

Interim Procedures for the Treatment of Historic Roads November 15, 2002

**Federal Highway Administration
Arizona Department of Transportation
Arizona State Historic Preservation Office**

Following are the interim procedures and suggested language for the treatment of in-use and abandoned Historic Roads within the Arizona Department of Transportation (ADOT) project areas, for use while a Historic Roads Programmatic Agreement (PA) is being prepared.

Eligibility of In-use and Abandoned Highway Segments

It is recognized that the Historic State Highway System (HSHS) is the network of roadways developed between 1912 and 1955 whose remnants are preserved as in-use roadways and abandoned segments of roadway. This does not pertain to Interstates and bridges. Any prior consultations on eligibility or integrity for specific roadway segments would be superseded by this new finding of eligibility for the HSHS, with the exception of US 66 and the Apache Trail (“Crown Jewels”). The question of eligibility of in-use and abandoned highway segments is answered in the following ways:

For **state funded projects**, indicate that the roadway is part of the HSHS that is Arizona Register-eligible without specifying the criteria.

Possible wording for consultation: State Route 80 is part of the Historic State Highway System and considered eligible to the Arizona Register of Historic Places (ARHP).

For **federally funded projects**, indicate that the roadway is part of the HSHS and is Register-eligible under criterion ‘d’ for its information potential. The two exceptions are the “Crown Jewels”, both of which have significance under criterion ‘a.’

Possible wording for consultation: State Route 80 is part of the Historic State Highway System; it is recommended as eligible for listing on the National Register of Historic Places (NRHP) under criterion ‘d’ for its potential to yield important information about the development of Arizona’s roadways.

Impacts to Any Characteristics of a Historic Highway

The question of whether there would be impacts to any of the characteristics of a historic highway is answered in the following ways whether or not the project is state or federally funded.

Location

Is the proposed project one that would impact the **location** of the **existing roadway**? If so, there would be an impact to the HSHS and an adverse effect would result. (Few projects would have this impact.)

Possible wording for consultation: Federal Highway Administration (FHWA) and ADOT propose to abandon and obliterate a segment of State Route 80 for this project to develop a new traffic interchange. Because the project would impact the aspect of location of a portion of the Historic State Highway System, a finding of adverse effect is appropriate for this project. FHWA and ADOT propose to develop a PA and document the characteristics of the HSHS that would be impacted by this project. (See below.)

Function/Design

Is the proposed project one that would impact the **function/design** of the historic **roadway** significantly? Examples: a 2-lane section would be made a 4-lane section or a rural section would be made an urban section. If so, there would be an impact to the HSHS and an adverse effect would result. (Few projects would have this impact.)

Possible wording for consultation: FHWA and ADOT propose to increase the capacity for a segment of State Route 80 by converting the historic 2-lane section to a 4-lane section. Because the project would impact the aspects of function and design, a finding of “adverse effect” is appropriate for this project. FHWA and ADOT propose to develop a PA and document the characteristics of the HSHS that would be impacted by this project.

No Impact to Historic Location or Function/Design

If there is **neither an impact to the historic location nor to the function/design** of a **roadway**, then there would be no adverse impact to the HSHS and a finding of “**no adverse effect**” could be made. In these cases, any **historic roadway features** (culverts, headwalls, perhaps cuts and fills) that would be considered worth recording, **and would be modified by the proposed project**, would be documented. Separate documentation would be supplied with the consultation letter recommending “no adverse effect.” (Many projects would have historic roadway features present but such features would likely not be impacted. Fewer projects would impact historic roadway features, in both instances the finding would be “no adverse effect.”)

Features Impacted

Possible wording for consultation: FHWA and ADOT propose to conduct a pavement preservation project that includes extending 10 historic culverts. A separate report attached to this consultation documents the information potential of these features. FHWA and ADOT recommend that the report is adequate and no additional documentation is necessary. Therefore, a finding of “no adverse effect” is appropriate for this project.

No Features Impacted

Possible wording for consultation: FHWA and ADOT propose to conduct a pavement preservation project along SR 80 that would alter the historic fabric of the roadway. Such alteration is a normal and on-going aspect of road maintenance, and one that is consistent with the Secretary of Interior’s standards for the treatment of historic properties (36 CFR § 68). Therefore, FHWA and ADOT recommend a finding of “no adverse effect.”

(No documentation is necessary.)

Level of Documentation

The question of the level of documentation is answered in the following ways:

Photo Documentation

Any historic roadway feature “worth recording” would be documented minimally by archival quality black-on-white photography with the film processed and a contact sheet made only. Large format photographs are not required. Individual prints are not needed at this point. The negatives, contact sheet, and photo record (indicating information about date, location, and content of each exposure) shall be assembled as part of a separate documentation submittal to SHPO. Digital photos are not considered to be of archival quality, however they may be used as supplemental documentation. If digital photos are included with the documentation, a copy of each photo must be included with information about the date, location, and content of each exposure. A CD-ROM must be provided, and files must be in .jpeg format.

Documentation Table

Any historic roadway feature that can be measured (i.e., a culvert) must be documented with the following measures placed in a table: road feature #, milepost location, ADOT station number, feature type, description/dimensions (such as number of spans for a culvert and length x height x width dimensions), date (usually inscribed into an ADOT brass cap), and comments (e.g. WPA

plaque). The table of measurements/descriptions shall be included with the photo documentation above and submitted to SHPO as a report. The title of the report must contain the following information: the highway number, project area in mileposts, project name, TRACS number, and title that this submittal is documentation of information potential associated with the Historic State Highway System.

Example:

Report on [Road Feature] on [Route #] between [milepost limits] for
Documentation of the Information Potential Associated with the Historic State
Highway System
(TRACS [number])

Impact to the Characteristics of the HSHS Resulting in an “Adverse Effect”

If there is an impact to the characteristics of the HSHS that results in an “adverse effect” the regulations of Section 106 would apply:

It would be necessary to notify the Advisory Council on Historic Preservation (ACHP) that there would be an adverse effect on a significant historic property and invite their participation in the preparation of a Memorandum of Agreement (MOA) or PA.

A project-specific MOA needs to be drafted. The MOA will stipulate that the documentation and consideration of the impacts to the HSHS by this project occur within the context of the development of a future PA. The MOA will also state that this documentation will meet the stipulations of the future PA.

The stipulation for this documentation are the same as in **photo documentation** and **documentation table** above.

Impacts to Historic Properties other than the Historic State Highway System

For projects where there would be impacts to historic properties other than the HSHS, the stipulation of photo documentation and documentation table should be added to the MOA or PA.