30 from the I-30 and I-530 interchange north to the I-30 and I-40 interchange in Little Rock and North Little Rock then east on Interstate 40 through the Hwy. 67/167 interchange in North Little Rock in Pulaski County. As part of our initial efforts to determine potential impacts, we are submitting one hundred sixty-four properties found adjacent to the existing interstates.

Photographs, descriptions and location maps for these properties are included so your staff may evaluate their eligibility for inclusion in the National Register of Historic Places. If you have any questions about the project, please contact Robert Scoggin of my staff at (501) 569-2077.

Sincerely,

  
for Lynn P. Malbrough  
Division Head  
Environmental Division

LPM:DW:RS:jh

Enclosure  
Request for Technical Assistance



The Department of  
**Arkansas  
Heritage**

Mike Beebe  
Governor

Martha Miller  
Director

Arkansas Arts Council

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Arkansas Natural Heritage  
Commission

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Delta Cultural Center

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Old State House Museum



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An Equal Opportunity Employer



June 12, 2014

Mr. Lynn P. Malbrough  
Division Head  
Environmental Division  
Arkansas State Highway and Transportation Department  
PO Box 2261  
Little Rock, AR 72203-2261

RECEIVED  
AHTD

JUN 16 2014

ENVIRONMENTAL  
DIVISION

RE: Pulaski County – General  
Section 106 Review – FHWA  
Request for Technical Assistance  
AHTD Job Number CA0602  
AHPP Tracking Number 90015.1

Dear Mr. Malbrough:

This letter is written in response to your inquiry regarding properties of architectural or historical significance in the area of the proposed referenced project. The staff of the Arkansas Historic Preservation Program has reviewed the documents contained in your April 10 and May 13, 2014, letters. We have made a preliminary determination of the 164 properties possibly impacted. Of these two structures (PU3118 and PU3164) are listed in the National Register of Historic Places (NRHP) while 130 structures are ineligible and 32 structures are eligible for listing in the NRHP as listed below.

119 ineligible structures:

1-9, 11-12, 14, 16, 18-23, 25-39, 41, 43-44, 47, 48, 49-52, 55-56, 59-62, 64-80, 82-105, 107, 110, 112-113

PU4801S	PU5619	PU3288/5620	PU2955	PU2956	PU2944
PU2943	PU2942	PU2941	PU2940	PU2811	PU2939
PU2776	PU8195S	PU3463	PU3464	PU8200S	PU5348
PU0110	PU0111	PU0102	PU0103	PU0104	PU0165
PU5349					

45 eligible structures:

10, 13, 15, 17, 24, 40, 42, 46, 53, 57, 58, 63, 81, 106, 108-109, 111, 114

PU9072	PU9073	PU9074	PU9075	PU9080	PU9081
PU9082	PU9083	PU5613	PU5609	PU5606	PU5604
PU5603	PU2947	PU2957	PU2787	PU2953	PU3465
PU5347	PU5346	PU5345	PU0071	PU0078	PU0079
PU3118	PU3164	PU0109			

As we discussed in our meeting, we look forward to working with the Arkansas Highway and Transportation Department on determining the area of potential effect.

Please refer to the AHPP Tracking Number listed above in all correspondence.  
If you have any questions, please call Theresa Russell of my staff at (501)-  
324-9357.

Sincerely,

A handwritten signature in cursive script that reads "Frances McSwain".

Frances McSwain  
Deputy State Historic Preservation Officer

cc: Mr. Randal Looney, Federal Highway Administration  
Dr. Richard Allen, Cherokee Nation of Oklahoma  
Ms. Lisa LaRue-Baker, United Keetoowah Band of Cherokee Indians  
Ms. Ladonna Brown, Chickasaw Nation  
Dr. Ian Thompson, Choctaw Nation of Oklahoma  
Ms. Dana Masters, Jena Band of the Choctaw Indians  
Mr. Kenneth H. Carleton, Mississippi Band of Choctaw Indians  
Mr. Emman Spain, Muscogee (Creek) Nation of Oklahoma  
Mr. Robert Yargee, Alabama-Quassarté Tribal Town (Creek)  
Mr. Jeremiah Hobia, Kialegee Tribal Town (Creek)  
Ms. Barbara Welborn, Thlopthlocco Tribal Town (Creek)  
Ms. Rebecca Brave, Osage Nation  
Mr. Everett Bandy, Quapaw Tribe of Oklahoma  
Ms. Natalie Harjo, Seminole Nation of Oklahoma  
Dr. Ann Early, Arkansas Archeological Survey

## **Attachment B**

## Bridge Light



## East Side



## East Side 2



## East Side 3



## ES South End Stairway



NW Corner Sign



## SE Corner Sign



## View to North



## View to North 2



## View to South

