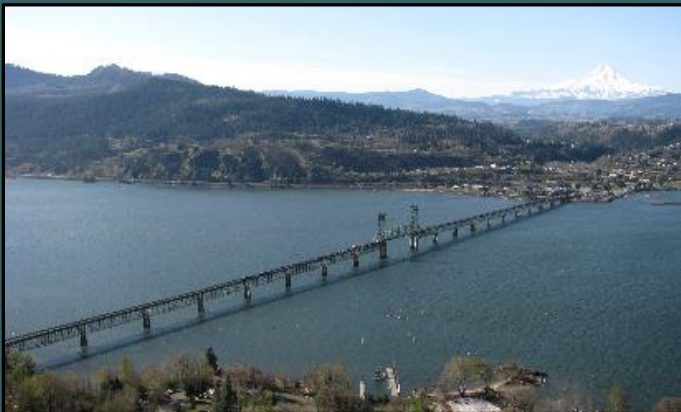


Section 106 Consulting Party Meeting



July 14, 2021

Agenda

- Introductions: Project Partners Roll Call
- Project Updates: Status of NEPA process (SDEIS (timetable))
- Project Updates: Section 106
 - Consulting party updates
 - Concurrences received from Oregon SHPO and Washington DAHP on eligibility and overall project effects
 - Adverse Effect to the Hood River – White Salmon Interstate Bridge
 - Status of Archaeological Resources Survey Report & Archaeological Testing Report
- Group discussion on which mitigation options to pursue further
- Review Schedule of Project Agreement and agreement component reviews
- Summary of next steps, action items, and next meeting date



Section 106 Agencies, Tribes, and Other Consulting Parties

- Federal Highway Administration
- U.S. Coast Guard
- U.S. Army Corps of Engineers
- U.S. Bureau of Indian Affairs
- Oregon DOT
- Washington State DOT
- USDA-CRG National Scenic Area
- Oregon SHPO
- Washington State DAHP
- Port of Hood River



Section 106 Agencies, Tribes, and Other Consulting Parties

- Confederated Tribes of the Umatilla Indian Reservation
- Confederated Tribes of the Warm Springs Reservation of Oregon
- Confederated Tribes and Bands of the Yakama Nation
- Nez Perce Tribe
- Confederated Tribes of the Grand Ronde Community of Oregon
- Confederated Tribes of Siletz Indians
- Cowlitz Indian Tribe



Section 106 Agencies, Tribes, and Other Consulting Parties (CPs)

- Columbia River Inter-Tribal Fish Commission
- City of Hood River
- City of White Salmon
- Klickitat County
- Hood River County
- Historic Columbia River Highway Advisory Committee
- History Museum of Hood River County
- City of Hood River Landmarks Review Board
- Klickitat County Historical Society
- Gorge Heritage Museum/Western Klickitat County Historical Society
- Washington Trust for Historic Preservation



Project Updates

- Consulting Party Updates
- Repository for Feasibility Study & 2003 Draft EIS:

<https://www.rtc.wa.gov/studies/sr35/>

- Publishing of Supplemental DEIS (Comments were due by January 4, 2021)

<https://portofhoodriver.com/bridge/bridge-replacement-project/>

- Combined Final EIS & Record of Decision – December 2021



Status of Consultation



Section 106 Consultation 2019-2021

- April 2019 – FHWA distributes invitations to Section 106 consultation
- July 9, 2019 – APE letter from ODOT to SHPOs
- July 15, 2019 – DAHP concurs w/ APE
- July 15, 2019 – OR SHPO concurs w/APE
- Oct. 2020 - Submittal of Preliminary/Draft Baseline and Built Environment reports to DAHP
 - October 21, 2020 – DAHP response w/ comments to be addressed (both archaeology and built env.)
 - October 28, 2020 – OR SHPO response w/ comments to be addressed
 - November 12, 2020 – OR SHPO response w/ comments to be addressed (built env.)
 - DAHP and Oregon SHPO concur with eligibility and effect findings (April 7, 2021; July 9, 2021)

Status of Consultation



Section 106 Consultation 2019-2021

- Archaeological Resources Survey Report & Archaeological Testing Report distributed to OR SHPO, DAHP, & Tribes on June 22, 2021
- Comments due July 23, 2021
- Roy Watters (ODOT) to follow up individually with OR SHPO, DAHP, & Tribes

Existing and Future Conditions



Project Agreement Consultation Schedule (Accomplished)

- **Tribal Project Section 106 Preview Meeting: November 2, 2020 (Completed)**
- **Agency Project Section 106 Preview Meeting: November 4, 2020 (Completed)**
- **Section 106 Consultation Meeting: November 17, 2020 (Completed)**
- **Section 106 Consultation Meeting: December 7, 2020 (Completed)**
- **Section 106 Consultation Meeting: January, 2021 (Postponed)**
- **Section 106 Consultation Meeting: July 14, 2021 (Today)**



Project Agreement for Adverse Effect to the Hood River – White Salmon Interstate Bridge

Exploring Potential Mitigation Options

- Adaptations to bridge design
- Use of historic bridge components in the new design
- Historic American Engineering Record (HAER)
- Interpretive panels
- Creation of a museum exhibit
- Documentation of Columbia River crossings

Rainbow Bridge, La Connor, WA



SF Bay Bridge, Oakland, CA



Adaptations to Bridge Design

RAILING



RAILING



RAILING



HOOD RIVER BRIDGE - I-84 CONCEPT
11.11.2019

HOOD RIVER BRIDGE - HISTORIC CONCEPT
11.11.2019

HOOD RIVER BRIDGE - CONTEMPORARY
11.11.2019

Adaptations to Bridge Design: Art/Cultural Expressions



Ohio Example

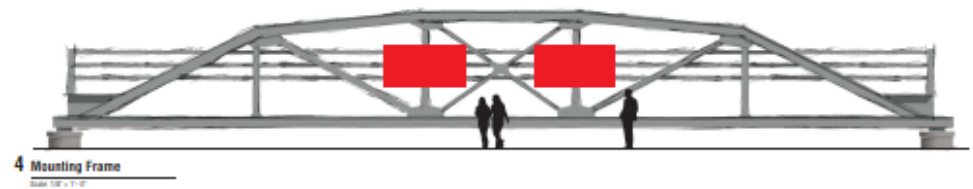
Rainbow Bridge,
La Connor, WA



Use of Historic Bridge Components



South Park Bridge, Seattle, WA

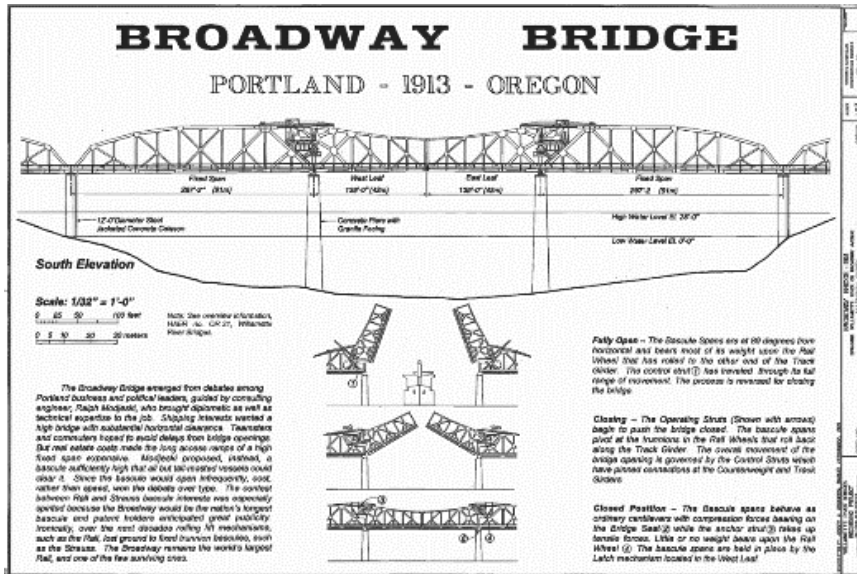


State Highway 79 Truss Bridge, Oklahoma



Concept rendering of interpretive panels mounted to bridge

Historic American Engineering Record

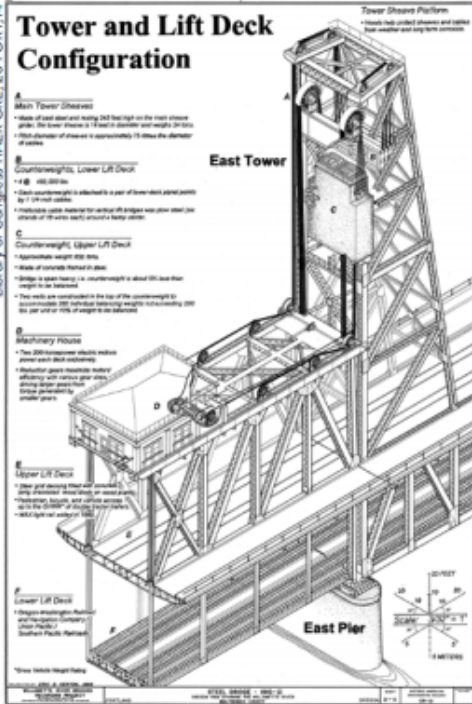


Broadway Bridge, Portland, Oregon



Historic American Engineering Record

Library of Congress HAER ORE, 26-PORT, 14



Steel Bridge, Portland, Oregon

Interpretive Panels (Locations & Content)



CROSSING THE RED RIVER

Generations of explorers, traders, and residents faced the question of how to cross the wide and muddy Red River. As time and technology evolved, the methods used to cross the river for travel and trade changed greatly.



Trails, railroads, and highways crossed the Red River at numerous locations. These crossings were used for travel and the transport of products such as cotton, corn, and cattle to the north and south. Cattle herds and horse-drawn wagons used shallow points along the riverbed to cross the river in the mid- and late 1800s.

Crossing the Red River at Dean's Crossing, 1890.

Beginning in the 1870s, railroads began to construct lines through what was then Indian Territory. When Oklahoma became a state in 1907 there were seven railroads that crossed the Red River between Oklahoma and Texas. Heavy locomotives and rail cars required strong metal truss bridges to safely carry their weight over the riverbed.

Kansas, Oklahoma & Gulf Railroad bridge over the Red River at Carpenters Bluff, early 1900s.



Dirt trails gave way to steady improvements in road and bridge construction in the 1910s and 1920s. The responsibility for these improvements fell to local governments who did not have the expertise to design bridges and often could not afford to construct them. To fill the need, private companies erected toll bridges and charged a fee for many of the Red River crossings.

South end of the State Highway 2 toll bridge over the Red River in 1923.

Evolution of River Crossings

MID-TO-LATE 1800's



An early ferry crossing the Kiamichi River.

Ferries also provided crossings in the late 1800s before the system of highways and bridges that now cross the Red River were constructed. The climate and geography of the Red River often posed a challenge for ferry voyages. High water could spell delays or disaster. Nevertheless, travelers depended on ferries in the pre-bridge era.

1910's - 1920's



The Charlie Walters Bridge, a wooden trestle bridge constructed in the 1920s.

In the early 1900s, travelers replaced horses and other modes of transportation for the flexibility and speed of the automobile. Travel over rutted wagon roads, through river fords, and on ferries was difficult and often dangerous for automobiles. Support for improved roads by travelers ushered in the Good Roads Movement.

Museum Exhibits



Historic Bridge Museum, China



Lego Model of Golden Gate Bridge, Chicago Museum of Science & Industry



Dugout Canoe, CGDCM

Documentation/Publication of Columbia River Crossings

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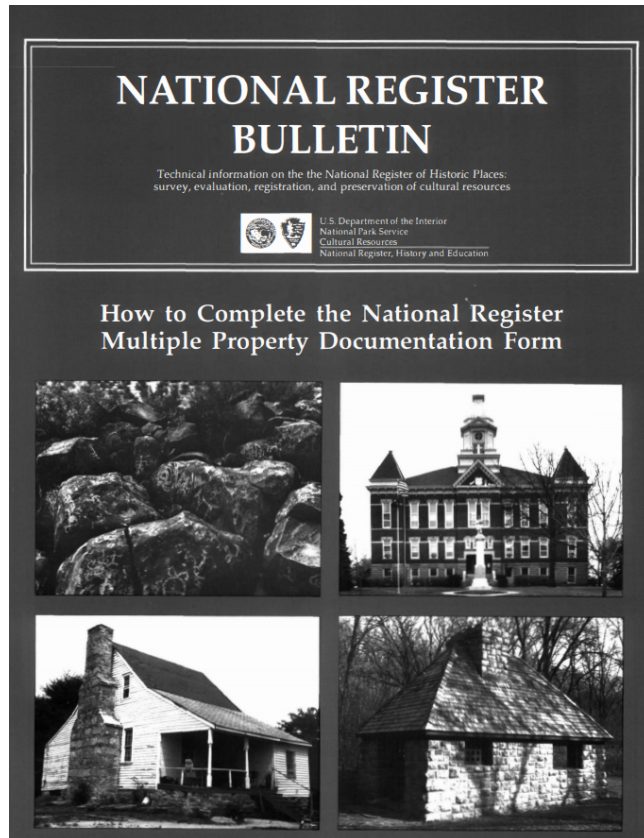
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NRHP - Multiple Property Documentation Form – Oregon/Washington Interstate Bridges



NPS Form 10-900-6

OMB Control No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting property groups relating to one or several historic contexts. See instructions in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 16E). Complete each item by entering the requested information.

_____ New Submission _____ Amended Submission

A. Name of Multiple Property Listing

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

C. Form Prepared by:

name/title _____
 organization _____
 street & number _____
 city or town _____ state _____ zip code _____
 e-mail _____
 telephone _____ date _____

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

Signature of certifying official _____ Title _____ Date _____

State or Federal Agency or Tribal government _____

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper _____ Date of Action _____

Project Agreement Consultation Schedule (Moving Forward)

- **Section 106 Consultation Meeting: July 14, 2021 (Today)**
 - Draft of Project Agreement Stipulations to CPs: July 19, 2021
 - CP Comments on Proposed Agreement Stipulations due: August 16, 2021
 - Revised Stipulations and Whereas Statements to CPs: August 27, 2021
- **Section 106 Consultation Meeting: September 1, 2021**
 - CP Comments on Revised Stipulations and Whereas Statements due: September 17, 2021
 - Complete Review Draft of Agreement to CPs for comment: October 1, 2021
- **Section 106 Consultation Meeting: October 8, 2021**
 - Final CP comments on Agreement Review Draft due: October 29, 2021
 - Final Agreement out for review/signature: November 12, 2021

For the Future

- Next Steps
- Action Items
- Next Meeting Date (September 1, 2021)
- Questions & Concerns



Hood River – White Salmon

BRIDGE REPLACEMENT PROJECT

Adjourn