ADOT

U.S. Department of Transportation
Federal Highway Administration

Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges

Pinto Creek Bridge

STBG EB-060-D(207)S | 060 GI 238 H8243 01C

October 2017

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U.S. Department of Transportation
Federal Highway Administration

In cooperation with:

Arizona Department of Transportation
Environmental Planning

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October 27, 2017

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I. Introduction

In the Arizona Historic Bridge Inventory report dated January 2008, the US Highway 60 (US 60) Pinto Creek Bridge (Structure #351), Gila and Pinal Counties, Arizona, was recommended eligible for listing on the National Register of Historic Places (NRHP) under Criteria A and C; and was described as being "without question" one of the two most significant structures in the inventory from the late 1940's (Fraser 2009). In 2012, the State Historic Preservation Office (SHPO) concurred with Arizona Department of Transportation's (ADOT) determination that the bridge is eligible for inclusion in the NRHP. As such, Pinto Creek Bridge is afforded protection also under Section 4(f) of the US Department of Transportation Act of 1966 [Section 4(f)]. After conducting extensive engineering studies, and continuing consultation under Section 106 of the National Historic Preservation Act and other coordination efforts, the Federal Highway Administration (FHWA) has determined that building of a new bridge and removing the existing bridge structure will be the only feasible and prudent alternative that addresses the current deficiencies of the existing Pinto Creek Bridge. This proposed action is considered a "use" of a Section 4(f) property.

When FHWA determines that a project as proposed may use Section 4(f) property, there are three methods available for FHWA to approve the use:

- Preparing a *de minimis* impact determination;
- Applying a programmatic Section 4(f) evaluation; or
- Preparing an individual Section 4(f) evaluation

The FHWA Arizona Division has chosen to prepare a programmatic Section 4(f) evaluation for the proposed action. This Section 4(f) programmatic evaluation has been completed for approval of the Section 4(f) use of the Pinto Creek Bridge in accordance with the *Programmatic Section 4(f) Evaluation and Approval for Federal Highway Administration Projects that Necessitate the Use of Historic Bridge*s (FHWA 1983). This approval document is made pursuant to Section 4(f), 49 United States Code (USC) 303, and Section 18(a) of the Federal-Aid Highway Act of 1968, 23 USC 138. This document has been prepared to demonstrate the following:

- There are no feasible and prudent alternatives that avoid the use of the historic Pinto Creek Bridge.
- The project includes all possible planning to minimize harm resulting from the use of the historic Pinto Creek Bridge.
- The project meets the applicability criteria for the programmatic Section 4(f) evaluation for projects, issued by FHWA, that necessitate the use of historic bridges.

II. Project Purpose and Need

ADOT, in association with the FHWA, is planning to replace the Pinto Creek Bridge on US 60 at milepost (MP) 238.25. The bridge is located 12 miles east of the Town of Superior within ADOT's Southeast District. The project limits extend between MP 237.54 and MP 238.63 for additional roadway improvements and traffic control through Pinal and Gila Counties, Arizona (see Figures 1 and 2). The project would occur within and adjacent to ADOT's easement through Tonto National Forest (TNF) lands.

US 60 is part of the National Highway System (NHS) and is functionally classified as a Principal Arterial Rural Route. It is an important east-west regional transportation route through central Arizona that provides a commercial and recreational link between the Phoenix metropolitan area and the rural communities of eastern Arizona. US 60 also serves the many mines in the area and the Pinto Creek Bridge is a major structure that is vital to the function of US 60. The existing Pinto Creek Bridge was constructed in 1949 by the Arizona Highway Department (now ADOT).

Since construction, the Pinto Creek Bridge has been subjected to regular maintenance activities and to several rehabilitation projects which have included bridge rail replacement in 1971, deck joint modification and new asphaltic concrete (AC) overlay in 1974, repairs to the steel bracing and girder splice in 1977, a deck joint repair in 2009, and a deck patching and abutment repair project in 2011. Despite the repairs over the years, the bridge retains historic integrity and still conveys its significance.

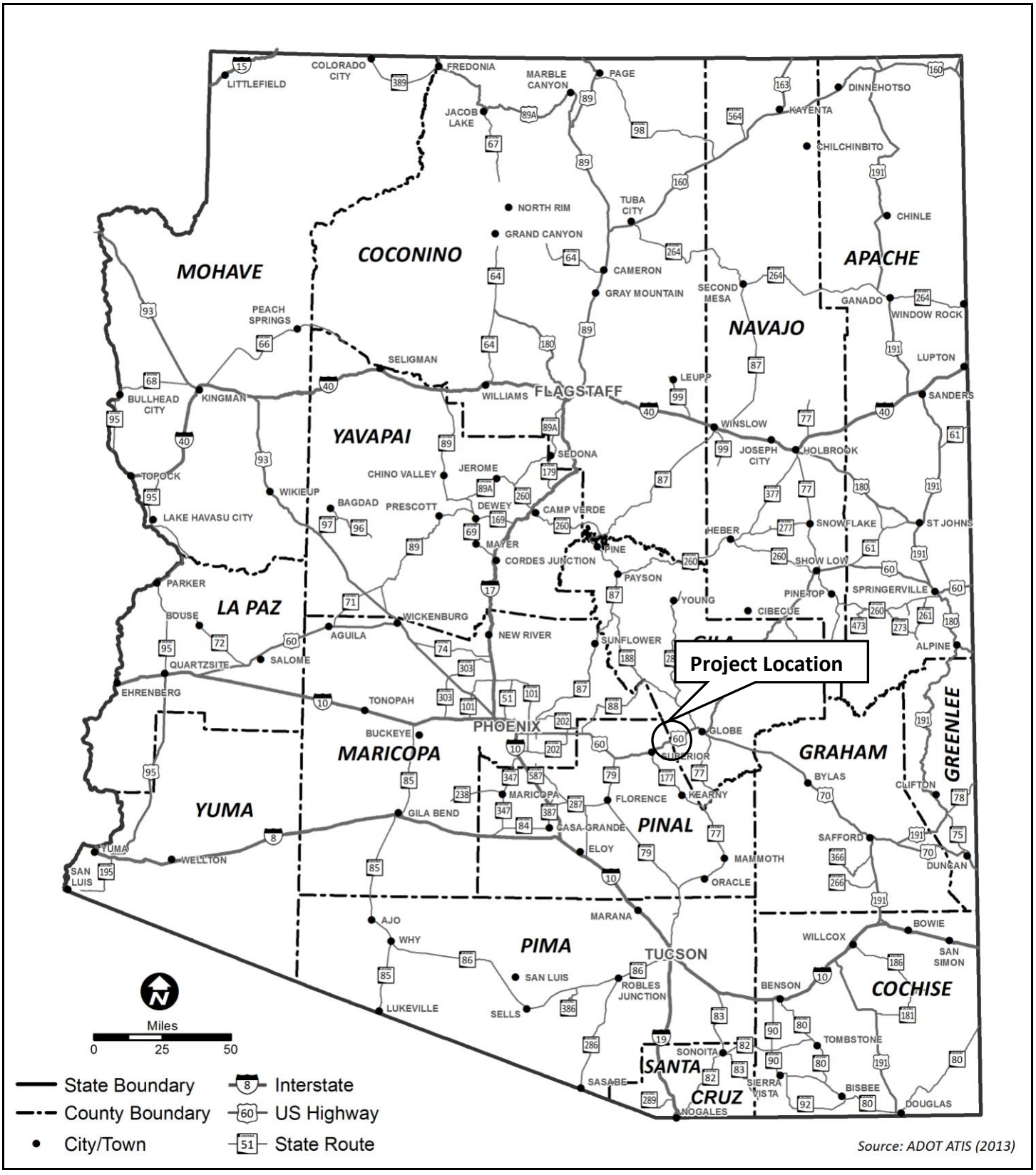


Figure 1. State Location Map

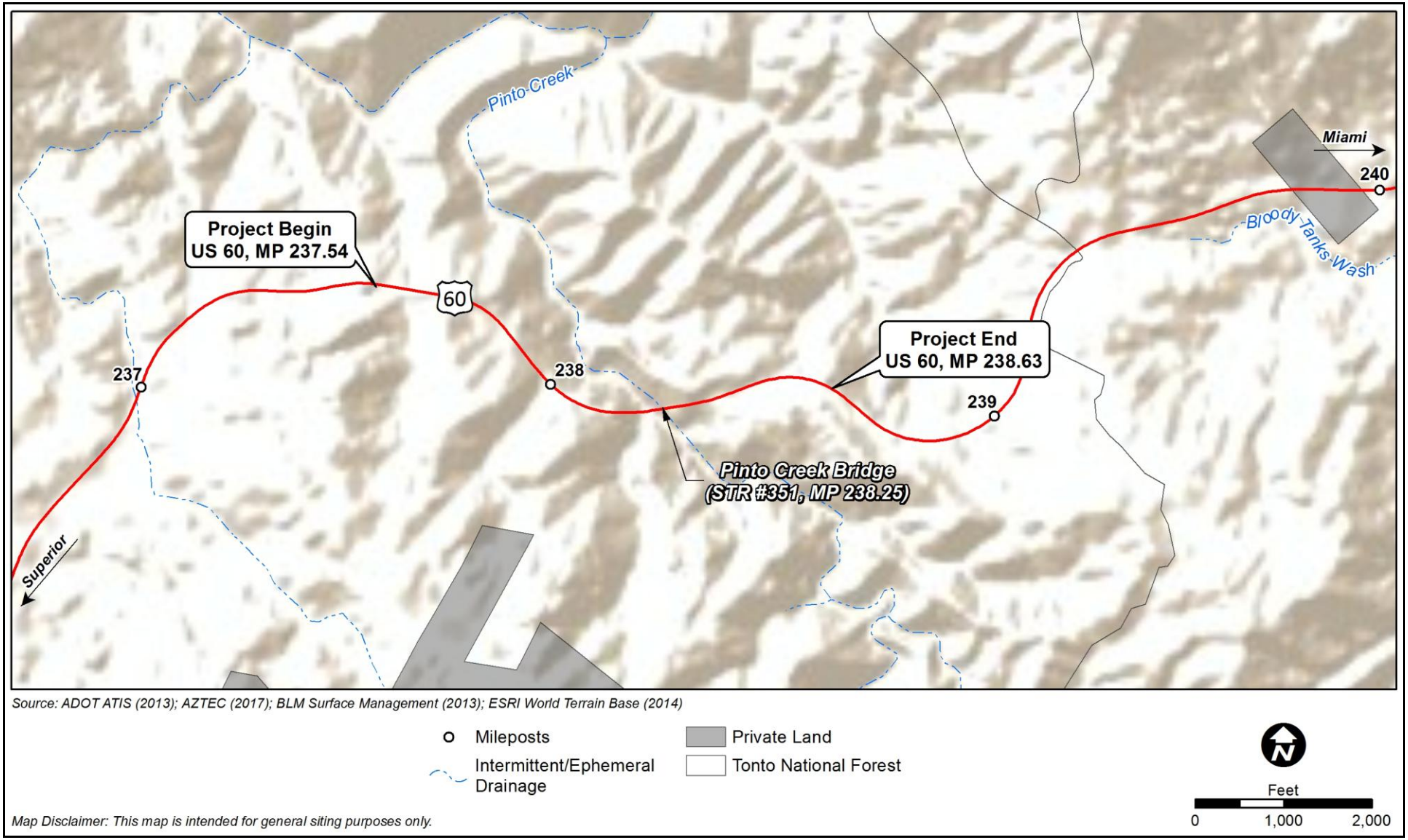


Figure 2. Project Vicinity Map

ADOT conducts regular bridge inspections every two years in accordance with the FHWA's National Bridge Inspection Standards. Evaluations are conducted on the deck, superstructure, and substructure components of the bridge, which are each rated from 0 (failed condition) to 9 (excellent condition). The superstructure includes the load-carrying members such as beams or trusses that support the driving surface (deck). The substructure includes abutments and piers. Bridge decks are inspected for cracking, scaling, spalling (flakes of material that are broken off a larger solid body), leaching, chloride contamination, potholing, delamination, and full or partial depth failures. For the superstructure, bridge structural members are inspected for signs of distress including cracking, deterioration, section loss, and malfunctioning or misaligned bearings. For the substructure, bridge piers, abutments, piles, and footings are inspected for signs of distress including cracking, settlement, misalignment, scour, collision damage, and corrosion.

The most recent inspection was completed in September 2014. A summary of the inspection and a description of the bridge condition rating criteria are shown in Table 1. Below are the September 2014 condition ratings for Pinto Creek Bridge:

Deck

The top deck is rated as 4 (poor) due to vertical cracking, delamination, and spalling where the reinforcing steel within the concrete has been exposed. The deck undersurface is rated as 4 (poor). Heavily corroded steel reinforcing was noted in 2009 during the joint replacements. The deck joints are rated as 7 (good). The overall rating for the deck is 4 (poor).

Superstructure

The main members of the superstructure are rated as 4 (poor). The secondary members are rated as 4 (poor). The bearing devices are rated as 5 (fair). There are cracks in the connection angles at the top of the spandrel columns in the shorter, stiffer columns at the center of the arch span. Rivets are missing in several secondary connections. Pack rust up to ½" occurs at isolated locations around the structure. There are numerous cracked tack welds at the column corners and floor beam connection angles. The arch typically has extensive paint failure with large areas of surface corrosion. The wind locks have laminating corrosion with up to ¼" section loss on the wind lock seat. Bearings at the arch skewbacks and piers exhibit surface corrosion. Pier 6 south end bearing has heavy corrosion with section loss in the bearing plate. The overall superstructure, which includes the load-carrying members such as beams, columns, and arches that support the driving surface (deck), is rated 4 (poor).

Substructure

The abutments are rated as 4 (poor). The piers are rated as 5 (fair). Abutment 1 has several vertical cracks extending the full height. Pier 6 has a large 1/16" crack that starts at the top and extends approximately half way down the pier. There is one spall with exposed steel reinforcing along this crack. There is also a 3' x 3' spall on the top of the pier with exposed reinforcing. All piers typically have spalls and delamination ranging in size from 5 to 8 square feet caused by corroding steel reinforcing. The pier caps typically have vertical bending cracks near the center and diagonal shear cracks near the ends. The overall substructure which includes abutments and piers is rated 4 (poor) (ADOT 2014).

Table 1. Bridge Condition Rating Descriptions

Code	Description
N	Not Applicable
9	Excellent Condition
8	Very Good Condition—No problems noted
7	Good Condition—Some minor problems
6	Satisfactory Condition—Structural elements show some minor deterioration
5	Fair Condition—All primary structural elements are sound but may have minor section loss, cracking, spalling, or scour
4	Poor Condition—Advanced section loss, deterioration, spalling, or scour
3	Serious Condition—Loss of section, deterioration, spalling, or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present
2	Critical Condition—Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	"Imminent" Failure Condition—Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
0	Failed Condition—Out of service, beyond corrective action.

Note: Table from Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, Federal Highway Administration, Report No. FHWA-PD-96-001, December 1995, p. 38.

The 2014 inspection indicated that the load capacity of the existing structure is acceptable for the roadway classification and vehicle type (HS, which is a tractor trailer) and that no load restrictions are required for the structure. Pinto Creek Bridge has an operating load rating of 41 tons, which is the maximum permissible load that can be placed on the bridge. Allowing unlimited usage at the operating rating level would reduce the life of the bridge. The inspection also indicated that the bridge scour rating (the susceptibility of the bridge to erosion from the creek below) for the structure is an 8 (Very Good) with no problems noted.

Although there are no issues with scour or loading on the bridge, based on the 2014 inspection, the bridge exhibited issues with structural integrity and roadway geometry.

The inspection shows the bridge sufficiency rating as S26.45, where "S" classifies the bridge as "structurally deficient". According to the FHWA's Recording and Coding Guide, the sufficiency rating is a method of evaluating highway bridge data by calculating four separate factors (1. Structural Adequacy and Safety, 2. Serviceability and Functional Obsolescence, 3. Essentiality for Public Use, 4. Special Reductions) to obtain a numeric value that is indicative of bridge sufficiency to remain in service. The result of this method is a numeric value between the range of zero to 100, in which 100 would represent an entirely sufficient bridge and zero would represent an entirely insufficient or deficient bridge. During the past eight years of inspections, the bridge structural integrity has deteriorated from being "not deficient" with a sufficiency rating of 44.5 in 2007, to its current state of "structurally deficient" since 2009.

In conclusion, the Pinto Creek Bridge has been determined eligible for listing on NRHP and was built to standards in 1949; however, those standards no longer meet the current minimum FHWA, American Association of State Highway and Transportation Officials (AASHTO), and ADOT Bridge Design Guidelines, and the bridge's structural integrity continues to deteriorate. The purpose of this project is to address a structurally-deficient and functionally obsolete bridge structure while ensuring that the travelling public is provided a reliable bridge crossing over Pinto Creek that meets current standards, preserving the continuity of US 60 and its function as a major transportation link.

III. Use

Per 23 Code of Federal Regulations (CFR) Section 774, a "use" of a Section 4(f) resource, occurs: 1) when land is permanently incorporated into a transportation facility; 2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purposes; or 3) when there is a constructive use of land. A constructive use of a Section 4(f) resource occurs when the transportation project does not incorporate land from resources, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (23 CFR 774.15[a]). For example, a constructive use can occur when:

a) the projected noise level increase, attributable to the project, substantially interferes with the use and enjoyment of a noise-sensitive facility of a resource protected by Section 4(f);
b) the proximity of the proposed project substantially impairs aesthetic features or attributes of a resource protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the resource. An example of such an effect would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a park or historic site which derives its value in substantial part due to its setting; and / or
c) the project results in a restriction on access, which substantially diminishes the utility of a significant publicly-owned park, recreation area, or historic site.

The demolition of Pinto Creek Bridge will involve a "use" for a bridge that has been determined eligible for inclusion in the NRHP. Pinto Creek Bridge is eligible under Criterion A as a property *associated with events that have made a significant contribution to the broad patterns of our history* and Criterion C because it *embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction*. In 1986, portions of US 60 were designated as a state scenic highway, Gila-Pinal Scenic Road (ADOT 2015a). A scenic road is a general term that is often used to apply to several types of roadways offering visual, historic, and cultural significance. The Gila-Pinal Scenic Road is a 26-mile route following US Highway 60 as it leaves the desert floor east of Florence Junction and rises between the Pinal and Superstition Mountains to Globe. ADOT is currently preparing corridor management plans (CMPs) for the Gila-Pinal Scenic Road, between MP 214.50 and MP 240.50, which is anticipated to be distributed in 2018 or 2019. A CMP is a written plan developed by the communities along a scenic roadway that outlines how to protect and enhance the roadway's intrinsic qualities and character that define their corridor. The Pinto Creek Bridge is one of the aspects being included to create the Gila-Pinal Scenic Road corridor. Even though Pinto Creek Bridge is a historic property previously determined eligible for inclusion in the NRHP and part of the scenic highway designation, it must also perform as an integral part of the modern transportation system, thus actions must be taken to maintain the corridor.

IV. Applicability

The programmatic Section 4(f) evaluation for use of historic bridges may be used if the project meets the following five criteria (FHWA 1983):

1. The bridge is to be replaced or rehabilitated with Federal funds.

This project is currently in the Arizona State Transportation Improvement Program using Federal funds for fiscal year 2018, budget item number 14217 (ADOT 2017a). The project is currently scheduled for bid advertisement in March 2018.

2. The project will require the use of a historic bridge structure which is on or is eligible for listing on the NRHP.

As stated in the previous section, the Pinto Creek Bridge has been determined eligible for inclusion in the NRHP under Criteria A and C, and the demolition of the bridge constitutes a "use".

3. The bridge is not a National Historic Landmark.

Pinto Creek Bridge is not designated as a National Historic Landmark.

4. **The FHWA Division Administrator determines that the facts of the project match those set forth in the sections of this document labeled: VII Alternatives and Findings, and IX Mitigation Measures to Minimize Harm.**

Criteria 4 is discussed further in Sections VII & IX of this document and by providing a signature in Section X of this document the FHWA Arizona Division Administrator confirms all facts have been covered.

5. **Agreement among the FHWA, the SHPO, and the Advisory Council on Historic Preservation (ACHP) has been reached through procedures pursuant to Section 106 of the National Historic Preservation Act.**

On July 31, 2017 SHPO concurred with FHWA's "adverse effect" determination and use of the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects) to address adverse effects to the historic Pinto Creek Bridge (see Appendix A). In addition, FHWA was not required to consult with the ACHP because standard measures for resolving adverse effects would be followed as per the FHWA Statewide Section 106 PA. Further discussion of the FHWA Statewide Section 106 PA can be found in Section VIII Coordination.

V. Description of Section 4(f) Property

After World War II the Arizona Highway Department began planning a realignment of the Miami-Superior Highway segment of US 60 (Pry and Andersen 2011). The winding narrow roadway was found to be unsafe for the bigger and faster automobiles that were being produced in the postwar era. Rebuilding the highway at a higher elevation would eliminate dangerous curves and dips and accommodate a wider roadway. The Pinto Creek Bridge was one of two new bridges that were constructed for this realignment of US 60.

Up to this time almost all of the bridges on Arizona's highways had been constructed of concrete, but after World War II several massive steel arches and cantilevered steel deck trusses were built (Fraser 2009). In 1946 Arizona Highway Department engineer Ralph Hoffman designed two new bridges, the Pinto Creek Bridge and the Queen Creek Viaduct, which were nearly identical in design. The Pinto Creek Bridge was authorized as Federal Aid Project F-16(6), and two construction firms were contracted in 1947 (Arizona State Highway Commission 1947). H.J. Hagen built the concrete foundations and approaches. The Fisher Contracting Company erected the steel superstructure. The steel arch was fabricated in Phoenix by the Allison Steel Manufacturing Company. The bridge was completed in 1949 at a cost of $460,344.

Pinto Creek Bridge is a nine-span steel arch bridge with two riveted plate girder arch ribs, each 7 ½ feet deep (Fraser 2009). The arch is 371 feet long and rises 72 feet from the bearing pins. Concrete approach spans on either end are supported by 8 concrete piers and two concrete abutments (see Photograph 1). The arch span is flanked by short concrete slab spans, five on the west and three on the east, which are supported by concrete arch pedestals and Art Moderne-style pylons. The total length of the structure is 637 feet. The concrete deck with asphalt overlay is 35 feet wide with low concrete retaining walls with aluminum tube guardrails and the clear roadway width is 30 feet. The graceful steel arch was recognized by the American Institute of Steel Construction as the most beautiful steel bridge in its class in 1949 (see Photograph 2).

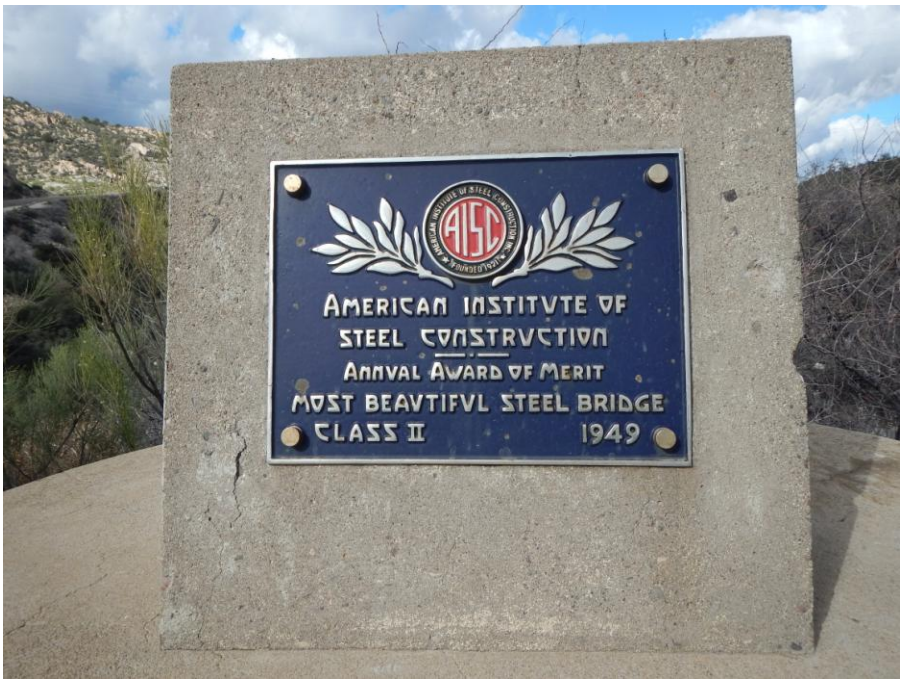
Photograph 1. Overview of Pinto Creek Bridge

Photograph 2. Steel Arch of Pinto Creek Bridge

The Pinto Creek Bridge exhibits high aesthetic values through its graceful steel arch, the low horizontal lines of the deck, and the subtle surface ornamentation on the concrete piers. Art Moderne-style beveled rectilinear pilasters extend above the bed from Piers 5 and 6, providing texture to the flat concrete surfaces (see Photograph 3). This approach bears some similarity to the design of concrete bridges built on the Merritt Parkway in Connecticut in the 1930s, which exhibited the influences of Art Moderne and Stripped Classicism (Delony et al. 1992). There are also round pylons that flank the bridge approaches at each end.

Photograph 3. Concrete Art Moderne-style pilasters, Pier 6

Almost immediately following construction, the bridge won accolades from community leaders, businesses, and the local citizens as a safer and quicker route through Queen Creek and Pinto Creek Canyon to the Globe/Miami mining communities. In the same year, the bridge won the Annual Award of Merit for the "most beautiful steel bridge" by the American Institute of Steel Construction.



Photograph 4. Plaque of Pinto Creek Bridge Award of Merit

The Pinto Creek Bridge is one of the few bridges built in Arizona during the mid-twentieth century as a key component for the Arizona eastern transportation route. However, as discussed in Section II, the bridge does not meet current

standards and has been identified as structurally and operationally deficient so proposal to replace the existing bridge is needed.

VI. Description of Proposed Action

Five bridge structure type alternatives were evaluated in the June 2014 Project Assessment: Concrete and Steel Arches, Steel Truss, Composite Steel Plate Girder, Pre-cast Concrete Girder, and Combination Concrete and Steel Girder. A key aspect for determining which bridge option to design was choosing a bridge that would be able to the span the canyon similar to the existing Pinto Creek Bridge. The concrete and steel arches and the steel truss alternatives can provide the longest span similar to the current 350-foot span of the existing bridge (ADOT 2014b). The steel girder alternative can span between 200 and 300 feet while the pre-cast concrete girder is limited to spans no greater than approximately 145 feet. While there are some pre-cast girder shapes that can accommodate longer spans, currently they are not fabricated in Arizona, and would have weight limitations for shipping and erection (ADOT 2014b). In addition, constructability and environmental concerns were important considerations in determining the bridge type and location. Consideration of access roads was included in the evaluation because of the steepness of the slopes and the depth of the canyon.

Arch, Steel Girder, and Combo Concrete/Steel Plate Girder Bridge Alternatives

Historically, arches have been used in bridge construction when long spans are required as was used for the existing Pinto Creek Bridge. However, some of the disadvantages of this structure type include more complicated design and construction details than girder or concrete bridges, longer construction time, and the requirement of specialized contractors. Maintenance of the arches would depend on the material used, while the concrete arch would be minimal, the steel arch would require higher maintenance cost and in-depth inspections of the steel every four years (ADOT 2014b). The steel truss alternative is similar to the arch alterative but is not as aesthetically pleasing. This alternative would also require in-depth inspections due to the many steel members and connections of a truss. Finally, the combination concrete and steel girder bridge was considered for minimization of the access roads needed during construction, reduction in substructure units, and to preserve open views of the canyon (ADOT 2014b). This alternative would use a steel plate girder on the main span and pre-cast concrete girders on the approach spans. However, this alternative would also require complex design plans, construction sequencing, and would require more frequent in-depth inspections for the life of the bridge. Because of the disadvantages in construction, design, and maintenance, these alternatives were not further investigated.

The pre-cast concrete girder and composite steel plate girder alternatives were further investigated in the August 2015 *Initial Bridge Selection Report*. In addition to being able to span the canyon, these bridge alternatives were evaluated for access requirements into the canyon, aesthetics, constructability, cost, serviceability/maintenance, and traffic control.

Pre-cast Concrete Girder Bridge Alternative

The pre-cast concrete girder bridge is widely used across the state; however, the type has limited span lengths. This alternative would require more piers thus obstructing the views of the canyon and potentially impacting the scenic designations of the highway. In addition, pre-cast concrete girders would require more access roads to be constructed into the canyon than other options and would require cranes to be placed on the approaches and bottom of the canyon (ADOT 2015b). Pre-cast girders have a limited amount of horizontal curvature resulting in varying deck overhang that can be more difficult to construct and is not as aesthetically pleasing as other options (ADOT 2014b). The pre-cast concrete girder was not chosen for the bridge design because of the cost (estimated between $11,874,000 and $12,825,000 depending on the footings), additional access and staging requirements, girder delivery location issues, erection methods dependent on the access limitations, and the requirement of using the old Pinto Creek Bridge to conduct construction operations on the new bridge thus requiring the 68-mile traffic detour and additional structural analysis of the old bridge (ADOT 2015b).

Composite Steel Plate Girder Bridge Alternative

The *Initial Bridge Selection Report* examined modifying the composite steel plate girder alternative to a haunched steel plate girder alternative for easier constructability that would allow low-boy units or dolly/jeep units to move the girder units (ADOT 2015b). A single girder segment can range from 25 to 40 tons depending on its height, and it is assumed that this project would require the height limits to be a maximum of 14-feet-tall to meet the restrictions of the available haul routes to the project site. This reduced height would also decrease fabrication costs, handling efforts, and erection costs resulting in savings of approximately $920,000 (ADOT 2015b). This alternative would consist of a four-span steel girder bridge with spans varying between 150 feet and 200 feet. Two concrete wall piers with an "H" design would be founded on either rock sockets, spread footings, or drilled shafts placed outside Waters of US. The visual quality impacts would be reduced by allowing a more open bridge cross section with the reduced number and massing of piers and a superstructure depth to 8-foot for an aesthetically pleasing arch effect. Use of weathered steel would eliminate the need for painting the bridge that would reduce long-term maintenance costs. The advantages of this structural alternative includes cost (between $9,432,000 and $10,615,000), meeting the visual quality requirements, its reliance on readily available construction materials and common contractor experience, and lighter erection weight (ADOT 2015b). This alternative provides flexibility in design to meet the visual requirements, constructability, access requirements, girder delivery methods, and a visually pleasing structure.

All bridge structure type alternatives would be constructed to the north of the old Pinto Creek Bridge. Figure 3 provides visual representation of the 60% plans of the roadway and bridge alignments. The roadway alignment would be shifted to the north because it is the best method to fix the roadway geometry, reduce the visual and environmental impacts, reduce cutting into the surrounding terrain, and provide more easily constructed connections tying back into the existing US 60 roadway. In addition, this alignment would be compatible with future alignments developed for widening US 60. In addition to the bridge structure type alternatives, two detailed roadway alignments known as PC-10 WB and PC-20 EB were evaluated.

Traffic Control Options

The PC-10 WB option is the nearest to the existing US 60 alignment and would reconstruct 3,038 feet (0.57 miles) of US 60. PC-20 EB would reconstruct 3,168 feet (0.60 miles) of US 60 and utilize the eastbound horizontal alignment for the PC-2 alternative described in the *Draft US 60 Superior to Globe Location/Design Concept Report and Environmental Impact Statement (EIS) (060 GI 222 H7162 01L)*, a study to enhance the safety and traffic operations of US 60 (ADOT 2014b). Both the alternatives overlapped the existing roadway which complicates construction of the new alignments while maintaining traffic. In addition, both alternatives required several areas where slope cuts would be required through adjacent slopes/hills. Both of these options were moved forward in the final design and elements of each were used to complete the final roadway alignment for the proposed action.

For all the alternatives, extensive traffic control would be required throughout construction. Traffic control during construction would result in short term closures which the ADOT Southeast District wants to keep to a minimum. Minimizing single-lane closures and durations of these closures will be an important part of the construction traffic control for the project. The ADOT Southeast District has several options to address this including single-lane closures using flagging or alternating one-way flows on stretches of US 60 between Superior and Globe.

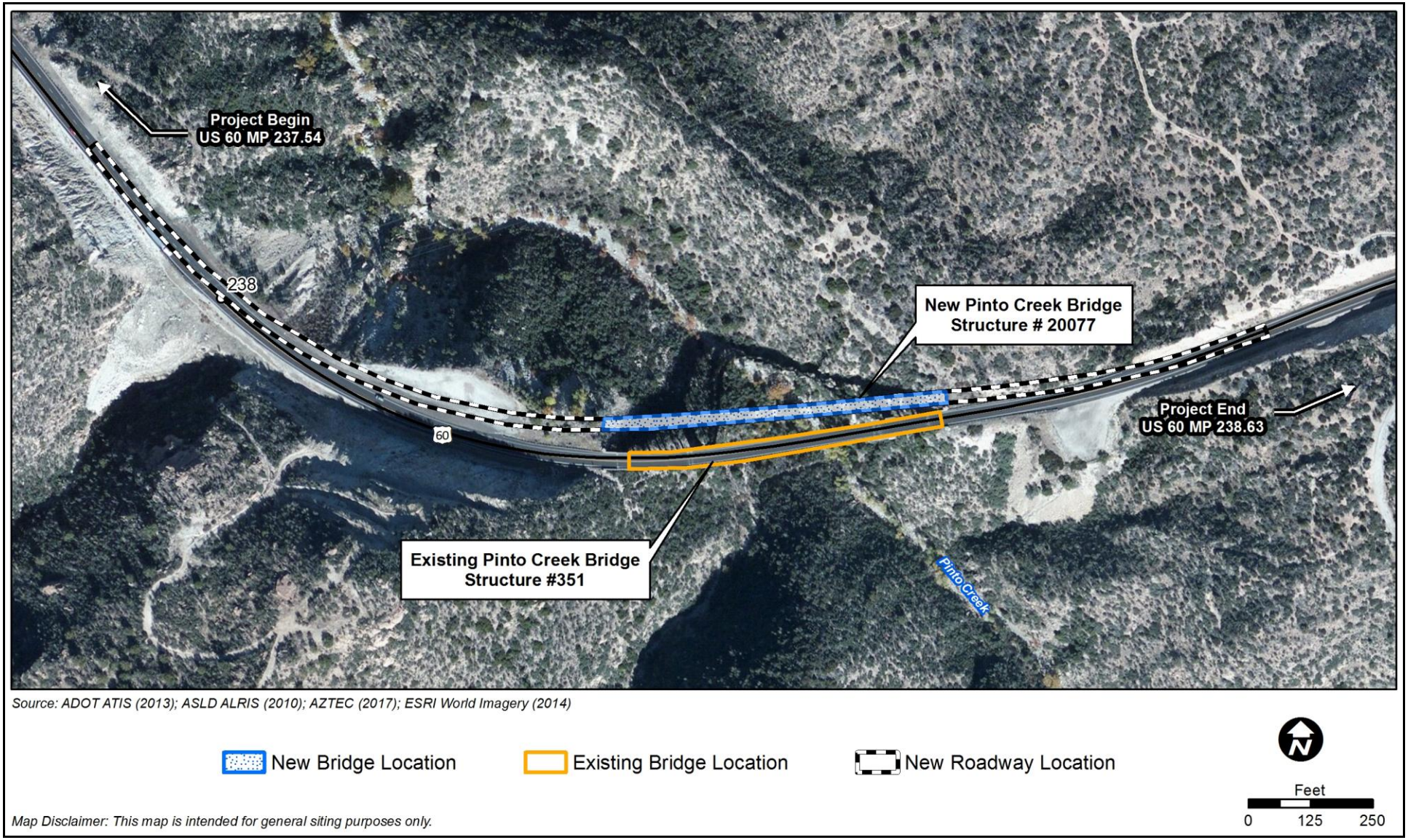


Figure 3. Visual Representation of Proposed Action vs. Existing Pinto Creek Bridge

In conclusion, per the final Project Assessment approved in June 2014 and the *Initial Bridge Selection Report*, it was determined that the haunched steel plate girder, that was modified from the composite steel plate girder alternative, was the chosen alternative to move forward with final design because it was the best method to fix the roadway geometry and has the least impacts. All bridge structure type alternatives previously mentioned consisted of efforts to minimize harm but resulted in abandonment of the existing Pinto Creek. As discussed in Section VII of this document, the Pinto Creek Bridge would be removed because no responsible party was identified to maintain and preserve the existing bridge. Based on the supplemental design plans (30% and 60%), the proposed action for the project includes (see Figure 4):

- Constructing a new four-span steel haunch girder bridge structure (new structure #20077) on an alignment parallel to US 60, north of the existing structure
- Realigning approximately 2,500 feet of roadway approaches to tie into the new bridge structure
- Cutting back roadway slopes and contouring temporarily disturbed areas and waste sites (as needed) to look natural
- Staging, stockpiling and placing waste material (waste site 1) south of US 60 near MP 238.35
- Stockpiling and placing waste material (waste site 2) north of US 60 near MP 238.56 and potentially extending a culvert to accommodate waste material
- Potentially staging north of US 60 near MP 238.10
- Constructing an access road into and across Pinto Creek that includes temporary culvert placement within Pinto Creek
- Obliterating the access road and restoring the area to blend in with surrounding terrain and landscape
- Constructing two retaining walls north of US 60
- Extending an existing corrugated steel pipe (CSP) at MP 238.32
- Relocating an overhead power pole
- Installing new embankment curb and gutter, as needed
- Removing and replacing guardrail and guardrail end treatments, as needed
- Removing and replacing fencing, as needed
- Removing the existing bridge structure, guardrail, and roadway leading to existing bridge
- Installing embedded temporary construction signs and permanent embedded signs once construction is complete
- Placing changeable message signs at the interchanges of US 60 and State Route (SR) 177 and US 70; and near the cities of Miami, Globe, and Winkelman to alert motorists of the construction
- Revegetating the project with a native seed mix

Installing the new bridge and realigning the roadway would require approximately 3.50 acres of new ADOT easement and 27.50 acres of temporary construction easements (TCEs) from the TNF. TCEs would be used to access Pinto Creek and stockpile earthen material during construction, as well as be used as waste sites for any leftover material. Construction is anticipated to begin in summer 2018 and take approximately 3 years using five phases.

Phase 1 – Duration approximately 6 months

The first phase of construction would include installing the access road into Pinto Creek and constructing a cut slope and rock-fall ditch. The proposed access road would follow the path of a previously established dirt road that originates east and north of Pinto Creek Bridge. Pinto Creek flows through a steep canyon in this location. The access road is a single switchback route along the northwest facing side of the canyon (Figure 4). The access road would be used for the duration of construction to install the new bridge and remove the existing bridge. After the existing bridge is removed, the road will be obliterated and restored to current contours. Also during this time, the areas anticipated to be impacted by construction within the canyon would be prepped for access. Both the cut slope and rockfall ditch features would remain natural ground surface. All material removed from the rock slope would be placed within the project limits at two designated stockpiling/waste sites (Figure 4). Waste Site #1 would likely be used as the primary stockpiling/waste

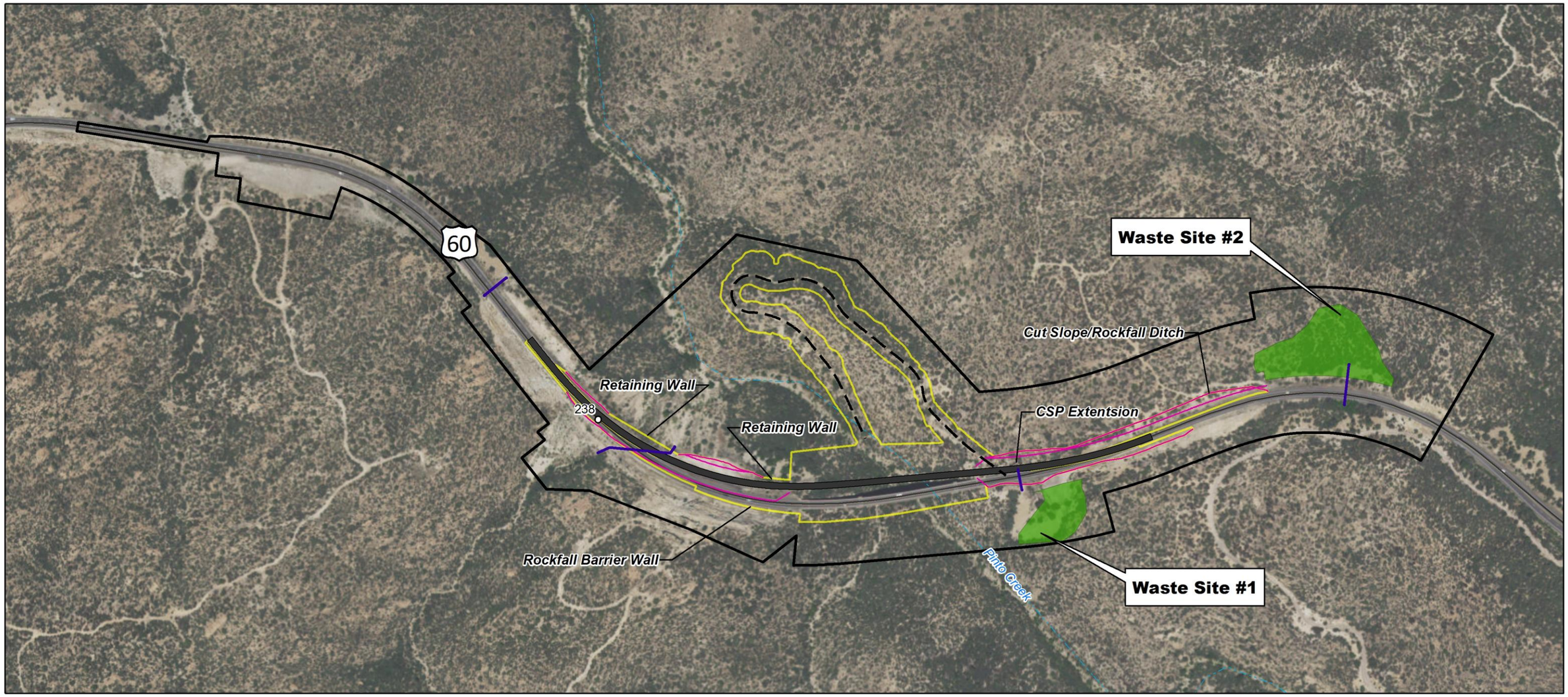


Figure 4. Basic Design Plans

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site location, with Waste Site #2 acting as the secondary location primarily for waste material instead of stockpiling. Two-way traffic would be maintained along the existing alignment of US 60 during this phase.

Phase 2 – Duration approximately 1 year and 5 months

Phase 2 of construction would include constructing the new bridge and retaining walls; extending the pipe located at MP 238.32; and installing the new roadway to connect the new bridge to the highway. The new bridge is anticipated to be a 4-span steel haunch girder bridge with drilled foundation shafts for both the piers and abutments. The deck would be poured in sections, starting at both abutments, then between the piers, and finally at the piers. Also during Phase 2, two concrete cantilever retaining walls would be constructed at two separate, steep portions of the new westbound alignment of US 60 to minimize roadway impacts downslope. Once the retaining walls are in place, the new US 60 roadway would be constructed. The new US 60 roadway would be approximately 40-feet wide and would require some fill material, which would be graded, compacted, and prepared as subgrade for paving. The roadway would be paved with asphaltic concrete, and guardrail would be installed as necessary along the new alignment. Two-way traffic would be maintained along the existing alignment of US 60 for the duration of Phase 2.

Phase 3 – Duration approximately two weeks

Phase 3 would include constructing the new transitions from the old alignment of US 60, to the new alignment across the new bridge and would end in conjunction with Phase 2. In order to install the transitions (one for each end of the bridge), short term one-way traffic would be required on the existing alignment of US 60 controlled by flag persons. While traffic is limited to one-way, the roadway between the two alignments would be excavated, embankment would be installed, and the ground surface would be graded. The subgrade would be covered with an aggregate base, and finally, the transition would be paved with asphaltic concrete. Upon completion of Phase 3, two-way traffic would be restored along the new alignment of US 60.

Phase 4 – Approximately 5 months

Phase 4 would be for the removal of the old Pinto Creek Bridge. The sequence and methods for removing the existing Pinto Creek Bridge would be determined by the contractor with approval of the Southeast District Engineer at the time of construction. The existing bridge would be removed with due care and would be done with the use of cranes from within the Pinto Creek canyon and from above the canyon along the abandoned alignment of US 60. All materials (i.e. girders, steel beams) from the dismantled bridge would be the responsibility of the contractor and would be removed from the project site. All remaining portions of the old US 60 alignment, bridge approach slabs, and pavement would be saw-cut, and removed from the project limits. The ADOT Southeast District may retain one of the award merit plaques as a remembrance of the bridge. Two-way traffic would be maintained along the new alignment of US 60.

Phase 5 – Approximately 8 months

The fifth and final stage of construction would begin during the existing bridge removal. The final stage of construction would include paving of the finished alignment with asphaltic concrete friction course; installing rumble strips, signs, and roadway striping; and removing the access road. The access road would be obliterated; re-contoured to a more natural appearance per the visual requirements of the TNF; scattered with large boulders; and seeded with a native seed mix. Two-way traffic would be maintained along the new alignment of US 60.

VII. Alternatives and Findings

In order to determine the applicability of this programmatic Section 4(f) evaluation to the proposed project the following avoidance alternatives were considered:

- **Alternative 1.** Do Nothing/No Build.
- **Alternative 2.** Build a new structure at a different location without affecting the historic integrity of the existing bridge, as determined by procedures implementing the National Historic Preservation Act (NHPA).
- **Alternative 3.** Rehabilitate the historic bridge without affecting the historic integrity of the structure, as determined by procedures implementing the NHPA (FHWA 1983).

Alternative 1. Do Nothing

The No Build Alternative would maintain the existing, historic bridge and would make no improvements beyond normal bridge maintenance. As discussed in Section II of this report, the existing Pinto Creek Bridge has a bridge sufficiency rating of S26.45 and needs of either rehabilitation or replacement. Continued maintenance of the bridge would not address the structural deficiencies found in the 2014 Structure Inventory and Appraisal, nor would it bring the bridge up to ADOT's current transportation standards. Further deterioration and structural deficiencies could mandate full bridge closures for periods of time in order to conduct emergency repairs. This full bridge closure would require traffic to detour approximately 68 miles via SR 177 and SR 77. The projected 2019 estimated average daily traffic for this segment of US 60 is 10,917 which is a 25% increase from the 2014 Project Assessment (ADOT 2017b), and thus, a single-day closure would result in more than 740,000 detour miles for the public and commercial traffic. ADOT predicts traffic will double along this corridor by 2029, which would increase the detour traffic proportionately should a bridge closure be required. The no-build option becomes a reactive approach to bridge maintenance and greater risk for closures; therefore, safety to the traveling public could be put at a greater risk. While ADOT has historically maintained the safety of the bridge to keep it open, the agency does not have resources necessary to spontaneously conduct major maintenance to correct failures as they arise which will become more frequent as time passes under the no-build scenario. Structural deficiencies of the bridge create concern for the safety of the traveling public. For these reasons, it has been determined that the No Build Alternative is not feasible and prudent.

Alternative 2. Build on New Location without Using the Existing Bridge

A February 2017 "Technical Memorandum – Addendum" was sent to consulting parties during Section 106 consultation to discuss the option of constructing a new bridge along with rehabilitating and continuing to use the existing Pinto Creek Bridge. The new bridge would be built to the north of, and adjacent to, the existing bridge. The new bridge would match the grade and elevation of the rehabilitated bridge, and would accommodate one lane for westbound traffic. The rehabilitated existing Pinto Creek Bridge would be restriped to accommodate one lane and used for eastbound traffic.

The roadway would be widened along both approaches to the bridges to accommodate the new one-way traffic configuration on the bridges. The widening would require an additional 600 to 1,000-foot roadway extension beyond what would already be required to abandon the old bridge and replace it with a new one on a separate alignment (ADOT 2017b). More earthwork would be required within the adjacent slopes/hills resulting in approximately 45,000 cubic yards of additional excavated materials compared to constructing a new bridge and abandoning the old one, bringing the total to approximately 135,000 cubic yards. The existing substandard geometry of the roadway would not be addressed with this alternative as the widened roadway would be required to match the existing horizontal and vertical alignment.

ADOT's current standard for one-way bridge widths is 44 feet, allowing for two 12-foot-lanes, a 12-foot-outside shoulder and a 6-foot-inside shoulder. It is a standard ADOT practice to construct new structures to accommodate the width for two lanes even though striping would be for only one lane (ADOT 2017b). The rehabilitation of the Pinto Creek Bridge would include widening the existing 30-foot-wide deck up to ADOT's one-way bridge design of 44 feet standard, even if the bridge is reduced to one lane. Additional rehabilitation requirements would include (ADOT 2017c):

- Replacing the existing 35-foot-wide approach spans with 44-foot-wide concrete approach spans
- Replacing the existing 35-foot-wide bed of the arch span with a 44-foot-wide concrete bed
- Extending pier caps
- Introducing 28 additional fracture critical members, including new steel floor beams and stringers
- Repairing or replacing existing structural members
- Replacing existing guardrails with higher pedestrian railings/suicide barriers
- Extending the service life for an additional 25 years

These rehabilitation efforts would impact the National Park Service's seven key aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Information on how the rehabilitation would impact these aspects is outlined below. Further discussion of these aspects can be found in the bridge assessment report, entitled *Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona* (Solliday 2017) (Appendix E).

Location: Though the rehabilitation of Pinto Creek would keep the bridge in its same location, the addition of the new bridge would change the roadway geometry impacting the original alignment.

Design: The rehabilitation would impact the character-defining elements of Pinto Creek Bridge as discussed in Section V.

Setting: The viewshed from the bridge and the surrounding area is relatively unchanged from when the bridge was built creating a high integrity of setting. The new bridge alignment would impact the adjacent mountain faces resulting in permanent impacts to the viewshed surrounding Pinto Creek Bridge.

Materials: The original concrete and steel construction of the Pinto Creek Bridge is intact with only minor changes due to upgraded roadway surface and expansion joints. This is a key aspect that would be impacted during rehabilitation as further discussed in Alternative 3 below. Most of the existing material would need to removed and replaced in order to maintain the existing Pinto Creek Bridge, basically removing this aspect.

Workmanship: The Pinto Creek Bridge reflects high standards of mid-20th century construction in concrete and steel. Similar with the material aspect, workmanship would be eliminated during the rehabilitation as the bridge would require replacing and introducing 28 additional new steel floor beams and stringers, replacing the guardrail, replacing the arch bed, and widening the bridge. These additions and replacement would basically remove most the original construction aspects.

Feeling: Pinto Creek Bridge has poor integrity of feeling, but that aspect of integrity is not critical for properties that are significant under Criteria A and C. The rehabilitation of the bridge would still maintain the same poor integrity of feeling.
Association: Pinto Creek Bridge has high integrity of association. The introduction of a new bridge to the north and changes in the roadway alignment would impact the Pinto Creek Bridge's association similar to the impacts for the setting.

Beyond the impacts to the historic integrity of the Pinto Creek Bridge, constructing a new bridge and maintaining the existing Pinto Creek Bridge would cause additional cultural and biological concerns.

Additional Cultural Concerns
Should the old bridge be used in conjunction with a new bridge built in parallel, the additional roadway widening to accommodate the two bridges and roadway tapers would require additional permanent and temporary easements from TNF. There are historic sites within the additional ROW and TCE areas that would have to be evaluated for impacts and potentially be mitigated if there are adverse effects to the site(s). A historic telephone line comprised of two in-use deteriorating wooden telephone poles is located within the project vicinity. If project plans indicate that the site cannot be avoided, archival research would be required to determine the telephone line's NRHP eligibility.

An early twentieth-century (ca. 1910–1920) camp consisting of four tent pads, one stacked-rock windbreak, two built-up hearths, and a low- to moderate-density artifact scatter is located northeast of the Pinto Creek Bridge. The site was previously determined eligible for inclusion in the NRHP under Criterion D, and would require data recovery investigations if the site cannot be avoided (ADOT 2017b).

Additional Biological Concerns

The Arizona hedgehog cactus, a listed endangered species from Endangered Species List, is present within the project limits. It is also considered a highly safeguarded plant by the State of Arizona. During the April 2017 survey, 174 hedgehog cacti were observed within the area that would be impacted by the new bridge with most of the cacti found on the northeastern slope of Pinto Creek. The two bridges alternative would require mitigation efforts to reduce impacts to the Arizona hedgehog cactus; however, this alternative would cause additional impacts to the cactus within the mitigation areas.

Disposal Sites Concerns

Additional earthen material disposal site(s) within TNF would need to be identified for the excess excavated material generated by two bridges alternative. Even though these would be temporarily impacted sites, they would need to be included in the overall environmental clearance and would require analysis for visual resources. There are currently limited material disposal sites within TNF as most previously approved locations have been filled to capacity by recent US 60 projects in the area.

The new bridge and rehabilitation of the existing Pinto Creek Bridge alternative would not provide ADOT an opportunity to address the compound curve and substandard stopping sight distance that currently exists and would continue to be substandard if this option is used. The rehabilitation of the existing Pinto Creek Bridge would only extend the service life of the bridge for only another 25 years at maximum creating an uncertainty for roadway safety. In addition, the cost for construction of a new bridge and rehabilitation of the existing Pinto Creek Bridge would be approximately $32.8 million, almost double the cost of only installing a new bridge.

As discussed in Section VI, early design efforts included alternatives that consisted of building a new bridge without the use of the existing Pinto Creek Bridge as shown in Figure 3. All bridge structure type alternatives consisted of efforts to minimize harm but resulted in abandonment of the existing Pinto Creek. This meant when the new bridge is completed there would be no practical use for the existing Pinto Creek Bridge and continued maintenance of the existing bridge would not be feasible and prudent under this scenario. There are no known pedestrian or bicycle trails within the project limits that could utilize the structure to separate non-motorized traffic from vehicle traffic. Neither ADOT nor TNF will be constructing a rest area or scenic pullout at this location that could showcase the old bridge, and the new bridge would largely block the view of the existing bridge. In addition, TNF sent a letter to ADOT on January 30, 2017, stating that they did not want to take ownership of the bridge and would not permit a non-federal third party to take over the bridge unless the structure was relocated off Forest Service land. The letter also stated that interested federal third parties wanting to take ownership of the bridge must be capable of funding operations and maintenance of the structure in perpetuity and would require assurance loss of funding by the third party. TNF also stated they would not accept default ownership of the bridge should a third party owner default on their financial obligations to maintain the bridge (see Appendix B). TNF replied on June 21, 2017, concurring with the use of the programmatic 4(f) and agreeing with the need to remove the bridge unless a financially responsible and willing party is identified (Appendix D).

Coordination for transferring ownership of the existing Pinto Creek Bridge

In addition, FHWA sent out offer letters to the SHPO, American Institute of Steel Construction, Archaeology Southwest, Sierra Club Rincon Group, Sierra Club Grand Canyon Chapter, Gila County Historical Society, Pinal County Historical Society, National Scenic Byway Foundation, SRI Foundation, the Arizona Preservation Foundation, the National Trust for Historic Preservation, Historic Bridge Foundation, Arizona State Parks, Southern Arizona Office of National Park Service, Gila County, Town of Miami, Town of Superior, and City of Globe to determine if these parties were interested in owning and maintaining the historic Pinto Creek Bridge (Appendix C). The Historic Bridge Foundation replied via phone on July 18, 2017, stating they are not equipped to maintain the bridge and not interested in taking ownership of the bridge; however, they requested to be a consulting party under Section 106. FHWA sent an initial Section 106 consultation letter to the Historic Bridge Foundation on August 3, 2017, providing a summary of all the consultation that has previously occurred (see Section VIII Coordination). No other responses were received from the offer letters.

The option of building a new two-lane bridge and abandoning the existing bridge would have limited impact on the historic integrity of the old bridge structure. Visibility of the historic bridge would be partially blocked and there would be loss of integrity of setting and association, but this would not affect the most important character-defining features of the bridge to the extent that it would lose its eligibility for listing on the NRHP. However, the abandonment if combined with a lack of maintenance to the historic Pinto Creek Bridge would eventually lead to its continued deterioration and ultimately, to the loss of integrity to the degree that it would become ineligible for the NRHP.

Ultimately, because of failure to address the substandard roadway conditions, cost, uncertainly of service life of the existing bridge, and the impact on the historic integrity of the existing bridge due to the need of rehabilitation, that would result in the loss of eligibility for the NRHP and a Section 4(f) use. Furthermore, since no responsible party was identified to maintain and preserve the bridge, it is determined that building a new bridge at a different location without affecting the historic integrity of the existing bridge is not a prudent and feasible alternative.

Alternative 3. Bridge Rehabilitation Preserving Historical Status

The Pinto Creek Bridge was determined eligible for inclusion in the NRHP under Criteria A and C. It is significant under Criterion A as a vital link in the post-World War II realignment of one of the primary routes in Arizona, and it is significant under Criterion C as an outstanding example of mid-20th century bridge engineering in the context of highway building. It is one of the few remaining examples of large-scale steel bridge construction in the postwar period after World War II. The bridge was designed efficiently based on its current configuration and the design parameters of its era.

As discussed in Alternative 2, scope of work for rehabilitating and widening the existing Pinto Creek Bridge and bringing it to current ADOT's standards would include (ADOT 2017c):

- Replacing the existing 35-foot-wide approach spans with 44-foot-wide concrete approach spans
- Replacing the existing 35-foot-wide bed of the arch span with a 44-foot-wide concrete bed
- Extending pier caps
- Introducing 28 additional fracture critical members, including new steel floor beams and stringers
- Repairing or replacing existing structural members
- Replacing existing guardrails with higher pedestrian railings/suicide barriers
- Extending the service life for an additional 25 years

The rehabilitation potential of the existing bridge is low due to the uncertainty of the remaining service life of the bridge and the work required to satisfy the evaluation requirements. The approximate rehabilitation cost is $10.7 million just for the bridge work and does not include any roadway, access, traffic control or other miscellaneous unidentified items to complete the project (ADOT 2017c). In addition, the rehabilitation would require over 50 complete bridge closures during construction requiring traffic to detour 68 miles as discussed in Alternative 1. Traffic would also be reduced to one 10-foot lane with alternating eastbound and westbound traffic for approximately 16 months.

The historic Pinto Creek Bridge currently possesses integrity of location, design, setting, materials, workmanship, and association, which is the basis for its NRHP eligibility. This rehabilitation effort would require the removal of the Art Moderne-style beveled rectilinear pilasters on Piers 5 and 6 and the round pylons at the bridge approaches, and the addition of new structural members to the steel superstructure. The character-defining concrete features would not be preserved or replicated, and the steel superstructure would be significantly modified. Such alterations to the historic bridge would adversely impact its integrity of design, materials, and workmanship, which are particularly important for structures eligible under Criterion C.

The rehabilitation potential of the existing bridge is low due to the uncertainty of the remaining service life of the bridge, the various structural capacities of the bridge, and the work required to address a structurally-deficient and functionally obsolete bridge structure (ADOT 2017c). The rehabilitation of the bridge would also destroy character-defining features

and aesthetic qualities that must be preserved for the structure to maintain its NRHP eligibility. Therefore, it is determined that rehabilitation of the Pinto Creek Bridge without affecting its historic integrity is not a prudent and feasible alternative.

VIII. Coordination

General notification letters were sent out on September 24, 2015 to inform interested parties of the future Pinto Creek Bridge project. Table 2 provides the list of the companies and organizations contacted. No responses were received for this general notification. Prior to construction and after the environmental clearance, additional public coordination will be completed through ADOT Communications including but not limited to: flyers, e-mail, newspaper notices, a project website, and radio announcement.

Table 2. General Notification Scoping List

Company/Organization	Position
Arizona Department of Public Safety	Casa Grande Headquarters and Asst. Director, Highway Patrol Division
Central Arizona Governments	Executive Director and Transportation Planning Manager
Tonto National Forest, Globe Ranger District	District Ranger
Town of Superior	Mayor, Town Manager, Acting Town Clerk, Public Works Supervisor, Fire Chief, and Chief of Police
City of Globe	Mayor, City Manager, City Clerk, City Engineer, Fire Chief and Chief of Police
Gila County	District 2 Supervisor, County Clerk, County Manager, Director of Health and Emergency Services, Public Works Director, Superintendent of Schools, and Sheriff
Center for Biological Diversity	Administration
Sky Island Alliance	Administration
Resolution Copper Mining LLC	Administration
Globe-Miami Regional Chamber of Commerce	President
Superior Chamber of Commerce	President
Cobre Valley Regional Medical Center	CEO
Pinal County Historical Society	Administration
Gila County Historical Society	Administration
Carlotta Copper Co.	Environmental Department
Capstone Mining Corp.	Sr. Environmental Supervisor
Resolution Copper Mining	Senior Manager Environment & External Affairs
Miami Operations	Administration
Hobbs Allotment	Hobbs Allotment
#2 Dalmolin Heights	Pinto Creek Allotment
Freeport McMoRan	Sleeping Beauty Complex
Sierra Club Grand Canyon Chapter	Administration
Sierra Club Rincon Group	Administration
Historic Bridge Foundation	Executive Director
The National Trust for Historic Preservation	Administration
The Arizona Preservation Foundation	President
Archaeology Southwest	Administration
SRI Foundation	Administration
American Institute of Steel Construction	Administration

Company/Organization	Position
AAA Arizona	Administration
National Scenic Byway Foundation	Board Chair
The Experiences - A TJ Travel Club	Administration

In addition to the general notification, several rounds of Section 106 consultation letters were sent to SHPO, TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. Early consultation letters were sent on April 22, 2015 informing these agencies and tribes of the general project, identifying the archaeological and historic sites within the area, and stating alternatives were still being evaluated.

Continuing early consultation letters were sent on February 25, 2016 providing additional information on the four alternatives developed for the project. Letters pertaining to the adequacy of the survey report for the new easement and temporary construction easement from TNF were sent out on January 4, 2017.

Finally, the Bridge Assessment, technical memoranda, and effect determination consultation was sent out on March 24, 2017. This consultation also included information that the project would be using the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects) to address adverse effects to the historic Pinto Creek Bridge. Appendix F contains extracted applicability pages for the FHWA Statewide Section 106 PA for this project; and a full version can be found on-line: https://www.azdot.gov/docs/default-source/business/programmatic-agreement.pdf?sfvrsn=2. Appendix G provides copies of the signed concurrences and Table 3 provides a summary of the concurrences from the Section 106 consultation efforts.

Table 3. Section 106 Consultation Summary

Date Sent	Purpose of Consultation	Consulting Parties	Response
April 22, 2015	Early consultations	SHPO	April 27, 2015; concurred
		TNF	July 21, 2015; concurred
		Ak-Chin	No response
		FMYN	No response
		GRIC	May 4, 2015; concurred
		Hopi Tribe	April 28, 2015; concurred
		Pueblo of Zuni	June 26, 2015; concurred
		SRP-MIC	No response
		San Carlos Apache Tribe	May 15, 2015; concurred
		TON	May 1, 2015; concurred
		TAT	No response
		WMAT	April 29, 2015; concurred
		YAN	April 30, 2015; concurred
		Yavapai-Prescott Indian Tribe	May 8, 2015; concurred
February 25, 2016	Continuing early consultation	SHPO	March 28, 2016; concurred
		TNF	No response
		Ak-Chin	No response
		FMYN	No response
		GRIC	March 14, 2016; concurred
		Hopi Tribe	March 6, 2016; concurred

Date Sent	Purpose of Consultation	Consulting Parties	Response
February 25, 2016	Continuing early consultation	Pueblo of Zuni	No response
		SRP-MIC	No response
		San Carlos Apache Tribe	March 9, 2016; concurred
		TON	March 7, 2016; concurred
		TAT	No response
		WMAT	March 15, 2016; concurred
		YAN	No response
		Yavapai-Prescott Indian Tribe	No response
January 4, 2017	Adequacy of the survey report	SHPO	January 9, 2017; concurred
		TNF	January 26, 2017; concurred
		Ak-Chin	February 21, 2017; deferred to SRP-MIC
		FMYN	No response
		GRIC	January 31, 2017; concurred
		Hopi Tribe	January 9, 2017; concurred
		Pueblo of Zuni	No response
		SRP-MIC	No response
		San Carlos Apache Tribe	January 11 and 13, 2017; concurred
		TON	No response
		TAT	No response
		WMAT	January 13, 2017; concurred
		YAN	No response
		Yavapai-Prescott Indian Tribe	January 31, 2017; concurred
March 24, 2017	Bridge Assessment, technical memoranda, and effect determination	SHPO	July 31, 2017; concurred
		TNF	June 21, 2017; concurred
		Ak-Chin	March 31, 2017; deferred to SRP-MIC
		FMYN	No response
		GRIC	April 3, 2017; concurred
		Hopi Tribe	March 31, 2017; concurred
		Pueblo of Zuni	No response
		SRP-MIC	No response
		San Carlos Apache Tribe	April 5 and 12, 2017; concurred
		TON	May 12, 2017; concurred
		TAT	No response
		WMAT	April 6, 2017; concurred
		YAN	No response
		Yavapai-Prescott Indian Tribe	No response
August 3, 2017	Initial Section 106, summary of all the consultation which has previously occurred	Historic Bridge Foundation	No response

Additional Section 106 consultation will be completed in the future per the FHWA Statewide Section 106 PA requirements. As outlined in Stipulation X.G.1 of the FHWA Statewide Section 106 PA, since the consulting parties agreed that the project has an "adverse effect" determination, a Historic American Engineering Record (HAER)

Documentation Plan (Plan) will be prepared and submitted to all consulting parties as part of the continuing Section 106 process. Per Attachment 6.B of the FHWA Statewide Section 106 PA, the Plan will include, but will not be limited to, a detailed description of the Pinto Creek Bridge and its NRHP significance, relevant research questions, the level of HAER documentation required, a project schedule, and a description of the methods that will be used to document the bridge. Following fieldwork, a HAER preliminary report of findings will be prepared and submitted to all consulting parties as part of the continuing Section 106 process. Once the consulting parties agree with the findings outlined in the HAER preliminary report of findings, and then a HAER Documentation Report will be prepared and submitted to all consulting parties and the National Park Service as part of the Section 106 process.

IX. Measures to Minimize Harm

A programmatic Section 4(f) evaluation and approval may be used for projects that the FHWA Arizona Division Administrator, in accordance with the evaluation, ensures that the proposed action includes all possible planning to minimize harm. This has occurred when:

1. **For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved, to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements;**

As discussed, Section VII Alternative 3, Pinto Creek Bridge cannot be rehabilitated to meet FHWA, ADOT, and AASHTO standards without impacting the historic integrity of the bridge. Thus, this item is not applicable for this project.

2. **For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be moved or demolished, FHWA ensures that, in accordance with HAER standards, or other suitable means developed through consultation, fully adequate records are made of the bridge;**

FHWA Statewide Section 106 PA, using Stipulation X.G.1 and Attachment 6, will be followed to address adverse effects to the historic Pinto Creek Bridge. The draft HAER documentation is anticipated to be completed in February 2018 and submitted to the National Park Service prior to the project being awarded to a contractor. The demolition of Pinto Creek Bridge will not occur until the new bridge is constructed, which is anticipated to take 2 years to construct. If the project commences in April or May 2018, the earliest that the Pinto Creek Bridge would be demolished is June 2020, and the HAER document will be completed by then.

3. **For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge; and**

As mentioned in Section VII Alternative 2, ADOT conducted outreach to potentially interested parties based on their proximity, their interest in preservation, or their interest in the potential recreational opportunities that the bridge may possess. No parties were interested in taking possession of the bridge. In addition, public notices will be sent to surrounding communities of Globe, Superior, and Miami informing them of the project and the Section 4(f) determination. ADOT Communications will provide notices via newspaper, email, flyers, and on-line. Finally, this document will be posted on the project website for public review and comments.

4. **For bridges that are adversely affected, agreement among the SHPO, ACHP, and FHWA is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project. This programmatic Section 4(f) evaluation does not apply to projects where such an agreement cannot be reached (FHWA 1983).**

SHPO confirmed that the Pinto Creek Bridge is eligible for inclusion in the NRHP under Criteria A and C, as an outstanding, well-preserved example of rare long-span structural type in 2012 and again 2015 (see Appendix G). SHPO concurred with FHWA's "adverse effect" determination and use of the FHWA Statewide Section 106 PA on July 31, 2017 to address adverse impacts. As previously mentioned, consultation with ACHP was not required. The FHWA Statewide Section 106 PA was signed by FHWA, ADOT, SHPO, ACHP, and US Forest Service (see Appendix F). Early design efforts evaluated several efforts to minimize harm to Pinto Creek Bridge; however, as discussed in Section VII above, rehabilitation will affect its historic integrity and continued maintenance will not address the bridges structural and functional deficiencies. In addition, even though the option of constructing a new bridge on a new alignment and leaving

the existing Pinto Creek Bridge in place was evaluated as shown in Figure 3, FHWA determined that leaving the existing bridge in place would not to be prudent and feasible because no responsible party was identified to maintain and preserve the bridge which is discussed in Section VII. The HAER documentation was ultimately determined to be the best measure to minimize harm for the bridge.

X. Conclusions

As noted in the introduction, the objective of this Section 4(f) programmatic evaluation is to show that the proposed project complies with *Programmatic Section 4(f) Evaluation and Approval for Federal Highway Administration (FHWA) Projects that Necessitate the Use of Historic Bridges* by meeting the following conditions:

- The project meets the applicability criteria for a programmatic Section 4(f) evaluation for *Projects that Necessitate the Use of Historic Bridges*, issued by FHWA.
- There are no other feasible and prudent alternatives that avoid the use of Pinto Creek Bridge.
- The project includes all possible planning to minimize harm resulting from the use of Pinto Creek Bridge.

Based upon the above considerations, it is recommended that there is no feasible and prudent alternative that avoids the use of the Section 4(f) property, the Pinto Creek Bridge, and the proposed action includes all possible planning to minimize harm to the property resulting from such use.

Given the information presented in this Section 4(f) programmatic evaluation and approval, it is concluded the proposed project meets the above-noted conditions and thereby complies with Section 4(f) of the US Department of Transportation Act of 1966.

Signed By: Thomas P. Doherty for Date: 10/27/17

Karla S. Petty
Arizona Division Administrator
Federal Highway Administration

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APPENDIX A Historic Property Inventory Form for Pinto Creek Bridge

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HISTORIC BRIDGE INVENTORY

Pinto Creek Bridge

PROPERTY IDENTIFICATION

county	Gila	inventory number	00351
milepost	238.25	inventory route	US 60
location	8.8 mi W Jct SR 88	feature intersected	Pinto Creek
city/vicinity	Miami	USGS quadrangle	Pinal Ranch
district	83	UTM reference	12.504098.3691450

STRUCTURAL INFORMATION

main span number	1	main span type	311
appr. span number	8	appr. span type	302
degree of skew	3	guardrail type	2
main span length	371.0	superstructure	steel two-hinge girder-ribbed deck arch
structure length	637.0	substructure	concrete abutments and arch pedestals
roadway width	30.0	floor/decking	concrete deck with asphalt overlay
structure width	35.0	other features	arch rib: riveted steel built-up plate girder w/ able flanges and web stiffeners; post: built-up square section; floor beam: I-beam; Art Moderne concrete pylons; aluminum tubular guardrails

HISTORICAL INFORMATION

construction date	1949	designer/engineer	Arizona Highway Department
project number	F-16(6)	builder/contractor	H.J. Hagen; Fisher Contracting Company
information source	ADOT bridge records	structure owner	Arizona Department of Transportation
alteration date(s)	1971 1977 2000	alterations	various repairs to rails, expansion joints and superstructural steel

NATIONAL REGISTER EVALUATION

For additional information, see "Vehicular Bridges in Arizona 1880-1964" National Register Multiple Property Documentation Form

inventory score	59	NRHP eligibility	eligible
		NRHP criteria	A x B ____ C x
		signif. statement	outstanding, well-preserved example of rare, long-span structural type

FORM COMPLETED BY

Clayton B. Fraser, Principal

FRASERdesign
420 South County Road 23E
Loveland, Colorado 80537
31 October 2004

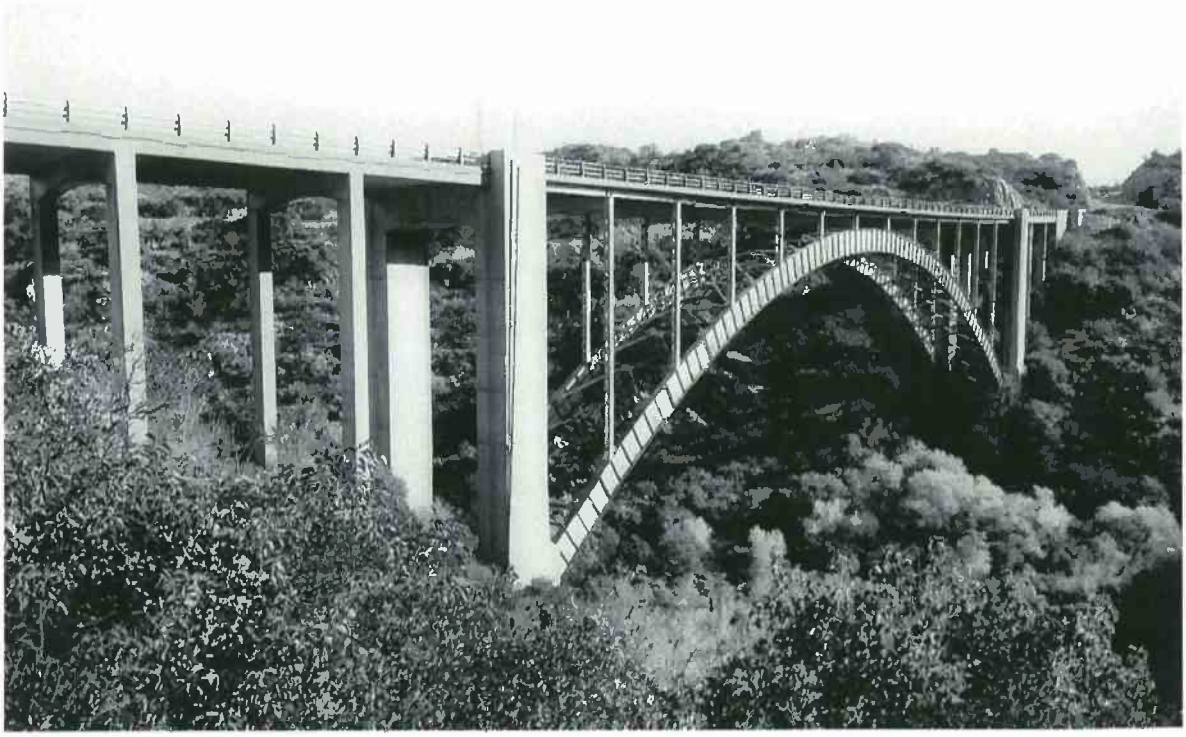


PHOTO INFORMATION

date of photo.: November 2002 view direction: east northeast photo no.: 02.11.326 02.11.329

PINTO CREEK BRIDGE

Structure No. 0351

CONSTRUCTION HISTORY

The Pinto Creek Bridge carries U.S. Highway 60 over Pinto Creek and Rattlesnake Canyon southwest of Miami. The bridge is configured as a long-span, two-hinge steel deck arch, with two riveted plate girder arch ribs, each 7½ feet in depth. Extending 371 feet from center to center of the pylons and rising 72 feet from the bearing pins, the central arch is flanked by five shorter concrete slab spans on the west and three on the east. These bear into cast steel skewbacks bolted to concrete foundations set into solid rock. The 35-foot-wide concrete deck is bounded on both sides by aluminum guardrails with concrete bulkheads. Arizona Highway Department engineer Ralph Hoffman designed the bridge in the spring of 1946. For logistical reasons, the construction was divided into two separate contracts, let on July 15, 1947. H.J. Hagen received the contract for the concrete foundations and approaches; the Fisher Contracting Company received the contract for the steel superstructure of the arch. Work started that summer and continued over the next year. When the foundations were complete, Fisher used a steel superstructure fabricated in Phoenix by the Allison Steel Manufacturing Company for the arch itself. With the arch complete, the concrete deck was laid and guardrails placed. By 1949, the bridge was complete. Total cost: $460,344. The Pinto Creek Bridge was immense, consuming over 1 million pounds of structural steel, 409,000 pounds of reinforcing steel and almost 3,500 cubic yards of concrete. Since its completion, it has carried mainline traffic on US 60, with only relatively minor repairs.

SIGNIFICANCE STATEMENT

As a pivotal crossing on a regionally important route, the Pinto Creek Bridge enjoys a degree of historical significance for its contribution to eastern Arizona transportation. The bridge's relatively late construction limits this significance, however. The structure is technologically important as a well-preserved example of large-scale bridge construction. Arizona erected a number of massive steel arches and cantilevered steel deck trusses in the 1940s and 1950s, most of which are impressively scaled spans placed in dramatic settings. A handful of these remain: the Queen Creek Bridge [0406] in Pinal County and the Pinto Creek Bridge in Gila County representing the arches, and the Guthrie Bridge [0352], the Hell Canyon Bridge [0483] in Yavapai County, and the Cameron Bridge [0532] in Coconino County representing the trusses. These were the state's most striking bridges of post-War period. Upon its completion, the Pinto Creek Bridge won an award from the American Institute of Steel Construction as the most beautiful steel bridge in its class. It numbers among Arizona's most spectacular steel spans.

NATIONAL REGISTER EVALUATION

TECHNOLOGICAL SIGNIFICANCE
- ___ represents the work of a master
- ___ possesses high artistic values
- _x_ represents a type, period or method of construction

HISTORICAL SIGNIFICANCE
- ___ associated with significant persons
- ___ associated with significant events or patterns
- ___ contributes to historical district

NATIONAL REGISTER CRITERIA
- ___ Criterion A
- ___ Criterion B
- _x_ Criterion C

NATIONAL REGISTER ELIGIBILITY

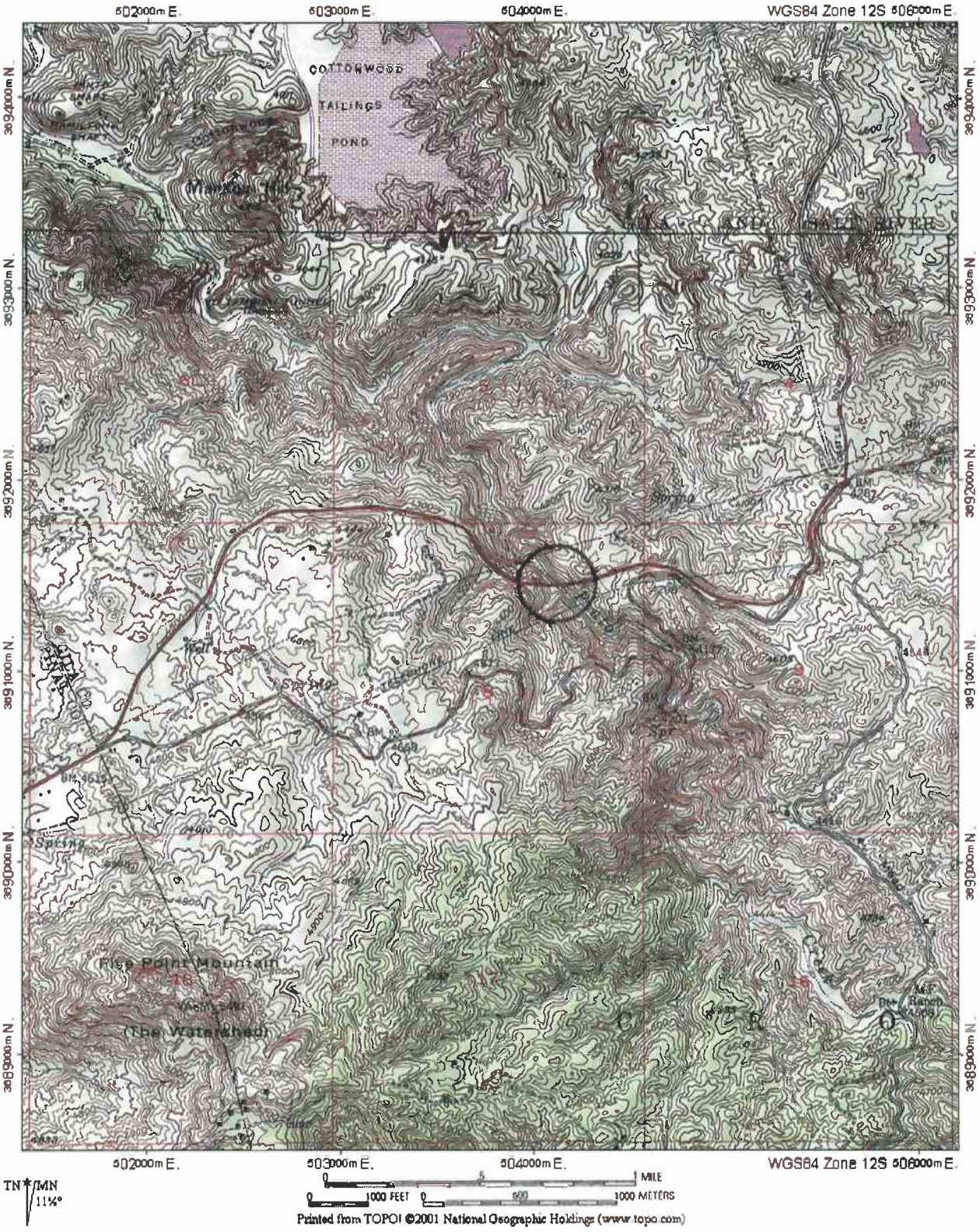
individually eligible _x_ yes ___ no

contributes to district ___ yes _x_ no

AREA OF SIGNIFICANCE: Engineering

PERIOD OF SIGNIFICANCE: 1949-1964

THEME(S): Transportation: Highways



Location Map

APPENDIX B Tonto National Forest Third Party Letter

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USDA United States Department of Agriculture
Forest Service
Tonto National Forest
2324 East McDowell Road
Phoenix, AZ 85006
602-225-5200
TDD: 602-225-5395
Fax: 602-225-5295

File Code: 7110
Date: January 30, 2017

Tremaine Wilson
Environmental Coordinator
Federal Highways Administration
4000 North Central Avenue, Suite 1500
Phoenix, AZ 85012-3500

Dear Mr. Wilson:

As part of the 4(f) process for the Pinto Creek Bridge Project the Tonto National Forest (TNF) confirms we do not want to take ownership of the existing Pinto Creek Bridge following construction of a new Arizona Department of Transportation facility. TNF will not permit a non-federal third party to take over ownership of the bridge unless the structure is relocated off of forest property. Additionally interested federal third parties must be capable of funding operations and maintenance of the structure in perpetuity and we would require assurance loss of funding by the third party will not result in return of ownership to. The TNF has no concerns regarding the removal of the existing Pinto Creek Bridge provided that the new replacement bridge fulfills Forest Plan Requirements for visual quality.

Sincerely,

Fo NEIL BOSWORTH
Forest Supervisor

cc: Mark Sando, Joel Mona

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APPENDIX C FHWA Section 4(f) Coordination and Offer Letters

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U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Section 4(f) Coordination

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1100 West Washington
Phoenix, Arizona 85007

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

Due to the fact Pinto Creek Bridge is greater than 50 years old, it has been determined eligible for the National Register of Historic Places (NRHP), under Criteria A (event) and C (design), since the structure is technologically important as a well-preserved example of large-scale bridge construction (FRASER Design 2009). Pinto Creek Bridge is protected under both Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act. Section 106 consultation is concurrently being undertaken as options currently under evaluation could potentially impact the historic bridge creating an "adverse effect" finding. Should the evaluation lead to an "adverse effect" finding, FHWA and ADOT will recommend that the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects) be followed to address adverse effects to the historic Pinto Creek Bridge. In addition, FHWA has determined the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* is appropriate for this project for Section 4(f) evaluation.

The purpose of this Section 4(f) process is to evaluate options for improving the bridge crossing over Pinto Creek Canyon that meets current ADOT standards and maintains the US 60 connection between the Phoenix Valley, Superior, and the eastern reaches of Arizona including the Globe/Miami area. In the

Section 4(f) report three options will be evaluated: 1) No build - where the bridge will remain as it now exists with regular maintenance and inspections occurring; 2) Rehabilitation of the existing bridge to bring the bridge up to current ADOT and American Association of State Highway and Transportation Officials (AASHTO) standards; and 3) Constructing a new bridge along a new alignment, which may include the removal or adaptive reuse of the existing steel arch bridge.

As part of the *Programmatic Section 4(f) Evaluation*, FHWA and ADOT are writing to determine if (1) your agency or organization is interested in reviewing the draft Section 4(f) report or providing comments up front about the bridge. We welcome any comments or concerns about the rehabilitation or replacement of the existing bridge in the study or if there are any concerns with removing the bridge, (2) your agency would like to take possession and adaptively reuse the bridge at the present location (please respond in a separate letter), and/or (3) your agency concurs with the use of a *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* (please indicate your concurrence by signing below). If no party is found to take possession of the existing bridge and re-erect it at a new location or adaptively reuse the bridge in place, the bridge would likely be dismantled and removed. Please provide your agency's or organization's response to this request no later than **July 21, 2017**.

If you have questions, please contact Tremaine Wilson, FHWA Environmental Coordinator, via phone at 602-383-8970 or via e-mail at tremaine.wilson@dot.gov or Lauren Clementino, ADOT Historic Preservation Specialist, via phone at 928-637-0580 or via email at lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

_____ _____

Signature for SHPO Programmatic 4(f) Concurrence Date
EB-060-D(207)T

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Mr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1100 West Washington Street
Phoenix, AZ 85007

Dear Mr. Jacobs:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

ADOT is currently evaluating options for constructing a new bridge next to the existing bridge. Coordination between ADOT and Tonto National Forest (landowner) has determined that neither organization wants to own or maintain the existing Pinto Creek Bridge. ADOT and FHWA are completing the environmental clearance for this project, as part of the National Environmental Policy Act, and are currently completing Section 4(f) of the U.S. Department of Transportation Act analysis for the Pinto Creek Bridge. Section 4(f) applies to projects that receive federal funds and requires consideration of all feasible and prudent alternatives to avoid Section 4(f) properties. Section 4(f) properties include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed, or eligible for listing, on the National Register of Historic Places (NRHP). Pinto Creek Bridge is a Section 4(f) property due to its eligibility for listing on the NRHP under Criteria A (event) and C (design).

As part of the Section 4(f) analysis, ADOT is soliciting potentially interested parties to see if they would like take over maintenance and responsibility of the existing Pinto Creek Bridge. The following obligations will be required if your organization is interested in buying the bridge:

1. The bridge needs to remain in its current location (cannot be moved to an new location).
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If you are interested in owning and maintaining the Pinto Creek Bridge per the obligations above, please provide a response in writing by **July 21, 2017** to either Tremaine Wilson, FHWA Environmental Coordinator, via mail at 4000 North Central Avenue, Suite 1500, Phoenix, Arizona 85012-3500 or via e-mail at tremaine.wilson@dot.gov; or Lauren Clementino, ADOT Historic Preservation Specialist, via mail at 1801 South Milton Road, Mail Drop F500, Flagstaff, Arizona 86001 or via email at lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
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Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Section 4(f) Coordination

Mr. Neil Bosworth, Forest Supervisor
Tonto National Forest
2324 East McDowell Road
Phoenix, Arizona 85006-1264

Dear Mr. Bosworth:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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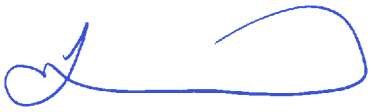
Sincerely,



Karla S. Petty
Division Administrator

_____ _____

Signature for SHPO Programmatic 4(f) Concurrence Date
EB-060-D(207)T

Enclosures

cc:
Kristina Hill, Heritage Program Manager/Forest Archaeologist, TNF, 2324 E. McDowell Road, Phoenix, AZ, 85006-1264

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Archaeology Southwest
300 N. Ash Alley
Tucson, AZ 85701

Dear Sir or Madam:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

American Institute of Steel Construction
One East Wacker Drive Suite 700
Chicago, Il 60601-1802

Dear Sir or Madam:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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Sincerely,

for Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department
of Transportation
Federal Highway
Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
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June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Mr. Jim McPherson
President
The Arizona Preservation Foundation
P.O. Box 13492
Phoenix, AZ 85002

Dear Mr. McPherson:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

ADOT is currently evaluating options for constructing a new bridge next to the existing bridge. Coordination between ADOT and Tonto National Forest (landowner) has determined that neither organization wants to own or maintain the existing Pinto Creek Bridge. ADOT and FHWA are completing the environmental clearance for this project, as part of the National Environmental Policy Act, and are currently completing Section 4(f) of the U.S. Department of Transportation Act analysis for the Pinto Creek Bridge. Section 4(f) applies to projects that receive federal funds and requires consideration of all feasible and prudent alternatives to avoid Section 4(f) properties. Section 4(f) properties include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed, or eligible for listing, on the National Register of Historic Places (NRHP). Pinto Creek Bridge is a Section 4(f) property due to its eligibility for listing on the NRHP under Criteria A (event) and C (design).

As part of the Section 4(f) analysis, ADOT is soliciting potentially interested parties to see if they would like take over maintenance and responsibility of the existing Pinto Creek Bridge. The following obligations will be required if your organization is interested in buying the bridge:

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If you are interested in owning and maintaining the Pinto Creek Bridge per the obligations above, please provide a response in writing by **July 21, 2017** to either Tremaine Wilson, FHWA Environmental Coordinator, via mail at 4000 North Central Avenue, Suite 1500, Phoenix, Arizona 85012-3500 or via e-mail at tremaine.wilson@dot.gov; or Lauren Clementino, ADOT Historic Preservation Specialist, via mail at 1801 South Milton Road, Mail Drop F500, Flagstaff, Arizona 86001 or via email at lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Ms. Sue Black
Executive Director
Arizona State Parks
23751 N. 23rd Ave, #190
Phoenix, AZ 85085

Dear Ms. Black:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Ms. Donna Anderson
Director
Gila County Historical Society
1330 N Broad Street
Globe, AZ 85501

Dear Ms. Anderson:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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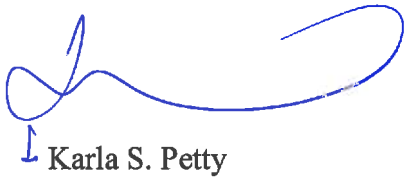
Sincerely,



Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Mr. Don McDaniel, Jr.
County Manager
Gila County
1400 E. Ash St.
Globe, AZ 85501-1483

Dear Mr. McDaniel, Jr.:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department
of Transportation
Federal Highway
Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Mr. Brent Billingsley
City Manager
City of Globe
150 N. Pine St.
Globe, AZ 85501

Dear Mr. Billingsley:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Ms. Kitty Henderson
Executive Director
Historic Bridge Foundation
P.O. Box 66245
Austin, TX 78766

Dear Ms. Henderson:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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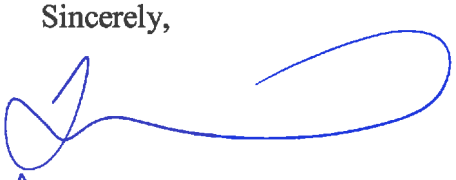

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Mr. Joseph Heatherly
Town Manager
Town of Miami
500 West Sullivan Street
Miami, AZ 85539

Dear Mr. Heatherly:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
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Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Mr. Rob Draper
Board Chair
National Scenic Byway Foundation
166 Lattice Gate Street
The Woodlands, TX 77382

Dear Mr. Draper:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
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June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Director
Pinal County Historical Society
P.O. Box 851
Florence, AZ 85132

Dear Sir or Madam:

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If you are interested in owning and maintaining the Pinto Creek Bridge per the obligations above, please provide a response in writing by **July 21, 2017** to either Tremaine Wilson, FHWA Environmental Coordinator, via mail at 4000 North Central Avenue, Suite 1500, Phoenix, Arizona 85012-3500 or via e-mail at tremaine.wilson@dot.gov; or Lauren Clementino, ADOT Historic Preservation Specialist, via mail at 1801 South Milton Road, Mail Drop F500, Flagstaff, Arizona 86001 or via email at lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Ms. Sherry Plowman
Superintendent
Southern Arizona Office of National Park Service
3636 N. Central Ave, Suite 410
Phoenix, AZ 85012

Dear Ms. Plowman:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

ADOT is currently evaluating options for constructing a new bridge next to the existing bridge. Coordination between ADOT and Tonto National Forest (landowner) has determined that neither organization wants to own or maintain the existing Pinto Creek Bridge. ADOT and FHWA are completing the environmental clearance for this project, as part of the National Environmental Policy Act, and are currently completing Section 4(f) of the U.S. Department of Transportation Act analysis for the Pinto Creek Bridge. Section 4(f) applies to projects that receive federal funds and requires consideration of all feasible and prudent alternatives to avoid Section 4(f) properties. Section 4(f) properties include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed, or eligible for listing, on the National Register of Historic Places (NRHP). Pinto Creek Bridge is a Section 4(f) property due to its eligibility for listing on the NRHP under Criteria A (event) and C (design).

As part of the Section 4(f) analysis, ADOT is soliciting potentially interested parties to see if they would like take over maintenance and responsibility of the existing Pinto Creek Bridge. The following obligations will be required if your organization is interested in buying the bridge:

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Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
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U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

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Phoenix, Arizona 85012-3500
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June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Sierra Club Grand Canyon Chapter
514 W. Roosevelt Street
Phoenix, AZ

Dear Sir or Madam:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
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LClementino
DKelly
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U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

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Phoenix, Arizona 85012-3500
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June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Sierra Club Rincon Group
738 N. 5th Avenue #214
Tucson, AZ

Dear Sir or Madam:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

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Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
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http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Ms. Lynne Sebastian
Director of Historic Preservation Programs
SRI Foundation
333 Rio Rancho Dr. NE #103
Rio Rancho, NM 87124

Dear Ms. Sebastian:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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Sincerely,

Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
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http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

Ms. Margaret Gaston
Town Manager
Town of Superior
199 N. Lobb
Superior, AZ 85173

Dear Ms. Gaston:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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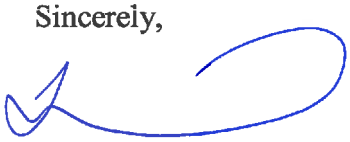
Sincerely,



Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Offer Letter

The National Trust for Historic Preservation
2600 Virginia Avenue NW, Suite 100
Washington, DC 20037

Dear Sir or Madam:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

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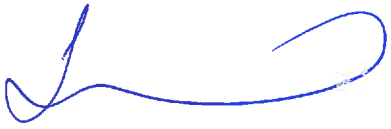
Sincerely,



Karla S. Petty
Division Administrator

Enclosures

ecc:
TWilson
LClementino
DKelly
DDunn

APPENDIX D Tonto National Forest Response to FHWA Section 4(f) Coordination Letter

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U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

June 15, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 227 H8243 01C
US 60; Pinto Creek Bridge #351
Section 4(f) Coordination

Mr. Neil Bosworth, Forest Supervisor
Tonto National Forest
2324 East McDowell Road
Phoenix, Arizona 85006-1264

Dear Mr. Bosworth:

The Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), has continued their studies to determine the most appropriate action to take on the US 60 Pinto Creek Bridge (#351). Pinto Creek Bridge, located at milepost (MP) 238.25, is approximately 8 miles east of Miami, in Gila County, Arizona (see enclosed Figures 1 and 2). Completed in 1949, as part of a major US 60 roadway realignment within the area between Superior and Miami, the bridge serves as a major connection for both commercial and recreational traffic between the Phoenix metropolitan area and the mining communities and mountainous regions of eastern Arizona. Since its completion, and as part of the overall roadway facility, the bridge has been regularly inspected and maintained throughout its 66 years of service. Over the past two decades the bridge has degraded, and based on the most recent inspection conducted in 2014, the ADOT Structure Inventory and Appraisal Report considers this steel arch bridge to be structurally deficient, functionally obsolete, with rehabilitation or replacement being recommended.

Due to the fact Pinto Creek Bridge is greater than 50 years old, it has been determined eligible for the National Register of Historic Places (NRHP), under Criteria A (event) and C (design), since the structure is technologically important as a well-preserved example of large-scale bridge construction (FRASER Design 2009). Pinto Creek Bridge is protected under both Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act. Section 106 consultation is concurrently being undertaken as options currently under evaluation could potentially impact the historic bridge creating an "adverse effect" finding. Should the evaluation lead to an "adverse effect" finding, FHWA and ADOT will recommend that the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects) be followed to address adverse effects to the historic Pinto Creek Bridge. In addition, FHWA has determined the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* is appropriate for this project for Section 4(f) evaluation.

The purpose of this Section 4(f) process is to evaluate options for improving the bridge crossing over Pinto Creek Canyon that meets current ADOT standards and maintains the US 60 connection between the Phoenix Valley, Superior, and the eastern reaches of Arizona including the Globe/Miami area. In the

Section 4(f) report three options will be evaluated: 1) No build - where the bridge will remain as it now exists with regular maintenance and inspections occurring; 2) Rehabilitation of the existing bridge to bring the bridge up to current ADOT and American Association of State Highway and Transportation Officials (AASHTO) standards; and 3) Constructing a new bridge along a new alignment, which may include the removal or adaptive reuse of the existing steel arch bridge.

As part of the *Programmatic Section 4(f) Evaluation*, FHWA and ADOT are writing to determine if (1) your agency or organization is interested in reviewing the draft Section 4(f) report or providing comments up front about the bridge. We welcome any comments or concerns about the rehabilitation or replacement of the existing bridge in the study or if there are any concerns with removing the bridge, (2) your agency would like to take possession and adaptively reuse the bridge at the present location (please respond in a separate letter), and/or (3) your agency concurs with the use of a *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* (please indicate your concurrence by signing below). If no party is found to take possession of the existing bridge and re-erect it at a new location or adaptively reuse the bridge in place, the bridge would likely be dismantled and removed. Please provide your agency's or organization's response to this request no later than **July 21, 2017**.

If you have questions, please contact Tremaine Wilson, FHWA Environmental Coordinator, via phone at 602-383-8970 or via e-mail at tremaine.wilson@dot.gov or Lauren Clementino, ADOT Historic Preservation Specialist, via phone at 928-637-0580 or via email at lclementino@azdot.gov.

Sincerely,

Tremaine Wilson

Karla S. Petty
Division Administrator

Kristina R Hill
Signature for SHPO Programmatic 4(f) Concurrence
EB-060-D(207)T

June 21, 2017
Date

Enclosures

cc:
Kristina Hill, Heritage Program Manager/Forest Archaeologist, TNF, 2324 E. McDowell Road, Phoenix, AZ, 85006-1264

ecc:
TWilson
LClementino
DKelly
DDunn

APPENDIX E ***Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona***

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Arizona Department of Transportation

Environmental Planning

Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona

US 60; Pinto Creek Bridge #351

Federal Project No. EB-060-D(207)T
ADOT Project No. 060 GI 238 H8243 01C

February 24, 2017

Submittal Number 3

Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona

Federal Project No. EB-060-D(207)T
ADOT Project No. 060 GI 238 H8243 01C

Route: US 60
Milepost: 238.25

Prepared For
Arizona Department of Transportation
Environmental Planning
1611 West Jackson Street, Mail Drop EM02
Phoenix, Arizona 85007-3212

Prepared By
Scott Solliday

Submitted By
Deil Lundin, Principal Investigator

AZTEC Engineering Group, Inc.
4561 E. McDowell Road
Phoenix, Arizona 85008

AZTEC Report No. AZG0907-058

February 24, 2017

PRIVILEGED – DO NOT RELEASE

SHPO Report Abstract

REPORT TITLE: *Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona* (Submittal 3 - February 24, 2017)

PROJECT NAME: US 60; Pinto Creek Bridge #351

PROJECT LOCATION: The Pinto Creek Bridge is located on US 60, about 6 miles southwest of Miami, in Gila County, Arizona**.**

PRJOECT LOCATOR UTM: E504115, N3691441 (UTM Zone 12)

PROJECT SPONSOR: Arizona Department of Transportation (ADOT)

SPONSOR PROJECT NUMBERS: ADOT Project No. 060 GI 238 H8243 01C, Federal Project No. EB-060-D(207)T

LEAD AGENCY: Federal Highway Administration (FHWA)

OTHER INVOLVED AGENCIES: Tonto National Forest (TNF)

APPLICABLE REGULATIONS: Section 106 of the National Historic Preservation Act of 1966, as amended, and Section 4(f) of the Department of Transportation Act of 1966, as amended

FUNDING SOURCE: Federal

ASLD ROW APPLICATION NUMBER: N/A

DESCRIPTION OF THE UNDERTAKING: Pinto Creek Bridge (Structure 351) is a nine-span steel arch bridge completed in 1949. It was recommended as eligible for listing on the National Register of Historic Places (National Register) by Fraser in 2009, and was determined to be eligible through State Historic Preservation Office (SHPO) consultation in 2012. The bridge has been determined to be structurally deficient (HDR Engineering, Inc. 2014). The extent of deterioration of concrete piers and beds, and stress to the steel superstructure, indicate that the bridge will not be able to safely convey future projected traffic on the Superior to Globe section of US Route 60 (US 60), a Principal Arterial Rural Route through central Arizona. As a result, ADOT is studying alternatives to rehabilitate or replace the bridge. The four strategies currently under consideration for addressing the bridge deficiencies include:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

In 2014 HDR Engineering, Inc., completed an initial project assessment, which identified Widening Option 1 as a viable approach to rehabilitating the existing bridge and bringing the structure up to current specifications. This option is now being considered for Alternative 3 and Alternative 4. Rehabilitation of the Pinto Creek Bridge requires widening the current bridge by 9 ft to provide adequate shoulder widths, and adding new structural members to strengthen the

arch span to accommodate the larger cantilevered deck. The scope of work for Alternative 3 and Alternative 4 would include:

- Replacing the existing 35-ft-wide approach spans with 44-ft-wide concrete approach spans
- Replacing the existing 35-ft-wide bed of the arch span with a 44-ft-wide concrete bed
- Extending pier caps
- Introducing 28 additional fracture critical members (new steel floor beams and stringers)
- Repairing or replacing existing structural members
- Replacing existing guardrails with higher railings/suicide barriers
- In addition to the above items, Alternative 4 would include constructing a new bridge north of, and adjacent to the existing bridge, with a 5-foot minimum horizontal separation

This report identifies the significance, integrity, and character-defining features of Pinto Creek Bridge and assesses project effects for Alternative 3 and Alternative 4 that may impact the structure's eligibility for the National Register.

PROJECT AREA OF POTENTIAL EFFECTS (APE): The Pinto Creek Bridge on US 60 at MP 238.25

LEGAL DESCRIPTION: It is located in Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). The project locator is E504115, N3691441 (UTM Zone 12).

LAND JURISDICTION: ADOT easements across TNF land

CONSULTANT FIRM: AZTEC Engineering Group, Inc.

AZTEC PROJECT NUMBER: AZG0907-058

PERMIT NUMBER: TNF permit TON814

DATE OF FIELDWORK: January 25, 2017

NATIONAL REGISTER ELIGIBLE PROPERTIES: Pinto Creek Bridge

COMMENTS: Under both Alternative 3 and Alternative 4, this project would require the removal of the Art Moderne-style beveled rectilinear pilasters on Piers 5 and 6 and the round pylons at the bridge approaches, and the addition of new structural members to the steel superstructure. The character-defining concrete features will not be preserved or replicated. Planned alterations to the historic bridge under either Alternative 3 or Alternative 4 would adversely impact the bridge's integrity of design, materials, and workmanship. In addition, with Alternative 4 the construction of a new bridge adjacent to the historic bridge would adversely impact its integrity of setting and association. The implementation of either Alternative 3 or Alternative 4 would destroy character-defining features and aesthetic qualities that must be preserved for the structure to maintain its eligibility for the National Register under criteria A and C.

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List of Figures

Introduction

Pinto Creek Bridge (Structure 351) is a nine-span steel arch bridge completed in 1949. It was recommended as eligible for listing on the National Register of Historic Places (National Register) by Fraser in 2009, and was determined to be eligible through State Historic Preservation Office (SHPO) consultation in 2012. The bridge has been determined to be structurally deficient (HDR Engineering, Inc. 2014). The extent of deterioration of concrete piers and beds, and stress to the steel superstructure, indicate that the bridge will not be able to safely convey future projected traffic on the Superior to Globe section of US Route 60 (US 60), a Principal Arterial Rural Route through central Arizona. As a result, the Arizona Department of Transportation (ADOT) is studying alternatives to rehabilitate or replace the bridge. The four strategies currently under consideration for addressing the bridge deficiencies include:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

In 2014 HDR Engineering, Inc., completed an initial project assessment, which identified Widening Option 1 as a viable approach to rehabilitating the existing bridge and bringing the structure up to current specifications. This option is now being considered for Alternative 3 and Alternative 4. Rehabilitation of the Pinto Creek Bridge requires widening the current bridge by 9 ft to provide adequate shoulder widths, and adding new structural members to strengthen the arch span to accommodate the larger cantilevered deck. The scope of work for Alternative 3 and Alternative 4 would include:

- Replacing the existing 35-ft-wide approach spans with 44-ft-wide concrete approach spans
- Replacing the existing 35-ft-wide bed of the arch span with a 44-ft-wide concrete bed
- Extending pier caps
- Introducing 28 additional fracture critical members (new steel floor beams and stringers)
- Repairing or replacing existing structural members
- Replacing existing guardrails with higher railings/suicide barriers
- In addition to the above items, Alternative 4 would include constructing a new bridge north of, and adjacent to the existing bridge, with a 5-foot minimum horizontal separation

This report identifies the significance, integrity, and character-defining features of Pinto Creek Bridge and assesses project effects for Alternative 3 and Alternative 4 that may impact the structure's eligibility for the National Register.

Regulatory Context

The proposed bridge rehabilitation and/or replacement project would involve federal funds from the Federal Highway Administration (FHWA), thereby constituting an undertaking subject to

Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on such undertakings.

The State Historic Preservation Act (SHPA) of 1982 (Arizona Revised Statutes [A.R.S.] 41-861 through 41-864) stipulates that state agencies work to identify and preserve significant historic properties. The Act provides the State Historic Preservation Office (SHPO) 30 working days to comment on agency plans that affect properties listed in or eligible for listing in the Arizona State Register of Historic Places. The criteria for listing in the State Register are identical to those for National Register listing. All obligations under the SHPA are being fulfilled through Section 106 consultation.

Area of Potential Effects

The Pinto Creek Bridge is located on US 60, about 6 miles southwest of Miami, in Gila County, Arizona (Figure 1). It is located in Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). The project locator is E504115, N3691441 (UTM Zone 12) (Figure 2).

Historic Context

The general alignment of US 60 through Pinal and Gila counties was identified as one of four primary routes through Arizona at the time of statehood in 1912. The final segment of this route, the Superior–Miami Highway, was completed in 1922. The route provided improved access to the Globe–Miami Mining District, an important copper-producing center since the 1880s. The US 60 roadway was rebuilt on a higher alignment in the 1950s. Pinto Creek Bridge was constructed in 1949 during this realignment project, and has continued to serve as a vital link on this route.

Development of the Globe–Miami Mining District

Silver was discovered in the Pinal Mountains in the 1870s. The opening of the Silverking Mine and other smaller claims led to the construction of stamp mills and furnaces needed for the processing of ore (Bigando 1990). The Globe City townsite was established in 1876, and it soon became the county seat for the newly formed Gila County. Globe quickly became one of the largest population centers in Arizona, but a sudden sharp drop in the price of silver in 1881 brought an end to silver mining. Silver deposits located on the surface had already been depleted, but it was found that concentrated deposits of copper ore lay just beneath the surface. At this time electric machinery and incandescent lights were just coming into popular use around the county, and there was a rapidly growing demand for copper. The Old Dominion Copper Mining Company consolidated many of the old mining claims, and Phelps, Dodge & Company moved into the area in 1892, which marked the beginning of a new era of copper production centered around Globe. In 1904 the neighboring townsite of Miami was established. (Sain 1989).

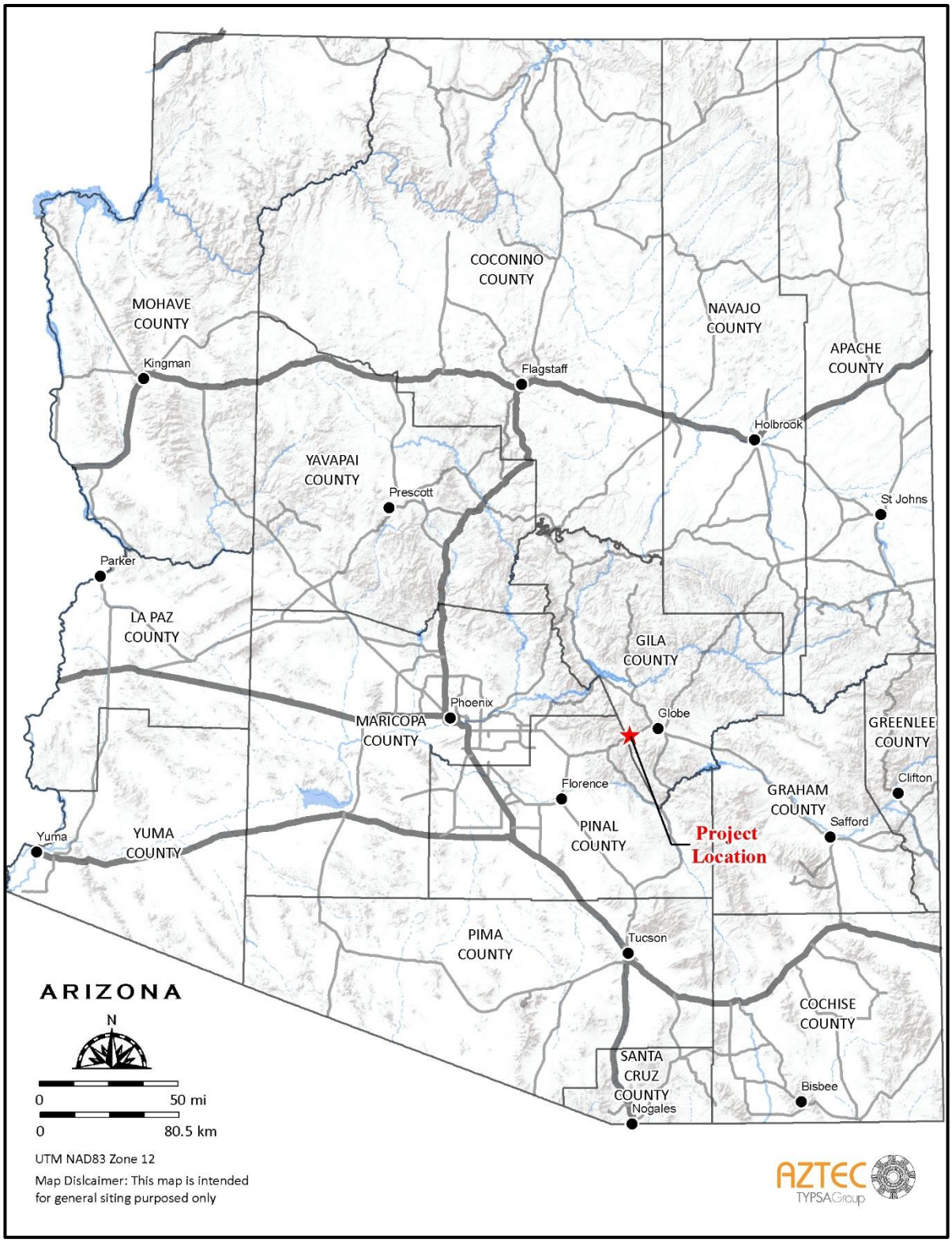

Figure 1. State map showing the general location of Pinto Creek Bridge.

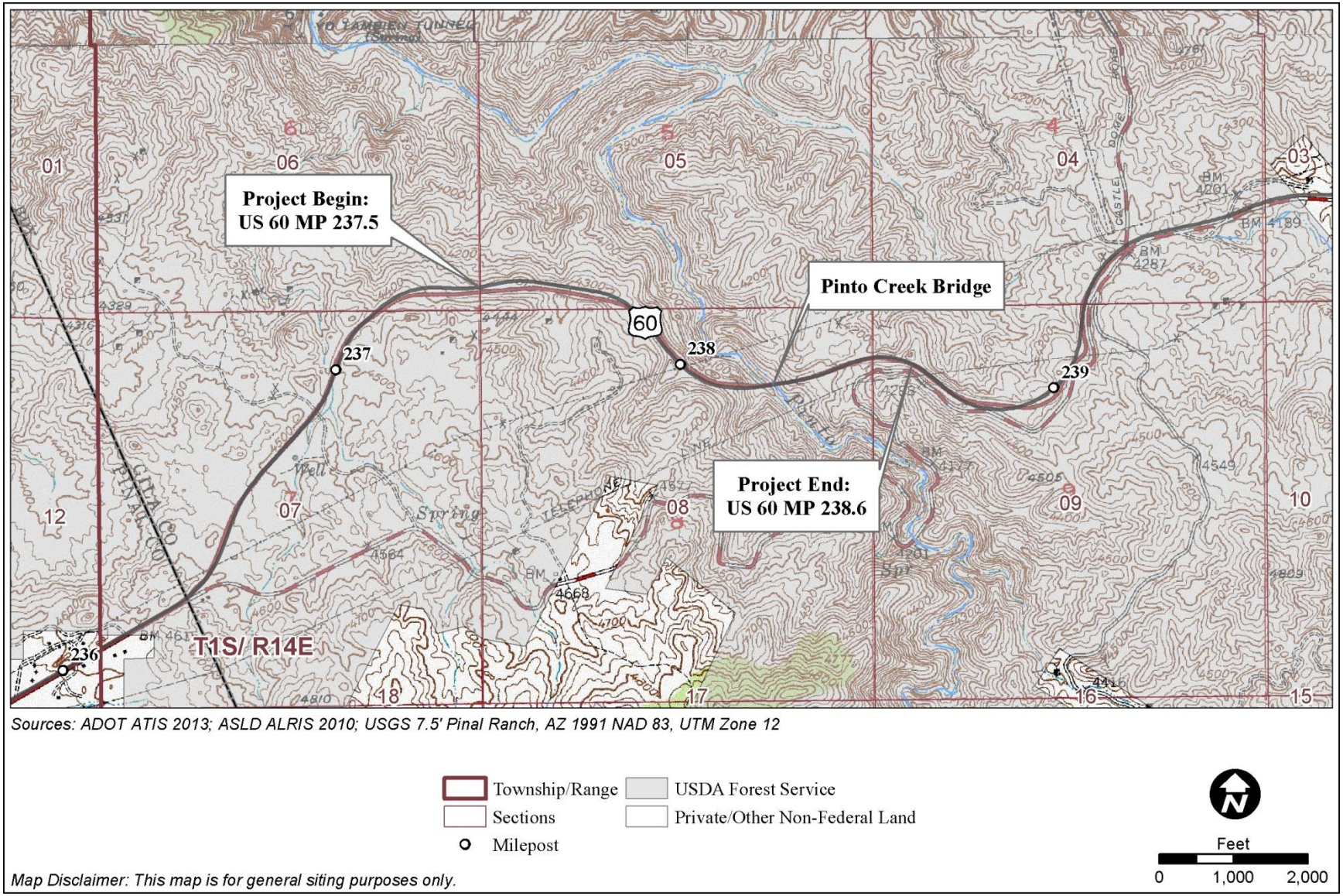

Figure 2. Portion(s) of the USGS 7.5' Pinal Ranch topographic quadrangle showing the location of the Pinto Creek Bridge and land ownership.

One of the greatest problems facing the busy mining district was its isolation (Bigando 1990; Sain 1989). The area was surrounded by rugged mountains and deep rocky canyons. Rough toll roads allowed transport of ore and goods by wagon in the 1880s, but large scale copper production required vast improvements in transportation. The Gila Valley, Globe and Northern Railroad was incorporated in 1894, but rail service did not reach Globe until 1898. In 1904 a wagon road was built for hauling construction materials and supplies from Mesa to the site of the Tonto Basin Dam (later renamed Roosevelt Dam); this was the first road connecting Maricopa and Gila counties. By 1912 Globe had a population of 10,000. The Old Dominion Mine alone was producing 30 million pounds of copper per year, and the Miami Copper Company and Inspiration Consolidated Copper Company in Miami were at peak production, extracting similar amounts (Arizona Good Roads Association 1987:40; Sain 1989).

The Superior–Miami Highway

In the early 20th century counties assumed primary responsibility for road construction. In 1912 a new state property tax financed roads by allocating funds to the counties. Territorial Engineer J.B. Girand (later State Engineer) planned to create state highways by consolidating county roads into two routes, a North–South Territorial Highway and an East–West Territorial Highway. The latter would link the communities of Yuma, Phoenix, Globe, Solomonville, and Clifton (Cross, et. al. 1960:219-220; Fraser 2009:28; Keane and Bruder 2004:17, 42-47; Pry and Andersen 2011:30-31). After statehood in 1912, the East-West Territorial Highway became the designated Arizona segment of several national named routes, including the Southern National Highway Borderland Route, Dixie Overland Highway, Old Spanish Trail, Lee Highway, Atlantic Pacific Highway, and Ocean-to-Ocean Highway. The section from Phoenix to Globe via Roosevelt and the Apache Trail was the roughest segment of the route, with winding switchbacks and grades from 5-22 percent (Arizona Good Roads Association 1987:42).

The Federal-Aid Highway Act of 1921 brought a substantial source of funding to expand and improve Arizona's state highways. A federal gasoline tax provided matching funds to states to pay for road construction. To be eligible for receiving funds, the state had to have a highway department headed by a civil engineer and designate a state highway system comprising no more than 7 percent of the rural roads in the state (Keane and Bruder 2004:21). Through the 1920s, the focus of the State Engineer was not to expand the system of roads but to improve the roadways and drainage of the primary routes in the state so that motorists would be able to drive through the state at an average speed of 30 miles per hour (MPH) (State Engineer 1922:22-27; Fraser 2009:56). The roads that were proposed for Arizona's State Highway System were the alignments that were later designated as US Highways 60, 66, 70, 80, and 89.

Improving the link between Phoenix and Globe was the greatest engineering challenge on the East-West route. The road between Globe and Miami was paved by Gila County in 1917, and Miami City Engineer R.G. Thomas extended a gravel road west from Miami to Schultz Ranch, but to continue west the road would have to pass through rough mountainous terrain and descend the steep, winding gorge of Queen Creek Canyon. Both Governor G.W.P. Hunt and his

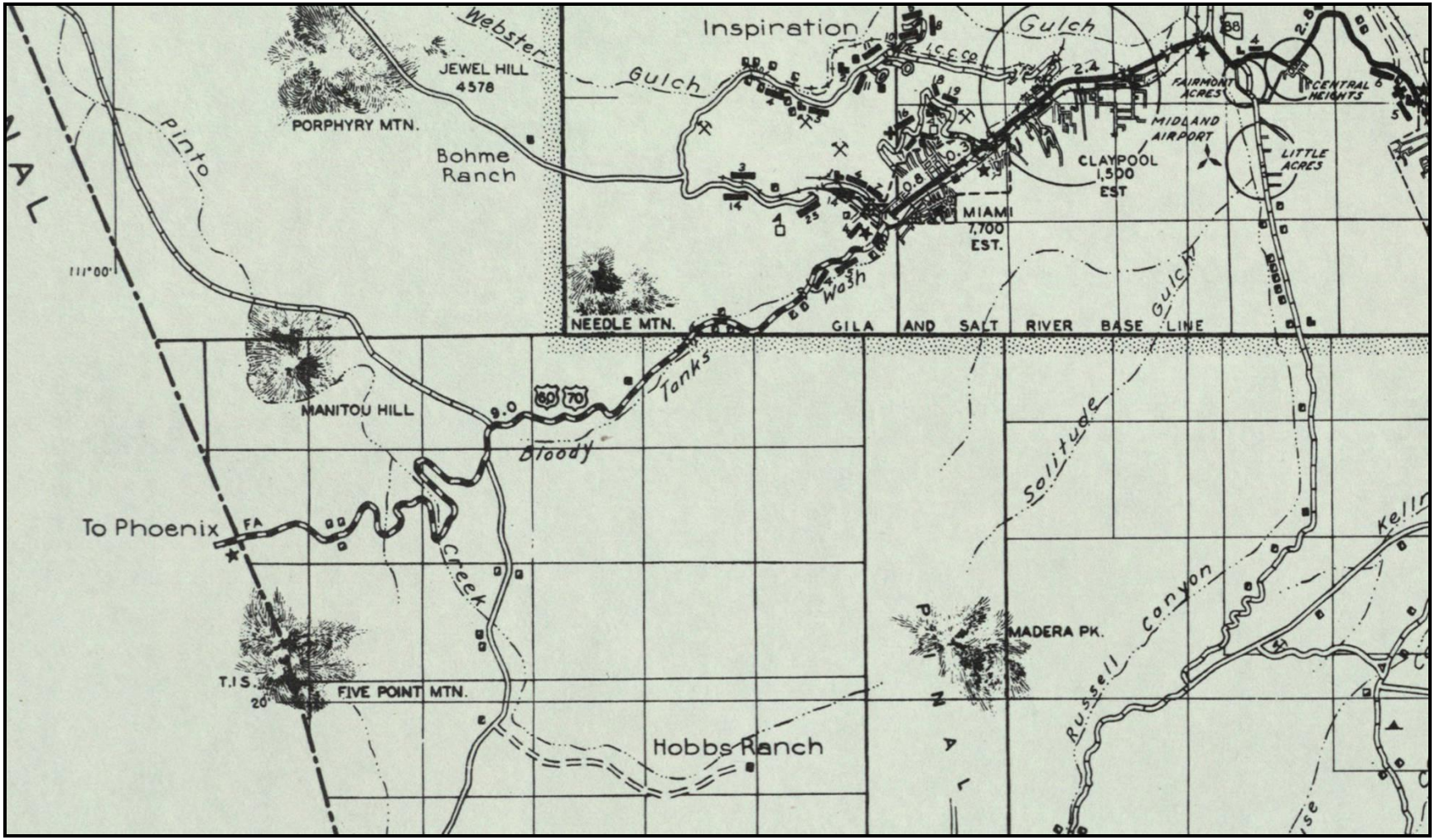

Figure 3. Portion of Gila County General Highway and Transportation Map, prepared by the Arizona State Highway Department, 1937. Source: History and Archives Division, Arizona State Library, Archives and Public Records.

successor, Thomas E. Campbell, supported funding for construction of the road, which proceeded slowly until the State Senate appropriated $250,000 in matching funds for Federal-Aid Project No. 16, the Superior–Miami Highway (Sain 1989:44-45).

Engineers selected an alignment that would allow Queen Creek and other drainages to be crossed at a low elevation (State Engineer 1922:35, 42, 51, 98-101; Keane and Bruder 2004:45, 60-62). Key structures that were built included the Queen Creek Bridge, a 190-ft concrete arch; the Devil's Canyon Bridge, a 108-ft concrete arch; and a concrete arch culvert on Pinto Creek, 122 ft long, 14 ft wide, and 9 ft high, topped with an embankment 163 ft wide at the base and 53 ft high (Figure 3). Where the canyon road could not be traversed, the 257-ft-long Claypool Tunnel was cut through the rock.

The Superior-Miami Highway opened on April 29, 1922, and construction was completed in September 1922. Total cost of the project was $1,015,000 for 20.7 miles of roadway, making it one of the most expensive federal-aid projects in Arizona. The old road from Phoenix to Globe via Roosevelt was 113 miles long, with maximum grades of 10 percent; via the new Superior-Miami Highway, the travel distance was reduced to 95 miles, with maximum grades of 6 percent. In 1927 the Arizona State Highway Department designated the Superior-Miami Highway as a segment of both US Highway 60 and US Highway 70 (Arizona Highway Department 1939, 1950b; Keane and Bruder 2004:49).

Arizona benefitted greatly from projects that were executed by the Works Progress Administration (WPA) and other federal programs that were designed to put men to work during the Great Depression, as well as make substantial infrastructure improvements across the country. The WPA sponsored numerous improvements on the Superior-Miami Highway in the mid-1930s (Arizona Highway Department 1950b; Keane and Bruder 2004:23, 30-33, 50, 63-64; Pry and Andersen 2011:36, 39, 47, 50). With the use of early modern power machinery such as graders and bulldozers, roadways were widened, cuts were rounded, and curves flattened. Roadway and shoulder widths were made uniform throughout the segment of highway, and guardrails were placed at particularly dangerous locations. The graded gravel roadway was improved with the application of a compacted mixed bituminous surface. Ironically, the improved roadways allowed people to travel at greater speeds, leading to an increase in accidents and fatalities. During World War II fewer people were driving on Arizona highways due to rationing of gasoline and tires. However, the national war effort brought an increase in the number of trucks carrying heavy loads, transporting supplies and ordnance to military bases and raw materials to industrial plants (Keane and Bruder 2004:26-27, 56, 63). This heavy traffic caused damage and deterioration to highways. Despite availability of federal funding for maintenance of strategic highways during the war, road construction proceeded very slowly due to the lack of manpower, materials, and equipment.

Postwar Realignment of the Superior-Miami Highway

After World War II the population of Arizona grew rapidly, and the statewide tourism industry flourished. This brought a huge increase in automobile traffic on the Arizona State Highway

System's 2,491 miles of primary highways. The total vehicle miles traveled per year in Arizona climbed steeply, from a wartime average of about 1.3 billion to more than 2.6 billion in 1949 (Hewes 1946; Arizona Highway Department 1948, 1950a). There was more wear and damage to roads and an immediate increase in automobile accidents (Keane and Bruder 2004:56; Pry and Andersen 2011:57). The Phoenix–Globe section of US 60 was already one of the busiest highways in Arizona, and traffic volume was expected to grow quickly with more exploration and development of mining in the Globe-Miami District planned by the Miami Copper Company, Inspiration Consolidated Copper Company, and Castle Dome Copper Company, as well as the opening of asbestos mines near Globe.

In 1946 the Arizona Highway Department planned to rebuild The Superior-Miami Highway segment of US 60 at a higher elevation with widened roadway and shoulders. The super-elevation alignment allowed improvements in vertical grade and horizontal curves, straightening the road for more cars traveling at faster speeds (McCoy 1946; Keane and Bruder 2004:63, 73-75; Pry and Andersen 2011:58, 106). The American Association of State Highway Officials' (AASHO) postwar standards for road building included designing for speeds of 40 MPH or more. The highway realignment required construction of two new bridges, nearly identical steel arches, at Queen Creek and Pinto Creek, in 1949. The portion from Superior to the Claypool Tunnel was abandoned, and a new Queen Creek Tunnel was completed in 1952.

The Pinto Creek Bridge and Queen Creek Bridge were designed by Ralph Hoffman, the Arizona Highway Department bridge engineer who had supervised construction of many of the state's prewar bridges in the 1930s (Fraser 2009:77-78, 90, 143, 330). His earlier bridges tended to be simple, practical concrete arches, but after the war, Hoffman focused more on building esthetically pleasing bridges, particularly when they were large bridges in scenic settings. Several grand steel arch and truss bridges were built during the postwar period, but the Pinto Creek Bridge and Queen Creek Bridge are the only remaining large-scale bridges of this era.

Preliminary work began for the Pinto Creek Bridge in 1947 with Federal-Aid Project No. F-16(5), which included grading, drainage, and overlay of bituminous surface on 3.3 miles of roadway, from Castle Dome Junction to County Line, and excavation and fills for the Pinto Creek Bridge approaches (Arizona State Highway Commission 1947). There were also two state-funded projects : 3.6 miles of roadway improvements from Castle Dome Junction to Miami, and survey, planning, specifications, and right- of-way acquisition for Pinto Creek Bridge. The two main construction contacts were let on July 15, 1947 (Arizona Highway Department 1947; Fraser 2009:330). The first contract, for Federal-Aid Project No. F-16(6), went to H.J. Hagan for construction of the concrete substructure, comprised of the piers, abutments, and approach spans. The second contract, Federal-Aid Project No. F-16(10), went to the Fisher Contracting Company, which erected the steel superstructure of the arch and the deck over the arch. The arch was fabricated by the Allison Steel Manufacturing Company of Phoenix. After the arch was in place, the concrete deck and balustrade-type aluminum handrails were installed. The bridge was completed in 1949 at a total cost of $460,344. The completed structure

required the use of 1 million pounds of structural steel, 409,000 pounds of reinforcing steel, and almost 3,500 cubic yards of concrete.

Description

The Pinto Creek Bridge is a nine-span steel deck arch bridge with two riveted plate girder arch ribs, each 7 ½ ft deep (Fraser 2009:328-331). The arch is 371 ft long and rises 72 ft from the bearing pins. Concrete approach spans on either end are supported by 8 concrete piers and two concrete abutments. Total length of the structure is 637 ft. The concrete deck with asphalt overlay is 35 ft wide with low concrete retaining walls with aluminum tube guardrails. The clear roadway width is 30 ft (Figure 4).

The Pinto Creek Bridge exhibits high aesthetic values through its graceful steel arch, the low horizontal lines of the deck, and the subtle surface ornamentation on the concrete piers. Art Moderne-style beveled rectilinear pilasters extend above the bed from Piers 5 and 6, providing texture to the flat concrete surfaces. This approach bears some similarity to the design of concrete bridges built on the Merritt Parkway in Connecticut in the 1930s, which exhibited the influences of Art Moderne and Stripped Classicism (Delony et al. 1992). There are also round pylons that flank the bridge approaches at each end. In 1949 the bridge was recognized by the

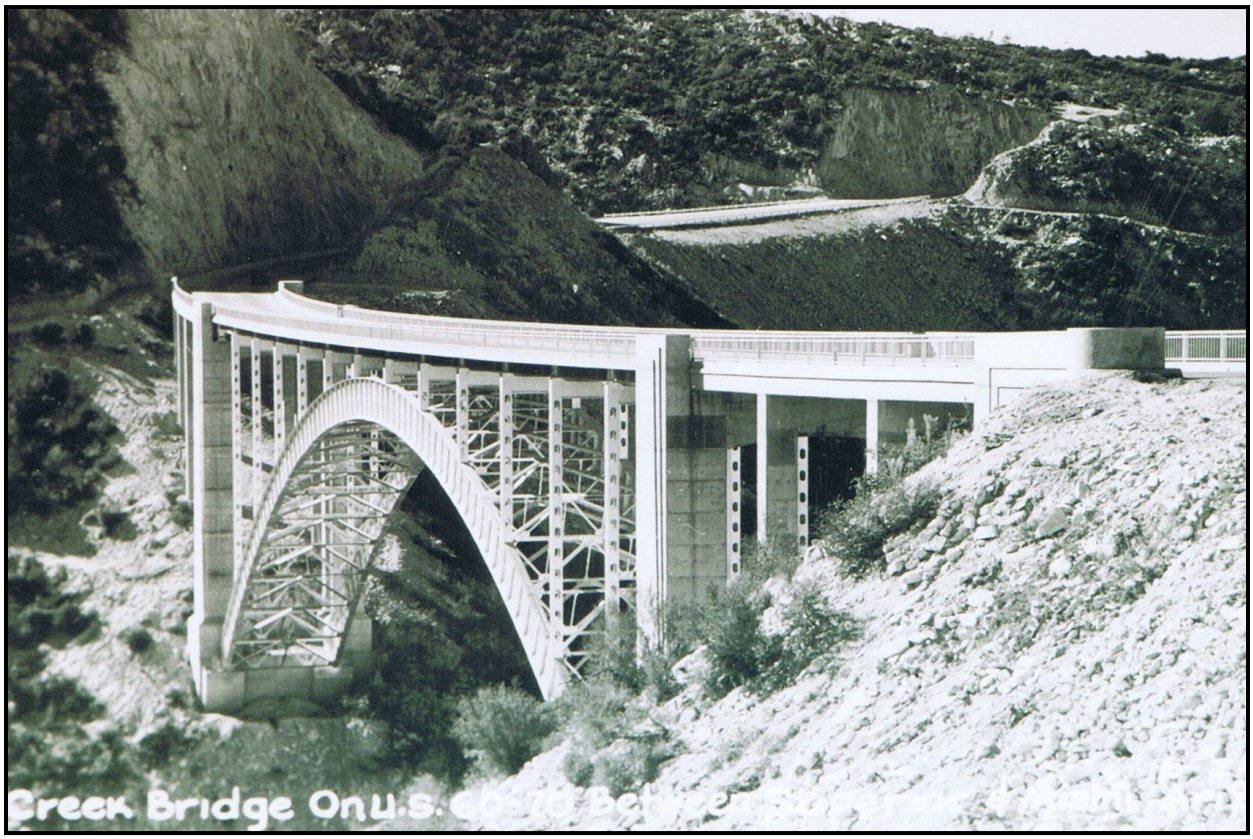

Figure 4. Pinto Creek Bridge, c. 1955
Source: Gila County Historical Society

American Institute of Steel Construction as the most beautiful steel bridge in its class (Fraser 2009:330).

Character-defining elements include its overall structural form, the steel arch, and decorative elements of the concrete substructure, such as the beveled vertical pattern on piers, the extended pilasters on Piers 5 and 6, and the round pylons flanking the bridge approaches. Since the bridge's completion in 1949, the only stylistic alteration of the structure was the replacement of the aluminum balustrade handrails with standard aluminum tube guardrails in the mid-1960s (Project No. F-022-3-953). Subsequently, there were numerous repair and maintenance projects, including deck overlays, expansion joint repairs, repairs to steel members of the superstructure, and rock scaling (Fraser 2009:330; HDR Engineering, Inc. 2014).

National Register Eligibility

The Pinto Creek Bridge is eligible for listing on the National Register under criteria A and C. Properties that are significant under Criterion A "are associated with events that have made a significant contribution to the broad patterns of our history" (National Park Service 1997). Significance under Criterion C is defined as properties that:

> embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant, distinguishable entity whose components may lack individual distinction (National Park Service 1997).

The Pinto Creek Bridge is significant under Criterion C an outstanding example of mid-20th century bridge engineering in the context of highway building (Figure 5, Figure 6). It is one of the few remaining examples of large-scale steel bridge construction in the postwar period after World War II, and its excellence of design was recognized by the American Institute of Steel Construction in 1949 with its award for most beautiful steel bridge in its class (Fraser 2009:330) (Figure 7, Figure 8). There are 10 historic steel arch bridges in Arizona, half of which were built before World War II, and most being smaller in scale than Pinto Creek Bridge. There are also two modern steel arch bridges in Arizona which are not old enough to be considered historic. The Pinto Creek Bridge is also significant under Criterion A as a vital link in the postwar realignment of one of the primary routes in Arizona.

A National Register-listed property must retain sufficient integrity to convey its significance. The National Park Service has identified seven key aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The Pinto Creek Bridge has very good integrity in these qualities.

Location: Location is of primary importance for properties that are significant under Criterion A. Pinto Creek Bridge is in its original location. To straighten the vertical and horizontal curves of the highway, the 1949 Pinto Creek crossing was moved a half-mile north of the earlier alignment, placing the Pinto Creek Bridge at a point where it spans the steepest stretch of canyon on the Pinto Creek watershed. Its high integrity of location clearly expresses its relationship to the roadway geometry.

Design: Design is of primary importance for properties that are significant under Criterion C. Pinto Creek Bridge retains strong integrity of its original design. Character-defining elements include its overall structural form, the steel arch, and decorative elements of the concrete substructure, such as the beveled vertical pattern on piers, the extended pilasters on Piers 5 and 6, and the round pylons flanking the bridge approaches. The only notable alteration of the bridge is the replacement of the original aluminum balustrade handrails with standard guardrails.

S**etting**: The Pinto Creek Bridge is set in a mountainous rural highway in a natural high-desert landscape, with views of the Pinto Creek Canyon and the distant copper mine to the north. The viewshed from the bridge and the surrounding area is relatively unchanged from when the bridge was built. Pinto Creek Bridge has high integrity of setting.

Materials: Materials is of primary importance for properties that are significant under Criterion C. The original concrete and steel construction of the Pinto Creek Bridge is intact. There have been only minor changes in the materials of the bridge due to upgraded roadway surface and expansion joints. Pinto Creek Bridge has high integrity of materials.

Workmanship: The Pinto Creek Bridge reflects high standards of mid-20th century construction in concrete and steel. Pinto Creek Bridge has high integrity of workmanship.

Feeling: The weakest quality of integrity for the Pinto Creek Bridge is the lack of feeling of a postwar rural highway. The bridge now has a much higher volume of traffic traveling over it at faster speeds. Pinto Creek Bridge has poor integrity of feeling, but that aspect of integrity is not critical for properties that are significant under criteria A and C.

Association: The significance of the Pinto Creek Bridge can be seen in its relationship to the larger roadway geometry of the highway. In comparison to the earlier meandering highways that were built before World War II, the super-elevation of mid-20th century alignments allowed fairly straightened roadways over rough terrain, but required large-scale bridges to span large drainages at whatever location was preferable for the overall alignment. Pinto Creek Bridge has high integrity of association.

Figure 5. Pinto Creek Bridge, view looking southwest.
Photographed by Scott Solliday on January 25, 2017.

Figure 6. Pinto Creek Bridge, view looking west.
Photographed by Scott Solliday on January 25, 2017.

Figure 7. Pier 6, view looking south-southwest.
Photographed by Scott Solliday on January 25, 2017.

Figure 8. Plaque at east end of bridge, view looking northwest.
Photographed by Scott Solliday on January 25, 2017.

Assessment of Project Effect

This report assesses project effects for the rehabilitation of the Pinto Creek Bridge under Alternative 3 and Alternative 4 that may impact the structure's eligibility for the National Register.

The scope of work for Alternative 3, rehabilitating and widening the existing bridge as a single bridge with two-way traffic, would include:

- Replacing the existing 35-ft-wide approach spans with 44-ft-wide concrete approach spans
- Replacing the existing 35-ft-wide bed of the arch span with a 44-ft-wide concrete bed
- Extending pier caps
- Introducing 28 additional fracture critical members (new steel floor beams and stringers)
- Repairing or replacing existing structural members
- Replacing existing guardrails with higher pedestrian railings/suicide barriers

The scope of work for Alternative 4, rehabilitating and widening the existing bridge as a one-lane bridge, with construction of a second one-lane bridge, would include:

- Replacing the existing 35-ft-wide approach spans with 44-ft-wide concrete approach spans
- Replacing the existing 35-ft-wide bed of the arch span with a 44-ft-wide concrete bed
- Extending pier caps
- Introducing 28 additional fracture critical members (new steel floor beams and stringers)
- Repairing or replacing existing structural members
- Replacing existing guardrails with higher railings/suicide barriers
- Constructing a new bridge north of, and adjacent to the existing bridge, with a 5-foot minimum horizontal separation

Under both Alternative 3 and Alternative 4, this project would require the removal of the Art Moderne-style beveled rectilinear pilasters on Piers 5 and 6 and the round pylons at the bridge approaches, and the addition of new structural members to the steel superstructure. The character-defining concrete features would not be preserved or replicated. Planned alterations to the historic bridge under either Alternative 3 or Alternative 4 would adversely impact the bridge's integrity of design, materials, and workmanship, which are particularly important for structures eligible under Criteron C. In addition, with Alternative 4 the construction of a new bridge adjacent to the historic bridge would adversely impact its integrity of setting and association, which are important for conveying the bridge's significance under Criterion A. Proposed changes under Alternative 3 would have minimal impact on the qualities of setting and association; however, the Pinto Creek Bridge's primary significance is under Criterion C for its

design and construction. The implementation of either Alternative 3 or Alternative 4 would destroy character-defining features and aesthetic qualities that must be preserved for the structure to maintain its eligibility for the National Register.

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APPENDIX F **Extracted Pages from *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects)**

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PROGRAMMATIC AGREEMENT

PURSUANT TO SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

REGARDING

IMPLEMENTATION OF FEDERAL-AID TRANSPORTATION PROJECTS IN THE STATE OF ARIZONA

This Programmatic Agreement (Agreement) is among the Federal Highway Administration (FHWA), the Arizona Department of Transportation (ADOT), the Arizona State Historic Preservation Officer (SHPO), the Bureau of Indian Affairs, Western Regional Office (BIA Western), the Bureau of Indian Affairs, Navajo Regional Office (BIA Navajo), the Bureau of Land Management (BLM), the Bureau of Reclamation (Reclamation), the United States Army Corps of Engineers (USACE), the United States Forest Service, Southwest Regional Office (USFS), the Arizona State Land Department (ASLD), Arizona State Parks (ASP), the Arizona State Museum (ASM), the Gila River Indian Community, the Hualapai Tribe and the Advisory Council on Historic Preservation (ACHP) (collectively the signatories).

WHEREAS, FHWA implements the Federal-aid Highway Program (Program) in the state of Arizona by funding and approving state and locally sponsored transportation projects that are administered by ADOT; and

WHEREAS, Program-funded projects are undertakings subject to Section 106 of the National Historic Preservation Act (NHPA) [54 United States Code (USC) § 306108] and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800 (Section 106); and

WHEREAS, Arizona FHWA Division Administrator is responsible for ensuring that the Program in the state of Arizona complies with Section 106; therefore, FHWA is a signatory to this Agreement; and

WHEREAS, FHWA has determined that implementation of the Program in Arizona may have an effect upon historic properties included in, or eligible for inclusion in, the National Register of Historic Places (National Register); and

WHEREAS, the signatories have developed this Agreement pursuant to 36 CFR § 800.14(b) in order to establish a program alternative for taking into account the effects of the Program on historic properties in Arizona and for affording ACHP a reasonable opportunity to comment on undertakings covered by this Agreement; and

other consulting parties to the undertaking pursuant to 36 CFR § 800.5(c). FHWA shall request that any comments be directed to ADOT or FHWA as appropriate, within 15 calendar days of receipt of consultation.

3. Finding of Adverse Effect

If FHWA, with ADOT's assistance, determines that the criteria of adverse effect in 36 CFR § 800.5(a)(1) are met, it will issue a finding of Adverse Effect and consult further to resolve the adverse effect in accordance with Stipulation X.G. An ADOT CRP will make the recommendation on a finding of Adverse Effect for FHWA's consideration. In making this recommendation, ADOT will consult with the appropriate land managing agency or Signatory Tribe when a Program funded undertaking is on land under their respective jurisdiction.

G. Resolution of Adverse Effects

1. Standard Measures for Resolving Adverse Effects

a. FHWA may resolve adverse effects to certain types of historic properties by following the process in Attachment 6 (Standard Measures for Resolving Adverse Effects) as an alternative to preparing a Memorandum of Agreement (MOA) or project-specific PA. An ADOT CRP will make the recommendation for resolving adverse effects through standard measures for FHWA's consideration. FHWA will not be required to notify ACHP of a finding of adverse effect should standard measures for resolving adverse effects be followed.

b. FHWA will propose the applicable standard measure for resolving adverse effects, as provided in Attachment 6, and request comments from SHPO or THPO, as applicable, and the consulting parties to the undertaking. FHWA will provide the SHPO or THPO and the consulting parties to the undertaking with information on the undertaking, each property and its significance, the adverse effect to the property, and a justification for resolving adverse effects, as proposed, under Attachment 6 to this Agreement.

c. Where FHWA and SHPO or THPO, as applicable, agree in writing that resolving adverse effects under Attachment 6, as proposed, is warranted, and any party that is a land manager or permitting agency with a role in authorizing the undertaking concurs in writing, the Section 106 process is completed, and FHWA will ensure that either a Historic Properties Treatment Plan (HPTP) or a Historic American Building Survey/Historic American Engineering Record (HABS/HAER) Documentation Plan (HABS/HAER Plan) for resolving the adverse effects is prepared in accordance with Attachment 6. Where there is no agreement among FHWA, SHPO or THPO, as applicable, or any party that is a land managing or

permitting agency with a role in authorizing the undertaking, FHWA will initiate consultation to prepare an MOA or project-specific PA following Stipulation X.G.2.

d. Any consulting party to the undertaking may object to FHWA regarding the proposal to resolve the adverse effects of the undertaking through standard measures. FHWA, in consultation with SHPO or THPO, as applicable, and the land manager or permitting agency, if any, will consider the objection in determining if resolving the adverse effect of the undertaking under Attachment 6 is warranted. Should FHWA determine that resolving the adverse effects of the undertaking under Attachment 6 is not warranted, then FHWA will prepare a MOA or project-specific PA, in accordance with Stipulation X.G.2.

e. FHWA shall provide draft copies of the HPTP or HABS/HAER Plan to SHPO or THPO, as applicable, and the other consulting parties to the undertaking for review and comment. The consulting parties will have 30 calendar days to provide comments on the HPTP or HABS/HAER Plan. If comments received require only minor editorial corrections, such as typos, formatting, and punctuation, FHWA, with ADOT's assistance, will complete the HPTP or HABS/HAER Plan. If more substantive changes are required, FHWA, with ADOT's assistance, shall provide draft copies of the revised HPTP or HABS/HAER Plan to all consulting parties to the undertaking for review and comment. The consulting parties will have 20 calendar days to provide comments on any revised drafts. FHWA, in consultation with the consulting parties to the undertaking, may modify review periods depending on the nature and complexity of the proposed treatment. FHWA will consider the comments of any party that responds within the review period(s) in completing the HPTP or HABS/HAER Plan. When the document is completed to the satisfaction of FHWA, FHWA, with ADOT's assistance, will provide copies of the completed HPTP or HABS/HAER Plan to all consulting parties.

f. The results of all standard measures for resolving adverse effects will be reported. FHWA, with ADOT's assistance, will ensure that a preliminary report of findings is completed at the end of field work and will submit the report to all consulting parties to the undertaking for review and comment. The specific requirements for the preliminary report of findings, as well as the review process and time frames will be stipulated in the HPTP or HABS/HAER Plan. FHWA will not authorize the start of construction until consultation on the preliminary report of findings has been satisfactorily completed.

g. ADOT and FHWA may propose an in-field meeting to be held at the end of field work during which the results of the field work will be presented to the consulting parties. FHWA may authorize start of construction if the consulting parties

attending the in-field meeting agree that the HPTP was adequately implemented and no additional field work is needed. SHPO or THPO, as applicable, and any land managing agency or Tribe with jurisdiction must also concur. FHWA will ensure that a summary of the in-field meeting and any decisions made at the meeting are included in the preliminary report of the findings required under X.G.1.f.

h. FHWA, with ADOT's assistance, will ensure that a draft treatment report or HABS/HAER document is prepared, and will submit the draft report to all consulting parties to the undertaking for review and comment. The review process will follow the same process as in Stipulation X.G.1.e above.

2. Memorandum of Agreement or Project-Specific Programmatic Agreement

a. When FHWA determines resolution of adverse effect under Attachment 6 is not warranted, or is not agreed to, FHWA will, in consultation with the consulting parties to the undertaking, prepare an MOA in accordance with 36 CFR § 800.6, or a project-specific PA in accordance with 36 CFR § 800.14(b). An ADOT CRP will make the recommendation for an MOA or project-specific PA to FHWA. FHWA shall invite ACHP to participate, if not already participating in the Program-funded project. The process for preparing and reviewing the MOA or project-specific PA will be negotiated among the consulting parties to the undertaking.

b. If an MOA or project-specific PA is prepared, once executed, a copy shall be provided to each signatory and concurring party, and the MOA or PA will be filed with the ACHP and the consulting parties, per 36 CFR § 800.6, along with the documentation specified in 36 CFR § 800.11(f). This completes the Section 106 process. The measures to resolve adverse effects shall then be incorporated into the undertaking, and the undertaking may be implemented.

XI. Changes in Scope of Project:

A. Whenever the scope of a project is revised (e.g., design changes, utility relocation, addition of geotechnical investigations, or addition of new ROW), including during construction, an ADOT CRP will determine whether or not the changes require modifying the APE or revising the project effect and inform the ADOT project manager and Environmental Planner.

1. If the changes do not require modifying the APE or finding of effect, then no further consultation will be required.

Execution of this Agreement by the FHWA, ADOT, SHPO and ACHP and implementation of its terms are evidence that FHWA has taken into account the effects of Program-funded undertakings on historic properties and afforded the ACHP an opportunity to comment.

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

By Karla S Petty

Title Arizona Division Administrator

Date 12/10/2015

ARIZONA STATE HISTORIC PRESERVATION OFFICE

By James W. Garrison

Title AZSHPO

Date 12/11/2015

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By John M. Fowler

Title EXECUTIVE DIRECTOR

Date 12/16/15

INVITED SIGNATORIES

ARIZONA DEPARTMENT OF TRANSPORTATION

By Dallas 2 Hammit

Title Deputy Director / State Engineer

Date 12/11/2015

INVITED SIGNATORY SIGNATURE PAGE

PROGRAMMATIC AGREEMENT

PURSUANT TO SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

REGARDING

IMPLEMENTATION OF FEDERAL-AID TRANSPORTATION PROJECTS IN THE STATE OF ARIZONA

FEB 8 - 2016

U.S. Forest Service, Southwestern Region

By _____

Title Deputy Regional Forester

Date 1/29/16

Federal Highway Administration/Arizona Department of Transportation Programmatic Agreement Attachment 6: Standard Measures for Resolving Adverse Effects

FHWA, with ADOT's assistance, may propose and carry out standard measures for resolving adverse effects to specific categories of historic properties in accordance with Stipulation X.G.1 of this Agreement. The following standard measures will apply to archaeological sites, or to historic buildings and structures, as presented below.

A. Standard measures for resolving adverse effects to archaeological sites through data recovery. FHWA, with ADOT's assistance, will ensure that a Historic Properties Treatment Plan (HPTP) is prepared that includes, but is not limited to, the following:

1. Discussion of the National Register of Historic Places (National Register) significance of a property.
2. Research design and questions that are directly pertinent to those data sets that qualify the property for inclusion in the National Register under Criterion D.
3. Results of previous research relevant to the property type.
4. Proposed data needs and proposed methods and techniques to acquire the data, including any special studies.
5. Field methods and techniques that will cost-effectively address the property's structure and content in the context of the defined research questions and the property's stratigraphic and geomorphic context.
6. Assumptions about the number and types of features expected and a proposed sampling strategy.
7. Site-specific maps portraying the proposed data recovery (i.e., proposed trench or test unit placement).
8. Laboratory processing and analyses, with justification of their relevance to the property and its research values.
9. Methods and techniques used in artifact, data, and other record management.
10. Provisions for ongoing Tribal consultation, monitoring, and coordination, if Tribal values or concerns are known or suspected.
11. Provisions for Tribal perspectives in the preparation of research designs, data recovery plans and reports.
12. Qualifications of key personnel.
13. Disposition, including curation, of recovered materials and records resulting from implementation of the data recovery plan.
14. All required permits.
15. Report preparation schedule.
16. A Monitoring and Discovery Plan including provisions and procedures for evaluating and treating discoveries of unexpected finds during the course of the project in accordance with Stipulation XVI of this Agreement.
17. Explicit provisions for disseminating research findings to professional peers in a timely manner.
18. Plan for public involvement and educational or interpretive programs, focusing

particularly on the community or communities that may have interest in the results.

B. Standard measures for resolving adverse effects to historic buildings and structures through Historic Americans Buildings Survey/Historic American Engineering Record (HABS/HAER) documentation. FHWA, with ADOT's assistance, will ensure that a HABS/HAER Documentation Plan is prepared that includes, but is not limited to, the following:

1. A description of each building or structure, its National Register significance, and its character defining features.
2. A discussion of relevant research questions and recording objectives in relation to the type and significance of the property.
3. The proposed level of HABS/HAER documentation and a justification for this documentation in relation to the anticipated adverse effects.
4. A description of methods to be used in collecting data needed to achieve the research and recording objectives.
5. Qualifications of key personnel.
6. A report preparation schedule.
7. A proposal for development of a public benefit document or other appropriate measures for public presentation.

C. Standards and Guidelines

1. All archaeological data recovery will be conducted following:

   a. Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines, September 1983, U.S. Department of the Interior, National Park Service (48 Federal Register 44716, as updated) or its successor regulation.
   b. Arizona Antiquities Act standards, for archaeological investigations on state, county, and municipal lands in Arizona.

2. All HABS/HAER documentation will be conducted following:

   a. The Secretary of the Interior's Standards for Architectural and Engineering Documentation.
   b. Secretary of the Interior's Standards for the Treatment of Historic Properties, July 1997, U.S. Department of the Interior, National Park Service (36 Code of Federal Regulations Part 68) or its successor regulation.

APPENDIX G Section 106 Coordination Efforts

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Early consultations

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SHPO-2015-0396(125042)
ARIZONA STATE HISTORIC PRESERVATION OFFICE

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

April 22, 2015

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Early Section 106 Consultation

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. Project activities would occur between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe (YPIT). For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRPMIC.

The bridge is rated structurally deficient and exhibits extensive cracking and spalling on the top and bottom deck surface, crack formations in the steel arch superstructure members and connections, and cracking in the concrete piers and abutments. If left unaddressed, damage to the bridge will continue to worsen until the bridge becomes impassible for traffic. Various alternatives for addressing the bridge deficiencies are currently under evaluation; therefore, a preferred alternative has not been chosen at this time. Possible alternatives may include, but are not limited to, rehabilitation of the existing bridge or construction of a new bridge. Preferred alternatives information will be provided to your office through continuing Section 106 consultation, as it becomes available.

A portion of the proposed project area on US 60, between MP 237.93 and MP 238.50, was previously surveyed for cultural resources by Archaeological Consulting Services, Ltd. (ACS).

ACS surveyed a 200-ft-wide (100 ft on each side of the roadway centerline) section of the US 60 right-of-way (ROW) corridor between MP 237.93 and MP 238.50. The results of the survey are reported in *Cultural Resources Survey of Five Discontinuous Segments of US Highway 60 Between Mileposts 227.75 and 252.61, Tonto National Forest-Globe Ranger District, Pinal and Gila Counties, Arizona* (DeMaagd et al. 2002). Five cultural resources, AR-03-12-02-1445(TNF)/AZ V:9:469(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), AR-03-12-02-1446(TNF)/AZ V:9:471(ASM), AR-03-12-02-1447(TNF)/AZ V:9:472(ASM), and AR-03-12-02-458(TNF)/AZ V:2:101(ASM), were identified within the project area by the ACS survey. SHPO and TNF previously concurred with the adequacy of the ACS report (Jacobs [SHPO] to Hollis [FHWA]; November 13, 2002, and TNF signed Inventory Standards & Accounting [IS&A] Form; November 25, 2002).

The ADOT ROW along US 60 ROW between MP 237.93 and MP 238.50 includes a scenic setback. Therefore, the ADOT ROW is actually 400 ft wide (200 ft on each side of the roadway centerline) within these MP limits. ADOT requested the services of Logan Simpson Design, Inc. (LSD) to survey the remaining ROW/scenic setback corridor not covered by the ACS survey. LSD's survey covered an additional 200 ft (100 ft on each side of the roadway centerline beyond what was covered by the ACS survey). The results of the LSD survey are reported in *A Cultural Resources Survey of 184 Acres Along US 60 Between Mileposts 236.31 and 240.06, West of Miami, Gila and Pinal Counties, Arizona* (Courtright et al. 2006). The five cultural resource sites previously identified by ACS were relocated and reassessed during the 2006 LSD survey. SHPO and TNF previously concurred with the adequacy of the LSD report once requested revisions were completed (Jacobs [SHPO] to Hollis [FHWA]; February 6, 2008, and Blankenbaker [TNF] to Hollis [FHWA]; January 22, 2008).

AR-03-12-02-1445(TNF)/AZ V:9:469(ASM) is identified as a network of four historic, abandoned two-track roads and associated features. The site is located along the south side of US 60 between MP 238.40 and MP 238.47. It was previously determined to be ineligible for inclusion in the National Register of Historic Places (NRHP).

AR-03-12-02-1444(TNF)/AZ V:9:470(ASM) is identified as a possible historic telephone line, consisting of two abandoned poles. One pole is located along the north side of US 60; the other along the south side of US 60 in the vicinity of MP 238.40. ACS recommended the site be considered ineligible for inclusion in the NRHP; however, LSD recommended that archival research be conducted to determine if the site should be considered NRHP eligible.

AR-03-12-02-1446(TNF)/AZ V:9:471(ASM) is identified as historic road segments and associated features. The site is located along the north side of US 60 between MP 238.40 and MP 238.50. It was previously determined to be ineligible for inclusion in the NRHP.

AR-03-12-02-1447(TNF)/AZ V:9:472(ASM) is identified as a historic road segment located along the north side of US 60 at MP 238.30. It was previously determined to be ineligible for inclusion in the NRHP.

AR-03-12-02-458(TNF)/AZ V:2:101(ASM) is identified as historic US 60. According to the *Interim Procedures for the Treatment of Historic Roads* (an agreement between FHWA, ADOT, and SHPO; November 15, 2002), US 60 is recognized as part of the Historic State Highway System, and is eligible for inclusion in the NRHP under Criterion D for its information potential regarding early transportation in Arizona.

Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in "*Vehicular Bridges in Arizona 1880–1964*", prepared by FRASERdesign (Fraser 2009), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criterion C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

FHWA recommends that no new cultural resource surveys would be necessary; however, if new ROW, temporary construction easements, or staging/stockpiling locations would be needed, survey coverage would be verified, and a cultural resource survey may be required.

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. If you agree with FHWA's recommendation that a cultural resource survey is not needed at this time, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

APR 30 2015

Karla S. Petty
Division Administrator

27 APRIL 15

Signature for SHPO Concurrence
EB-060-D(207)T

Date

Enclosures

cc: Linda Davis, ADOT

From:	Sullivan, Michael A -FS
To:	Linda Davis
Subject:	H8243
Date:	Tuesday, July 21, 2015 11:00:31 AM
Attachments:	image002.png image004.png image006.png image008.png

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Linda: Out of my stack of papers today I uncovered a 22 April 2015 letter from FHWA concerning survey coverage for the US 60 Pinto Creek Bridge project as part of early Section 106 consultation. The letter asks if the forest felt that in light of previous cultural resource surveys in the vicinity if there was no need for an additional cultural resource survey at this time. Having looked over the previous survey reports I agree that no additional survey is needed at this time. Do you need something more formal than this e-mail or will this do as a response to the letter? ------- Michael

Michael Sullivan
Forest/ADOT Archaeologist
Forest Service
Tonto National Forest, Supervisors Office
p: 602-225-5233
f: 602-225-5295
msullivan@fs.fed.us
2324 East McDowell Road
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Caring for the land and serving people

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

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Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

April 22, 2015

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Early Section 106 Consultation

Mr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. Project activities would occur between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe (YPIT). For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRPMIC.

The bridge is rated structurally deficient and exhibits extensive cracking and spalling on the top and bottom deck surface, crack formations in the steel arch superstructure members and connections, and cracking in the concrete piers and abutments. If left unaddressed, damage to the bridge will continue to worsen until the bridge becomes impassible for traffic. Various alternatives for addressing the bridge deficiencies are currently under evaluation; therefore, a preferred alternative has not been chosen at this time. Possible alternatives may include, but are not limited to, rehabilitation of the existing bridge or construction of a new bridge. Preferred alternatives information will be provided to your office through continuing Section 106 consultation, as it becomes available.

A portion of the proposed project area on US 60, between MP 237.93 and MP 238.50, was previously surveyed for cultural resources by Archaeological Consulting Services, Ltd. (ACS). ACS surveyed a 200-ft-wide (100 ft on each side of the roadway centerline) section of the US 60

right-of-way (ROW) corridor between MP 237.93 and MP 238.50. The results of the survey are reported in *Cultural Resources Survey of Five Discontinuous Segments of US Highway 60 Between Mileposts 227.75 and 252.61, Tonto National Forest-Globe Ranger District, Pinal and Gila Counties, Arizona* (DeMaagd et al. 2002). Five cultural resources, AR-03-12-02-1445(TNF)/AZ V:9:469(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), AR-03-12-02-1446(TNF)/AZ V:9:471(ASM), AR-03-12-02-1447(TNF)/AZ V:9:472(ASM), and AR-03-12-02-458(TNF)/AZ V:2:101(ASM), were identified within the project area by the ACS survey. SHPO and TNF previously concurred with the adequacy of the ACS report (Jacobs [SHPO] to Hollis [FHWA]; November 13, 2002, and TNF signed Inventory Standards & Accounting [IS&A] Form; November 25, 2002).

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AR-03-12-02-1445(TNF)/AZ V:9:469(ASM) is identified as a network of four historic, abandoned two-track roads and associated features. The site is located along the south side of US 60 between MP 238.40 and MP 238.47. It was previously determined to be ineligible for inclusion in the National Register of Historic Places (NRHP).

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AR-03-12-02-458(TNF)/AZ V:2:101(ASM) is identified as historic US 60. According to the *Interim Procedures for the Treatment of Historic Roads* (an agreement between FHWA, ADOT, and SHPO; November 15, 2002), US 60 is recognized as part of the Historic State Highway System, and is eligible for inclusion in the NRHP under Criterion D for its information potential regarding early transportation in Arizona.

Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in "*Vehicular Bridges in Arizona 1880–1964*", prepared by FRASERdesign (Fraser 2009), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criterion C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

FHWA recommends that no new cultural resource surveys would be necessary; however, if new ROW, temporary construction easements, or staging/stockpiling locations would be needed, survey coverage would be verified, and a cultural resource survey may be required.

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. If you agree with FHWA's recommendation that a cultural resource survey is not needed at this time, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

for Karla S. Petty
Division Administrator

Signature for GRIC Concurrence
EB-060-D(207)T

Date

cc:
Barnaby Lewis, Tribal Historic Preservation Officer, GRIC, P.O. Box 2140, Sacaton, AZ, 85147 (w/enclosures)
Kyle Woodson, Director, Cultural Resource Management Program, GRIC, P.O. Box 2140, Sacaton, AZ, 85147 (w/enclosures)

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
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Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

April 22, 2015

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Early Section 106 Consultation

Mr. Leigh Kuwanwisiwma, Director
Cultural Preservation Office
Hopi Tribe
P.O. Box 123
Kykotsmovi, Arizona 86039

Dear Mr. Kuwanwisiwma:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. Project activities would occur between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe (YPIT). For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRPMIC.

The bridge is rated structurally deficient and exhibits extensive cracking and spalling on the top and bottom deck surface, crack formations in the steel arch superstructure members and connections, and cracking in the concrete piers and abutments. If left unaddressed, damage to the bridge will continue to worsen until the bridge becomes impassible for traffic. Various alternatives for addressing the bridge deficiencies are currently under evaluation; therefore, a preferred alternative has not been chosen at this time. Possible alternatives may include, but are not limited to, rehabilitation of the existing bridge or construction of a new bridge. Preferred alternatives information will be provided to your office through continuing Section 106 consultation, as it becomes available.

A portion of the proposed project area on US 60, between MP 237.93 and MP 238.50, was previously surveyed for cultural resources by Archaeological Consulting Services, Ltd. (ACS).

ACS surveyed a 200-ft-wide (100 ft on each side of the roadway centerline) section of the US 60 right-of-way (ROW) corridor between MP 237.93 and MP 238.50. The results of the survey are reported in *Cultural Resources Survey of Five Discontinuous Segments of US Highway 60 Between Mileposts 227.75 and 252.61, Tonto National Forest-Globe Ranger District, Pinal and Gila Counties, Arizona* (DeMaagd et al. 2002). Five cultural resources, AR-03-12-02-1445(TNF)/AZ V:9:469(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), AR-03-12-02-1446(TNF)/AZ V:9:471(ASM), AR-03-12-02-1447(TNF)/AZ V:9:472(ASM), and AR-03-12-02-458(TNF)/AZ V:2:101(ASM), were identified within the project area by the ACS survey. SHPO and TNF previously concurred with the adequacy of the ACS report (Jacobs [SHPO] to Hollis [FHWA]; November 13, 2002, and TNF signed Inventory Standards & Accounting [IS&A] Form; November 25, 2002).

The ADOT ROW along US 60 ROW between MP 237.93 and MP 238.50 includes a scenic setback. Therefore, the ADOT ROW is actually 400 ft wide (200 ft on each side of the roadway centerline) within these MP limits. ADOT requested the services of Logan Simpson Design, Inc. (LSD) to survey the remaining ROW/scenic setback corridor not covered by the ACS survey. LSD's survey covered an additional 200 ft (100 ft on each side of the roadway centerline beyond what was covered by the ACS survey). The results of the LSD survey are reported in *A Cultural Resources Survey of 184 Acres Along US 60 Between Mileposts 236.31 and 240.06, West of Miami, Gila and Pinal Counties, Arizona* (Courtright et al. 2006). The five cultural resource sites previously identified by ACS were relocated and reassessed during the 2006 LSD survey. SHPO and TNF previously concurred with the adequacy of the LSD report once requested revisions were completed (Jacobs [SHPO] to Hollis [FHWA]; February 6, 2008, and Blankenbaker [TNF] to Hollis [FHWA]; January 22, 2008).

AR-03-12-02-1445(TNF)/AZ V:9:469(ASM) is identified as a network of four historic, abandoned two-track roads and associated features. The site is located along the south side of US 60 between MP 238.40 and MP 238.47. It was previously determined to be ineligible for inclusion in the National Register of Historic Places (NRHP).

AR-03-12-02-1444(TNF)/AZ V:9:470(ASM) is identified as a possible historic telephone line, consisting of two abandoned poles. One pole is located along the north side of US 60; the other along the south side of US 60 in the vicinity of MP 238.40. ACS recommended the site be considered ineligible for inclusion in the NRHP; however, LSD recommended that archival research be conducted to determine if the site should be considered NRHP eligible.

AR-03-12-02-1446(TNF)/AZ V:9:471(ASM) is identified as historic road segments and associated features. The site is located along the north side of US 60 between MP 238.40 and MP 238.50. It was previously determined to be ineligible for inclusion in the NRHP.

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Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in "*Vehicular Bridges in Arizona 1880–1964*", prepared by FRASERdesign (Fraser 2009), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criterion C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

FHWA recommends that no new cultural resource surveys would be necessary; however, if new ROW, temporary construction easements, or staging/stockpiling locations would be needed, survey coverage would be verified, and a cultural resource survey may be required.

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. If you agree with FHWA's recommendation that a cultural resource survey is not needed at this time, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

MAY 1 2015

for Karla S. Petty
Division Administrator

Signature for Hopi Tribe Concurrence
EB-060-D(207)T

Date

Enclosures

GILA RIVER INDIAN COMMUNITY

POST OFFICE BOX 2140, SACATON, AZ 85147

TRIBAL HISTORIC PRESERVATION OFFICE

(520) 562-7162
Fax: (520) 562-5083

May 6, 2015

Karla S. Petty, Division Administrator
U. S. Department of Transportation
Federal Highway Administration, Arizona Division
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

RE: EB-060-D(207)T, TRACS No. 060 PN 228 H8234 01C US 60, Pinto Creek Bridge #351, Early Section 106 Consultation

Dear Ms. Petty,

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation letter dated April 22, 2015. The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are examining various strategies to correct structural deficiencies on the Pinto Creek Bridge (Structure #351), US Highway 60 (US 60), at milepost 237.93, Gila County, Arizona. The proposed area of bridge repair has been archaeologically surveyed. Five proprieties were identified and recorded. One site AR-03-12-02-458(TNF)\AZ V:2:101(ASM) identified as the historic US 60 alignment is considered Register eligible and will not be affected by this undertaking. Pinto Creek Bridge has also been evaluated and is considered a Register eligible property. The FHWA recommends that new cultural resource surveys would not be required unless new rights-of-way, temporary easements, or staging locations are necessary. The FHWA does not present a finding of effect for the undertaking.

The GRIC-THPO concurs with the recommendation that no additional cultural resource surveys are required unless changes to the footprint of the project area are necessary. The proposed project area is within the ancestral lands of the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O'Odham Nation).

Thank you for consulting with the GRIC-THPO on this project. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,

Barnaby V. Lewis
Tribal Historic Preservation Officer
Gila River Indian Community

Received: 05-22-15

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

April 22, 2015

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Early Section 106 Consultation

Mr. Terry Rambler, Chairman
San Carlos Apache Tribe
P.O. Box 0
San Carlos, Arizona 85550

Dear Chairman Rambler:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. Project activities would occur between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe (YPIT). For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRPMIC.

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Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in "*Vehicular Bridges in Arizona 1880–1964*", prepared by FRASERdesign (Fraser 2009), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criterion C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

FHWA recommends that no new cultural resource surveys would be necessary; however, if new ROW, temporary construction easements, or staging/stockpiling locations would be needed, survey coverage would be verified, and a cultural resource survey may be required.

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. If you agree with FHWA's recommendation that a cultural resource survey is not needed at this time, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

for Karla S. Petty
Division Administrator

Signature for San Carlos Apache Tribe Concurrence — Date

EB-060-D(207)T

cc:
Vernelda Grant, Tribal Historic Preservation Officer, San Carlos Apache Tribe, P.O. Box 0, San Carlos, AZ, 85550 (w/enclosures)

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

April 22, 2015

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Early Section 106 Consultation

Mr. Peter Steere, Tribal Historic Preservation Officer
Mr. Joe Joaquin, Cultural Resource Specialist
Cultural Affairs Office
Tohono O'odham Nation
P.O. Box 837
Sells, Arizona 85634

Dear Messrs. Steere and Joaquin:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. Project activities would occur between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe (YPIT). For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRPMIC.

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MAY 5 2015

Sincerely yours,

for Karla S. Petty
Division Administrator

Signature for TON Concurrence
EB-060-D(207)T

5-1-15
Date

Enclosures

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
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Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

Linda

April 22, 2015

OMC ☒ 5.11.15
RSVP. Sign/Send

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Early Section 106 Consultation

Mr. Chris Coder, Tribal Archaeologist
Yavapai-Apache Nation
2400 West Datsi Street
Camp Verde, Arizona 86322

Dear Mr. Coder:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. Project activities would occur between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe (YPIT). For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRPMIC.

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AR-03-12-02-1447(TNF)/AZ V:9:472(ASM) is identified as a historic road segment located along the north side of US 60 at MP 238.30. It was previously determined to be ineligible for inclusion in the NRHP.

AR-03-12-02-458(TNF)/AZ V:2:101(ASM) is identified as historic US 60. According to the *Interim Procedures for the Treatment of Historic Roads* (an agreement between FHWA, ADOT, and SHPO; November 15, 2002), US 60 is recognized as part of the Historic State Highway System, and is eligible for inclusion in the NRHP under Criterion D for its information potential regarding early transportation in Arizona.

Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in "*Vehicular Bridges in Arizona 1880–1964*", prepared by FRASERdesign (Fraser 2009), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criterion C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

FHWA recommends that no new cultural resource surveys would be necessary; however, if new ROW, temporary construction easements, or staging/stockpiling locations would be needed, survey coverage would be verified, and a cultural resource survey may be required.

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. If you agree with FHWA's recommendation that a cultural resource survey is not needed at this time, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

for Karla S. Petty
Division Administrator

Signature for YAN Concurrence
EB-060-D(207)T

4.30.15
Date

Enclosures

White Mountain Apache Tribe

Office of Historic Preservation
PO Box 1032
Fort Apache, AZ 85926
Ph: (928) 338-3033 Fax: (928) 338-6055

To: Linda Davis, ADOT Historic Preservation Specialist

Date: April 29, 2015

Re: EB-060-D(207)T TRACS No. 060 PN 228 H8243 01C US 60; Pinto Creek Bridge #351

.....

The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the proposed project, April 22, 2015 . In regards to this, please attend to the following checked items below.

► ***There is no need to send additional information unless project planning or implementation results in the discovery of sites and/or items having known or suspected Apache Cultural affiliation.***

N/A **-** The proposed project is located within an area of probable cultural or historical importance to the White Mountain Apache tribe (WMAT). As part of the effort to identify historical properties that maybe affected by the project we recommend an ethno-historic study and interviews with Apache Elders. The tribe's ***Cultural Heritage Resource Director Mr. Ramon Riley*** may be contacted at (928) 338-3033 for further information should this become necessary.

► Please refer to the attached additional notes in regards to the proposed project:

We have received and reviewed information regarding the above ADOT project involving the continued investigation regarding the structural deficiencies on the Pinto Creek bridge (Structure #351), in Gila County, Arizona, and we have determine the proposed plans will ***not have an impact*** on the White Mountain Apache tribe's (WMAT) historic and/or traditional cultural properties and no further archaeological survey is deemed necessary. Regardless, any/all ground disturbing activities should be monitored ***if*** there are reasons to believe that there are human remains and/or funerary objects are present, and if such remains and/or objects are encountered they shall be treated with respect and handled accordingly until such remains are repatriated to the affiliated tribe.

Thank you. We look forward to continued collaborations in the protection and preservation of place of cultural and historical significance.

Sincerely,

Mark T. Altaha -THPO

White Mountain Apache Tribe
Historic Preservation Office

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

April 22, 2015

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Early Section 106 Consultation

Mr. Ernest Jones, Sr., President
Yavapai-Prescott Indian Tribe
530 East Merritt Street
Prescott, Arizona 86301-2038

Dear President Jones:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. Project activities would occur between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe (YPIT). For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRPMIC.

The bridge is rated structurally deficient and exhibits extensive cracking and spalling on the top and bottom deck surface, crack formations in the steel arch superstructure members and connections, and cracking in the concrete piers and abutments. If left unaddressed, damage to the bridge will continue to worsen until the bridge becomes impassible for traffic. Various alternatives for addressing the bridge deficiencies are currently under evaluation; therefore, a preferred alternative has not been chosen at this time. Possible alternatives may include, but are not limited to, rehabilitation of the existing bridge or construction of a new bridge. Preferred alternatives information will be provided to your office through continuing Section 106 consultation, as it becomes available.

A portion of the proposed project area on US 60, between MP 237.93 and MP 238.50, was previously surveyed for cultural resources by Archaeological Consulting Services, Ltd. (ACS). ACS surveyed a 200-ft-wide (100 ft on each side of the roadway centerline) section of the US 60

right-of-way (ROW) corridor between MP 237.93 and MP 238.50. The results of the survey are reported in *Cultural Resources Survey of Five Discontinuous Segments of US Highway 60 Between Mileposts 227.75 and 252.61, Tonto National Forest-Globe Ranger District, Pinal and Gila Counties, Arizona* (DeMaagd et al. 2002). Five cultural resources, AR-03-12-02-1445(TNF)/AZ V:9:469(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), AR-03-12-02-1446(TNF)/AZ V:9:471(ASM), AR-03-12-02-1447(TNF)/AZ V:9:472(ASM), and AR-03-12-02-458(TNF)/AZ V:2:101(ASM), were identified within the project area by the ACS survey. SHPO and TNF previously concurred with the adequacy of the ACS report (Jacobs [SHPO] to Hollis [FHWA]; November 13, 2002, and TNF signed Inventory Standards & Accounting [IS&A] Form; November 25, 2002).

The ADOT ROW along US 60 ROW between MP 237.93 and MP 238.50 includes a scenic setback. Therefore, the ADOT ROW is actually 400 ft wide (200 ft on each side of the roadway centerline) within these MP limits. ADOT requested the services of Logan Simpson Design, Inc. (LSD) to survey the remaining ROW/scenic setback corridor not covered by the ACS survey. LSD's survey covered an additional 200 ft (100 ft on each side of the roadway centerline beyond what was covered by the ACS survey). The results of the LSD survey are reported in *A Cultural Resources Survey of 184 Acres Along US 60 Between Mileposts 236.31 and 240.06, West of Miami, Gila and Pinal Counties, Arizona* (Courtright et al. 2006). The five cultural resource sites previously identified by ACS were relocated and reassessed during the 2006 LSD survey. SHPO and TNF previously concurred with the adequacy of the LSD report once requested revisions were completed (Jacobs [SHPO] to Hollis [FHWA]; February 6, 2008, and Blankenbaker [TNF] to Hollis [FHWA]; January 22, 2008).

AR-03-12-02-1445(TNF)/AZ V:9:469(ASM) is identified as a network of four historic, abandoned two-track roads and associated features. The site is located along the south side of US 60 between MP 238.40 and MP 238.47. It was previously determined to be ineligible for inclusion in the National Register of Historic Places (NRHP).

AR-03-12-02-1444(TNF)/AZ V:9:470(ASM) is identified as a possible historic telephone line, consisting of two abandoned poles. One pole is located along the north side of US 60; the other along the south side of US 60 in the vicinity of MP 238.40. ACS recommended the site be considered ineligible for inclusion in the NRHP; however, LSD recommended that archival research be conducted to determine if the site should be considered NRHP eligible.

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Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in "*Vehicular Bridges in Arizona 1880–1964*", prepared by FRASERdesign (Fraser 2009), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criterion C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

FHWA recommends that no new cultural resource surveys would be necessary; however, if new ROW, temporary construction easements, or staging/stockpiling locations would be needed, survey coverage would be verified, and a cultural resource survey may be required.

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. If you agree with FHWA's recommendation that a cultural resource survey is not needed at this time, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

Tremaine Wilson

Karla S. Petty
Division Administrator

Gregory T. Glassco
Signature for YPIT Concurrence
EB-060-D(207)T

May 8, 2015
Date

cc:
Linda Ogo, Director, Culture Research Department, YPIT, 530 E. Merritt St., Prescott, AZ, 86301-2038 (w/enclosures)
TWilson
LDavis (EM02)
TWilson:cdm

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
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Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

April 22, 2015

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Early Section 106 Consultation

Mr. Arlen Quetawki Sr., Governor
Pueblo of Zuni
P.O. Box 339
Zuni, New Mexico 87327

Dear Governor Quetawki:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. Project activities would occur between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe (YPIT). For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRPMIC.

The bridge is rated structurally deficient and exhibits extensive cracking and spalling on the top and bottom deck surface, crack formations in the steel arch superstructure members and connections, and cracking in the concrete piers and abutments. If left unaddressed, damage to the bridge will continue to worsen until the bridge becomes impassible for traffic. Various alternatives for addressing the bridge deficiencies are currently under evaluation; therefore, a preferred alternative has not been chosen at this time. Possible alternatives may include, but are not limited to, rehabilitation of the existing bridge or construction of a new bridge. Preferred alternatives information will be provided to your office through continuing Section 106 consultation, as it becomes available.

A portion of the proposed project area on US 60, between MP 237.93 and MP 238.50, was previously surveyed for cultural resources by Archaeological Consulting Services, Ltd. (ACS). ACS surveyed a 200-ft-wide (100 ft on each side of the roadway centerline) section of the US 60

right-of-way (ROW) corridor between MP 237.93 and MP 238.50. The results of the survey are reported in *Cultural Resources Survey of Five Discontinuous Segments of US Highway 60 Between Mileposts 227.75 and 252.61, Tonto National Forest-Globe Ranger District, Pinal and Gila Counties, Arizona* (DeMaagd et al. 2002). Five cultural resources, AR-03-12-02-1445(TNF)/AZ V:9:469(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), AR-03-12-02-1446(TNF)/AZ V:9:471(ASM), AR-03-12-02-1447(TNF)/AZ V:9:472(ASM), and AR-03-12-02-458(TNF)/AZ V:2:101(ASM), were identified within the project area by the ACS survey. SHPO and TNF previously concurred with the adequacy of the ACS report (Jacobs [SHPO] to Hollis [FHWA]; November 13, 2002, and TNF signed Inventory Standards & Accounting [IS&A] Form; November 25, 2002).

The ADOT ROW along US 60 ROW between MP 237.93 and MP 238.50 includes a scenic setback. Therefore, the ADOT ROW is actually 400 ft wide (200 ft on each side of the roadway centerline) within these MP limits. ADOT requested the services of Logan Simpson Design, Inc. (LSD) to survey the remaining ROW/scenic setback corridor not covered by the ACS survey. LSD's survey covered an additional 200 ft (100 ft on each side of the roadway centerline beyond what was covered by the ACS survey). The results of the LSD survey are reported in *A Cultural Resources Survey of 184 Acres Along US 60 Between Mileposts 236.31 and 240.06, West of Miami, Gila and Pinal Counties, Arizona* (Courtright et al. 2006). The five cultural resource sites previously identified by ACS were relocated and reassessed during the 2006 LSD survey. SHPO and TNF previously concurred with the adequacy of the LSD report once requested revisions were completed (Jacobs [SHPO] to Hollis [FHWA]; February 6, 2008, and Blankenbaker [TNF] to Hollis [FHWA]; January 22, 2008).

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Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in "*Vehicular Bridges in Arizona 1880–1964*", prepared by FRASERdesign (Fraser 2009), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criterion C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

FHWA recommends that no new cultural resource surveys would be necessary; however, if new ROW, temporary construction easements, or staging/stockpiling locations would be needed, survey coverage would be verified, and a cultural resource survey may be required.

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. If you agree with FHWA's recommendation that a cultural resource survey is not needed at this time, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

for Karla S. Petty
Division Administrator

Signature for Pueblo of Zuni Concurrence

6/26/15
Date

EB-060-D(207)T

cc:
Kurt Dongoske, Director/Tribal Historic Preservation Officer, Heritage and Historic Preservation Office, Pueblo of Zuni, P.O. Box 1149, Zuni, NM, 87327 (w/enclosures)

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Continuing early consultation

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From:	Lauren Clementino
To:	Marinela Konomi; Margaret R. Bowler
Subject:	FW: Pinto Creek Bridge alternatives comment
Date:	Tuesday, March 29, 2016 7:16:23 AM

Hi Marinela and Maggie,

Please find the SHPO response to our last consultation letter.

Thanks,

Lauren Clementino, MHP
Historic Preservation Specialist
ADOT Environmental Planning Group
1801 S. Milton Rd.
Flagstaff, AZ 86004
MD F500
(928) 637-0580
lclementino@azdot.gov

From: djacobs@azstateparks.gov [mailto:djacobs@azstateparks.gov]
Sent: Monday, March 28, 2016 6:14 PM
To: Lauren Clementino
Subject: Pinto Creek Bridge alternatives comment

Lauren-
Seems obvious we would prefer either alternative # 3 or # 4 regarding the proposed alternatives for the Pinto Creek Bridge project [H8243]. For alternative # 4, it should be noted, as stated in the telephone conversation today, that the new bridge should not be designed with the capacity for traffic both directions. In other words, it should be designed as a one-way bridge so as not to create a redundant capacity that might be used later to justify abandonment of the historic bridge.

_____

David Jacobs
Compliance Specialist / Archaeologist
State Historic Preservation Office

Phone: (602) 542-7140
Fax: (602) 542-4180
Email: djacobs@azstateparks.gov
Web: http://AZStateParks.com

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U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

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February 25, 2016

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Early Section 106 Consultation

Mr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

Previous Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. Responses concurring with the findings outlined in the April 2015 consultation were received from SHPO (April 27, 2015), TNF (July 21, 2015 via e-mail), GRIC (May 6, 2015), the Hopi Tribe (April 28, 2015), the Pueblo of Zuni (June 26, 2015), the San Carlos Apache Tribe (May 15, 2015), TON (May 1, 2015), WMAT (April 29, 2015), YAN (April 30, 2015), and the Yavapai-Prescott Indian Tribe (May 8, 2015).

The Pinto Creek Bridge is rated structurally deficient and exhibits extensive cracking and spalling on the top and bottom deck surface, crack formations in the steel arch superstructure members and connections, and cracking in the concrete piers and abutments. At this time, four alternatives are under consideration to address the deficiencies:

Alternative 1 - Do Nothing/No Build: The existing bridge would be left as is. Routine maintenance operations would continue, as needed.

Alternative 2 - Build New Bridge without Using the Existing Bridge: Constructing a new bridge adjacent to the existing bridge, utilizing one of five superstructure alternatives: concrete and steel arches; steel truss; composite steel plate girder; pre-cast concrete girder; or combination concrete and steel girder. Rehabilitation of the existing bridge would not occur with this alternative. If no responsible party elects to take ownership and assume maintenance responsibilities for the bridge, then it would be demolished upon completion of the new bridge.

Alternative 3 - Bridge Rehabilitation Preserving Historical Status: Rehabilitating the bridge would involve replacing the existing bridge deck, repairing deficiencies identified in the bridge maintenance report, and strengthening or replacing structural members to bring the structure up to current specifications. Alternative 3 would ensure that the existing scenic appearance and historical significance of the structure is preserved.

Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge: Constructing a new bridge near the existing bridge, and then rehabilitating the existing bridge upon completion of the new bridge. This alternative would allow the existing bridge to remain in service while the new bridge is being constructed. Upon completion of the new bridge, traffic would be routed on to the new bridge, while rehabilitation of the existing bridge is being completed. This alternative would ultimately result in two functional bridges, one eastbound and one westbound.

A Project Assessment was completed in June 2014 by HDR Engineering, Inc. to assess potential project issues, and outline possible action alternatives. A copy of the Project Assessment report is enclosed for your review and comment.

Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2009), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the National Register of Historic Places, under Criterion C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. Please review the information provided in this letter, as well as the enclosed maps and Project Assessment report. If you agree with the findings outlined in this letter and the report, please indicate your concurrence by signing below. If you have any questions or concerns, please feel

free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

_____ _____

Signature for GRIC Concurrence Date
EB-060-D(207)T

cc:
Dr. Kyle Woodson, Cultural Resource Management Program Director, GRIC, P.O. Box 2140, Sacaton, AZ, 85147 (w/enclosures)
Barnaby Lewis, Tribal Historic Preservation Officer, GRIC, P.O. Box 2140, Sacaton, AZ, 85147 (w/enclosures)
TWilson
LDavis (EM02)
TWilson:cdm

GILA RIVER INDIAN COMMUNITY

POST OFFICE BOX 2140, SACATON, AZ 85147

TRIBAL HISTORIC PRESERVATION OFFICE

(520) 562-7162
Fax: (520) 562-5083

March 14, 2016

Karla S. Petty, Division Administrator
U. S. Department of Transportation
Federal Highway Administration, Arizona Division
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

RE: EB-060-D(207)T, TRACS No. 060 PN 228 H8234 01C, United States (US) 60, Pinto Creek Bridge #351, Continuing Early Section 106 Consultation

Dear Ms. Petty,

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation letter dated February 25, 2016. The GRIC-THPO initially responded to this undertaking on May 6, 2015. The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are investigating various strategies to correct structural deficiencies on the Pinto Creek Bridge (Structure #351) on the US 60, at milepost 237.93, Gila County, Arizona. There are four (4) alternatives: 1) No build; 2) Build a New Bridge; 3) Bridge Rehabilitation; and 4) Build New Bridge and Rehabilitate Old Bridge. The project area has been assessed. While not discussed in the final project assessment, one site AR-03-12-02-458(TNF)\AZ V:2:101(ASM) identified as the historic US 60 alignment is considered Register eligible which will not be affected by this undertaking. The Pinto Creek Bridge has also been evaluated and is considered a Register eligible property. The FHWA advises that since alternatives for this project are still being evaluated, the FHWA does not present a finding of effect for the undertaking at this time.

The GRIC-THPO considers the assessment report as an adequate document and we look forward to reviewing additional reports as they become available. The proposed project area is within the ancestral lands of the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O'Odham Nation).

Thank you for consulting with the GRIC-THPO on this project. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,

Barnaby V. Lewis
Tribal Historic Preservation Officer
Gila River Indian Community

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

February 25, 2016

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Early Section 106 Consultation

Mr. Leigh Kuwanwisiwma, Director
Cultural Preservation Office
Hopi Tribe
P.O. Box 123
Kykotsmovi, Arizona 86039

Dear Mr. Kuwanwisiwma:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

Previous Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. Responses concurring with the findings outlined in the April 2015 consultation were received from SHPO (April 27, 2015), TNF (July 21, 2015 via e-mail), GRIC (May 6, 2015), the Hopi Tribe (April 28, 2015), the Pueblo of Zuni (June 26, 2015), the San Carlos Apache Tribe

(May 15, 2015), TON (May 1, 2015), WMAT (April 29, 2015), YAN (April 30, 2015), and the Yavapai-Prescott Indian Tribe (May 8, 2015).

The Pinto Creek Bridge is rated structurally deficient and exhibits extensive cracking and spalling on the top and bottom deck surface, crack formations in the steel arch superstructure members and connections, and cracking in the concrete piers and abutments. At this time, four alternatives are under consideration to address the deficiencies:

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A Project Assessment was completed in June 2014 by HDR Engineering, Inc. to assess potential project issues, and outline possible action alternatives. A copy of the Project Assessment report is enclosed for your review and comment.

Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2009), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the National Register of Historic Places, under Criterion C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. Please review the information provided in this letter, as well as the enclosed maps and Project Assessment report. If you agree with the findings outlined in this letter and the report, please

indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

Signature for Hopi Tribe Concurrence

3-1-16
Date

EB-060-D(207)T

Enclosures

cc:
TWilson
LDavis (EM02)
TWilson:cdm

MAR 7 - 2016

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

February 25, 2016

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Early Section 106 Consultation

MAR 07 2016

MAR 10 2016

RECEIVED
San Carlos Apache Tribe
FEB 29 2016
OFFICE OF THE CHAIRMAN

Mr. Terry Rambler, Chairman
San Carlos Apache Tribe
P.O. Box 0
San Carlos, Arizona 85550

Dear Chairman Rambler:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

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The Pinto Creek Bridge is rated structurally deficient and exhibits extensive cracking and spalling on the top and bottom deck surface, crack formations in the steel arch superstructure members and connections, and cracking in the concrete piers and abutments. At this time, four alternatives are under consideration to address the deficiencies:

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Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2009), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the National Register of Historic Places, under Criterion C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. Please review the information provided in this letter, as well as the enclosed maps and Project Assessment report. If you agree with the findings outlined in this letter and the report, please indicate your concurrence by signing below. If you have any questions or concerns, please feel

free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

Signature for San Carlos Apache Tribe Concurrence

3/9/16
Date

EB-060-D(207)T

cc:
Vernelda Grant, Tribal Historic Preservation Officer, San Carlos Apache Tribe, P.O. Box 0, San Carlos, AZ, 85550 (w/enclosures)
TWilson
LDavis (EM02)
TWilson:cdm

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
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http://www.fhwa.dot.gov/azdiv/index.htm

February 25, 2016

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Early Section 106 Consultation

Mr. Peter Steere, Tribal Historic Preservation Officer
Mr. Joe Joaquin, Cultural Resource Specialist
Cultural Affairs Office
Tohono O'odham Nation
P.O. Box 837
Sells, Arizona 85634

Dear Messrs. Steere and Joaquin:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.93 and MP 238.50 within Section 8 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). Project location maps are enclosed to assist you in your review. As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

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Sincerely yours,

Karla S. Petty
Division Administrator

_____ _____

Signature for TON Concurrence Date
EB-060-D(207)T

Enclosures

cc:
TWilson
LDavis (EM02)
TWilson:cdm

indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

for Karla S. Petty
Division Administrator

Peter L. Steen
Signature for TON Concurrence
EB-060-D(207)T

3-7-16
Date

Enclosures

cc:
TWilson
LDavis (EM02)
TWilson:cdm

Has this bridge been evaluated for National Register Eligibility

built in 1949 / appears to be eligible

Winner of Annual Award of Merit For the Most beautiful Class II Steel Bridge by America Institute of Steel Construction

MAR 11 2016

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

February 25, 2016

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Early Section 106 Consultation

Mr. Ronnie Lupe, Chairman
White Mountain Apache Tribe
P.O. Box 1150
Whiteriver, Arizona 85941

Dear Chairman Lupe:

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free to contact ADOT Historic Preservation Specialist Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

_____ _____

Signature for WMAT Concurrence Date
EB-060-D(207)T

cc:
Mark Altaha, Tribal Historic Preservation Officer, Historic Preservation Office, WMAT, P.O. Box 1032, Fort Apache, AZ, 85926 (w/enclosures)
TWilson
LDavis (EM02)
TWilson:cdm

White Mountain Apache Tribe

Office of Historic Preservation
PO Box 1032
Fort Apache, AZ 85926
Ph: (928) 338-3033 Fax: (928) 338-6055

To: Linda Davis, ADOT Historic Preservation Specialist

Date: March 15, 2016

Re: EB-060-D(207)T TRACS No. 060 PN 228 H8243 01C US 60: Pinto Creek Bridge #351

……

The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the proposed project, dated February 25, 2016. In regards to this, please attend to the following checked items below.

___N/A__The proposed project is located within an area of probably cultural or historical importance to the White Mountain Apache tribe (WMAT). As part of the effort to identify historical properties that may be affected by the project we recommend further discussions with the tribe's Cultural Heritage Resource Director Mr. Ramon Riley may be contacted at **(928) 338-4625**.

Please refer to the additional notes in regards to the proposed project:
We have received and reviewed information regarding the above ongoing study for the US 60 Pinto Creek Bridge #351, in Gila County, Arizona, and we agree further study/research should be conducted to determine the possible impacts to cultural heritage resources. Regardless, any/all ground disturbing activities should be monitored ***if*** there are reasons to be believe that there are human remains and/or funerary objects are present, and if such remains and/or objects are encountered they shall be treated with respect and handled accordingly until such remains are repatriated to the affiliated tribe(s).

Thank you. We look forward to continued collaborations in the protection and preservation of places of cultural and historical importance.

Sincerely,

Mark T. Altaha - THPO

White Mountain Apache Tribe - THPO

Adequacy of the survey report

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SHPO - 2015-0396 (134733)

U.S. Department of Transportation
Federal Highway Administration

ARIZONA STATE HISTORIC PRESERVATION OFFICE
ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

January 4, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Adequacy of Survey Report

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1100 West Washington Street
Phoenix, Arizona 85007

RE: SHPO-2015-0396

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

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[YAN] to Petty [FHWA]; April 30, 2015), and the Yavapai-Prescott Indian Tribe (Jones [YPIT] to Petty [FHWA]; May 8, 2015).

Continuing Early Section 106 consultation was submitted to all consulting parties on February 25, 2016, and included a Project Assessment report prepared by HDR Engineering, Inc. (HDR). The consultation outlined four strategies for addressing the bridge deficiencies:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation Preserving Historical Status
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. Responses concurring with the findings outlined in the consultation letter and the adequacy of the HDR Project Assessment report were received from SHPO (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 – via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; March 14, 2016), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; March 6, 2016), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; March 9, 2016), TON (Steere [TON] to Petty [FHWA]; March 7, 2016), and WMAT (Altaha [WMAT] to Davis [ADOT]; March 15, 2016).

Although all four alternatives are still under consideration, the project team has determined that new easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. The new easements are located along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30. The TCEs would be needed for an access road along the north side of US 60 at MP 238.30, and for two waste sites along the south side of US 60 at approximately MP 237.70 and MP 238.35. As an alternative has not yet been chosen, an APE cannot be established for the overall project; however, for the purposes of the new easement acquisition and TCE needs, the APE is defined as the variable-width US 60 right-of-way (ROW) corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Portions of the new easements and TCEs, as well as the existing US 60 ROW corridor within the current APE, were previously surveyed by Archaeological Consulting Services, Ltd. (ACS) and Logan Simpson Design, Inc. (LSD) in conjunction with separate, unrelated undertakings. LSD also surveyed the 200-ft-wide scenic setback, defined as the minimum distance by which any development or building must be separated from the ROW.

The results of the ACS survey are reported in *Cultural Resources Survey of Five Discontinuous Segments of US Highway 60 Between Mileposts 227.75 and 252.61, Tonto National Forest-Globe Ranger District, Pinal and Gila Counties, Arizona* (DeMaagd et al. 2002). Twenty-seven cultural resource sites were identified by ACS within the current project limits. SHPO and TNF previously concurred with the adequacy of the ACS report (Jacobs [SHPO] to Hollis [FHWA]; November 13, 2002, and TNF signed Inventory Standards & Accounting [IS&A] Form; November 25, 2002).

The results of the LSD survey are reported in *A Cultural Resources Survey of 184 Acres Along US 60 Between Mileposts 236.31 and 240.06, West of Miami, Gila and Pinal Counties, Arizona* (Courtright et al. 2006). Twenty-seven cultural resource sites were identified by LSD within the

current project limits. SHPO and TNF previously concurred with the adequacy of the LSD report once requested revisions were completed (Jacobs [SHPO] to Hollis [FHWA]; February 6, 2008, and Blankenbaker [TNF] to Hollis [FHWA]; January 22, 2008).

As portions of the new easements and TCE parcels were not covered by the ACS and LSD surveys, AZTEC Engineering Group, Inc. (AZTEC) surveyed the new easements along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30, and the TCEs along the north side of US 60 at MP 238.30, and the south side of US 60 at approximately MP 237.70 and MP 238.35. The results of the survey are reported in *A Cultural Resource Survey of New Easement and Temporary Construction Easements Totaling 10.25 Acres along US Highway 60 between Milepost 237.50 and Milepost 238.60, Tonto National Forest, Gila County, Arizona* (Bowler 2016). No new cultural resource sites were identified by AZTEC. A copy of the report is enclosed for your review.

Of the ten cultural resource sites previously recorded by ACS and LSD within the APE, no new cultural resource sites were found during the AZTEC survey. Six of the previously recorded sites were found ineligible for inclusion in the National Register of Historic Places (NRHP) in conjunction with other projects. No attempt was made by AZTEC to relocate these ineligible sites. However, AZTEC did relocate and reassess four sites previously determined to be NRHP-eligible, or with undetermined eligibility.

AR-03-12-02-458(TNF)/AZ V:2:101(ASM) is identified as the in-use historic US 60 highway. By 1949, the present-day alignment was completed. Portions of the old Superior to Miami Highway were incorporated into the new US 60 roadway. According to the *Interim Procedures for the Treatment of Historic Roads* (an agreement between FHWA, ADOT, and SHPO; November 15, 2002), US 60 is recognized as part of the Historic State Highway System, and is eligible for inclusion in the NRHP under Criterion D for its information potential pertaining to early transportation in Arizona. The proposed rehabilitation or reconstruction activities would not adversely affect the function or location of US 60. At a maximum, it would affect the design of US 60 by slightly widening and/or realigning the roadway. However, the minimal shift would not adversely affect the characteristics that qualify the historic roadway for inclusion in the NRHP.

Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2008), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criteria A and C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012). If there would be an adverse effect to the bridge, it is recommended that it be documented in accordance with Historic American Engineering Records guidelines, prior to any work.

AR-03-12-02-1444(TNF)/AZ V:9:470(ASM) is identified as a historic telephone line comprised of two in-use deteriorating wooden telephone poles. Pole #1 is located along the south side of US 60 on top of a moderately-steep slope at MP 238.40. The telephone line crosses over US 60 in a southwest–northeast direction. Pole #2 is located along the north side of US 60 on top of a moderately-steep slope at MP 238.47. Although pole #1 is in relatively poor condition, it is still standing and still in-use. With the exception of a small remnant, pole #2 is no longer in-use or present. The pole has been cut down and replaced with a newer pole. As the site is outside the

proposed work limits for this project, it will not be affected. AZTEC agrees with the previous recommendation from ACS and LSD that a program of archival research be conducted to determine NRHP eligibility if project plans indicate that the site cannot be avoided. If archival research is conducted and the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant.

AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is an early twentieth-century (ca. 1910–1920) camp consisting of four tent pads, one stacked-rock windbreak, two built-up hearths, and a low- to moderate-density artifact scatter. Although the vast majority of the site is located outside the APE, and the small portion that is within the APE is outside the proposed project work zone, AZTEC archaeologists relocated and re-assessed the two features closest to the APE (Feature 5 and Feature 7) as a precaution, in case the project plans or project limits change. Both features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The site was previously determined eligible for inclusion in the NRHP under Criterion D. LSD recommended that the site be subjected to an appropriate data recovery program if avoidance was not possible. Therefore, if current project plans change, and the site can no longer be avoided, data recovery investigations would be needed.

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. Please review the information provided in this letter, as well as the enclosed survey report. If you find the report adequate and agree with the findings outlined in this letter and the report, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely yours,

JAN 17 2017

Karla S. Petty
Division Administrator

9 JAN 17

Signature for SHPO Concurrence
EB-060-D(207)T

Date

Enclosure

cc:
TWilson
LClementino (F500)

CC: Lauren Clementino, ADOT

16-07A

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

January 4, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Adequacy of Survey Report

Ms. Kristina Hill, Heritage Program Manager/Archaeologist
Supervisor's Office
Tonto National Forest
2324 East McDowell Road
Phoenix, Arizona 85006-1264

Dear Ms. Hill:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

Previous Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. Responses concurring with the findings outlined in the April 2015 consultation were received from SHPO (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015), TNF (Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; May 6, 2015), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; April 28, 2015), the Pueblo of Zuni (Dongoski [Zuni] to Petty [FHWA]; June 26, 2015), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; May 15, 2015), TON (Steere [TON] to Petty [FHWA]; May 1, 2015), WMAT (Altaha [WMAT] to Petty [FHWA]; April 29, 2015), YAN (Coder [YAN] to Petty [FHWA]; April 30, 2015), and the Yavapai-Prescott Indian Tribe (Jones [YPIT] to Petty [FHWA]; May 8, 2015).

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- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
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Although all four alternatives are still under consideration, the project team has determined that new easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. The new easements are located along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30. The TCEs would be needed for an access road along the north side of US 60 at MP 238.30, and for two waste sites along the south side of US 60 at approximately MP 237.70 and MP 238.35. As an alternative has not yet been chosen, an APE cannot be established for the overall project; however, for the purposes of the new easement acquisition and TCE needs, the APE is defined as the variable-width US 60 right-of-way (ROW) corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Portions of the new easements and TCEs, as well as the existing US 60 ROW corridor within the current APE, were previously surveyed by Archaeological Consulting Services, Ltd. (ACS) and Logan Simpson Design, Inc. (LSD) in conjunction with separate, unrelated undertakings. LSD also surveyed the 200-ft-wide scenic setback, defined as the minimum distance by which any development or building must be separated from the ROW.

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As portions of the new easements and TCE parcels were not covered by the ACS and LSD surveys, AZTEC Engineering Group, Inc. (AZTEC) surveyed the new easements along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30, and the TCEs along the north side of US 60 at MP 238.30, and the south side of US 60 at approximately MP 237.70 and MP 238.35. The results of the survey are reported in *A Cultural Resource Survey of New Easement and Temporary Construction Easements Totaling 10.25 Acres along US Highway 60 between Milepost 237.50 and Milepost 238.60, Tonto National Forest, Gila County, Arizona* (Bowler 2016). No new cultural resource sites were identified by AZTEC. A copy of the report is enclosed for your review.

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recommendation from ACS and LSD that a program of archival research be conducted to determine NRHP eligibility if project plans indicate that the site cannot be avoided. If archival research is conducted and the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant.

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As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. Please review the information provided in this letter, as well as the enclosed survey report. If you agree with the findings outlined in this letter and the report, please indicate your concurrence by sending a signed TNF Inventory Standards & Accounting Form. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely yours,

for Karla S. Petty
Division Administrator

Kristina R Hill
Signature for TNF Concurrence

January 26, 2017
Date

Enclosure

cc:
TWilson
LClementino (F500)

USDA Forest Service

HERITAGE
INVENTORY STANDARDS AND ACCOUNTING

R3-FS-2300-4(6/06)

Forest: TONTO

1. REPORT NUMBER: YEAR FOREST NUMBER SERIES	2. REPORT DATE: MONTH DAY YEAR	3. ROUTING & FILING: Copies to	
2016 12 07 A	12 16 2016	GLOBE District ☐ RO ☐ SHPO ☐ Tribes ☒ SO: ENGINEERING ☐ Other: Date Sent:_____	☐ Log ☐ Spreadsheet ☐ Atlas ☐ Infra Event ☐ GIS sites ☐ GIS survey

4. **AUTHOR**

A. *BOWLER M R* B.

5. **PROJECT NAME/REPORT TITLE** (Abbreviate if necessary):

A CULTURAL RESOURCE SURVEY OF NEW EASEMENT AND TEMPORARY CONSTRUCTION EASEMENTS TOTALING 10,25 ACRES ALONG US HIGHWAY 60 BETWEEN MILEPOST 237.50 AND MILEPOST 238.60, TONTO NATIONAL FOREST, GILA CO, AZ

6. **ABSTRACT/SUMMARY** of report and findings:

The Federal Highway Adminstration (FWA) and Arizona Department of Transportion (ADOT) are investigating various strategies to address structural deficiences of the Pinto Creek Bridge on US Highway 60 in Gila County. Alternatives are still under evaluation, thus no Area of Potential Effect (APE) has been identified at this time.

☒ Cont. p. 2

7. CONSULTATION/CLEARANCE

A. **TRIBAL CONSULTATION:** ☐ N/A ☒ NEPA ☐ NHPA ☐ NAGPRA ☐ OTHER:

B. ***CONDITIONS OF CLEARANCE:*** ☐ NONE ☐ AVOID ☐ MONITORING ☐ INSPECTION ☐ N/A
☐ ADDITIONAL FIELDWORK as specified below ☒ OTHER/ADDITIONAL COMMENTS:

Once an alternative had been identified, the APE will be defined and a cultural resource assessment of the resulting APE will be undertaken. The Pinto Creek Bridge was constructed in 1949, and is eligible for inclusion to

☒ Cont. p. 2

C. **CLEARANCE RECOMMENDED**
☐ YES ☐ NO ☒ N/A

Kimberly R Hill — FOREST ARCHEOLOGIST — 1/26/2017 Date

D. **EFFECT:** ☐ NO PROPERTIES ☐ NO EFFECT ☐ NO ADVERSE ☐ ADVERSE ☒ N/A

E. **TRANSMITTAL TO SHPO:** Consultation on:
☐ Adequacy ☐ Eligibility ☐ Effect
☐ Pursuant to project PA/MOA
☐ Info Only ☐ Annual List only ☒ N/A

Acting for FOREST SUPERVISOR — 1/26/17 Date

F. **SHPO CONCURRENCE:** ☐ YES ☐ YES, per comment below ☐ NO ☐ N/A
COMMENTS:

☐ Additional comments attached
☐ Case-by-case concurrence not required, per Region 3 PA

SHPO — Date

G. **CLEARANCE APPROVED:** ☐ YES ☐ NO ☒ N/A

FOREST SUPERVISOR — 1/27/17 Date

8. **Ranger District:** 02

9. **Project Function:** 71

10. **Primary Activity Type:** X

11. Secondary Activity Type:

12. Programming: X

23. **PROJECT LOCATION** (Surveys only):

T. 1S R. 14E Sec. 5, 8 and 9

T. R. Sec.

T. R. Sec.

T. R. Sec.

13. **TOTAL PROJECT ACREAGE:** 10.25

14. **ACRES COMPLETELY SURVEYED:** 10.25
15. **Sample:** 0%
16. Acres Resurveyed: 0
Acres Previously Surveyed: 0
Acres Not Surveyed: 0
17. **TOTAL NO. SITES IN PROJ. AREA:** 10
18. New Sites: 0

24. Organization Conducting Project/Survey:

AZ (AGENCY CODE) AZTEC ENGINEERING GROUP (Name of Permittee/Contractor)

25. Average Number Of Individuals Used: 2

26. **Average Individual/ Transect Spacing:** 45 (Feet)

19. SITES EVALUATED **ELIGIBLE:** 3
20. SITES EVAL. **NOT ELIG.:** 6
(By Professional CRM Specialist, request SHPO Concurrence)

Previous Eval "E:" 3 Previous Eval "NE:" 6

21. **SITES INSPECTED,** MONITORED, ENHANCED, ETC.: 0
(Projects other than survey or site evaluation)

22. **RECOMMENDED DETERMINATION OF EFFECT:** 6 Initial: KRH
(By USFS Professional CRM Specialist)

1. No Effect
2. No Adverse Effect
3. Adverse Effect
4. Not Applicable
5. Beneficial Effect
6. N/A - no heritage resources present

27. **FIELD HOURS:** 16

28. Lab/Lib Hours: 0

29. Travel Hours: 0

30. **ADMIN. HOURS:** 2
(RD: SO:2)

31. MILEAGE: 0

32. Per Diem Rate: N

33. Days Of Per Diem: 0

34. COST Weight Factor: 9

35. COST (code): A
or
36. ACTUAL COST:

JOB CODE: CMRD12

37. **REMARKS/CONTINUATION** from page 1:

6. The project team determined that new easements and temporary construction easements would be needed for Alternatives 2-4. An inventory of the new easements was conducted. No new sites were identified, but four previously recorded sites were relocated and revisited.

7.B. the National Register of Historic Places (NRHP) under Criterion C. Three other historic properties were relocated during this survey. Mitigation measures, up to and including HAER documentation of the historic bridge, may be required before project clearance is recommended.

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

January 4, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Adequacy of Survey Report

Mr. Robert Miguel, Chairman
Ak-Chin Indian Community
42507 West Peters and Nall Road
Maricopa, Arizona 85138

Dear Chairman Miguel:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

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- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. Responses concurring with the findings outlined in the consultation letter and the adequacy of the HDR Project Assessment report were received from SHPO (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 – via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; March 14, 2016), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; March 6, 2016), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; March 9, 2016), TON (Steere [TON] to Petty [FHWA]; March 7, 2016), and WMAT (Altaha [WMAT] to Davis [ADOT]; March 15, 2016).

Although all four alternatives are still under consideration, the project team has determined that new easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. The new easements are located along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30. The TCEs would be needed for an access road along the north side of US 60 at MP 238.30, and for two waste sites along the south side of US 60 at approximately MP 237.70 and MP 238.35. As an alternative has not yet been chosen, an APE cannot be established for the overall project; however, for the purposes of the new easement acquisition and TCE needs, the APE is defined as the variable-width US 60 right-of-way (ROW) corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Portions of the new easements and TCEs, as well as the existing US 60 ROW corridor within the current APE, were previously surveyed by Archaeological Consulting Services, Ltd. (ACS) and Logan Simpson Design, Inc. (LSD) in conjunction with separate, unrelated undertakings. LSD also surveyed the 200-ft-wide scenic setback, defined as the minimum distance by which any development or building must be separated from the ROW.

The results of the ACS survey are reported in *Cultural Resources Survey of Five Discontinuous Segments of US Highway 60 Between Mileposts 227.75 and 252.61, Tonto National Forest-Globe Ranger District, Pinal and Gila Counties, Arizona* (DeMaagd et al. 2002). Twenty-seven cultural resource sites were identified by ACS within the current project limits. SHPO and TNF previously concurred with the adequacy of the ACS report (Jacobs [SHPO] to Hollis [FHWA]; November 13, 2002, and TNF signed Inventory Standards & Accounting [IS&A] Form; November 25, 2002).

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As portions of the new easements and TCE parcels were not covered by the ACS and LSD surveys, AZTEC Engineering Group, Inc. (AZTEC) surveyed the new easements along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30, and the TCEs along the north side of US 60 at MP 238.30, and the south side of US 60 at approximately MP 237.70 and MP 238.35. The results of the survey are reported in *A Cultural Resource Survey of New Easement and Temporary Construction Easements Totaling 10.25 Acres along US Highway 60 between Milepost 237.50 and Milepost 238.60, Tonto National Forest, Gila County, Arizona* (Bowler 2016). No new cultural resource sites were identified by AZTEC. A copy of the report is enclosed for your review.

Of the ten cultural resource sites previously recorded by ACS and LSD within the APE, no new cultural resource sites were found during the AZTEC survey. Six of the previously recorded sites were found ineligible for inclusion in the National Register of Historic Places (NRHP) in conjunction with other projects. No attempt was made by AZTEC to relocate these ineligible sites. However, AZTEC did relocate and reassess four sites previously determined to be NRHP-eligible, or with undetermined eligibility.

AR-03-12-02-458(TNF)/AZ V:2:101(ASM) is identified as the in-use historic US 60 highway. By 1949, the present-day alignment was completed. Portions of the old Superior to Miami Highway were incorporated into the new US 60 roadway. According to the *Interim Procedures for the Treatment of Historic Roads* (an agreement between FHWA, ADOT, and SHPO; November 15, 2002), US 60 is recognized as part of the Historic State Highway System, and is eligible for inclusion in the NRHP under Criterion D for its information potential pertaining to early transportation in Arizona. The proposed rehabilitation or reconstruction activities would not adversely affect the function or location of US 60. At a maximum, it would affect the design of US 60 by slightly widening and/or realigning the roadway. However, the minimal shift would not adversely affect the characteristics that qualify the historic roadway for inclusion in the NRHP.

Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2008), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criteria A and C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012). If there would be an adverse effect to the bridge, it is recommended that it be documented in accordance with Historic American Engineering Records guidelines, prior to any work.

AR-03-12-02-1444(TNF)/AZ V:9:470(ASM) is identified as a historic telephone line comprised of two in-use deteriorating wooden telephone poles. Pole #1 is located along the south side of US 60 on top of a moderately-steep slope at MP 238.40. The telephone line crosses over US 60 in a southwest–northeast direction. Pole #2 is located along the north side of US 60 on top of a moderately-steep slope at MP 238.47. Although pole #1 is in relatively poor condition, it is still standing and still in-use. With the exception of a small remnant, pole #2 is no longer in-use or present. The pole has been cut down and replaced with a newer pole. As the site is outside the proposed work limits for this project, it will not be affected. AZTEC agrees with the previous recommendation from ACS and LSD that a program of archival research be conducted to determine NRHP eligibility if project plans indicate that the site cannot be avoided. If archival

research is conducted and the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant.

AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is an early twentieth-century (ca. 1910–1920) camp consisting of four tent pads, one stacked-rock windbreak, two built-up hearths, and a low- to moderate-density artifact scatter. Although the vast majority of the site is located outside the APE, and the small portion that is within the APE is outside the proposed project work zone, AZTEC archaeologists relocated and re-assessed the two features closest to the APE (Feature 5 and Feature 7) as a precaution, in case the project plans or project limits change. Both features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The site was previously determined eligible for inclusion in the NRHP under Criterion D. LSD recommended that the site be subjected to an appropriate data recovery program if avoidance was not possible. Therefore, if current project plans change, and the site can no longer be avoided, data recovery investigations would be needed.

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. Please review the information provided in this letter, as well as the enclosed survey report. If you find the report adequate and agree with the findings outlined in this letter and the report, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely yours,

for Karla S. Petty
Division Administrator

_____ _____

Signature for Ak-Chin Concurrence
EB-060-D(207)T

Date

cc:
Ms. Caroline Antone, Cultural Resource Manager, Ak-Chin Indian Community, 42507 W. Peters and Nall Road, Maricopa, AZ 85138 (w/enclosure)
TWilson
LClementino (F500)

AK-CHIN INDIAN COMMUNITY

Community Government

42507 W. Peters & Nall Road • Maricopa, Arizona 85138 • Telephone: (520) 568-1000 • Fax: (520) 568-1001

February 21, 2017

Karla S. Petty
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Arizona Division
4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500

Re: **EB-060-D(207)T**
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
"Adequacy of Survey Report"

Dear Karla S. Petty,

The Ak-Chin Indian Community did receive your letter dated January 04, 2017 regarding the current investigations of various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at mile post (MP) 238.30, in Gila County

At this time, due to the project location, we will defer all comments to the Salt River Pima-Maricopa Indian Community Cultural Resources Office located in Scottsdale, Arizona.

If you should have any questions, please contact Ms. Bernadette Carra CRS-Land Management at (520) 568-1337 or Mrs. Caroline Antone, Cultural Resources Manager at (520) 568-1372. Thank you.

Sincerely,

Robert Miguel, Chairman
Ak-Chin Indian Community

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

January 4, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Adequacy of Survey Report

Mr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

Previous Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. Responses concurring with the findings outlined in the April 2015 consultation were received from SHPO (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015), TNF (Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; May 6, 2015), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; April 28, 2015), the Pueblo of Zuni (Dongoski [Zuni] to Petty [FHWA]; June 26, 2015), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; May 15, 2015), TON (Steere [TON] to Petty [FHWA]; May 1, 2015), WMAT (Altaha [WMAT] to Petty [FHWA]; April 29, 2015), YAN (Coder [YAN] to Petty [FHWA]; April 30, 2015), and the Yavapai-Prescott Indian Tribe (Jones [YPIT] to Petty [FHWA]; May 8, 2015).

Continuing Early Section 106 consultation was submitted to all consulting parties on February 25, 2016, and included a Project Assessment report prepared by HDR Engineering, Inc. (HDR). The consultation outlined four strategies for addressing the bridge deficiencies:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation Preserving Historical Status
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. Responses concurring with the findings outlined in the consultation letter and the adequacy of the HDR Project Assessment report were received from SHPO (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 – via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; March 14, 2016), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; March 6, 2016), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; March 9, 2016), TON (Steere [TON] to Petty [FHWA]; March 7, 2016), and WMAT (Altaha [WMAT] to Davis [ADOT]; March 15, 2016).

Although all four alternatives are still under consideration, the project team has determined that new easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. The new easements are located along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30. The TCEs would be needed for an access road along the north side of US 60 at MP 238.30, and for two waste sites along the south side of US 60 at approximately MP 237.70 and MP 238.35. As an alternative has not yet been chosen, an APE cannot be established for the overall project; however, for the purposes of the new easement acquisition and TCE needs, the APE is defined as the variable-width US 60 right-of-way (ROW) corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Portions of the new easements and TCEs, as well as the existing US 60 ROW corridor within the current APE, were previously surveyed by Archaeological Consulting Services, Ltd. (ACS) and Logan Simpson Design, Inc. (LSD) in conjunction with separate, unrelated undertakings. LSD also surveyed the 200-ft-wide scenic setback, defined as the minimum distance by which any development or building must be separated from the ROW.

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As portions of the new easements and TCE parcels were not covered by the ACS and LSD surveys, AZTEC Engineering Group, Inc. (AZTEC) surveyed the new easements along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30, and the TCEs along the north side of US 60 at MP 238.30, and the south side of US 60 at approximately MP 237.70 and MP 238.35. The results of the survey are reported in *A Cultural Resource Survey of New Easement and Temporary Construction Easements Totaling 10.25 Acres along US Highway 60 between Milepost 237.50 and Milepost 238.60, Tonto National Forest, Gila County, Arizona* (Bowler 2016). No new cultural resource sites were identified by AZTEC. A copy of the report is enclosed for your review.

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Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2008), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criteria A and C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012). If there would be an adverse effect to the bridge, it is recommended that it be documented in accordance with Historic American Engineering Records guidelines, prior to any work.

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research is conducted and the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant.

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As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. Please review the information provided in this letter, as well as the enclosed survey report. If you find the report adequate and agree with the findings outlined in this letter and the report, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

_____ _____

Signature for GRIC Concurrence Date
EB-060-D(207)T

cc:
Mr. Barnaby Lewis, Tribal Historic Preservation Officer, Gila River Indian Community, P.O. Box 2140, Sacaton, AZ, 85147 (w/enclosure)
Dr. Kyle Woodson, Cultural Resource Management Program Director, Gila River Indian Community, P.O. Box 2140, Sacaton, AZ, 85147 (w/enclosure)
TWilson
LClementino (F500)

GILA RIVER INDIAN COMMUNITY
POST OFFICE BOX 2140, SACATON, AZ 85147

TRIBAL HISTORIC PRESERVATION OFFICE

(520) 562-7162
Fax: (520) 562-5083

January 31, 2017

Karla S. Petty, Division Administrator
U. S. Department of Transportation
Federal Highway Administration, Arizona Division
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

RE: EB-060-D(207)T, TRACS No. 060 PN 228 H8243 01C, United States (US) 60, Pinto Creek Bridge #351, Continuing Section 106 Consultation, Adequacy of Survey Report

Dear Ms. Petty,

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation package dated January 4, 2017. The GRIC-THPO responded to this undertaking on May 6, 2015, March 14, 2016, and May 19, 2016. The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are investigating various strategies to correct structural deficiencies on the Pinto Creek Bridge (Structure #351) on the US 60, at milepost 237.93, Gila County, Arizona. The FHWA and ADOT are still assessing and analyzing four (4) alternatives: 1) No build; 2) Build a New Bridge; 3) Bridge Rehabilitation; and 4) Build New Bridge and Rehabilitate Old Bridge. The FHWA and ADOT have not decided on their alternatives and have not proposed a finding of effect for this undertaking. The FHWA has also determined that there will be a need for the establishment of new easements and temporary construction easements for alternatives 2, 3, and 4.

The project area has been archaeologically surveyed and no new archaeological sites were identified or recorded. Four previously recorded sites were relocated and re-evaluated: 1) AR-03-12-02-1444(TNF)/AZ V:9:470(ASM) is identified as a historic telephone line. Additional archival research is recommended to determine if the site is a Register eligible property. The site will not be affected by this undertaking; 2) AR-03-12-02-458(TNF)/AZ V:2:101(ASM) is identified as the historic US 60 alignment. US 60 is considered a Register eligible property which will not be affected by this undertaking; 3) AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is identified as an historic camp site with an associated artifact scatter. The site is considered a Register eligible property. The site cannot be avoided by project construction and archaeological data recovery has been recommended; and 4) Pinto Creek Bridge (Structure #351) was built in 1949. The bridge is considered a Register eligible property. Historic American Engineering Records documentation is recommended for the bridge. which will not be affected by this undertaking. The FHWA has not made a finding of effect for his undertaking and is seeking concurrence for report adequacy and site re-evaluations.

The GRIC-THPO concurs with recommendations for archaeological data recovery if required. The report is an acceptable cultural resource management document. The proposed project area is within the ancestral lands of the Four Southern Tribes (Gila River Indian Community; Salt River

Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O'Odham Nation).

Thank you for consulting with the GRIC-THPO on this project. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,

Barnaby V. Lewis
Tribal Historic Preservation Officer
Gila River Indian Community

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

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Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
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http://www.fhwa.dot.gov/azdiv/index.htm

January 4, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Adequacy of Survey Report

Mr. Leigh Kuwanwisiwma, Director
Cultural Preservation Office
Hopi Tribe
P.O. Box 123
Kykotsmovi, Arizona 86039

Dear Mr. Kuwanwisiwma:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

Previous Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. Responses concurring with the findings outlined in the April 2015 consultation were received from SHPO (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015), TNF (Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; May 6, 2015), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; April 28, 2015), the Pueblo of Zuni (Dongoski [Zuni] to Petty [FHWA]; June 26, 2015), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; May 15, 2015), TON (Steere [TON] to Petty [FHWA]; May 1, 2015), WMAT (Altaha [WMAT] to Petty [FHWA]; April 29, 2015), YAN (Coder [YAN] to Petty [FHWA]; April 30, 2015), and the Yavapai-Prescott Indian Tribe (Jones [YPIT] to Petty [FHWA]; May 8, 2015).

Continuing Early Section 106 consultation was submitted to all consulting parties on February 25, 2016, and included a Project Assessment report prepared by HDR Engineering, Inc. (HDR). The consultation outlined four strategies for addressing the bridge deficiencies:

- Alternative 1 - Do Nothing/No Build
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As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. Responses concurring with the findings outlined in the consultation letter and the adequacy of the HDR Project Assessment report were received from SHPO (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 – via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; March 14, 2016), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; March 6, 2016), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; March 9, 2016), TON (Steere [TON] to Petty [FHWA]; March 7, 2016), and WMAT (Altaha [WMAT] to Davis [ADOT]; March 15, 2016).

Although all four alternatives are still under consideration, the project team has determined that new easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. The new easements are located along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30. The TCEs would be needed for an access road along the north side of US 60 at MP 238.30, and for two waste sites along the south side of US 60 at approximately MP 237.70 and MP 238.35. As an alternative has not yet been chosen, an APE cannot be established for the overall project; however, for the purposes of the new easement acquisition and TCE needs, the APE is defined as the variable-width US 60 right-of-way (ROW) corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Portions of the new easements and TCEs, as well as the existing US 60 ROW corridor within the current APE, were previously surveyed by Archaeological Consulting Services, Ltd. (ACS) and Logan Simpson Design, Inc. (LSD) in conjunction with separate, unrelated undertakings. LSD also surveyed the 200-ft-wide scenic setback, defined as the minimum distance by which any development or building must be separated from the ROW.

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As portions of the new easements and TCE parcels were not covered by the ACS and LSD surveys, AZTEC Engineering Group, Inc. (AZTEC) surveyed the new easements along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30, and the TCEs along the north side of US 60 at MP 238.30, and the south side of US 60 at approximately MP 237.70 and MP 238.35. The results of the survey are reported in *A Cultural Resource Survey of New Easement and Temporary Construction Easements Totaling 10.25 Acres along US Highway 60 between Milepost 237.50 and Milepost 238.60, Tonto National Forest, Gila County, Arizona* (Bowler 2016). No new cultural resource sites were identified by AZTEC. A copy of the report is enclosed for your review.

Of the ten cultural resource sites previously recorded by ACS and LSD within the APE, no new cultural resource sites were found during the AZTEC survey. Six of the previously recorded sites were found ineligible for inclusion in the National Register of Historic Places (NRHP) in conjunction with other projects. No attempt was made by AZTEC to relocate these ineligible sites. However, AZTEC did relocate and reassess four sites previously determined to be NRHP-eligible, or with undetermined eligibility.

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Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2008), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criteria A and C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012). If there would be an adverse effect to the bridge, it is recommended that it be documented in accordance with Historic American Engineering Records guidelines, prior to any work.

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recommendation from ACS and LSD that a program of archival research be conducted to determine NRHP eligibility if project plans indicate that the site cannot be avoided. If archival research is conducted and the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant.

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As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. Please review the information provided in this letter, as well as the enclosed survey report. If you find the report adequate and agree with the findings outlined in this letter and the report, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely yours,

f Karla S. Petty
Division Administrator

Signature for Hopi Tribe Concurrence — Date: 1-9-16

EB-060-D(207)T

Enclosure

JAN 11 2017

cc:
TWilson
LClementino (F500)

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

January 4, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Adequacy of Survey Report

Received
SCAT-ARCH
01/09/17

Mr. Terry Rambler, Chairman
San Carlos Apache Tribe
P.O. Box 0
San Carlos, Arizona 85550

Dear Chairman Rambler:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

Previous Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. Responses concurring with the findings outlined in the April 2015 consultation were received from SHPO (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015), TNF (Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; May 6, 2015), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; April 28, 2015), the Pueblo of Zuni (Dongoski [Zuni] to Petty [FHWA]; June 26, 2015), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; May 15, 2015), TON (Steere [TON] to Petty [FHWA]; May 1, 2015), WMAT (Altaha [WMAT] to Petty [FHWA]; April 29, 2015), YAN (Coder [YAN] to Petty [FHWA]; April 30, 2015), and the Yavapai-Prescott Indian Tribe (Jones [YPIT] to Petty [FHWA]; May 8, 2015).

Continuing Early Section 106 consultation was submitted to all consulting parties on February 25, 2016, and included a Project Assessment report prepared by HDR Engineering, Inc. (HDR). The consultation outlined four strategies for addressing the bridge deficiencies:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation Preserving Historical Status
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. Responses concurring with the findings outlined in the consultation letter and the adequacy of the HDR Project Assessment report were received from SHPO (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 – via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; March 14, 2016), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; March 6, 2016), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; March 9, 2016), TON (Steere [TON] to Petty [FHWA]; March 7, 2016), and WMAT (Altaha [WMAT] to Davis [ADOT]; March 15, 2016).

Although all four alternatives are still under consideration, the project team has determined that new easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. The new easements are located along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30. The TCEs would be needed for an access road along the north side of US 60 at MP 238.30, and for two waste sites along the south side of US 60 at approximately MP 237.70 and MP 238.35. As an alternative has not yet been chosen, an APE cannot be established for the overall project; however, for the purposes of the new easement acquisition and TCE needs, the APE is defined as the variable-width US 60 right-of-way (ROW) corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Portions of the new easements and TCEs, as well as the existing US 60 ROW corridor within the current APE, were previously surveyed by Archaeological Consulting Services, Ltd. (ACS) and Logan Simpson Design, Inc. (LSD) in conjunction with separate, unrelated undertakings. LSD also surveyed the 200-ft-wide scenic setback, defined as the minimum distance by which any development or building must be separated from the ROW.

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Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2008), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criteria A and C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012). If there would be an adverse effect to the bridge, it is recommended that it be documented in accordance with Historic American Engineering Records guidelines, prior to any work.

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research is conducted and the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant.

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Sincerely yours,

Tremaine Wilson

Karla S. Petty
Division Administrator

Signature for San Carlos Apache Tribe Concurrence
EB-060-D(207)T

1/11/17
Date

cc:
Ms. Vernelda Grant, Tribal Historic Preservation Officer, San Carlos Apache Tribe, P.O. Box 0, San Carlos, AZ, 85550 (w/enclosure)
TWilson
LClementino (F500)

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
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Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

January 4, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Adequacy of Survey Report

JAN 12 2017

JAN 18 2017

JAN 19 2016

Mr. Terry Rambler, Chairman
San Carlos Apache Tribe
P.O. Box 0
San Carlos, Arizona 85550

Dear Chairman Rambler:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

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research is conducted and the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant.

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As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. Please review the information provided in this letter, as well as the enclosed survey report. If you find the report adequate and agree with the findings outlined in this letter and the report, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely yours,

for Karla S. Petty
Division Administrator

_____ 1/13/17
Signature for San Carlos Apache Tribe Concurrence Date
EB-060-D(207)T

cc:
Ms. Vernelda Grant, Tribal Historic Preservation Officer, San Carlos Apache Tribe, P.O. Box 0, San Carlos, AZ, 85550 (w/enclosure)
TWilson
LClementino (F500)

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

January 4, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Adequacy of Survey Report

Mr. Ronnie Lupe, Chair
White Mountain Apache Tribe
P.O. Box 1150
Whiteriver, Arizona 85941

Dear Chairman Lupe:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

Previous Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. Responses concurring with the findings outlined in the April 2015 consultation were received from SHPO (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015), TNF (Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; May 6, 2015), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; April 28, 2015), the Pueblo of Zuni (Dongoski [Zuni] to Petty [FHWA]; June 26, 2015), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; May 15, 2015), TON (Steere [TON] to Petty [FHWA]; May 1, 2015), WMAT (Altaha [WMAT] to Petty [FHWA]; April 29, 2015), YAN (Coder [YAN] to Petty [FHWA]; April 30, 2015), and the Yavapai-Prescott Indian Tribe (Jones [YPIT] to Petty [FHWA]; May 8, 2015).

Continuing Early Section 106 consultation was submitted to all consulting parties on February 25, 2016, and included a Project Assessment report prepared by HDR Engineering, Inc. (HDR). The consultation outlined four strategies for addressing the bridge deficiencies:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation Preserving Historical Status
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. Responses concurring with the findings outlined in the consultation letter and the adequacy of the HDR Project Assessment report were received from SHPO (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 – via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; March 14, 2016), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; March 6, 2016), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; March 9, 2016), TON (Steere [TON] to Petty [FHWA]; March 7, 2016), and WMAT (Altaha [WMAT] to Davis [ADOT]; March 15, 2016).

Although all four alternatives are still under consideration, the project team has determined that new easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. The new easements are located along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30. The TCEs would be needed for an access road along the north side of US 60 at MP 238.30, and for two waste sites along the south side of US 60 at approximately MP 237.70 and MP 238.35. As an alternative has not yet been chosen, an APE cannot be established for the overall project; however, for the purposes of the new easement acquisition and TCE needs, the APE is defined as the variable-width US 60 right-of-way (ROW) corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Portions of the new easements and TCEs, as well as the existing US 60 ROW corridor within the current APE, were previously surveyed by Archaeological Consulting Services, Ltd. (ACS) and Logan Simpson Design, Inc. (LSD) in conjunction with separate, unrelated undertakings. LSD also surveyed the 200-ft-wide scenic setback, defined as the minimum distance by which any development or building must be separated from the ROW.

The results of the ACS survey are reported in *Cultural Resources Survey of Five Discontinuous Segments of US Highway 60 Between Mileposts 227.75 and 252.61, Tonto National Forest-Globe Ranger District, Pinal and Gila Counties, Arizona* (DeMaagd et al. 2002). Twenty-seven cultural resource sites were identified by ACS within the current project limits. SHPO and TNF previously concurred with the adequacy of the ACS report (Jacobs [SHPO] to Hollis [FHWA]; November 13, 2002, and TNF signed Inventory Standards & Accounting [IS&A] Form; November 25, 2002).

The results of the LSD survey are reported in *A Cultural Resources Survey of 184 Acres Along US 60 Between Mileposts 236.31 and 240.06, West of Miami, Gila and Pinal Counties, Arizona* (Courtright et al. 2006). Twenty-seven cultural resource sites were identified by LSD within the current project limits. SHPO and TNF previously concurred with the adequacy of the LSD report once requested revisions were completed (Jacobs [SHPO] to Hollis [FHWA]; February 6, 2008, and Blankenbaker [TNF] to Hollis [FHWA]; January 22, 2008).

As portions of the new easements and TCE parcels were not covered by the ACS and LSD surveys, AZTEC Engineering Group, Inc. (AZTEC) surveyed the new easements along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30, and the TCEs along the north side of US 60 at MP 238.30, and the south side of US 60 at approximately MP 237.70 and MP 238.35. The results of the survey are reported in *A Cultural Resource Survey of New Easement and Temporary Construction Easements Totaling 10.25 Acres along US Highway 60 between Milepost 237.50 and Milepost 238.60, Tonto National Forest, Gila County, Arizona* (Bowler 2016). No new cultural resource sites were identified by AZTEC. A copy of the report is enclosed for your review.

Of the ten cultural resource sites previously recorded by ACS and LSD within the APE, no new cultural resource sites were found during the AZTEC survey. Six of the previously recorded sites were found ineligible for inclusion in the National Register of Historic Places (NRHP) in conjunction with other projects. No attempt was made by AZTEC to relocate these ineligible sites. However, AZTEC did relocate and reassess four sites previously determined to be NRHP-eligible, or with undetermined eligibility.

AR-03-12-02-458(TNF)/AZ V:2:101(ASM) is identified as the in-use historic US 60 highway. By 1949, the present-day alignment was completed. Portions of the old Superior to Miami Highway were incorporated into the new US 60 roadway. According to the *Interim Procedures for the Treatment of Historic Roads* (an agreement between FHWA, ADOT, and SHPO; November 15, 2002), US 60 is recognized as part of the Historic State Highway System, and is eligible for inclusion in the NRHP under Criterion D for its information potential pertaining to early transportation in Arizona. The proposed rehabilitation or reconstruction activities would not adversely affect the function or location of US 60. At a maximum, it would affect the design of US 60 by slightly widening and/or realigning the roadway. However, the minimal shift would not adversely affect the characteristics that qualify the historic roadway for inclusion in the NRHP.

Pinto Creek Bridge (Structure #351) was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2008), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criteria A and C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012). If there would be an adverse effect to the bridge, it is recommended that it be documented in accordance with Historic American Engineering Records guidelines, prior to any work.

AR-03-12-02-1444(TNF)/AZ V:9:470(ASM) is identified as a historic telephone line comprised of two in-use deteriorating wooden telephone poles. Pole #1 is located along the south side of US 60 on top of a moderately-steep slope at MP 238.40. The telephone line crosses over US 60 in a southwest–northeast direction. Pole #2 is located along the north side of US 60 on top of a moderately-steep slope at MP 238.47. Although pole #1 is in relatively poor condition, it is still standing and still in-use. With the exception of a small remnant, pole #2 is no longer in-use or present. The pole has been cut down and replaced with a newer pole. As the site is outside the proposed work limits for this project, it will not be affected. AZTEC agrees with the previous recommendation from ACS and LSD that a program of archival research be conducted to determine NRHP eligibility if project plans indicate that the site cannot be avoided. If archival

research is conducted and the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant.

AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is an early twentieth-century (ca. 1910–1920) camp consisting of four tent pads, one stacked-rock windbreak, two built-up hearths, and a low- to moderate-density artifact scatter. Although the vast majority of the site is located outside the APE, and the small portion that is within the APE is outside the proposed project work zone, AZTEC archaeologists relocated and re-assessed the two features closest to the APE (Feature 5 and Feature 7) as a precaution, in case the project plans or project limits change. Both features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The site was previously determined eligible for inclusion in the NRHP under Criterion D. LSD recommended that the site be subjected to an appropriate data recovery program if avoidance was not possible. Therefore, if current project plans change, and the site can no longer be avoided, data recovery investigations would be needed.

As alternatives for this project are still being evaluated, FHWA is not making a finding of project effect at this time. As additional information regarding alternatives and a project scope becomes available, it will be provided to your office through continuing Section 106 consultation. Please review the information provided in this letter, as well as the enclosed survey report. If you find the report adequate and agree with the findings outlined in this letter and the report, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely yours,

for Karla S. Petty
Division Administrator

_____ _____

Signature for WMAT Concurrence
EB-060-D(207)T

Date

cc:
Mr. Mark Altaha, Tribal Historic Preservation Officer, Historic Preservation Office, White Mountain Apache Tribe, P.O. Box 1032, Fort Apache, AZ, 85926 (w/enclosure)
TWilson
LClementino (F500)

White Mountain Apache Tribe

Office of Historic Preservation
PO Box 1032
Fort Apache, AZ 85926
Ph: (928) 338-3033 Fax: (928) 338-6055

To: Karla S. Petty, FHWA/ADOT Division Administrator

Date: January 13, 2017

Re: EB-060-D(207)T TRACS No. 060 PN 228 H8243 01C US 60 Pinto Creek Bridge

The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the proposed project, dated January 4, 2017. In regards to this, please attend to the following checked items below.

Please refer to the additional notes in regards to the proposed project:

Thank you for allowing the White Mountain Apache tribe the opportunity to review and respond to the above continued investigation of various strategies for the US 60 Pinto Creek Bridge structural deficiencies, on US 60 in Gila County, Arizona, and we have determined the report to be adequate and ***will not have an impact*** on the White Mountain Apache tribe's historic properties and/or traditional cultural properties.

Regardless, any/all ground disturbing activities should be monitored ***"if"*** there are reasons to believe that there are human remains and/or funerary objects present, and if such remains are encountered they shall be treated with respect and handled accordingly until such remains are repatriated to the affiliated tribe(s).

Thank you. We look forward to continued collaborations in the protection and preservation of places of cultural and historical importance.

Sincerely,

Mark T. Altaha - THPO

White Mountain Apache Tribe - THPO

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
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http://www.fhwa.dot.gov/azdiv/index.htm

January 4, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Adequacy of Survey Report

Mr. Ernest Jones, Sr., President
Yavapai-Prescott Indian Tribe
530 East Merritt Street
Prescott, Arizona 86301-2038

Dear President Jones:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

Previous Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. Responses concurring with the findings outlined in the April 2015 consultation were received from SHPO (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015), TNF (Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail), GRIC (Lewis [GRIC] to Petty [FHWA]; May 6, 2015), the Hopi Tribe (Kuwanwisiwma [Hopi] to Petty [FHWA]; April 28, 2015), the Pueblo of Zuni (Dongoski [Zuni] to Petty [FHWA]; June 26, 2015), the San Carlos Apache Tribe (Rambler [San Carlos Apache] to Petty [FHWA]; May 15, 2015), TON (Steere [TON] to Petty [FHWA]; May 1, 2015), WMAT (Altaha [WMAT] to Petty [FHWA]; April 29, 2015), YAN (Coder [YAN] to Petty [FHWA]; April 30, 2015), and the Yavapai-Prescott Indian Tribe (Jones [YPIT] to Petty [FHWA]; May 8, 2015).

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Although all four alternatives are still under consideration, the project team has determined that new easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. The new easements are located along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30. The TCEs would be needed for an access road along the north side of US 60 at MP 238.30, and for two waste sites along the south side of US 60 at approximately MP 237.70 and MP 238.35. As an alternative has not yet been chosen, an APE cannot be established for the overall project; however, for the purposes of the new easement acquisition and TCE needs, the APE is defined as the variable-width US 60 right-of-way (ROW) corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Portions of the new easements and TCEs, as well as the existing US 60 ROW corridor within the current APE, were previously surveyed by Archaeological Consulting Services, Ltd. (ACS) and Logan Simpson Design, Inc. (LSD) in conjunction with separate, unrelated undertakings. LSD also surveyed the 200-ft-wide scenic setback, defined as the minimum distance by which any development or building must be separated from the ROW.

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research is conducted and the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant.

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Sincerely yours,

Tremaine Wilson

Karla S. Petty
Division Administrator

Gregory T. Glumm — Jan. 31, 2017

Signature for Yavapai-Prescott Indian Tribe Concurrence
EB-060-D(207)T

Date

cc:
Ms. Linda Ogo, Culture Research Department Director, 530 East Merritt Street, Prescott, AZ, 86301-2038 (w/enclosure)
TWilson
LClementino (F500)

Bridge Assessment, technical memoranda, and effect determination

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U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

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http://www.fhwa.dot.gov/azdiv/index.htm

March 24, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 GI 238 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Bridge Assessment Report and Technical Memoranda
"adverse effect"

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1100 West Washington Street
Phoenix, Arizona 85007

RE: SHPO-2015-0396

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

All previous rounds of Section 106 consultation for this bridge project were conducted under ADOT TRACS No. 060 PN 228 H8243 01C as the project originally consisted of wider project limits beginning in Pinal County. As the project limits have now been shortened, the TRACS No. has been revised to reflect a change from Pinal County to Gila County. The updated TRACS No. from this point forward is now 060 GI 238 H8243 01C. There has been no change in the Federal Aid number.

Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource

survey was deemed unnecessary until additional project information was made available. SHPO and TNF concurred with the findings outlined in the April 2015 consultation (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015, and Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail).

Continuing Early Section 106 consultation was submitted to all consulting parties on February 25, 2016, and included a Project Assessment report prepared by HDR Engineering, Inc. (HDR). The Project Assessment was completed in June 2014 to assess potential project issues, and outline possible action alternatives. The four strategies for addressing the bridge deficiencies include:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. SHPO concurred with the findings outlined in the February 2016 consultation (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 via e-mail).

Subsequent to the continuing Early Section 106 consultation, the project team decided geotechnical investigations would be needed so the results could be included in a feasibility study. Therefore, geotechnical Section 106 consultation was submitted to all consulting parties on May 10, 2016. The consultation outlined proposed boring and seismic refraction survey locations and various staging and stockpiling locations. SHPO and TNF concurred with the findings outlined in the May 2016 geotechnical investigations consultation (Jacobs [SHPO] to Petty [FHWA]; May 11, 2016, and signed TNF Inventory Standards & Accounting [IS&A] form; June 1, 2016).

While the four alternatives were still under evaluation, the project team determined that new right-of-way (ROW) easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. AZTEC Engineering Group, Inc. (AZTEC) surveyed the new easements along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30, and the TCEs along the north side of US 60 at MP 238.30, and the south side of US 60 at approximately MP 237.70 and MP 238.35. The survey report, entitled *A Cultural Resource Survey of New Easement and Temporary Construction Easements Totaling 10.25 Acres along US Highway 60 between Milepost 237.50 and Milepost 238.60, Tonto National Forest, Gila County, Arizona* (Bowler 2016) was submitted to your office as part of continuing Section 106 on January 4, 2017. No new cultural resource sites were identified by AZTEC. However, AZTEC did relocate and reassess four sites previously determined to be eligible for inclusion in the National Register of Historic Places (NRHP), or with undetermined eligibility.

The four sites are AR-03-12-02-458(TNF)/AZ V:2:101(ASM), identified as the in-use historic US 60 highway (NRHP eligible – Criterion D); AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), identified as a historic telephone line comprised of two in-use deteriorating wooden telephone poles (undetermined NRHP eligibility); AR-03-12-02-1582(TNF)/AZ V:9:520(ASM), identified as an early twentieth-century camp consisting of four tent pads, one stacked-rock windbreak, two built-up hearths, and a low- to moderate-density artifact scatter (NRHP eligible – Criterion D); and the historic Pinto Creek Bridge (Structure #351) (NRHP eligible – Criteria A & C). Information pertaining to each site is outlined in the AZTEC survey report. SHPO and TNF concurred with the adequacy of the survey report (Jacobs [SHPO] to Petty [FHWA]; January 9,

2017, and Hill [TNF] to Petty [FHWA]; January 26, 2017, and signed IS&A form; January 27, 2017).

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Pinto Creek Bridge was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2008), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criteria A and C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

As previously mentioned, the Project Assessment submitted to all consulting parties in February 2016 outlined action alternatives and potential project issues for Alternatives 2–4. However, additional information was needed to determine the levels of effort required for Alternatives 3 and 4. Therefore, HDR, with the assistance of AZTEC recently completed a Technical Memorandum outlining the level of effort that would be required to rehabilitate the existing Pinto Creek Bridge to give it a service life of 25 years (Alternative 3) and an Addendum outlining the level of effort required to incorporate both a new bridge and the existing bridge into the US 60 roadway corridor (Alternative 4). As outlined in the Technical Memorandum, HDR's findings indicate that it is not reasonable or prudent to rehabilitate the existing Pinto Creek Bridge due to the age of the bridge; the frequency of vehicles and overweight vehicles crossing the bridge; the uncertainties of the bridge's remaining fatigue life; the presence of fracture critical members; the amount of anticipated structural work and issues related to bridge rehabilitation; and the associated time and cost. A copy of the Technical Memorandum is enclosed for your review and comment.

The same evaluation requirements for Alternatives 2 and 3 were used to assess the viability of Alternative 4, as outlined in the Addendum. Alternative 4 is a hybrid of Alternative 2 with the construction of a new bridge in proximity to the existing bridge and Alternative 3 with the retrofitting/rehabilitating of the existing bridge. Alternative 4 would create a need for roadway widening and tapers on each end of the two bridges, requiring the need for additional easements and TCEs from TNF, and additional cuts to allow for changes in roadway geometrics and matching bridge elevations and grades. Widening the roadway would also increase the amount of excavated material by approximately 45,000 cubic yards, triggering the need for larger and/or additional waste sites. In addition, the existing horizontal roadway alignment does not meet the current super-elevation rate requirements as specified in ADOT's Roadway Design Guidelines. Alternative 4 does not provide ADOT an opportunity to address the compound curve and substandard stopping site distance that currently exists, and would therefore continue to be substandard utilizing this option. In addition, the Arizona hedgehog cactus, a species included in the Endangered Species Act (ESA) Species List, is present within the APE. The cactus is also considered a Highly Safeguarded plant by the state of Arizona. During a January 2015 survey conducted by AZTEC biologists, a cactus was observed on the eastern slope above Pinto Creek. Any additional ROW or TCEs that might be needed for Alternative 4 would also require further evaluation for Arizona hedgehog cactus pursuant to Section 7 of the ESA. A copy of the Addendum is enclosed for your review and comment.

In order to identify the significance, integrity, and character-defining features of Pinto Creek Bridge and assess project effects for Alternatives 3 and 4 that may impact the structure's NRHP eligibility, AZTEC recently completed a historic evaluation of the bridge. The results of the evaluation are reported in *Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona* (Solliday 2017). A copy of the report is enclosed for your review and comment.

If Alternative 2 is selected, FHWA/ADOT plan to contact your agency, as well as other agencies and organizations, to determine if any agency or organization would like to take possession and re-erect the bridge at a new location or adaptively reuse the bridge at its present location. TNF has provided written confirmation (Bosworth [TNF] to Wilson [FHWA]; January 30, 2017) that the Forest does not want to take ownership of the existing Pinto Creek Bridge if Alternative 2 is chosen. In addition, TNF will not allow a non-federal third party to take ownership of the bridge unless the bridge is removed off Forest lands. If a federal third party does take ownership of the existing bridge, that party must be capable of providing funding for operations and maintenance in perpetuity. As a result, Alternative 2 would most likely require the removal of the existing Pinto Creek Bridge upon completion of the new bridge adversely affecting the bridge's integrity of location, design, setting, materials, workmanship, feeling, and association. Planned alterations to the historic bridge under Alternative 3 or Alternative 4 would adversely affect the bridge's integrity of design, materials, and workmanship. In addition, if Alternative 4 is chosen, the construction of a new bridge adjacent to the historic bridge would adversely affect its integrity of setting and association. The implementation of either Alternative 3 or 4 would destroy character-defining features and aesthetic qualities that must be preserved for the structure to maintain its NRHP eligibility under Criteria A and C.

The proposed rehabilitation or reconstruction activities would not adversely affect the function or location of AR-03-12-02-458(TNF)/AZ V:2:101(ASM). At a maximum, it would affect the design of US 60 by slightly widening and/or realigning the roadway. However, the minimal shift would not adversely affect the characteristics that qualify the historic roadway for inclusion in the NRHP. Of the two historic telephone poles associated with AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), only pole #1 is still standing and still in-use. Pole #2 has been cut down and replaced with a new pole. As the site is outside the proposed work limits for this project, it will not be affected. If project plans change and the site cannot be avoided, archival research would be conducted to determine eligibility. If the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant. Although the vast majority of AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is located outside the APE, and the small portion that is within the APE is outside the proposed project work zone, two features closest to the APE were reassessed by AZTEC in the event of a change in project plans or project limits. Both features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The site would not be affected by the proposed project. However, if current project plans change, and the site can no longer be avoided, data recovery investigations would be needed.

Although alternatives 2, 3, and 4 would not adversely affect AR-03-12-02-458(TNF)/AZ V:2:101(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), or AR-03-12-02-1582(TNF)/AZ V:9:520(ASM), all three alternatives would result in an adverse effect to the Pinto Creek Bridge. FHWA proposes that in accordance with the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects) would be followed

to address adverse effects to the historic Pinto Creek Bridge. Per Attachment 6, a Historic American Engineering Record (HAER) Documentation Plan would be prepared and submitted to your office as part of the continuing Section 106 process.

Based upon the above information, FHWA finds that a project effect finding of "adverse effect" is appropriate for this project. Please review the information provided in this letter, as well as the enclosed bridge assessment report and technical memoranda. If you find the report and memoranda adequate and agree with the findings outlined in this letter, FHWA's finding of project effect, and use of the FHWA Statewide Section 106 PA Stipulation X.G.1 and Attachment 6 to resolve adverse effects and develop a HAER Documentation Plan, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

Signature for SHPO Concurrence
EB-060-D(207)T

31 JULY 17
Date

Enclosures

cc:
TWilson
LClementino (F500)

cc: Lauren Clementino, ADOT

Mailed to SHPO 4/11/17

USDA Forest Service

HERITAGE
INVENTORY STANDARDS AND ACCOUNTING

R3-FS-2300-4(6/06)

Forest: **TONTO**

1. REPORT NUMBER:	2. REPORT DATE:	3. ROUTING & FILING: Copies to	
YEAR FOREST NUMBER SERIES	MONTH DAY YEAR	☐ GLOBE District ☐ RO	☐ Log
2017 12 37	02 24 2017	☐ SHPO ☐ Tribes	☐ Spreadsheet
		☐ SO:	☐ Atlas
		☐ Other:	☐ Infra Event
		Date Sent: _____	☐ GIS sites
			☐ GIS survey

4. **AUTHOR**

A. *SOLLIDAY S* B.

5. **PROJECT NAME/REPORT TITLE** (Abbreviate if necessary):

HISTORIC DOCUMENTATION AND EVALUATION OF PINTO CREEK BRIDGE, US ROUTE 60, GILA COUNTY, ARIZONA

6. **ABSTRACT/SUMMARY** of report and findings:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge on US Hwy 60. Early consultation on the project has resulted in the identification of four alternatives for the project. Alternatives 3 and 4 were further analyzed in order to determine viable. The FHWA and the ADOT found that three alternatives (Alternatives 2-4) will result in an Adverse Effect on the Pinto Creek Bridge (Structure #351).

☐ Cont. p. 2

7. CONSULTATION/CLEARANCE

A. **TRIBAL CONSULTATION:** ☐ N/A ☐ NEPA ☒ NHPA ☐ NAGPRA ☐ OTHER:

B. ***CONDITIONS OF CLEARANCE:*** ☐ NONE ☐ AVOID ☐ MONITORING ☐ INSPECTION ☐ N/A
☐ ADDITIONAL FIELDWORK as specified below ☒ OTHER/ADDITIONAL COMMENTS:

Per the FHWA Statewide Section 106 PA, Stipulation X.G.1 and Attachment 6(Standard Measures for Resolving Adverse Effects) will be followed to address adverse effects to the historic Pinto Creek Bridge. Per Attachment 6,

☒ Cont. p. 2

C. **CLEARANCE RECOMMENDED**
☐ YES ☐ NO ☒ N/A

Trishan R Hill — FOREST ARCHEOLOGIST — 03/28/2017 Date

D. **EFFECT:** ☐ NO PROPERTIES ☐ NO EFFECT ☐ NO ADVERSE ☒ ADVERSE ☐ N/A

E. **TRANSMITTAL TO SHPO:** Consultation on:
☐ Adequacy ☒ Eligibility ☒ Effect
☐ Pursuant to project PA/MOA
☐ Info Only ☐ Annual List only ☐ N/A

Rebecca Hoffman — FOREST SUPERVISOR — 6/21/17 Date

F. **SHPO CONCURRENCE:** ☐ YES ☐ YES, per comment below ☐ NO ☐ N/A
COMMENTS:

☐ Additional comments attached
☐ Case-by-case concurrence not required, per Region 3 PA

SHPO — Date

G. **CLEARANCE APPROVED:** ☐ YES ☐ NO ☐ N/A

FOREST SUPERVISOR — 6/21/17 Date

8. **Ranger District:** 02

9. **Project Function:** 71

10. **Primary Activity Type:** A

11. Secondary Activity Type: I

12. Programming: N

23. **PROJECT LOCATION** (Surveys only):

T. 1S R. 14E Sec. 8

T. R. Sec.

T. R. Sec.

T. R. Sec.

13. **TOTAL PROJECT ACREAGE:** N/A

14. **ACRES COMPLETELY SURVEYED:** 0
15. **Sample:** 0%
16. Acres Resurveyed: 0
Acres Previously Surveyed: 0
Acres Not Surveyed: 0
17. **TOTAL NO. SITES IN PROJ. AREA:** 4
18. New Sites: 0

24. Organization Conducting Project/Survey:

AZTEC ENGINEERING GROUP
AGENCY CODE Name of Permittee/Contractor

25. Average Number Of Individuals Used: 1

26. **Average Individual/ Transect Spacing:** N/A (Feet)

19. SITES EVALUATED **ELIGIBLE:** 4
20. SITES EVAL. **NOT ELIG.:** 0
(By Professional CRM Specialist, request SHPO Concurrence)

Previous Eval "E:" 4 Previous Eval "NE:" 0

27. **FIELD HOURS:** 0

28. Lab/Lib Hours: 0

29. Travel Hours: 0

21. **SITES INSPECTED,** MONITORED, ENHANCED, ETC.: 1
(Projects other than survey or site evaluation)

30. **ADMIN. HOURS:** 4
(RD:0 SO:4)

31. MILEAGE: 0

22. **RECOMMENDED DETERMINATION OF EFFECT:**
3 Initial: KRH
(By USFS Professional CRM Specialist)

32. Per Diem Rate: N

33. Days Of Per Diem: 0

1. No Effect
2. No Adverse Effect
3. Adverse Effect
4. Not Applicable
5. Beneficial Effect
6. N/A - no heritage resources present

34. COST Weight Factor: 9

35. COST (code): B
or
36. ACTUAL COST:

JOB CODE: CMRD12

37. **REMARKS/CONTINUATION** from page 1:

7.B. a Historic American Engineering Record (HAER) Documentation Plan will be prepared and submitted to the TNF as part of the continuing Section 106 process.

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

March 24, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 GI 238 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Bridge Assessment Report and Technical Memoranda
"adverse effect"

Mr. Robert Miguel, Chair
Ak-Chin Indian Community
42507 West Peters and Nall Road
Maricopa, Arizona 85138

Dear Chairman Miguel:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

All previous rounds of Section 106 consultation for this bridge project were conducted under ADOT TRACS No. 060 PN 228 H8243 01C as the project originally consisted of wider project limits beginning in Pinal County. As the project limits have now been shortened, the TRACS No. has been revised to reflect a change from Pinal County to Gila County. The updated TRACS No. from this point forward is now 060 GI 238 H8243 01C. There has been no change in the Federal Aid number.

Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. SHPO and TNF concurred with the findings outlined in the April 2015 consultation (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015, and Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail).

Continuing Early Section 106 consultation was submitted to all consulting parties on February 25, 2016, and included a Project Assessment report prepared by HDR Engineering, Inc. (HDR). The Project Assessment was completed in June 2014 to assess potential project issues, and outline possible action alternatives. The four strategies for addressing the bridge deficiencies include:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. SHPO concurred with the findings outlined in the February 2016 consultation (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 via e-mail).

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In order to identify the significance, integrity, and character-defining features of Pinto Creek Bridge and assess project effects for Alternatives 3 and 4 that may impact the structure's NRHP

eligibility, AZTEC recently completed a historic evaluation of the bridge. The results of the evaluation are reported in *Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona* (Solliday 2017). A copy of the report is enclosed for your review and comment.

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The proposed rehabilitation or reconstruction activities would not adversely affect the function or location of AR-03-12-02-458(TNF)/AZ V:2:101(ASM). At a maximum, it would affect the design of US 60 by slightly widening and/or realigning the roadway. However, the minimal shift would not adversely affect the characteristics that qualify the historic roadway for inclusion in the NRHP. Of the two historic telephone poles associated with AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), only pole #1 is still standing and still in-use. Pole #2 has been cut down and replaced with a new pole. As the site is outside the proposed work limits for this project, it will not be affected. If project plans change and the site cannot be avoided, archival research would be conducted to determine eligibility. If the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant. Although the vast majority of AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is located outside the APE, and the small portion that is within the APE is outside the proposed project work zone, two features closest to the APE were reassessed by AZTEC in the event of a change in project plans or project limits. Both features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The site would not be affected by the proposed project. However, if current project plans change, and the site can no longer be avoided, data recovery investigations would be needed.

Although alternatives 2, 3, and 4 would not adversely affect AR-03-12-02-458(TNF)/AZ V:2:101(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), or AR-03-12-02-1582(TNF)/AZ V:9:520(ASM), all three alternatives would result in an adverse effect to the Pinto Creek Bridge. FHWA proposes that in accordance with the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects) would be followed to address adverse effects to the historic Pinto Creek Bridge. Per Agreement 6, a Historic American Engineering Record (HAER) Documentation Plan would be prepared and submitted to

your office as part of the continuing Section 106 process. A copy of the FHWA Statewide Section 106 PA is enclosed for your use.

Based upon the above information, FHWA finds that a project effect finding of "adverse effect" is appropriate for this project. Please review the information provided in this letter, as well as the enclosed bridge assessment report, technical memoranda and FHWA Statewide Section 106 PA. If you find the report and memoranda adequate and agree with the findings outlined in this letter, FHWA's finding of project effect, and use of the FHWA Statewide Section 106 PA Stipulation X.G.1 and Attachment 6 to resolve adverse effects and develop a HAER Documentation Plan, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

_____ _____

Signature for Ak-Chin Concurrence Date
EB-060-D(207)T

cc:
Caroline Antone, Cultural Resource Manager, Ak-Chin Indian Community, 42507 W. Peters and Nall Road, Maricopa, AZ 85138 (w/enclosures)
Bernadette Carra, Cultural Specialist, Ak-Chin Indian Community, 42507 W. Peters and Nall Road, Maricopa, AZ 85138 (w/enclosures)
TWilson
LClementino (F500)

AK-CHIN INDIAN COMMUNITY

Community Government

42507 W. Peters & Nall Road • Maricopa, Arizona 85138 • Telephone: (520) 568-1000 • Fax: (520) 568-1001

March 31, 2017

Karla S. Petty
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Arizona Division
4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500

Re: **EB-060-D(207)T**
TRACS No. 060 PN 228 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Bridge Assessment Report and Technical Memoranda
"Adverse Effect"

Dear Karla S. Petty,

The Ak-Chin Indian Community did receive your letter dated March 24, 2017 regarding the current investigations of various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at mile post (MP) 238.30, in Gila County. Also enclosed with the letter was a copy of the original technical memorandum and the Technical Memorandum – Addendum.

We also received a copy of the report entitled, *Historical Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona.* We thank you for enclosing the report for our review.

At this time, Salt River Pima-Maricopa Indian Community is the Lead for the Four Southern Tribes. Also with the project limits being located within the Ancestral claims area of Salt River Pima-Maricopa Indian Community, we will defer all comments to and concur with the Salt River Pima-Maricopa Indian Community Tribal Historic Preservation Office located in Scottsdale, Arizona.

If you should have any questions, please contact Ms. Bernadette Carra CRS-Land Management at (520) 568-1337 or Mrs. Caroline Antone, Cultural Resources Manager at (520) 568-1372. Thank you.

Sincerely,

Robert Miguel, Chairman
Ak-Chin Indian Community

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

March 24, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 GI 238 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Bridge Assessment Report and Technical Memoranda
"adverse effect"

Mr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

All previous rounds of Section 106 consultation for this bridge project were conducted under ADOT TRACS No. 060 PN 228 H8243 01C as the project originally consisted of wider project limits beginning in Pinal County. As the project limits have now been shortened, the TRACS No. has been revised to reflect a change from Pinal County to Gila County. The updated TRACS No. from this point forward is now 060 GI 238 H8243 01C. There has been no change in the Federal Aid number.

Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. SHPO and TNF concurred with the findings outlined in the April 2015 consultation (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015, and Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail).

Continuing Early Section 106 consultation was submitted to all consulting parties on February 25, 2016, and included a Project Assessment report prepared by HDR Engineering, Inc. (HDR). The Project Assessment was completed in June 2014 to assess potential project issues, and outline possible action alternatives. The four strategies for addressing the bridge deficiencies include:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. SHPO concurred with the findings outlined in the February 2016 consultation (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 via e-mail).

Subsequent to the continuing Early Section 106 consultation, the project team decided geotechnical investigations would be needed so the results could be included in a feasibility study. Therefore, geotechnical Section 106 consultation was submitted to all consulting parties on May 10, 2016. The consultation outlined proposed boring and seismic refraction survey locations and various staging and stockpiling locations. SHPO and TNF concurred with the findings outlined in the May 2016 geotechnical investigations consultation (Jacobs [SHPO] to Petty [FHWA]; May 11, 2016, and signed TNF Inventory Standards & Accounting [IS&A] form; June 1, 2016).

While the four alternatives were still under evaluation, the project team determined that new right-of-way (ROW) easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. AZTEC Engineering Group, Inc. (AZTEC) surveyed the new easements along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30, and the TCEs along the north side of US 60 at MP 238.30, and the south side of US 60 at approximately MP 237.70 and MP 238.35. The survey report, entitled *A Cultural Resource Survey of New Easement and Temporary Construction Easements Totaling 10.25 Acres along US Highway 60 between Milepost 237.50 and Milepost 238.60, Tonto National Forest, Gila County, Arizona* (Bowler 2016) was submitted to your office as part of continuing Section 106 on January 4, 2017. No new cultural resource sites were identified by AZTEC. However, AZTEC did relocate and reassess four sites previously determined to be eligible for inclusion in the National Register of Historic Places (NRHP), or with undetermined eligibility.

The four sites are AR-03-12-02-458(TNF)/AZ V:2:101(ASM), identified as the in-use historic US 60 highway (NRHP eligible – Criterion D); AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), identified as a historic telephone line comprised of two in-use deteriorating wooden telephone poles (undetermined NRHP eligibility); AR-03-12-02-1582(TNF)/AZ V:9:520(ASM), identified as an early twentieth-century camp consisting of four tent pads, one stacked-rock windbreak, two built-up hearths, and a low- to moderate-density artifact scatter (NRHP eligible – Criterion D); and the historic Pinto Creek Bridge (Structure #351) (NRHP eligible – Criteria A & C). Information pertaining to each site is outlined in the AZTEC survey report. SHPO and TNF concurred with the adequacy of the survey report (Jacobs [SHPO] to Petty [FHWA]; January 9, 2017, and Hill [TNF] to Petty [FHWA]; January 26, 2017, and signed IS&A form; January 27, 2017).

As definitive limits have now been established for this project, the APE is defined as the variable-width US 60 ROW corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Pinto Creek Bridge was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2008), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criteria A and C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

As previously mentioned, the Project Assessment submitted to all consulting parties in February 2016 outlined action alternatives and potential project issues for Alternatives 2–4. However, additional information was needed to determine the levels of effort required for Alternatives 3 and 4. Therefore, HDR, with the assistance of AZTEC recently completed a Technical Memorandum outlining the level of effort that would be required to rehabilitate the existing Pinto Creek Bridge to give it a service life of 25 years (Alternative 3) and an Addendum outlining the level of effort required to incorporate both a new bridge and the existing bridge into the US 60 roadway corridor (Alternative 4). As outlined in the Technical Memorandum, HDR's findings indicate that it is not reasonable or prudent to rehabilitate the existing Pinto Creek Bridge due to the age of the bridge; the frequency of vehicles and overweight vehicles crossing the bridge; the uncertainties of the bridge's remaining fatigue life; the presence of fracture critical members; the amount of anticipated structural work and issues related to bridge rehabilitation; and the associated time and cost. A copy of the Technical Memorandum is enclosed for your review and comment.

The same evaluation requirements for Alternatives 2 and 3 were used to assess the viability of Alternative 4, as outlined in the Addendum. Alternative 4 is a hybrid of Alternative 2 with the construction of a new bridge in proximity to the existing bridge and Alternative 3 with the retrofitting/rehabilitating of the existing bridge. Alternative 4 would create a need for roadway widening and tapers on each end of the two bridges, requiring the need for additional easements and TCEs from TNF, and additional cuts to allow for changes in roadway geometrics and matching bridge elevations and grades. Widening the roadway would also increase the amount of excavated material by approximately 45,000 cubic yards, triggering the need for larger and/or additional waste sites. In addition, the existing horizontal roadway alignment does not meet the current super-elevation rate requirements as specified in ADOT's Roadway Design Guidelines. Alternative 4 does not provide ADOT an opportunity to address the compound curve and substandard stopping site distance that currently exists, and would therefore continue to be substandard utilizing this option. In addition, the Arizona hedgehog cactus, a species included in the Endangered Species Act (ESA) Species List, is present within the APE. The cactus is also considered a Highly Safeguarded plant by the state of Arizona. During a January 2015 survey conducted by AZTEC biologists, a cactus was observed on the eastern slope above Pinto Creek. Any additional ROW or TCEs that might be needed for Alternative 4 would also require further evaluation for Arizona hedgehog cactus pursuant to Section 7 of the ESA. A copy of the Addendum is enclosed for your review and comment.

In order to identify the significance, integrity, and character-defining features of Pinto Creek Bridge and assess project effects for Alternatives 3 and 4 that may impact the structure's NRHP

eligibility, AZTEC recently completed a historic evaluation of the bridge. The results of the evaluation are reported in *Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona* (Solliday 2017). A copy of the report is enclosed for your review and comment.

If Alternative 2 is selected, FHWA/ADOT plan to contact various agencies and organizations, to determine if any agency or organization would like to take possession and re-erect the bridge at a new location or adaptively reuse the bridge at its present location. TNF has provided written confirmation (Bosworth [TNF] to Wilson [FHWA]; January 30, 2017) that the Forest does not want to take ownership of the existing Pinto Creek Bridge if Alternative 2 is chosen. In addition, TNF will not allow a non-federal third party to take ownership of the bridge unless the bridge is removed off Forest lands. If a federal third party does take ownership of the existing bridge, that party must be capable of providing funding for operations and maintenance in perpetuity. As a result, Alternative 2 would most likely require the removal of the existing Pinto Creek Bridge upon completion of the new bridge adversely affecting the bridge's integrity of location, design, setting, materials, workmanship, feeling, and association. Planned alterations to the historic bridge under Alternative 3 or Alternative 4 would adversely affect the bridge's integrity of design, materials, and workmanship. In addition, if Alternative 4 is chosen, the construction of a new bridge adjacent to the historic bridge would adversely affect its integrity of setting and association. The implementation of either Alternative 3 or 4 would destroy character-defining features and aesthetic qualities that must be preserved for the structure to maintain its NRHP eligibility under Criteria A and C.

The proposed rehabilitation or reconstruction activities would not adversely affect the function or location of AR-03-12-02-458(TNF)/AZ V:2:101(ASM). At a maximum, it would affect the design of US 60 by slightly widening and/or realigning the roadway. However, the minimal shift would not adversely affect the characteristics that qualify the historic roadway for inclusion in the NRHP. Of the two historic telephone poles associated with AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), only pole #1 is still standing and still in-use. Pole #2 has been cut down and replaced with a new pole. As the site is outside the proposed work limits for this project, it will not be affected. If project plans change and the site cannot be avoided, archival research would be conducted to determine eligibility. If the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant. Although the vast majority of AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is located outside the APE, and the small portion that is within the APE is outside the proposed project work zone, two features closest to the APE were reassessed by AZTEC in the event of a change in project plans or project limits. Both features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The site would not be affected by the proposed project. However, if current project plans change, and the site can no longer be avoided, data recovery investigations would be needed.

Although alternatives 2, 3, and 4 would not adversely affect AR-03-12-02-458(TNF)/AZ V:2:101(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), or AR-03-12-02-1582(TNF)/AZ V:9:520(ASM), all three alternatives would result in an adverse effect to the Pinto Creek Bridge. FHWA proposes that in accordance with the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects) would be followed to address adverse effects to the historic Pinto Creek Bridge. Per Attachment 6, a Historic

American Engineering Record (HAER) Documentation Plan would be prepared and submitted to your office as part of the continuing Section 106 process.

Based upon the above information, FHWA finds that a project effect finding of "adverse effect" is appropriate for this project. Please review the information provided in this letter, as well as the enclosed bridge assessment report and technical memoranda. If you find the report and memoranda adequate and agree with the findings outlined in this letter, FHWA's finding of project effect, and use of the FHWA Statewide Section 106 PA Stipulation X.G.1 and Attachment 6 to resolve adverse effects and develop a HAER Documentation Plan, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

_____ _____

Signature for GRIC Concurrence Date
EB-060-D(207)T

cc:
Mr. Barnaby Lewis, Tribal Historic Preservation Officer, GRIC, P.O. Box 2140, Sacaton, AZ 85147 (w/enclosures)
Dr. Kyle Woodson, Director, Cultural Resource Management Program, GRIC, P.O. Box 2140, Sacaton, AZ 85147 (w/enclosures)
TWilson
LClementino (F500)

GILA RIVER INDIAN COMMUNITY
POST OFFICE BOX 2193, SACATON, AZ 85147

TRIBAL HISTORIC PRESERVATION OFFICE

(520) 562-7162
Fax: (520) 562-5083

April 3, 2017

Karla S. Petty, Division Administrator
U. S. Department of Transportation
Federal Highway Administration, Arizona Division
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

RE: EB-060-D(207)T, TRACS No. 060 GI 238 H8243 01C, United States 60 (US 60), Pinto Creek Bridge #351, Continuing Section 106 Consultation, Bridge Assessment Report and Technical Memoranda, Adverse Effect

Dear Ms. Petty,

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation package dated March 24, 2017. The GRIC-THPO responded to this undertaking on May 6, 2015, March 14, 2016, May 19, 2016, and January 31, 2017. The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are investigating various strategies to correct structural deficiencies on the Pinto Creek Bridge (Structure #351) on the US 60, at milepost 238.30 in Gila County, Arizona. The FHWA and ADOT have been in the process of assessing and analyzing four (4) build alternatives: 1) No build; 2) Build a New Bridge; 3) Bridge Rehabilitation; and 4) Build New Bridge and Rehabilitate Old Bridge.

There are four previously recorded sites in the project: 1) AR-03-12-02-1444(TNF)/AZ V:9:470(ASM) is identified as a historic telephone line. The Register eligibility status for the telephone line is undetermined; 2) AR-03-12-02-458(TNF)/AZ V:2:101(ASM) is identified as the historic US 60 alignment. US 60 is considered a Register eligible property; 3) AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is identified as an historic camp site with an associated artifact scatter. The site is considered a Register eligible property; and 4) Pinto Creek Bridge (Structure #351) which was built in 1949. The bridge is considered a Register eligible property.

The FHWA continues to evaluate and assess alternatives 2, 3, and 4. The alternatives would not affect sites AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), 2) AR-03-12-02-458(TNF)/AZ V:2:101(ASM), or AR-03-12-02-1582(TNF)/AZ V:9:520(ASM). All of the alternatives will have an adverse effect upon the Pinto Creek Bridge. The FHWA is proposing that in accordance with the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal –AID Transportation Projects in the State of Arizona* (FHWA State Wide Section 106 PA) Stipulation X.G.1 and Attachment 6 would be followed to address adverse effects to the historic Pinto Creek Bridge. The FHWA recommends the preparation of a Historic American Engineering Record (HAER) to mitigate adverse effects to the Pinto Creek Bridge. The FHWA is seeking concurrence with the bridge assessment report and technical memoranda and with the adequacy of the reports. The FHWA is making a finding of adverse effect for this undertaking.

The GRIC-THPO concurs with a finding of adverse effect for this undertaking. We agree that the FHWA State Wide Section 106 PA provides the proper guidelines to mitigate the adverse effects of this undertaking. The GRIC-THPO accepts the bridge assessment report and technical memoranda as adequate reporting documents. The GRIC-THPO looks forward to reviewing the HAER documentation for the Pinto Creek Bridge. The proposed project area is within the ancestral lands of the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O'Odham Nation).

Thank you for consulting with the GRIC-THPO on this project. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,

Barnaby V. Lewis
Tribal Historic Preservation Officer
Gila River Indian Community

U.S.Department
of Transportation
Federal Highway
Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
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March 24, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 GI 238 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Bridge Assessment Report and Technical Memoranda
"adverse effect"

Mr. Leigh Kuwanwisiwma, Director
Cultural Preservation Office
Hopi Tribe
P.O. Box 123
Kykotsmovi, Arizona 86039

Dear Mr. Kuwanwisiwma:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

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The same evaluation requirements for Alternatives 2 and 3 were used to assess the viability of Alternative 4, as outlined in the Addendum. Alternative 4 is a hybrid of Alternative 2 with the construction of a new bridge in proximity to the existing bridge and Alternative 3 with the retrofitting/rehabilitating of the existing bridge. Alternative 4 would create a need for roadway widening and tapers on each end of the two bridges, requiring the need for additional easements and TCEs from TNF, and additional cuts to allow for changes in roadway geometrics and matching bridge elevations and grades. Widening the roadway would also increase the amount of excavated material by approximately 45,000 cubic yards, triggering the need for larger and/or additional waste sites. In addition, the existing horizontal roadway alignment does not meet the current super-elevation rate requirements as specified in ADOT's Roadway Design Guidelines. Alternative 4 does not provide ADOT an opportunity to address the compound curve and substandard stopping site distance that currently exists, and would therefore continue to be substandard utilizing this option. In addition, the Arizona hedgehog cactus, a species included in the Endangered Species Act (ESA) Species List, is present within the APE. The cactus is also considered a Highly Safeguarded plant by the state of Arizona. During a January 2015 survey conducted by AZTEC biologists, a cactus was observed on the eastern slope above Pinto Creek. Any additional ROW or TCEs that might be needed for Alternative 4 would also require further evaluation for Arizona hedgehog cactus pursuant to Section 7 of the ESA. A copy of the Addendum is enclosed for your review and comment.

In order to identify the significance, integrity, and character-defining features of Pinto Creek Bridge and assess project effects for Alternatives 3 and 4 that may impact the structure's NRHP eligibility, AZTEC recently completed a historic evaluation of the bridge. The results of the evaluation are reported in *Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona* (Solliday 2017). A copy of the report is enclosed for your review and comment.

If Alternative 2 is selected, FHWA/ADOT plan to contact various agencies and organizations to determine if any agency or organization would like to take possession and re-erect the bridge at a new location or adaptively reuse the bridge at its present location. TNF has provided written confirmation (Bosworth [TNF] to Wilson [FHWA]; January 30, 2017) that the Forest does not want to take ownership of the existing Pinto Creek Bridge if Alternative 2 is chosen. In addition, TNF will not allow a non-federal third party to take ownership of the bridge unless the bridge is removed off Forest lands. If a federal third party does take ownership of the existing bridge, that party must be capable of providing funding for operations and maintenance in perpetuity. As a result, Alternative 2 would most likely require the removal of the existing Pinto Creek Bridge upon completion of the new bridge adversely affecting the bridge's integrity of location, design, setting, materials, workmanship, feeling, and association. Planned alterations to the historic bridge under Alternative 3 or Alternative 4 would adversely affect the bridge's integrity of design, materials, and workmanship. In addition, if Alternative 4 is chosen, the construction of a new bridge adjacent to the historic bridge would adversely affect its integrity of setting and association. The implementation of either Alternative 3 or 4 would destroy character-defining features and aesthetic qualities that must be preserved for the structure to maintain its NRHP eligibility under Criteria A and C.

The proposed rehabilitation or reconstruction activities would not adversely affect the function or location of AR-03-12-02-458(TNF)/AZ V:2:101(ASM). At a maximum, it would affect the design of US 60 by slightly widening and/or realigning the roadway. However, the minimal shift would not adversely affect the characteristics that qualify the historic roadway for inclusion in the NRHP. Of the two historic telephone poles associated with AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), only pole #1 is still standing and still in-use. Pole #2 has been cut down and replaced with a new pole. As the site is outside the proposed work limits for this project, it will not be affected. If project plans change and the site cannot be avoided, archival research would be conducted to determine eligibility. If the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant. Although the vast majority of AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is located outside the APE, and the small portion that is within the APE is outside the proposed project work zone, two features closest to the APE were reassessed by AZTEC in the event of a change in project plans or project limits. Both features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The site would not be affected by the proposed project. However, if current project plans change, and the site can no longer be avoided, data recovery investigations would be needed.

Although alternatives 2, 3, and 4 would not adversely affect AR-03-12-02-458(TNF)/AZ V:2:101(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), or AR-03-12-02-1582(TNF)/AZ V:9:520(ASM), all three alternatives would result in an adverse effect to the Pinto Creek Bridge. FHWA proposes that in accordance with the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects) would be followed

to address adverse effects to the historic Pinto Creek Bridge. Per Agreement 6, a Historic American Engineering Record (HAER) Documentation Plan would be prepared and submitted to your office as part of the continuing Section 106 process. A copy of the FHWA Statewide Section 106 PA is enclosed for your use.

Based upon the above information, FHWA finds that a project effect finding of "adverse effect" is appropriate for this project. Please review the information provided in this letter, as well as the enclosed bridge assessment report, technical memoranda and FHWA Statewide Section 106 PA. If you find the report and memoranda adequate and agree with the findings outlined in this letter, FHWA's finding of project effect, and use of the FHWA Statewide Section 106 PA Stipulation X.G.1 and Attachment 6 to resolve adverse effects and develop a HAER Documentation Plan, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

Signature for Hopi Tribe Concurrence

3-31-17
Date

EB-060-D(207)T

Enclosures

cc:
TWilson
LClementino (F500)

APR 04 2017

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

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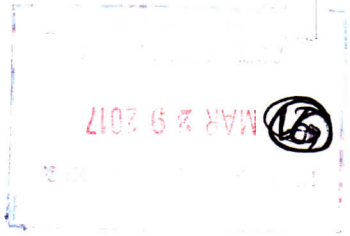
March 24, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 GI 238 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Bridge Assessment Report and Technical Memoranda
"adverse effect"



Mr. Terry Rambler, Chair
San Carlos Apache Tribe
P.O. Box 0
San Carlos, Arizona 85550

Dear Chairman Rambler:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

All previous rounds of Section 106 consultation for this bridge project were conducted under ADOT TRACS No. 060 PN 228 H8243 01C as the project originally consisted of wider project limits beginning in Pinal County. As the project limits have now been shortened, the TRACS No. has been revised to reflect a change from Pinal County to Gila County. The updated TRACS No. from this point forward is now 060 GI 238 H8243 01C. There has been no change in the Federal Aid number.

Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. SHPO and TNF concurred with the findings outlined in the April 2015 consultation (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015, and Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail).

Continuing Early Section 106 consultation was submitted to all consulting parties on February 25, 2016, and included a Project Assessment report prepared by HDR Engineering, Inc. (HDR). The Project Assessment was completed in June 2014 to assess potential project issues, and outline possible action alternatives. The four strategies for addressing the bridge deficiencies include:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. SHPO concurred with the findings outlined in the February 2016 consultation (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 via e-mail).

Subsequent to the continuing Early Section 106 consultation, the project team decided geotechnical investigations would be needed so the results could be included in a feasibility study. Therefore, geotechnical Section 106 consultation was submitted to all consulting parties on May 10, 2016. The consultation outlined proposed boring and seismic refraction survey locations and various staging and stockpiling locations. SHPO and TNF concurred with the findings outlined in the May 2016 geotechnical investigations consultation (Jacobs [SHPO] to Petty [FHWA]; May 11, 2016, and signed TNF Inventory Standards & Accounting [IS&A] form; June 1, 2016).

While the four alternatives were still under evaluation, the project team determined that new right-of-way (ROW) easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. AZTEC Engineering Group, Inc. (AZTEC) surveyed the new easements along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30, and the TCEs along the north side of US 60 at MP 238.30, and the south side of US 60 at approximately MP 237.70 and MP 238.35. The survey report, entitled *A Cultural Resource Survey of New Easement and Temporary Construction Easements Totaling 10.25 Acres along US Highway 60 between Milepost 237.50 and Milepost 238.60, Tonto National Forest, Gila County, Arizona* (Bowler 2016) was submitted to your office as part of continuing Section 106 on January 4, 2017. No new cultural resource sites were identified by AZTEC. However, AZTEC did relocate and reassess four sites previously determined to be eligible for inclusion in the National Register of Historic Places (NRHP), or with undetermined eligibility.

The four sites are AR-03-12-02-458(TNF)/AZ V:2:101(ASM), identified as the in-use historic US 60 highway (NRHP eligible – Criterion D); AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), identified as a historic telephone line comprised of two in-use deteriorating wooden telephone poles (undetermined NRHP eligibility); AR-03-12-02-1582(TNF)/AZ V:9:520(ASM), identified as an early twentieth-century camp consisting of four tent pads, one stacked-rock windbreak, two built-up hearths, and a low- to moderate-density artifact scatter (NRHP eligible – Criterion D); and the historic Pinto Creek Bridge (Structure #351) (NRHP eligible – Criteria A & C). Information pertaining to each site is outlined in the AZTEC survey report. SHPO and TNF concurred with the adequacy of the survey report (Jacobs [SHPO] to Petty [FHWA]; January 9, 2017, and Hill [TNF] to Petty [FHWA]; January 26, 2017, and signed IS&A form; January 27, 2017).

As definitive limits have now been established for this project, the APE is defined as the variable-width US 60 ROW corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Pinto Creek Bridge was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2008), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criteria A and C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

As previously mentioned, the Project Assessment submitted to all consulting parties in February 2016 outlined action alternatives and potential project issues for Alternatives 2–4. However, additional information was needed to determine the levels of effort required for Alternatives 3 and 4. Therefore, HDR, with the assistance of AZTEC recently completed a Technical Memorandum outlining the level of effort that would be required to rehabilitate the existing Pinto Creek Bridge to give it a service life of 25 years (Alternative 3) and an Addendum outlining the level of effort required to incorporate both a new bridge and the existing bridge into the US 60 roadway corridor (Alternative 4). As outlined in the Technical Memorandum, HDR's findings indicate that it is not reasonable or prudent to rehabilitate the existing Pinto Creek Bridge due to the age of the bridge; the frequency of vehicles and overweight vehicles crossing the bridge; the uncertainties of the bridge's remaining fatigue life; the presence of fracture critical members; the amount of anticipated structural work and issues related to bridge rehabilitation; and the associated time and cost. A copy of the Technical Memorandum is enclosed for your review and comment.

The same evaluation requirements for Alternatives 2 and 3 were used to assess the viability of Alternative 4, as outlined in the Addendum. Alternative 4 is a hybrid of Alternative 2 with the construction of a new bridge in proximity to the existing bridge and Alternative 3 with the retrofitting/rehabilitating of the existing bridge. Alternative 4 would create a need for roadway widening and tapers on each end of the two bridges, requiring the need for additional easements and TCEs from TNF, and additional cuts to allow for changes in roadway geometrics and matching bridge elevations and grades. Widening the roadway would also increase the amount of excavated material by approximately 45,000 cubic yards, triggering the need for larger and/or additional waste sites. In addition, the existing horizontal roadway alignment does not meet the current super-elevation rate requirements as specified in ADOT's Roadway Design Guidelines. Alternative 4 does not provide ADOT an opportunity to address the compound curve and substandard stopping site distance that currently exists, and would therefore continue to be substandard utilizing this option. In addition, the Arizona hedgehog cactus, a species included in the Endangered Species Act (ESA) Species List, is present within the APE. The cactus is also considered a Highly Safeguarded plant by the state of Arizona. During a January 2015 survey conducted by AZTEC biologists, a cactus was observed on the eastern slope above Pinto Creek. Any additional ROW or TCEs that might be needed for Alternative 4 would also require further evaluation for Arizona hedgehog cactus pursuant to Section 7 of the ESA. A copy of the Addendum is enclosed for your review and comment.

In order to identify the significance, integrity, and character-defining features of Pinto Creek Bridge and assess project effects for Alternatives 3 and 4 that may impact the structure's NRHP

eligibility, AZTEC recently completed a historic evaluation of the bridge. The results of the evaluation are reported in *Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona* (Solliday 2017). A copy of the report is enclosed for your review and comment.

If Alternative 2 is selected, FHWA/ADOT plan to contact various agencies and organizations to determine if any agency or organization would like to take possession and re-erect the bridge at a new location or adaptively reuse the bridge at its present location. TNF has provided written confirmation (Bosworth [TNF] to Wilson [FHWA]; January 30, 2017) that the Forest does not want to take ownership of the existing Pinto Creek Bridge if Alternative 2 is chosen. In addition, TNF will not allow a non-federal third party to take ownership of the bridge unless the bridge is removed off Forest lands. If a federal third party does take ownership of the existing bridge, that party must be capable of providing funding for operations and maintenance in perpetuity. As a result, Alternative 2 would most likely require the removal of the existing Pinto Creek Bridge upon completion of the new bridge adversely affecting the bridge's integrity of location, design, setting, materials, workmanship, feeling, and association. Planned alterations to the historic bridge under Alternative 3 or Alternative 4 would adversely affect the bridge's integrity of design, materials, and workmanship. In addition, if Alternative 4 is chosen, the construction of a new bridge adjacent to the historic bridge would adversely affect its integrity of setting and association. The implementation of either Alternative 3 or 4 would destroy character-defining features and aesthetic qualities that must be preserved for the structure to maintain its NRHP eligibility under Criteria A and C.

The proposed rehabilitation or reconstruction activities would not adversely affect the function or location of AR-03-12-02-458(TNF)/AZ V:2:101(ASM). At a maximum, it would affect the design of US 60 by slightly widening and/or realigning the roadway. However, the minimal shift would not adversely affect the characteristics that qualify the historic roadway for inclusion in the NRHP. Of the two historic telephone poles associated with AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), only pole #1 is still standing and still in-use. Pole #2 has been cut down and replaced with a new pole. As the site is outside the proposed work limits for this project, it will not be affected. If project plans change and the site cannot be avoided, archival research would be conducted to determine eligibility. If the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant. Although the vast majority of AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is located outside the APE, and the small portion that is within the APE is outside the proposed project work zone, two features closest to the APE were reassessed by AZTEC in the event of a change in project plans or project limits. Both features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The site would not be affected by the proposed project. However, if current project plans change, and the site can no longer be avoided, data recovery investigations would be needed.

Although alternatives 2, 3, and 4 would not adversely affect AR-03-12-02-458(TNF)/AZ V:2:101(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), or AR-03-12-02-1582(TNF)/AZ V:9:520(ASM), all three alternatives would result in an adverse effect to the Pinto Creek Bridge. FHWA proposes that in accordance with the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects) would be followed to address adverse effects to the historic Pinto Creek Bridge. Per Agreement 6, a Historic American Engineering Record (HAER) Documentation Plan would be prepared and submitted to

your office as part of the continuing Section 106 process. A copy of the FHWA Statewide Section 106 PA is enclosed for your use.

Based upon the above information, FHWA finds that a project effect finding of "adverse effect" is appropriate for this project. Please review the information provided in this letter, as well as the enclosed bridge assessment report, technical memoranda and FHWA Statewide Section 106 PA. If you find the report and memoranda adequate and agree with the findings outlined in this letter, FHWA's finding of project effect, and use of the FHWA Statewide Section 106 PA Stipulation X.G.1 and Attachment 6 to resolve adverse effects and develop a HAER Documentation Plan, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely,
Tremaine Wilson

Karla S. Petty
Division Administrator

Signature for San Carlos Apache Tribe Concurrence
EB-060-D(207)T

4/5/17
Date

cc:
Vernelda Grant, Tribal Historic Preservation Officer, San Carlos Apache Tribe, P.O. Box 0, San Carlos, AZ 85550 (w/enclosures)
TWilson
LClementino (F500)

your office as part of the continuing Section 106 process. A copy of the FHWA Statewide Section 106 PA is enclosed for your use.

Based upon the above information, FHWA finds that a project effect finding of "adverse effect" is appropriate for this project. Please review the information provided in this letter, as well as the enclosed bridge assessment report, technical memoranda and FHWA Statewide Section 106 PA. If you find the report and memoranda adequate and agree with the findings outlined in this letter, FHWA's finding of project effect, and use of the FHWA Statewide Section 106 PA Stipulation X.G.1 and Attachment 6 to resolve adverse effects and develop a HAER Documentation Plan, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

Signature for San Carlos Apache Tribe Concurrence

4/12/17
Date

EB-060-D(207)T

cc:
Vernelda Grant, Tribal Historic Preservation Officer, San Carlos Apache Tribe, P.O. Box 0, San Carlos, AZ 85550 (w/enclosures)
TWilson
LClementino (F500)

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

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http://www.fhwa.dot.gov/azdiv/index.htm

March 24, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 GI 238 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Bridge Assessment Report and Technical Memoranda
"adverse effect"

Mr. Peter Steere, Tribal Historic Preservation Officer
Mr. Jefford Francisco, Cultural Resource Specialist
Cultural Affairs Office
Tohono O'odham Nation
P.O. Box 837
Sells, Arizona 85634

Dear Messrs. Steere and Francisco:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

All previous rounds of Section 106 consultation for this bridge project were conducted under ADOT TRACS No. 060 PN 228 H8243 01C as the project originally consisted of wider project limits beginning in Pinal County. As the project limits have now been shortened, the TRACS No. has been revised to reflect a change from Pinal County to Gila County. The updated TRACS No. from this point forward is now 060 GI 238 H8243 01C. There has been no change in the Federal Aid number.

Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. SHPO

and TNF concurred with the findings outlined in the April 2015 consultation (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015, and Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail).

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The same evaluation requirements for Alternatives 2 and 3 were used to assess the viability of Alternative 4, as outlined in the Addendum. Alternative 4 is a hybrid of Alternative 2 with the construction of a new bridge in proximity to the existing bridge and Alternative 3 with the retrofitting/rehabilitating of the existing bridge. Alternative 4 would create a need for roadway widening and tapers on each end of the two bridges, requiring the need for additional easements and TCEs from TNF, and additional cuts to allow for changes in roadway geometrics and matching bridge elevations and grades. Widening the roadway would also increase the amount of excavated material by approximately 45,000 cubic yards, triggering the need for larger and/or additional waste sites. In addition, the existing horizontal roadway alignment does not meet the current super-elevation rate requirements as specified in ADOT's Roadway Design Guidelines. Alternative 4 does not provide ADOT an opportunity to address the compound curve and substandard stopping site distance that currently exists, and would therefore continue to be substandard utilizing this option. In addition, the Arizona hedgehog cactus, a species included in the Endangered Species Act (ESA) Species List, is present within the APE. The cactus is also considered a Highly Safeguarded plant by the state of Arizona. During a January 2015 survey conducted by AZTEC biologists, a cactus was observed on the eastern slope above Pinto Creek. Any additional ROW or TCEs that might be needed for Alternative 4 would also require further evaluation for Arizona hedgehog cactus pursuant to Section 7 of the ESA. A copy of the Addendum is enclosed for your review and comment.

In order to identify the significance, integrity, and character-defining features of Pinto Creek Bridge and assess project effects for Alternatives 3 and 4 that may impact the structure's NRHP eligibility, AZTEC recently completed a historic evaluation of the bridge. The results of the evaluation are reported in *Historic Documentation and Evaluation of Pinto Creek Bridge, US Route 60, Gila County, Arizona* (Solliday 2017). A copy of the report is enclosed for your review and comment.

If Alternative 2 is selected, FHWA/ADOT plan to contact various agencies and organizations to determine if any agency or organization would like to take possession and re-erect the bridge at a new location or adaptively reuse the bridge at its present location. TNF has provided written confirmation (Bosworth [TNF] to Wilson [FHWA]; January 30, 2017) that the Forest does not want to take ownership of the existing Pinto Creek Bridge if Alternative 2 is chosen. In addition, TNF will not allow a non-federal third party to take ownership of the bridge unless the bridge is removed off Forest lands. If a federal third party does take ownership of the existing bridge, that party must be capable of providing funding for operations and maintenance in perpetuity. As a result, Alternative 2 would most likely require the removal of the existing Pinto Creek Bridge upon completion of the new bridge adversely affecting the bridge's integrity of location, design, setting, materials, workmanship, feeling, and association. Planned alterations to the historic bridge under Alternative 3 or Alternative 4 would adversely affect the bridge's integrity of design, materials, and workmanship. In addition, if Alternative 4 is chosen, the construction of a new bridge adjacent to the historic bridge would adversely affect its integrity of setting and association. The implementation of either Alternative 3 or 4 would destroy character-defining features and aesthetic qualities that must be preserved for the structure to maintain its NRHP eligibility under Criteria A and C.

The proposed rehabilitation or reconstruction activities would not adversely affect the function or location of AR-03-12-02-458(TNF)/AZ V:2:101(ASM). At a maximum, it would affect the design of US 60 by slightly widening and/or realigning the roadway. However, the minimal shift would not adversely affect the characteristics that qualify the historic roadway for inclusion in the NRHP. Of the two historic telephone poles associated with AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), only pole #1 is still standing and still in-use. Pole #2 has been cut down and replaced with a new pole. As the site is outside the proposed work limits for this project, it will not be affected. If project plans change and the site cannot be avoided, archival research would be conducted to determine eligibility. If the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant. Although the vast majority of AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is located outside the APE, and the small portion that is within the APE is outside the proposed project work zone, two features closest to the APE were reassessed by AZTEC in the event of a change in project plans or project limits. Both features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The site would not be affected by the proposed project. However, if current project plans change, and the site can no longer be avoided, data recovery investigations would be needed.

Although alternatives 2, 3, and 4 would not adversely affect AR-03-12-02-458(TNF)/AZ V:2:101(ASM), AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), or AR-03-12-02-1582(TNF)/AZ V:9:520(ASM), all three alternatives would result in an adverse effect to the Pinto Creek Bridge. FHWA proposes that in accordance with the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona* (FHWA Statewide Section 106 PA), Stipulation X.G.1 and Attachment 6 (Standard Measures for Resolving Adverse Effects) would be followed

to address adverse effects to the historic Pinto Creek Bridge. Per Agreement 6, a Historic American Engineering Record (HAER) Documentation Plan would be prepared and submitted to your office as part of the continuing Section 106 process. A copy of the FHWA Statewide Section 106 PA is enclosed for your use.

Based upon the above information, FHWA finds that a project effect finding of "adverse effect" is appropriate for this project. Please review the information provided in this letter, as well as the enclosed bridge assessment report, technical memoranda and FHWA Statewide Section 106 PA. If you find the report and memoranda adequate and agree with the findings outlined in this letter, FHWA's finding of project effect, and use of the FHWA Statewide Section 106 PA Stipulation X.G.1 and Attachment 6 to resolve adverse effects and develop a HAER Documentation Plan, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

Signature for TON Concurrence
EB-060-D(207)T

5-12-17
Date

Enclosures

cc:
TWilson
LClementino (F500)

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

March 24, 2017

In Reply Refer To:

EB-060-D(207)T
TRACS No. 060 GI 238 H8243 01C
US 60; Pinto Creek Bridge #351
Continuing Section 106 Consultation
Bridge Assessment Report and Technical Memoranda
"adverse effect"

Mr. Ronnie Lupe, Chair
White Mountain Apache Tribe
P.O. Box 1150
Whiteriver, Arizona 85941

Dear Chairman Lupe:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are investigating various strategies to address structural deficiencies on the Pinto Creek Bridge (Structure #351) on US Highway 60 (US 60) at milepost (MP) 238.30, in Gila County. The overall project limits would extend between MP 237.50 and MP 238.60 within Sections 5, 8, and 9 of Township 1 South, Range 14 East (Gila and Salt River Base Line and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT easements across Tonto National Forest (TNF) lands. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), TNF, the Ak-Chin Indian Community (Ak-Chin), the Fort McDowell Yavapai Nation (FMYN), the Gila River Indian Community (GRIC), the Hopi Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRP-MIC), the San Carlos Apache Tribe, the Tohono O'odham Nation (TON), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), the Yavapai-Apache Nation (YAN), and the Yavapai-Prescott Indian Tribe. For this project, SRP-MIC is considered the lead for the Four Southern Tribes, as the project limits are located within the ancestral claims area of SRP-MIC.

All previous rounds of Section 106 consultation for this bridge project were conducted under ADOT TRACS No. 060 PN 228 H8243 01C as the project originally consisted of wider project limits beginning in Pinal County. As the project limits have now been shortened, the TRACS No. has been revised to reflect a change from Pinal County to Gila County. The updated TRACS No. from this point forward is now 060 GI 238 H8243 01C. There has been no change in the Federal Aid number.

Early Section 106 consultation (April 22, 2015) outlined the consulting parties; previous cultural resource surveys and previously identified cultural resources within the project limits; and noted that various strategies for addressing the bridge deficiencies were under evaluation. As alternatives were still under evaluation, no finding of project effect was made by FHWA. In addition, the area of potential effects (APE) could not be defined; therefore, a cultural resource survey was deemed unnecessary until additional project information was made available. SHPO and TNF concurred with the findings outlined in the April 2015 consultation (Jacobs [SHPO] to Petty [FHWA]; April 27, 2015, and Sullivan [TNF] to Petty [FHWA], July 21, 2015 via e-mail).

Continuing Early Section 106 consultation was submitted to all consulting parties on February 25, 2016, and included a Project Assessment report prepared by HDR Engineering, Inc. (HDR). The Project Assessment was completed in June 2014 to assess potential project issues, and outline possible action alternatives. The four strategies for addressing the bridge deficiencies include:

- Alternative 1 - Do Nothing/No Build
- Alternative 2 - Build New Bridge without Using the Existing Bridge
- Alternative 3 - Bridge Rehabilitation
- Alternative 4 - Build New Bridge and Rehabilitate Existing Bridge

As the four alternatives were still under evaluation, no finding of project effect was made by FHWA. SHPO concurred with the findings outlined in the February 2016 consultation (Jacobs [SHPO] to Clementino [ADOT]; March 28, 2016 via e-mail).

Subsequent to the continuing Early Section 106 consultation, the project team decided geotechnical investigations would be needed so the results could be included in a feasibility study. Therefore, geotechnical Section 106 consultation was submitted to all consulting parties on May 10, 2016. The consultation outlined proposed boring and seismic refraction survey locations and various staging and stockpiling locations. SHPO and TNF concurred with the findings outlined in the May 2016 geotechnical investigations consultation (Jacobs [SHPO] to Petty [FHWA]; May 11, 2016, and signed TNF Inventory Standards & Accounting [IS&A] form; June 1, 2016).

While the four alternatives were still under evaluation, the project team determined that new right-of-way (ROW) easements and temporary construction easements (TCEs) would be needed for Alternatives 2–4. AZTEC Engineering Group, Inc. (AZTEC) surveyed the new easements along the north side of Pinto Creek Bridge between approximately MP 238.16 and MP 238.30, and the TCEs along the north side of US 60 at MP 238.30, and the south side of US 60 at approximately MP 237.70 and MP 238.35. The survey report, entitled *A Cultural Resource Survey of New Easement and Temporary Construction Easements Totaling 10.25 Acres along US Highway 60 between Milepost 237.50 and Milepost 238.60, Tonto National Forest, Gila County, Arizona* (Bowler 2016) was submitted to your office as part of continuing Section 106 on January 4, 2017. No new cultural resource sites were identified by AZTEC. However, AZTEC did relocate and reassess four sites previously determined to be eligible for inclusion in the National Register of Historic Places (NRHP), or with undetermined eligibility.

The four sites are AR-03-12-02-458(TNF)/AZ V:2:101(ASM), identified as the in-use historic US 60 highway (NRHP eligible – Criterion D); AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), identified as a historic telephone line comprised of two in-use deteriorating wooden telephone poles (undetermined NRHP eligibility); AR-03-12-02-1582(TNF)/AZ V:9:520(ASM), identified as an early twentieth-century camp consisting of four tent pads, one stacked-rock windbreak, two built-up hearths, and a low- to moderate-density artifact scatter (NRHP eligible – Criterion D); and the historic Pinto Creek Bridge (Structure #351) (NRHP eligible – Criteria A & C). Information pertaining to each site is outlined in the AZTEC survey report. SHPO and TNF concurred with the adequacy of the survey report (Jacobs [SHPO] to Petty [FHWA]; January 9, 2017, and Hill [TNF] to Petty [FHWA]; January 26, 2017, and signed IS&A form; January 27, 2017).

As definitive limits have now been established for this project, the APE is defined as the variable-width US 60 ROW corridor (132–200 ft) and the 200-ft-wide scenic setback corridor (100 ft beyond the ROW line on each side of US 60) between MP 237.50 and MP 238.60, as well as the three TCE parcels.

Pinto Creek Bridge was constructed in 1949 by the Arizona Highway Department. In that same year, the bridge won the Annual Award of Merit for the Most Beautiful Class II Steel Bridge by the American Institute of Steel Construction. As outlined in *Vehicular Bridges in Arizona 1880–1964*, prepared by FRASERdesign (Fraser 2008), Pinto Creek Bridge is considered an outstanding, well-preserved example of rare long-span structural type and is eligible for inclusion in the NRHP, under Criteria A and C. SHPO previously concurred with the adequacy of the FRASERdesign report (Collins [SHPO] to Clementino [ADOT]; February 28, 2012).

As previously mentioned, the Project Assessment submitted to all consulting parties in February 2016 outlined action alternatives and potential project issues for Alternatives 2–4. However, additional information was needed to determine the levels of effort required for Alternatives 3 and 4. Therefore, HDR, with the assistance of AZTEC recently completed a Technical Memorandum outlining the level of effort that would be required to rehabilitate the existing Pinto Creek Bridge to give it a service life of 25 years (Alternative 3) and an Addendum outlining the level of effort required to incorporate both a new bridge and the existing bridge into the US 60 roadway corridor (Alternative 4). As outlined in the Technical Memorandum, HDR's findings indicate that it is not reasonable or prudent to rehabilitate the existing Pinto Creek Bridge due to the age of the bridge; the frequency of vehicles and overweight vehicles crossing the bridge; the uncertainties of the bridge's remaining fatigue life; the presence of fracture critical members; the amount of anticipated structural work and issues related to bridge rehabilitation; and the associated time and cost. A copy of the Technical Memorandum is enclosed for your review and comment.

The same evaluation requirements for Alternatives 2 and 3 were used to assess the viability of Alternative 4, as outlined in the Addendum. Alternative 4 is a hybrid of Alternative 2 with the construction of a new bridge in proximity to the existing bridge and Alternative 3 with the retrofitting/rehabilitating of the existing bridge. Alternative 4 would create a need for roadway widening and tapers on each end of the two bridges, requiring the need for additional easements and TCEs from TNF, and additional cuts to allow for changes in roadway geometrics and matching bridge elevations and grades. Widening the roadway would also increase the amount of excavated material by approximately 45,000 cubic yards, triggering the need for larger and/or additional waste sites. In addition, the existing horizontal roadway alignment does not meet the current super-elevation rate requirements as specified in ADOT's Roadway Design Guidelines. Alternative 4 does not provide ADOT an opportunity to address the compound curve and substandard stopping site distance that currently exists, and would therefore continue to be substandard utilizing this option. In addition, the Arizona hedgehog cactus, a species included in the Endangered Species Act (ESA) Species List, is present within the APE. The cactus is also considered a Highly Safeguarded plant by the state of Arizona. During a January 2015 survey conducted by AZTEC biologists, a cactus was observed on the eastern slope above Pinto Creek. Any additional ROW or TCEs that might be needed for Alternative 4 would also require further evaluation for Arizona hedgehog cactus pursuant to Section 7 of the ESA. A copy of the Addendum is enclosed for your review and comment.

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The proposed rehabilitation or reconstruction activities would not adversely affect the function or location of AR-03-12-02-458(TNF)/AZ V:2:101(ASM). At a maximum, it would affect the design of US 60 by slightly widening and/or realigning the roadway. However, the minimal shift would not adversely affect the characteristics that qualify the historic roadway for inclusion in the NRHP. Of the two historic telephone poles associated with AR-03-12-02-1444(TNF)/AZ V:9:470(ASM), only pole #1 is still standing and still in-use. Pole #2 has been cut down and replaced with a new pole. As the site is outside the proposed work limits for this project, it will not be affected. If project plans change and the site cannot be avoided, archival research would be conducted to determine eligibility. If the site is determined to be NRHP eligible, pole #2 would be considered a non-contributing component to the overall eligibility of the site as it is no longer extant. Although the vast majority of AR-03-12-02-1582(TNF)/AZ V:9:520(ASM) is located outside the APE, and the small portion that is within the APE is outside the proposed project work zone, two features closest to the APE were reassessed by AZTEC in the event of a change in project plans or project limits. Both features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The site would not be affected by the proposed project. However, if current project plans change, and the site can no longer be avoided, data recovery investigations would be needed.

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your office as part of the continuing Section 106 process. A copy of the FHWA Statewide Section 106 PA is enclosed for your use.

Based upon the above information, FHWA finds that a project effect finding of "adverse effect" is appropriate for this project. Please review the information provided in this letter, as well as the enclosed bridge assessment report, technical memoranda and FHWA Statewide Section 106 PA. If you find the report and memoranda adequate and agree with the findings outlined in this letter, FHWA's finding of project effect, and use of the FHWA Statewide Section 106 PA Stipulation X.G.1 and Attachment 6 to resolve adverse effects and develop a HAER Documentation Plan, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Lauren Clementino at (928) 637-0580 or e-mail lclementino@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

_____ _____

Signature for WMAT Concurrence Date
EB-060-D(207)T

cc:
Mark Altaha, Tribal Historic Preservation Officer, Historic Preservation Office, WMAT, P.O Box 1032, Fort Apache, AZ 85926 (w/enclosures)
TWilson
LClementino (F500)

White Mountain Apache Tribe

Office of Historic Preservation
PO Box 1032
Fort Apache, AZ 85926
Ph: (928) 338-3033 Fax: (928) 338-6055

To: Karla S. Petty, ADOT Division Administrator

Date: April 6, 2017

Re: EB-060-D(207)T TRACS No. 060 GI 238 H8243 01C US 60 Pinto Creek Bridge #351

The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the proposed project, dated March 24, 2017. In regards to this, please attend to the following checked items below.

Please refer to the additional notes in regards to the proposed project:

Thank you for allowing the White Mountain Apache tribe the opportunity to review and respond to the above ADOT proposed strategies to address structural deficiencies on the Pinto Creek Bridge, with the use of FHWA Statewide Section 106 PA Stipulation X.G.1, and the development of a HAER Documentation Plan. After careful consideration, we agree the proposed project plans ***will have a adverse effect*** on historic properties.

Regardless, any/all future ground disturbing activities should be monitored ***"if"*** there are reasons to believe that there are human remains and/or funerary objects present, and if such remains are encountered they shall be treated with respect and handled accordingly until such remains are repatriated to the affiliated tribe(s).

Thank you. We look forward to continued collaborations in the protection and preservation of places of cultural and historical importance.

Sincerely,

Mark T. Altaha

White Mountain Apache Tribe - THPO