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THE HIGHWAY SURVEYS PROGRAM

A SUMMARY STATEMENT

FISCAL 1977 - 1978

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Office of the State Archaeologist

for the

Iowa Department of Transportation

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FOR THE

IOWA DEPARTMENT OF TRANSPORTATION

CONTRACT COMPLETION REPORT

141

OFFICE OF THE STATE ARCHAEOLOGIST OF IOWA

EASTLAWN, THE UNIVERSITY OF IOWA

IOWA CITY, IOWA 52242



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PRIMARY ROADS



RESULTS OF PRIMARY ROADS CULTURAL RESOURCE SURVEYS
July 1, 1977 - June 30, 1978

Prepared for the
Iowa Department of Transportation
by
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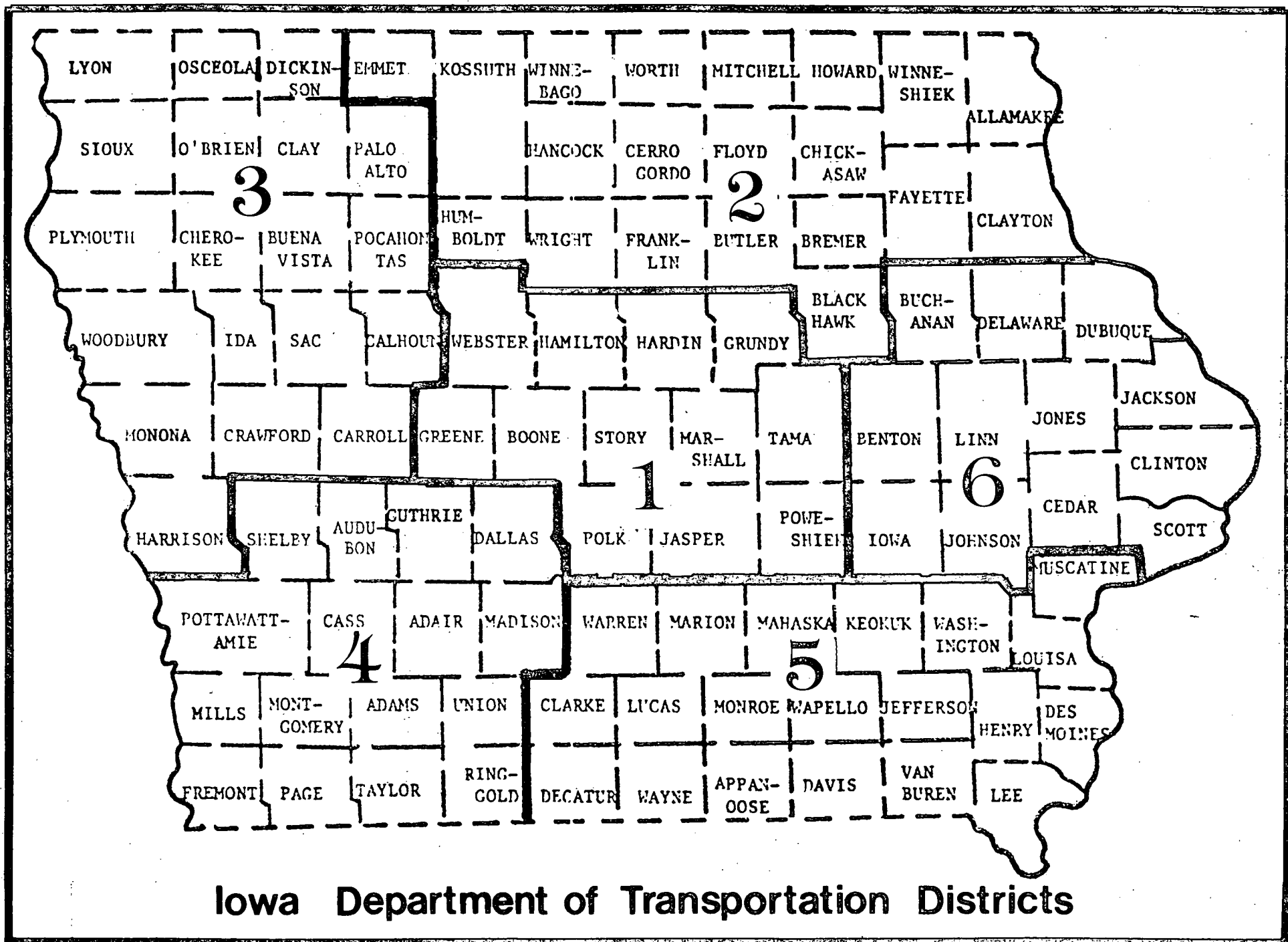
INTRODUCTION

This section of the final report summarizes the activities of the archaeological surveys contract for primary roads. The contract is negotiated annually between the Iowa Department of Transportation and the University of Iowa. The information contained in this section of the report is composed of summaries abstracted from completed cultural resource reports on file with the Department of Transportation, the Office of Historic Preservation, and the Office of the State Archaeologist. The summaries are organized by Iowa Department of Transportation Districts (Fig. 1).

As a result of the requirements for historical and architectural assessments to be included with the archaeological assessment, the Department of Transportation has employed a full-time cultural resource specialist to research the historical impact of proposed projects, and a part-time consultant in historic architecture has been retained on an as-needed basis to evaluate photographs of structures obtained during the archaeological and historical field work. The reporting procedure involving cooperation and input from the three disciplines (archaeology, history, and historic architecture) is coordinated by the Transportation Archaeologist and compiled as completed cultural resource assessments. The degree of involvement of each discipline with a particular project is determined by the project rating system which was established to determine the level of study required for a specific project.

This interdisciplinary approach has resulted in the production of cultural resource assessments that place the Iowa Department of Transportation in full compliance with all federal and state requirements. The State Historic Preservation Officer, in his 1977 annual work plan, stated that:

Only the Federal Highway Administration through the Iowa Department of Transportation has developed a system that is completely adequate to deal with the impact of their projects on archaeological sites. The Iowa DOT provides the State Archaeologist's Office with funds to employ a full-time archaeologist who evaluates the impact of highway projects on archaeological sites. This archaeologist periodically reviews the projects with the State Historic Preservation Officer to resolve problems of project impact (Historic Preservation Iowa, Annual Program 1977, pp. 2-3, Division of Historic Preservation).



PRIMARY ROADS PROJECT SUMMARIES

DISTRICT 1

RF-17-2(4), RF-17-3(15), Boone and Hamilton Counties. Based on a pedestrian survey of the project area the archaeological potential must be regarded as low throughout the corridor. Project length: 16.3 miles.

RF-63-4, RF-63-5, Poweshiek and Tama Counties. An archaeological assessment of the proposed project was successful in locating 13 new archaeological sites in Tama County and two in Poweshiek County. The majority of the sites lie well outside the project corridor with the closest, 13TM109, lying approximately 30 m east of the present alignment. If borrows or alignment shifts are anticipated within the vicinity of the sites located during the survey, an inspection must be conducted to determine if the sites will be impacted by the proposed project.

The historical research was unsuccessful in locating any items of a historical nature within the vicinity of the bridge replacement project. The high truss bridge over the Iowa River which will be replaced by this project, was designed according to standard specifications and this type of bridge is still found in moderate numbers throughout the state. The Walnut Creek steel beam girder bridge is also a standard design. Project length: 15.1 miles.

FN-65-6(7)--21-42, Hardin County. No cultural or historic resources were recovered or noted during either the archaeological or historical assessment of the project area. The archaeological potential for this project must be regarded as low. Project length: 0.8 miles.

RF-87-1, Polk County. Based on previous information, interviews, landform, and a pedestrian survey, the archaeological potential for the proposed improvement of Iowa 87 appears very low. No archaeological sites were located within the project corridor nor will the project have an impact on the historic resources of Polk County. There are no National Register sites within the project area and none were found during the survey. There is no information to indicate that the affected area possesses a unique historic legacy. The project is limited to the widening and resurfacing of the existing highway facility and will not result in any displacements. Project length: 2.5 miles.

RF-20-4, Hamilton County. Since the proposed project will be confined to replacing the existing bridge on present alignment and due to the high degree of disturbance by urban construction, the archaeological potential must be regarded as very low. No sites were located during the inspection. Based on the results of the historical study it does not appear that the project will have an effect on the historical resources of Hamilton County. Although the existing bridge structure is of a relatively rare structural type, it is of a standard design. Project length: 0.1 mile.

P-6-0(35)--30-50, Jasper County. Since no cultural resources were recovered during the archaeological assessment, the project should proceed as planned. On the basis of topography, local information, and location of area sites, the project area may be designated as having low potential. Project length: 0.1 miles.

DISTRICT 1 (continued)

RF-14-5, Marshall County. Due to extensive modification of the proposed alignments by urban construction, stream channalizations, and the railroad yard, the archaeological potential for all of the alignments appears very low. Eight potential historic sites were located within the project area. According to present plans none of these sites will be displaced by any of the alternates.

The project as designed will have a very limited impact on items of local interest. Depending on the alternate selected, the rainbow arch bridge on South Third Avenue could be impacted and a number of structures (Architectural Group IV) on May Street could be affected. None of the proposed alternates will result in the destruction of sites on the National Register of Historic Places or sites that might qualify as National Historic sites as identified by this study. Project length: 0.6 miles.

FN-175-8(11), Hardin County. Construction activities had already begun on the project at the time of the survey. No cultural resources of any kind were recovered during the survey. Project length: 0.1 miles.

P-234-0, Marshall County. One site, 13MR58, was located during the pedestrian survey. However, it is well outside the project area and will not be impacted by construction activities. No other archaeological sites were located within the vicinity of the project and the potential on present alignment appears low. If borrows are required for this project, the Highway Archaeologist will need notification so as to be present during clearing and grubbing. Project length: 5.5 miles.

P-185-0(5), Grundy County. Based on the results of the archaeological survey the potential for this project must be regarded as low. An inspection of the plans available for this project shows that the borrows are contained within existing right-of-way. No structures will be affected by the proposed improvement and the potential for this project to have a negative affect on cultural resources is very low. Project length: 1.25 miles.

F-20-5(14), Hardin County. Due to the presence of a thin scatter of probable archaeological materials in the proposed borrow for this project, a reinspection will need to be conducted during the stripping of the borrow. The archaeological potential for this project on present alignment on relocation 50 feet north must be considered as low based on landscape position, modifications, and survey results. Project length: 0.75 miles.

RF-185-1, Grundy County. No cultural or historic resources were recovered or noted during either the archaeological or historical surveys of the project area. The bridge that will be replaced is of a design type found commonly throughout the state. However, should a borrow be designated on the ridge immediately west of the bridge, this area should be resurveyed under optimal conditions and/or monitored during construction activities for deeply buried cultural resources. Project length: 0.1 miles.

COE:NCROD-S-070-0X6-1-06730, Jasper County. No assessment. Project length: 0.1 miles.

COE:NCROD-S-070-0X6-1-06718, Polk County. No assessment. Project length: 0.1 miles.

DISTRICT 1 (continued)

F-330-2(15)--20-64 and F-330-2(16)--20-64, Marshall County. Based on the results of the archaeological survey, the potential for these bridge replacements is regarded as low. Project length: 0.2 miles.

RF-63-4, RF-63-5, Poweshiek and Tama Counties. Supplement.

DISTRICT 2

RF-18-7, Chickasaw County. Based on archaeological and historical surveys, no items of archaeological, historical, or architectural significance will be impacted by the proposed bridge replacements and LCTI project. By virtue of a hypothesized high potential for containing an archaeological site, Borrow "A" on the Wapsipinicon River crossing should be inspected during clearing and grubbing operations. Should additional borrows be required, they should be inspected prior to construction. Based on the historical assessment, the proposed road improvement will have no appreciable impact on the historic resources of Chickasaw County. Nothing of historical importance was discovered during the on-site inspection of the corridor and none of the bridges being replaced appear to possess any importance from either an engineering or historic perspective. Project length: 12.92 miles.

RF-128-1, Clayton County. Based on a pedestrian survey of the project area, geomorphic features, and interviews with local residents, the archaeological potential for the project should be regarded as moderate. In the event that a borrow or line shifts are designated for this project, it is recommended that these areas be resurveyed during clearing and grubbing. The historical assessment was also unsuccessful in locating items of importance within the project area. If a substantial realignment of the project accompanies the bridge replacement, a further inspection of the stone foundation adjacent to the project should be conducted. The existing pony truss bridge is a standard design type found throughout the state. Project length: 0.1 mile.

F-13-3(12)20--22, Clayton County. Based on a pedestrian survey of the project area, the archaeological potential for this project on present alignment appears low. If borrows are required in the area of Roberts Creek, an inspection will need to be conducted during clearing and grubbing. No historical information was discovered that would indicate the proposed project will have an appreciable effect on the historic resources of Clayton County. The project will involve the replacement of the last pony truss bridges on primary roads in Clayton County; however, bridges of this type still remain in moderate numbers throughout the state, particularly on secondary roads. Project length: 10.6 miles.

RFG-63-7, Bremer County. Based on the results of a pedestrian archaeological survey, the potential for locating an archaeological site within or adjacent to the proposed bridge replacement appears very low. The potential in a closely associated borrow would also probably be low; however, since no borrow has, as yet, been designated for this project, an inspection of the borrow should be conducted during clearing and grubbing. The proposed project, as described, should not affect the historic resources of Bremer County. The results of the historical study were negative within the project area. The bridge structure represents a standard design type found throughout the state. Project length: 0.75 miles.

DISTRICT 2 (continued)

RF-4-6(8), Emmet County. The archaeological survey of the proposed project did not locate any sites within the limits of the relocation. Based on the results of the survey, interviews, and the general landscape position of the relocation the archaeological potential for the project appears low. At the time of the survey, borrows were not yet designated. If they are located on the areas surveyed, they will need to be inspected prior to construction.

The historical survey was unsuccessful in locating material within the project area. Descriptive information obtained for Fort Defiance locates this site over a mile away from the project.

The steel high truss bridge being replaced by this project, while common elsewhere in the state, is rare in Emmet County primarily because the majority of the watercourses in this part of the state are relatively small and do not require this type of structure. Project length: approximately 1.0 miles.

RFG-63-7 Supplement, Bremer County. Based on the records inspection and interviews, no evidence of cultural materials is indicated for either of the borrow areas. The field survey of both borrows did not locate any archaeological materials and the potential for the presence of an archaeological site within the limits of either borrow must be regarded as low. Project length: .75 miles.

RF-18-5, Cerro Gordo County. No cultural manifestations were recovered during the survey nor was any indication of archaeological material suggested through in-depth interviews with local residents. The potential for locating archaeological sites in the project area appears low. If borrows are designated for this project, they should be inspected during clearing and grubbing. No items of historic importance are located within the project area. However, the rainbow arch bridge to be replaced by this project represents a structural type rare in Iowa. At the present time, only three other bridges of this type remain in the state. Project length: 0.9 miles.

RF-218-9, Floyd and Mitchell Counties. The archaeological survey of the project was successful in locating one new site (13FD34) outside the project limits. No sites were located on the relocation on the southern end. Since the majority of the project involves a Low Cost Transportation Improvement, widening and resurfacing, the archaeological potential for the majority of the project appears low. If borrows are designated, they will require inspection at the time of clearing and grubbing. One structure, the Samuel Clay residence, was identified by both the field archaeologist and the historian as being of potential interest. In the area of this structure the road will only be widened three feet, thus eliminating any threat to the property. The log cabin identified by the historian was moved to its present site in Floyd. The project will result in no displacements, and the above described items of historic interest are located far enough from the roadway so they should not be affected by the project. No other items of local, state, or national historic interest were discovered in the corridor. No information was recovered to indicate that the bridge over the Cedar River at Floyd possesses any historic importance. Project length: 10.7 miles.

DISTRICT 2 (continued)

RF-218-9, Mitchell County. The project as designed is essentially a Low Cost Transportation Improvement (LCTI) involving little additional right-of-way or alignment shifts. The archaeological survey effort combined contact with local residents, records checks, and pedestrian surveys of bridge replacements and alignment shifts. The archaeological survey was successful in locating two new archaeological sites (13MT36 and 13MT37), both of which are located well outside of the project area. No sites were located within the corridor and the archaeological potential for this project appears low.

The results of the historical assessment were negative within the corridor. The project will not involve displacements and an inspection of structures adjacent to the corridor did not locate National Register potential structures. One D.A.R. commemorative marker for the Dragoon Trail is located near Osage, but since this marker is not place-specific, it could be moved if necessary.

Two structures of possible interest were located during the survey, but neither will be affected by the project. Although the city of St. Ansgar is of local historic importance and includes a National Register site, the highway passes through the northeast corner of the community, and as a result, will not affect the historic integrity of the community.

The assessment of the bridges being replaced revealed that they represent standard designs widely found throughout the state. As designed, the potential for historic or archaeological impact of the proposed project is minimal. Project length: approximately 21 miles.

F-169-7, Humboldt County. Any archaeological sites that might have existed within the project area have probably been destroyed, particularly those on the land adjacent to the West Des Moines River or Mill Race Creek. This land has been modified, as has the land involved in construction of the commercial and residential structures located within the vicinity. No archaeological sites were designated during the survey and 13HB4 will not be impacted by the proposed action. The bridges to be replaced are of standard design types. Since the proposed project will not result in any displacements or additional right-of-way takings, no on-site historical assessment was conducted. If a borrow is required for this project, an inspection will need to be conducted during clearing and grubbing. Project length: 1.16 miles.

TQFS-139-0(5), Howard County. No archaeological sites were located adjacent to the proposed bridge replacement. Since the project does not involve additional right-of-way, the potential for the bridge replacement appears low. The archaeological site located during the survey, 13HW11, is outside the project area and will not be affected by construction activities. However, should a borrow be designated on the ridges in the immediate project vicinity, the project should be reinvestigated during clearing and grubbing. Based on a pedestrian survey of the project area, geomorphic features, and interviews with local residents, the archaeological potential for the project area should be regarded as moderate to high.

It is not anticipated that the replacement of the Iowa 139 Turkey River bridge will appreciably affect the historic resources of Howard County. The affected bridge represents a standard design type, and as presently planned, no additional right-of-way will be required for this project. However, since the project involves an area that was once a town site, artifacts may be uncovered during construction if borrows on line shifts are contemplated. Finally, although

DISTRICT 2 (continued)

neither the barn or house located just northwest of the bridge site will be directly affected by the project, the contractor should be made aware of their probable age and possible historic significance. Project length: 204 feet.

P-177-0(2)--30-66, Mitchell County. No assessment. Project length: 22 feet.

F-13-3, Clayton County. The archaeological survey did not locate any sites within the proposed project corridor. Based on the survey and interviews with local residents, the potential for an archaeological site within the project area must be regarded as low. However, it must be noted that no archaeological survey is completely adequate to locate all sites, particularly deeply buried ones. Should any evidence of cultural materials be exposed during construction, the Office of the State Archaeologist and the State Historic Preservation Office must be notified immediately. Project length: 2.6 miles.

RF-9-6(7)--35-66; RF-9-7(10)--35-45, Mitchell and Howard Counties. Based on the results of the archaeological survey conducted in June 1975, the archaeological potential for the majority of this project is low rising to moderate in the area of the Little Cedar River crossing (T98N-R15W, section 19). It is recommended that this area be inspected again at the time of clearing and grubbing. The historical architectural survey located several structures of interest within the project corridor; however, only one structure, the "Moss School," will be impacted by the proposed project. The structure is described fully in Appendix II. None of the sites is listed in the National Register of Historic Places. Project length: 15.1 miles.

DISTRICT 3

RF-175-5, Calhoun County. An archaeological survey of the proposed bridge replacement did not locate any sites. The archaeological potential for this project on present alignment is regarded as low due to the effects of earlier highway and bridge construction. Based on the historical assessment, it does not appear that the bridge replacement will impact the historic resources of Calhoun County. The two farm dwellings located in section 14 might be significant. However, both are located some distance outside the project. Finally, the bridge being replaced is of standard design and common throughout Iowa. Project length: 0.1 miles.

RF-150-1, Cherokee County. An archaeological survey of the proposed bridge replacement did not locate any sites. The potential for locating sites on the floodplain appears low due to disturbance by a previous channel change, construction on the south side of the alignment, and the depositional character of the floodplain. Since the project, as planned, will be adding fill to the existing roadbed with an increase in the width of the fill, the possibility of uncovering a depositional situation similar to the Cherokee Sewer Site appears minimized. Notably absent within the immediate vicinity of the project are well developed alluvial fans which could provide a similar environmental setting for prehistoric Indians similar to the Cherokee Sewer Site. Since the grade will be raised an estimated eight feet, borrows will be necessary for this project. Due to the closed vegetal conditions obtaining throughout the majority of the project, borrows should be inspected either prior to letting or during clearing and grubbing. In any event, we will require notification prior to the beginning of construction.

The historical assessment, while revealing several items of interest within close proximity to the project, did not locate evidence of any structures discussed. If the proposed project maintains the present horizontal alignment, the overall impact of the bridge replacement on historical resources should be minimal. The bridge structure conforms to standard design specifications and does not appear to be significant from an engineering perspective. Project length: 0.5 miles.

FN-7-2(7), Buena Vista County. No sites were located within the project area and the archaeological potential for the area appears low. The concrete slab bridge being replaced is a standard design built in 1937. Project length: 0.1 miles.

RF-37-1(6), Monona County. No cultural resources were discovered during the archaeological assessment of the project area. Since the project will be confined to replacing the bridge structure on present alignment, the archaeological potential for this project must be regarded as low. The present bridge is of a standard design. Project length: 0.1 miles.

DISTRICT 3 (continued)

F-141, Crawford County. No archaeological sites were located during the survey of the proposed project. Based on the survey, the archaeological potential for this project must be regarded as low. The historical survey did not locate items of interest within the project area and an inspection of the ownership history for the structure being displaced did not locate past owners of note. The house itself appears to date from the 1880's, and it evidences several Victorian characteristics, such as decorative wood shingles, stained glass, and window bays. The architecture of the house was not evaluated but photographs are included for review. No National Register sites are located within nine miles of the project area. Project length: 2.1 miles.

F-9-1, Lyon County. Based on an archaeological survey of the proposed project, the potential for locating sites must be regarded as low. Historic terrain modifications combined with the low, poorly drained topographic setting supports this assessment.

The historic assessment did not locate information that would attribute any historical significance to the project area. No National Register sites are located closer than five miles from the project area, nor were any potential National Register sites discovered immediately adjacent to the proposed project.

The three bridges which this project proposes to replace were all constructed in 1939 and are of similar steel I-beam design, a standard style of construction found throughout the state. Project length: approximately 0.9 miles.

I-29-6, Woodbury County. Due to the large scale earthmoving activities associated with Interstate 29 construction and subsequent construction of businesses in the area around the interchange, an archaeological assessment of approximately 85% of the project was impossible. The remaining undisturbed area east of Highway 970 was surveyed and no materials were recovered. The potential for locating an archaeological site within the limits of the proposed project must be regarded as very low. The historical study did not locate any items of interest within the project area. The potential for the proposed project to impact cultural resources appears minimal. Project length: approximately 0.5 miles.

F-3-1, Plymouth County. No cultural resources were discovered during the archaeological assessment of the project area. On the basis of topography, local information, and the location of area sites this may be considered a low potential area for the recovery of archaeological remains. If a borrow is required which will be located outside the area surveyed, an inspection will be necessary at the time of clearing and grubbing.

No information was found which would indicate that the proposed project will have any impact on items of historic significance. No National Register sites are located within the project area nor were any potential National Register sites observed in the immediate vicinity surrounding the project area which would be affected by this project. Finally, although the existing bridge is not of a type commonly found in Iowa, its component spans are in no way structurally unique. Also, the recent modifications to this bridge have severely compromised its historic integrity. Project length: 0.75 miles.

DISTRICT 3 (continued)

RF-18-1, Sioux County. The limited scope of the proposed project reduces the potential for locating an archaeological site within the project limits. Based on the pedestrian survey and interviews with residents along the right-of-way, the archaeological potential within the corridor is regarded as low.

In general, the proposed project will not have an appreciable impact on the historic resources of the project area. No National Register sites are located in the vicinity of the project corridor nor were any potential National Register sites discovered during the on-site inspection of the area. Most of the houses and farm buildings bordering the project corridor are ordinary in character and/or of recent construction. The older buildings found along the corridor are located far enough from the highway so as not to experience permanent impact from the project. Finally, it should be noted that one of the bridges (No. 8419.5S018) to be replaced in conjunction with this project may be of some architectural interest. This bridge is currently judged to be of some architectural interest. It is currently judged to be sound structurally, and therefore could probably be saved, although widening of the roadway would be necessary. The other two bridges merit no special consideration. Project length: 7.1 miles.

P-982-0(5)--30-97, P-982-0(6)--30-97, P-982-0(7)--30-97, Woodbury County. Based on the results of the archaeological survey the proposed bridge replacements should not result in damage to the archaeological resources of the state. The potential for all of these projects must be regarded as low. If, however, borrows are designated in the bluffs, they will need to be inspected during clearing and grubbing.

The historical assessment did not locate items of interest within the immediate project areas. The structures being replaced are common types still widely found throughout the state. Project length: 1 mile.

RF-3-2, FN-143-1, Cherokee County. Based on the field survey, the archaeological potential for the majority of the project appears low. The survey emphasized areas of reconstruction which would involve additional right-of-way takings. The one previously recorded archaeological site, 13CK24, was not relocated during the survey. The locational information contained in the site records suggests this site might be located within the vicinity of the project (W 1/2, SW 1/4, section 15, T92N-R40W), but is not exact enough to allow a precise determination. The failure to relocate or at least locate some local information about this putative site suggests that it does not represent a major manifestation such as Bastion, Brewster, or Cherokee. Should archaeological remains be uncovered during construction, the State Historic Preservation Officer and the Highway Archaeologist should be notified.

No sites of historic interest were discovered that would be affected by the proposed road improvement project. Only the house located at the junction of Iowa Highways 3 and 143 could be considered potentially significant and if adequate precautions are taken it should not be impacted as a result of the project. Both of the bridges to be replaced by this project are of a structural type found widely throughout both Cherokee County and the State of Iowa. Therefore, it does not appear that the proposed road improvement project for Iowa 3 and the 1.0 mile portion of Iowa 143 will have an impact on the historic resources of either Cherokee County or the State. Project length: approximately 17 miles.

DISTRICT 3 (continued)

F-30-1, Carroll County. Based on the results of the archaeological survey, the potential for this project on present alignment appears low. If borrows are designated for this project a survey will need to be conducted prior to clearing and grubbing.

The historic assessment did not locate items of importance within the project area. No National Register sites are located in the project area, nor were any potential National Register sites uncovered during the course of this study. However, two items of minor architectural interest were discovered: an early, possibly pre-1900 style pony truss bridge and an 1870's style farm house. This house will be displaced by the proposed project. Finally, the two bridges which will be replaced are of standard design, and therefore merit no special consideration. Project length: 1.27 miles.

RF-50-1, Cherokee County. The archaeological survey of the proposed project area located one previously unrecorded prehistoric site, 13CK77. The site, located within the proposed alignment relocation north of the existing alignment between stations 138 and 148, will be impacted by the proposed relocation. Based on the survey results, a Phase II subsurface archaeological test should be conducted if the relocation alternate is selected. The Phase II test is required to gather a sufficient data base to evaluate the significance of the site for nomination to the National Register of Historic Places. Project length: 2.0 miles.

F-71-9(15)--20-30, Dickinson County. Supplement, resurvey of a borrow located in section 34, T100N-R36W. No sites located.

DISTRICT 4

RF-173-1(1), Cass County. Based on a pedestrian archaeological survey of the project area and interviews with local residents, the archaeological potential for this project must be regarded as low. The historical assessment was also unsuccessful in locating items of importance within the project area. The steel I-beam bridge is a common type in the Iowa highway system. Project length: 0.4 miles.

F-141-6, Dallas County. The archaeological survey was successful in locating four previously unrecorded sites, one historic and three prehistoric, within the vicinity of the project. None of these sites is within the project corridor. If borrows are designated for this project, they will require inspection before or during clearing and grubbing. The archaeological potential within the immediate project corridor is regarded as low based on previous land modifications and the results of the survey.

Two bridge replacements are included in the proposed project. The bridge over Beaver Creek was the focus of a separate report (RF-141-6(20)--35), which was cleared by the State Historic Preservation Officer on January 13, 1977. The remaining bridge is a standard design steel beam/girder structure constructed in 1940. It does not merit any special consideration.

The historical survey was successful in locating three items of interest within the project vicinity. The most important is the Granger Homesteads (HS1), which probably will qualify for the National Register of Historic Places. As designed, this project will have no direct impact on any of the buildings of the Granger Homesteads community. However, the project will result in the construction of frontage roads for three of the original Homestead units, which may result in changes to the site landscaping in this area.

Next in importance is the Granger Electric Railroad Substation (HS2), which will not be impacted by the project as planned. The additional lanes in this area will be added to the south and west of the original pavement. This structure would probably qualify for the National Register of Historic Places.

The town of Moran (HS3) will be significantly impacted by the proposed project, with approximately one-half of the structures in the community being displaced. The present state of most of the buildings which will be affected by the proposed project would preclude any attempt at physical preservation of the site. It is also doubtful that the historical importance of this site is great enough to qualify it for inclusion in the National Register of Historic Places. Project length: 13.2 miles.

RF-44-5, RF-44-6, Dallas and Polk Counties. Based on the results of the archaeological survey and extensive interviews, the proposed project appears to exhibit a low potential for archaeological sites. The project, as designed, is an LCTI that will result in minimal right-of-way takings throughout. The historic study did not locate items of importance within the project area. At the present time no National Register sites are located within the project corridor. The bridge being replaced in conjunction with this project is a standard design type and evidences no unique engineering or aesthetic qualities. Project length: 12.6 miles.

DISTRICT 5

F-518-1, Lee County. The archaeological survey of the project did not locate any archaeological sites. One area, FS4, apparently contains the subsurface foundation of an early house (possibly pre-Civil War). Permission to inspect the location was denied by the landowner. Consequently, if this area is included in the project it should be reinspected during clearing and grubbing to determine the archaeological significance. If borrows are designated for this project, they should be inspected during clearing and grubbing.

Seven sites within the proposed project corridor were determined to possess architectural significance. Ownership histories have been compiled for the structures that appear to be directly affected by the project. Pending a determination of significance and proper mitigative action by the State Historic Preservation Officer, no additional studies are in process at this time. The historical assessment of this project did not reveal items of local, state, or national significance. Project length: 6.4 miles.

FN-2-8(13), Davis County. Based on the fact that the project was on existing alignment and that the area surrounding the bridge was floodplain and disturbed from construction of the 1923 bridge, a low potential for locating an archaeological site was postulated. An inspection of the project area in June, 1977, by the historian did not locate items of historic interest and a post-construction inspection by an archaeologist in September, 1977 was unsuccessful in locating any sites impacted by the project. The I-beam bridge replaced by the box culverts represents a type a type common throughout Iowa. Project length: 0.1 miles.

F-2-9(15)--20-56, Lee County. Two separate series of shovel tests of borrow 'C' have failed to locate any archaeological materials. While the area containing the borrow appears to exhibit some potential for an archaeological site based on landscape position, the negative results of the shovel tests suggest the borrow in fact has a low potential. The remains of an old farmhouse (circa 1860s) were located but it is well outside the proposed borrow. Based on the negative results of the testing, the archaeological potential for this borrow must be regarded as low. However, since no archaeological test can be considered definitive, should any cultural material be uncovered during construction, the Office of State Archaeologist and the State Historic Preservation Office should be contacted to determine the significance of the find. Project length: 0.1 miles.

FN-270-1, Henry County. The inspection of the bridge replacement over Mud Creek did not locate any archaeological sites. The results of the pedestrian survey were negative in undisturbed areas surrounding the bridge. The bridge structure that was replaced represented a common type widely found throughout the state. Project length: 0.1 miles.

RF-28-1, RF-28-2, Warren and Polk Counties. Based on the pedestrian survey of the project area, the archaeological potential appears low. The proposed project should have no appreciable impact on the historic character of the project area. No National Register sites are located within the project area, nor were any potential National Register sites discovered during the on-site inspection. One bridge structure will be replaced in conjunction with this project, but it is of a standard design type. No information was found to indicate that any of the possible displacements are of historic importance. Project length: 3.9 miles.

DISTRICT 5 (continued)

F-518-1, Lee County. No archaeological sites were located within the proposed corridor of alternate 2a during the pedestrian survey. The archaeological potential for the northern section of the project must be regarded as low based on the excellent surface visibility. The more closed vegetation (pasture and timber) in the southern area of the proposed alternate reduced the effectiveness of the survey. No mounds or other surface features were located but, due to the proximity to Prices Creek and the closed vegetation, a reassessment of this alternate should be conducted at the time of clearing and grubbing. If borrows are designated for this project, they should be inspected during clearing and grubbing. The two sites located during the course of the survey (13LE97 and 13LE98) were both immediately adjacent to the floodplain of the Mississippi, well outside the project area.

The historical assessment for the original corridor was deemed adequate to encompass the area covered in this supplement. Based on the original study, the historical potential for this project is low.

No architectural assessment of the three displacements on this alternate was conducted. The structures appear to be modern and photographs have been included in this report for review purposes. Project length: 5.5 miles.

RF-181-1(2), Marion County. As a result of the archaeological survey, one site, 13MA55, was located south of White Breast Creek. This site is in close proximity to the proposed improvement but appears to be outside the limits of the reconstruction. If this site will be impacted by the project, it should be recollected to determine, if possible, the cultural tradition represented and the parameters. A Phase II test should be conducted for collection of information to allow a determination of the significance of this site for the National Register of Historic Places. No other archaeological sites were located during the survey and the potential appears low on present alignment. Since the surface of Borrow A was obscured at the time of the survey, it should be reinspected during clearing and grubbing.

The historical assessment did not locate items of interest within the corridor. However, an inspection of the structures within the corridor revealed three houses and a church of possible architectural interest. Since no displacements are programmed for this project, no further action was taken regarding the structures. The two bridges being replaced are common types built to standard designs and are widely represented throughout the state. Project length: 9.1 miles.

F-22-4(23)--20-70, Muscatine County. The present cultural resource survey located two previously unrecorded sites. However, these sites are not within the project corridor and will not be impacted by the ensuing construction. A survey of the contemporary structures near the project area indicated that no displacement will be required. Since the bridge replacement is on present alignment with no proposed changes other than the structure, this project has been rated as a partial assessment. Project length: 0.1 miles.

DISTRICT 5 (continued)

F-61-1, Lee County. The archaeological survey of the proposed project was successful in locating 22 new archaeological sites in the vicinity of Wever. As proposed, the project will probably impact 10 archaeological sites, eight of which are on Alternate 1, the Wever bypass.

Sites 13LE102 and 103 are located in Jollyville Hill and will probably be impacted by the expanded cut necessary to include the additional lanes. This area will require Phase II testing to determine the significance of these sites for the National Register of Historic Places.

Depending on the exact alignment and right-of-way requirements, it appears that eight sites will require testing on Alternate 1 around Wever. The sites are as follows:

13LE79	13LE107
13LE95	13LE109
13LE104	13LE110
13LE106	13LE116

A Phase II test of these sites to determine their significance for the National Register of Historic Places according to the format established in 36CFR, Part 63 will be required. Testing should be conducted only after design is finalized on the bypass so that an accurate assessment of the number of sites impacted can be determined.

Since borrow requirements are not as yet determined and survey results indicate an extensive prehistoric occupation of the area encompassing the project, they will require survey when designated.

The historical and architectural assessment of the proposed corridor conducted by Don Kleinhesselink and Wesley Shank (Hotopp 1977; Vol. II:1-76) was supplemented by the Department of Transportation Cultural Resource Specialist. A total of nine structures located within the corridor fall in the first two groups established by Mr. Shank and have been described in terms of potential National Register significance. Since this project constitutes a segment of the Great River Road, exceptional efforts to avoid destroying these structures should be made. Project length: 13.5 miles.

DISTRICT 6

TQFS-947-0(2)--23-28, TQFS-947-0(3)--23-28, Delaware County. Because no sites were found in the vicinity of the project and no items of architectural or historic interest were present, and because construction activity will be limited to the present right-of-way, these two projects should have no impact on the cultural resources of Iowa. Project length: 190 feet.

RF-947-0(1), Delaware County. A survey of the proposed project did not locate sites of archaeological, architectural, or historical significance in or near the project area. If a borrow is required, an inspection would be necessary during clearing and grubbing. Project length: 0.1 mile.

RF-3-8, Delaware and Clayton Counties. On the basis of this survey, it appears that the execution of the project as planned will have no affect on the cultural resources of the area. Nothing of archaeological, historical, or architectural interest was found that would be impacted by the project. The only structure to be affected is the existing bridge, which represents a standard design type found widely and in great numbers throughout Iowa. However, if an external borrow is needed for the completion of the project, it should be inspected for the presence of archaeological resources during clearing and grubbing operations. Project length: 0.1 mile.

RF-13-2, Delaware and Clayton Counties. The proposed reconstruction from Manchester north to Iowa 3 exhibits a low potential for archaeology based on a records check, interviews and a pedestrian survey. No dislocations are involved and the historical assessment did not locate items of importance within the project corridor. The pony truss bridge over Honey Creek is a common type existing in moderate numbers throughout the state. The reconstruction project on Iowa 13 as planned will no impact sites of architectural, historical, or archaeological importance within the corridor. Project length: 10.3 miles.

TQFS-979-0(4)--23-16, Cedar County. On the basis of topography, local information, and an archaeological survey, the project area and borrow exhibit low archaeological potential. The bridge being replaced represents a common type found throughout the state. Project length: 0.1 miles.

F-30-7(17)--20-57 and F-151-3, Linn County. The archaeological assessment of the proposed project was successful in designating two new archaeological sites, 13LN159 and 13LN160. Site 13LN159 consists of a thin scatter of nondiagnostic lithic materials over a 20 x 40 m area of borrow "B". This site was collected on two different occasions under excellent conditions and the artifacts recovered were not diagnostic, nor concentrated within the area. For this site it is recommended that the Highway Archaeologist be notified prior to stripping this borrow so that it may be monitored during initial construction to determine if subsurface features are present. Given the paucity of materials recovered from this site a phase II test does not appear warranted. At the time of notification for beginnings of construction an inspection of section 35 will be conducted.

Site 13LN160 is located south of the proposed project and should not be impacted by the construction. No further action regarding this site is recommended in relation to this project.

The historical survey did not locate items of interest in the project area and with the exception of the switch house all structures within the project area are either modern or typical of Iowa farm dwellings throughout the state.

DISTRICT 6 (continued)

No National Register sites are located within the project area, and no potential National Register sites were observed during the on-site inspection of the project. Project length: approximately 7 miles.

F-30-6, F-30-7, Benton and Linn Counties. The archaeological assessment of the proposed project was successful in locating one archaeological site (13LN158) north of the project area. No other archaeological sites were located. Since borrows have not yet been designated, an inspection needs to be conducted prior to clearing and grubbing for this project. The archaeological potential on and near present alignment appears low. The historical assessment was unsuccessful in locating information pertaining to important events of local, state, or national significance. The architectural assessment located one structure of possible importance (Group II) within the project corridor. One bridge being displaced is recently remodeled and both bridges are of standard design. Project length: 15.6 miles.

F-151-5, Dubuque County. The historical assessment revealed no information that would indicate the proposed project will have an appreciable impact on items of historic interest located within the project area. At the present time no sites within the city of Cascade are included in the National Register of Historic Places. However, a number of locally significant historic sites are located in the vicinity of the bridge site and contractors should be made cognizant of these. Finally, the bridge which is to be replaced is of a standard design type and merits no special consideration. Project length: 0.1 miles.

RF-52-1, RF-52-2, Jackson and Dubuque Counties. No new archaeological sites were encountered in the course of this survey. The only previously recorded site in the vicinity of the project, 13JK11, will not be affected by construction as planned. It is recommended that areas where climbing lanes are to be constructed be reinspected after final design and prior to clearing and grubbing activities because of the potential for burial sites on the bluffs. If any borrow areas will be required for this project, they should be inspected during clearing and grubbing.

Because the proposed project involves no displacements and will require only a limited amount of additional right-of-way, it is not anticipated that it will appreciably affect the historic resources of Jackson and Dubuque Counties. There are no National Register of Historic Places sites located within the project corridor and none of the eight bridges to be replaced in conjunction with the project show evidence of any outstanding characteristics from either a design or engineering perspective. However, in the vicinity of St. Donatus and Bellevue, several architecturally significant items were located and the necessary precautions should be taken during construction to protect them from accidental damage. Project length: approximately 17.5 miles.

DISTRICT 6 (continued)

F-151-3, Linn County. The proposed project as designed is located mainly on low ground throughout the corridor. An archaeological survey, a records check, and interviews with residents were all unsuccessful in locating any archaeological sites. The archaeological potential within the proposed corridor appears low. However, should borrows be required for this project, they must be inspected at the time of their designation.

One architecturally significant site was located as a result of the survey. This structure, designed by Frank Lloyd Wright, is located approximately 600 feet south of the proposed project and will qualify for the National Register of Historic Places. No other sites of historical or architectural significance were discovered within the project corridor. Project length: approximately 6 miles.

RF-151-3, RF-151-4, Linn and Jones Counties. Based on the results of the archaeological survey of the project corridor, the archaeological potential must be regarded as low. No sites or other features were located. The historical assessment located several sites of interest; however, as designed, none of these structures will be impacted if Alternate 2 (the Springville bypass) is constructed. Project length: 10 miles.

F-100-1, Linn County. The present archaeological assessment located three sites and one "find" locale within the immediate project vicinity. 13LN161 (Fig. 3a) is not in the current project right-of-way and will not be impacted by ensuing construction. 13LN9 (Fig. 3c) consists of a lithic scatter of undetermined cultural affiliation and is located inside the proposed northern Fairfax alternate. 13LN10 (Fig. 3c) is located within the right-of-way of the proposed southern alternate of both the Fairfax and FRESCA alternates. The isolated point tip was found in this alternate corridor. The significance of these sites can not be determined from the extant surface collections. Depending on the alternate selected, a Phase II test of 13LN9 will be necessary to determine the potential for the National Register of Historic Places.

The area adjacent to the Cedar River is densely covered with timber or thick prairie/pasture grasses. The high potential for the presence of sites in this area will require that this section of the project be monitored during the clearing and grubbing phase of construction. If borrows are required for this project, a survey will need to be conducted prior to letting. In projects of this scope, it must be remembered that no archaeological survey is completely reliable in locating all sites within the project. Therefore, should any cultural evidence be uncovered during subsequent construction the Office of the State Archaeologist and the State Historical Preservation Office must be notified to determine the significance of any such material. Project length: 10.2-13.4 miles.

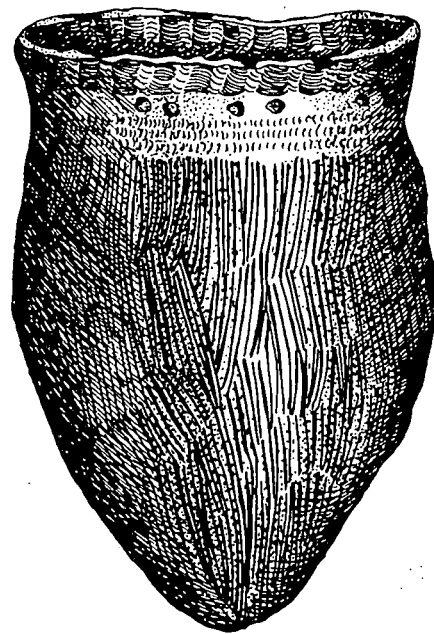
TOTAL MILES SURVEYED: 300.5

TOTAL PROJECTS: 67

Additional Projects (Transportation Archaeologist)

- Established and staffed the secondary roads archaeological surveys program.
- Completed editing, assembling, and first printing of Iowa's Great River Road: Cultural and Natural Resources.
- Revised and prepared the manuscript of Iowa's Great River Road: Cultural and Natural Resources for the second printing completed during the spring of 1978.
- Prepared concept statements for three archaeological sites located during the Great River Road survey; Proposed Acquisition and Development of Three Archaeological Sites within the Great River Road Corridor.
- Attended three planning meetings for demonstration sections of the Great River Road.
- Prepared and delivered talk to county engineers in Ames, December 8, 1977; Archaeology and the Iowa Department of Transportation: Past Development and Future Prospects.
- Prepared and delivered talk to district engineers in Ames, January 23, 1978; The Three Phase System in Iowa Archaeological Research.
- Conducted a Phase II test of RF-6-3, Dallas County.
- Conducted a Phase III salvage effort for the north borrow on RF-6-3, Dallas County (report in process).

SECONDARY ROADS



RESULTS OF SECONDARY ROADS CULTURAL RESOURCE SURVEYS
July 1, 1977 - June 30, 1978

Prepared for the
Iowa Department of Transportation
Secondary Roads Division
by
Anton Till
Secondary Roads Archaeologist
and
John A. Hotopp
Transportation Archaeologist
Office of the State Archaeologist

INTRODUCTION

This section of the final report summarizes the activities of the archaeological surveys contract between the University of Iowa and the Iowa Department of Transportation for secondary roads. The need for a comprehensive program to conduct archaeological surveys on the secondary roads system within the state has existed for some time (see the following paper). The federal requirements for cultural resource studies for participating projects (for example, The Department of Transportation Act of 1966 Public Law 89-670, and the Archaeological and Historic Preservation Act of 1974 Public Law 93-291) require the same cultural resource coverage for secondary roads projects as for the primary roads program. The problem has been further exacerbated by the Corps of Engineers requirements for 404 permits in wetlands. Prior to the 1977-1978 fiscal contract, the Transportation Archaeologist provided coverage on an irregular basis, and some of the counties began contracting with archaeologists for surveys on a per-job basis. Recognizing the desirability of systematic coverage, the Department of Transportation and the University of Iowa entered into an agreement to provide cultural resource coverage of the secondary roads/urban systems projects commencing in fiscal 1977-1978.

During the course of the first year of operations, it became obvious that the numbers of projects generated by the secondary roads system far exceeded the ability of the one Secondary Roads Archaeologist to cover them. Consequently, the program has been expanded to include a second archaeologist for fiscal 1978-1979. With the increased manpower, we are confident that we can reduce turnabout time for archaeological surveys on the secondary roads projects.

One factor that will substantially improve our ability to cover transportation projects within the state lies in the continuation of the rating agreement for projects. This agreement between the Iowa Department of Transportation and the State Historic Preservation Office, first negotiated in fiscal 1977-1978, has been expanded and established as a permanent arrangement. In substance, the agreement allows the Transportation Archaeologist to rate the level of survey effort required for each project. Under the agreement, survey efforts range from no assessment to full cultural resource assessments, depending upon the type of project. This streamlined the system by substantially reducing the amount of survey effort required for minor projects.

A further refinement that would prove very helpful in planning archaeological surveys would be for the county engineers to clearly identify projects that require 404 permits and projects that are close to letting. The more lead time we have, the smoother the system will operate.

We are particularly pleased with the first year's results--we have completed reports for 123 secondary roads projects (approximately 50% of the number requested) during fiscal 1977-1978. With the additional Secondary Roads Archaeologist, we are optimistic that we can provide comprehensive coverage for all secondary roads projects requiring archaeological studies.

As we enter the second year of the secondary roads program, our goal to provide complete archaeological coverage of all transportation projects remains unchanged. With your assistance, we will continue to keep the Iowa highway program in full compliance with all state and federal requirements and at the same time add to the archaeological knowledge about Iowa's past.

A brief history of the highway program, the field techniques used, and a review of legislation regarding federal agencies is presented in the following paper, delivered to the annual county engineers conference in Ames on December 8, 1977.

ARCHAEOLOGY AND THE IOWA DEPARTMENT OF TRANSPORTATION:
PAST DEVELOPMENT AND FUTURE PROSPECTS

by

John Hotopp

Director of Highway Cultural Resource Surveys
Office of the State Archaeologist

Archaeology is a science dealing with non-renewable resources. Each time an archaeological site is excavated, it is destroyed. The only information that will be obtained from the site depends on the methods and skills employed in the excavation. Once a site is totally excavated, we cannot go back for more information. Since archaeology involves destruction, the total number of sites available for future work is reduced with every excavation. No new prehistoric sites are being created, and so by definition, when we take from the total population it has to become smaller. However, the number of excavations conducted in any given year is small in proportion to the number of sites that are known. Theoretically, archaeologists could continue to excavate forever without losing the resource base, that is, if no other factors intervened.

Unfortunately, many factors are intervening. Development is occurring throughout America at an incredible rate. Consideration of some of the developmental trends apparent in the country will clearly illustrate the problem for archaeology.

Development of the majority of the cities throughout America and in Iowa is closely tied to the major watercourses. The siting of cities adjacent to rivers and streams and the transportation routes between these cities followed the river valleys. As the cities have continued to expand, they have spread over the adjacent uplands and spanned the rivers in their continued development. Marquette, Prairie Du Chien, the Quad Cities, and the Council Bluffs-Omaha region establish this point.

The human preference for location adjacent to running water is not a recent phenomenon. The vast majority of prehistoric Indian sites, villages, and burial grounds are located immediately adjacent to these same watercourses. Consequently, expansion of modern-day populations is at the direct expense of our archaeological heritage. This choice of sites for cities does not constitute an insidious plot against archaeologists; it is simply a fact of life.

As more and more people are accommodated within the cities and as the cities continue to expand, it is inevitable that less desirable property will be developed. We now see substantial development on floodplains in both residential housing and industry. Expansion into these marginal areas has provided impetus for the Corps of Engineers to build dams throughout the country for flood control. A side effect of these dams has been additional construction around the perimeters for recreational activities. The damming up of whole valleys within Iowa has resulted in the destruction of many hundreds of archaeological sites. Since the flood pools are not

stable, but rather fluctuate, vast areas of mudflats are frequently exposed. While this condition is unsightly, it is indicative of the major problem these flood control pools pose to archaeology. The wind and wave action of the pools erodes the shoreline and destroys all the sites at various levels around the perimeter of the reservoir. Since many archaeological sites are on stream terraces, this flooding and scouring is extremely destructive and results in the disappearance of sites within a short time.

The need for food has prompted the development of large-scale agriculture within the Midwest, which in turn has been a major contributor to the destruction of archaeological sites. Farming practices inevitably result in soil erosion from wind and water. Since the archaeological remains are contained in the soil matrix, the loss of the soil equals the loss of archaeological sites. Many of the Woodland burial mounds are low structures only one to three feet in height. A few seasons of plowing result in the leveling of these mounds, removing all surface evidence of their existence. In many cases, the only clue to their presence will be the sudden appearance of human bones scattered over the field by the plow as the tombs are unearthed.

East St. Louis is the location of one of the most important archaeological sites in North America. The site has been known since earliest explorations and yet a part of it was destroyed during the construction of an interstate highway and another segment lies under a shopping center parking lot. At one time there was serious discussion of wrecking the largest prehistoric Indian mound in North America, which is located on this site, and using it for borrow.

North American archaeologists are in a race with time. Can we obtain the information necessary to understand the prehistory of our country before development destroys the sites necessary for the research? Many archaeologists are becoming increasingly pessimistic and many feel that systematic excavations can only be conducted for the next 25 years or so before the sites essential to working out these problems are gone. Archaeologists are presently developing new methods for analyzing materials from archaeological sites. Yet these new techniques may never be used to the utmost if site destruction continues at its present pace.

The Federal Government, recognizing the destruction of archaeological and historical resources in the country, began passing legislation around the turn of the century. These laws are aimed at reducing the rate of destruction of our heritage, particularly on federal properties. The gradual expansion of the legislation to cover all areas of federal involvement is documented in the following summary of relevant actions that have been passed in support of preservation of archaeological and historical sites. A brief review of the major legislative efforts and their impact on the Iowa Department of Transportation will be helpful in examining the growth of DOT involvement with archaeology.

The following Congressional acts, laws, and executive orders are taken from a summary of legislation affecting Historic Preservation prepared by the National Park Service (May 13, 1975).

ANTIQUITIES ACT OF 1906 PUBLIC LAW 209 16 U.S.C. 431-33 (1970). This act, the first measure recognizing the significance of our material heritage, was brief but important since it provides the foundation for subsequent acts. The act provides for the protection of all historic and prehistoric ruins or monuments on Federal lands. It prohibits any excavation or destruction of such antiquities without permission of the Secretary of the Department having jurisdiction. It authorizes the Secretaries of the Interior, Agriculture and War to give permission for excavation to reputable institutions for increasing knowledge and for permanent preservation in public museums. It also authorizes the President to declare areas of public lands as national monuments and to reserve lands for that purpose.

HISTORIC SITES ACT OF 1935 PUBLIC LAW 74-292 16 U.S.C. 461-67 (1970). This act declared as national policy the preservation for public use of historic sites, buildings, and objects. It led to the establishment of the Historic Sites Survey, the Historic American Building Survey, and the Historic American Engineering Record by giving the Secretary of the Interior the power to make historic surveys, to secure and preserve data on historic sites, and to acquire and preserve archaeological and historic sites. The National Historic Landmarks program and its Advisory Board were also established under this act to designate properties nationally significant having exceptional value as commemorating or illustrating the history of the United States. The National Historic Landmarks program was the beginning of the National Register Program.

NATIONAL HISTORIC PRESERVATION ACT OF 1966 PUBLIC LAW 89-665 16 U.S.C. 470-470m 1970 as amended 16 U.S.C.A. 470h, 470i, 470l-470n (Supp. 1973) This act provided for an expanded National Register of Historic Places to register districts, sites, buildings, structures and objects significant in American history, architecture, archaeology, and culture. It provided for a program of matching grants-in-aid to the States for historical surveys and planning and for preservation, acquisition, restoration, and development projects. The act also established the Advisory Council on Historic Preservation, appointed by the President, to advise the President and the Congress on matters relating to historic preservation. The Advisory Council is authorized to secure information it may need from Federal agencies in order to carry out its responsibilities.

THE DEPARTMENT OF TRANSPORTATION ACT OF 1966 PUBLIC LAW 89-670. This act directs the Secretary of Transportation not to approve any program or project which requires the use of land from an historic site of National, State, or local significance as determined by Federal, State, or local officials having jurisdiction thereof unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such historic property. This means that in particular the Federal Highway Administration, the Federal Aviation Administration, and the U.S. Coast Guard must be careful of their projects even if the historic resource affected is not yet on or determined to be eligible for the National Register.

PROCEDURES OF THE ADVISORY COUNCIL ON HISTORIC PRESERVATION (36 CFR 800).

The Advisory Council on Historic Preservation has established procedures for compliance with the National Historic Preservation Act of 1966, Executive Order 11593, and the National Environmental Policy Act requirements regarding historic preservation. If a Federal agency finds that any undertaking will have any adverse effect on a property on or determined by the Secretary of the Interior to be eligible for the National Register, that agency must allow the Advisory Council opportunity to comment on the undertaking. Although Advisory Council comments and recommendations are not binding on the Federal agencies, the consultation and negotiation procedure and the full Advisory Council hearings may prevent preservation controversies from arising by bringing the interests to light early in the project planning stages and providing a high level forum for the ventilation of the more complex controversies. The prestigious composition of the Advisory Council and its position as advisor to the President and the Congress on historic preservation matters provide an incentive to Federal agencies to comply with Advisory Council recommendations.

NATIONAL ENVIRONMENTAL POLICY ACT PUBLIC LAW 91-190 42 U.S.C. 4321 ET SEQ. (1970).

The legislation obligates Federal agencies to prepare an environmental impact statement for every major Federal action which affects the human environment. The environment is defined to include cultural as well as physical resources. The environmental impact statement must include the comments of the Advisory Council on Historic Preservation, which accordingly requires the assistance, advice, and comment by the Historic Preservation Officer.

EXECUTIVE ORDER 11593, PROTECTION AND ENHANCEMENT OF THE CULTURAL ENVIRONMENT, 16 U.S.C. 470 (SUPP. 1, 1971)).

This order requires Federal agencies to take a leadership role in preservation in two particular ways. First, for all property under Federal jurisdiction or control, the agencies must survey and nominate all historic properties to the National Register. These historic properties must also be maintained and preserved by the agency. Second, for every action funded, licensed, or executed by the Federal government, the agency involved must ask the Secretary of the Interior to determine if any property in the environmental impact area is eligible for the National Register. If the Federal action will substantially alter or destroy a historic property, the agency must have the property recorded by the Historic American Buildings Survey or the Historic Engineering Record.

THE ARCHAEOLOGICAL AND HISTORIC PRESERVATION ACT OF 1974 PUBLIC LAW 93-291.

Enacted May 24, 1974, the act is directed to the preservation of historic and archaeological data that would otherwise be lost as a result of Federal construction or other federally licensed or aided activities. It authorizes the Secretary of the Interior, or the agency itself, to undertake recovery, protection, and preservation of such data. Where the Federal government financially aids in activity that may cause irreparable damage, the Secretary of the Interior may survey the data and undertake recovery and preservation. Archaeological salvage or recording by the Historic American Buildings Survey or the Historic American Engineering Record are among the alternatives available to the Secretary. When the activity takes place on

private land, the Secretary must compensate the owner for any resultant delays or loss of use of the land. This act presents two innovations over previous law: (1) only dams were once covered; now all Federal projects are; and (2) up to one percent of project funds may be used for this purpose.

The first significant involvement of archaeologists with the Iowa Highway Commission occurred in 1966 with the excavation of several burial mounds in Lee County (F-61-1(1)). The work, directed by Adrian Anderson, then Assistant State Archaeologist, resulted in the recovery of human bone from 36 burial pits within the mounds. This site, on center-line of the project, was accidentally discovered during construction and clearly illustrated the need to locate sites prior to earthmoving to minimize contractor downtime. The need had been clearly demonstrated, yet establishing the position of highway archaeologist required another four years. In 1970 the Highway Commission initiated a contract on an experimental basis with the University of Iowa to survey primary and interstate highway rights-of-way prior to construction. The program was continued on an experimental basis until 1973 when it was changed to a line item in the legislative askings for the Highway Commission. These annual contracts were limited to primary and interstate highways from 1970 through 1976.

Adrian Anderson was appointed by the governor as State Liaison Officer in charge of Historic Preservation in 1971. The growth and development of the review capability of the Office of Historic Preservation has essentially paralleled and provided impetus for an expanded scope of highway cultural resource surveys. The necessity for inclusion of historic and architectural research along with the basic archaeological surveys was clearly elucidated in the federal laws briefly described above. Several attempts to provide historic and architectural reviews of projects resulted in 1977 in the establishment of a cultural resource specialist position within the project planning section of the Department of Transportation. With the establishment of this position, the Iowa DOT has become the only State agency to be in full compliance with all federal laws pertaining to cultural resources.

Increasing federal involvement with county and urban systems has necessitated cultural resource surveys of these projects in addition to primary road surveys. Prior to this year, I had conducted an occasional survey on secondary road projects in conjunction with a primary project in the same area. These surveys, while not systematic, resulted in the location and excavation of two archaeological sites. In both cases, the sites were located early enough to be removed without delaying construction. Both of these cases clearly indicated that a more systematic approach to secondary road surveys was required. The initiation of the Economic Development Administration program and the Corps of Engineers 404 permit program for streams and wetlands finally led to the development of a secondary roads and urban systems program. A central feature of both programs is the requirement for cultural resource surveys to be cleared by the State Historic Preservation Officer before the project can proceed.

In order to provide the same type of systematic coverage for secondary roads and urban systems as for primary roads, I designed an expanded contract proposal in the spring of 1977. The Highway Commission approved this expansion in June and beginning July 1, secondary roads and urban systems have been covered under the same agreement as primary roads.

As the system is designed, secondary roads survey requests are sent by the County Engineer to the Director of Highway Surveys. Under terms of an agreement between the State Historic Preservation Officer and the Department of Transportation, the Director of Highway Cultural Resource Surveys assigns a level of assessment rating to each project. For example, projects requiring additional right-of-way and displacements will require a full cultural resource survey involving archaeology, history, and architecture. Projects requiring no additional right-of-way, such as the repaving of existing alignment, need no assessment. The majority of projects fall somewhere between these two extremes.

A report is sent to the State Historic Preservation Officer for review and comment. At the same time, copies of the report are sent to the County Engineer and to the DOT files. The comments by the Historic Preservation Officer complete the file for the project.

Since the program is new, a frequently asked question is what types of projects should be surveyed? Several categories have been identified and they include:

1. Projects involving federal funding.
2. Projects requiring a 404 permit from the Corps of Engineers.
3. Projects requiring right-of-way, alignment shifts, borrows, or dislocations.
4. Projects requesting the use of EDA funding should be identified as the lead time for review is very short.

The survey format is basically divided into a three-phase effort. A brief summary of the system follows.

PHASE I survey, from surface inspection of the proposed project, is designed to locate archaeological sites, extant structures of potential historic and architectural significance, and evidence of historically significant events or persons associated with the project area. In 95% of the projects a PHASE I survey is successful in obtaining the information necessary to allow the State Historic Preservation Officer to clear the project of cultural resource involvement.

PHASE II is employed when the results of the initial survey indicate that a cultural resource, usually an archaeological site, is present within the proposed project. A PHASE II subsurface test is designed to provide the State Historic Preservation Officer with sufficient information to determine the significance of the site for possible inclusion on the National Register of Historic Places. Depending on the extent of the site, testing may be confined to excavating squares with hand tools or may involve machine assisted testing of larger areas.

PHASE III full-scale excavation is employed based on PHASE I and II results and the determination of appropriate mitigative action by the Historic Preservation Officer and the Federal Highway Administration. In addition to archaeology, PHASE III also includes Historic American Building Surveys and Historic American Engineering Recording.

Some of the advantages for cultural resource procedures for highway related projects include:

1. The availability of full-time specialists makes it possible to make decisions about projects in the field. This obviates the necessity for entering into negotiations on a project-by-project basis.
2. A continuing relationship provides for continuity through all phases of work, from preliminary surveys through full-scale mitigative actions. This is especially valuable with primary road surveys where long lead time between surveys and construction obtains. It is particularly advantageous to have an ongoing program with personnel familiar both with specific projects and general highway procedures.
3. Emergency situations are provided for by having trained specialists available on a full-time basis to handle cultural resource problems as they are identified. It is this service that will minimize downtime when sites are uncovered during construction.

How successful has the system been so far? From 1973 through 1977 over 1000 archaeological sites have been located as a result of the Highway Surveys Program. During the same period, several sites were salvaged and until 1977 no contractor downtime had occurred. The full-scale secondary road program has been operating since July 1, 1977, and to date has resulted in 28 completed reports. Three PHASE II archaeological tests have been completed, two with negative results and one with a substantial site. We are pleased with both the archaeological information we have obtained so far and with the progress in clearing projects for construction. The expanded program promises to be a continuing success for both cultural resource management and the Department of Transportation.

SECONDARY ROADS PROJECT SUMMARIES

Adair County. No requests for archaeological assessments.

Adams County. No requests for archaeological assessments.

Allamakee County. No requests for archaeological surveys.

Appanoose County. No requests for archaeological surveys.

Audubon County.

S-3298. Grade and drain requiring additional right-of-way, relocation, and borrow areas. Archaeological survey requested (in process).

Benton County. No requests for archaeological surveys.

Blackhawk County.

LWP RND 2. Paving 5 1/2 miles of a county road. Project cleared by SHPO 7/19/77. Low archaeological potential postulated for project area.

Boone County.

13-84-27 and 18-84-26, COE No. NCROD-S-070-0X6-1-06668. Grading, draining, temporary surfacing, and construction of a new bridge over the Des Moines River. Project will be paved in 1981. Archaeological survey requested (in process).

Bremer County. No requests for archaeological surveys.

Buchanan County.

LRS-4830(77)--73-10. Bridge replacement between sections 5 and 6 of Byron Township. Additional right-of-way, relocation, and channel change. Archaeological survey completed September 1977. No archaeological sites located and potential postulated to be low. Project cleared by SHPO October 17, 1977.

LRS-4583(77), FAS Route 4583. A bridge replacement, grading, and drain project in Washington Township requiring additional right-of-way and minor relocations. Archaeological survey completed September 1977. No archaeological sites located and potential postulated to be low. Project cleared by SHPO October 17, 1977.

Buena Vista County.

L-BV-B-2-78-11. Bridge replacement with concrete slab bridge in Brooke Township. Archaeological assessment requested. A low potential is postulated. Project rated no assessment. SHPO concurred May 10, 1977.

L-BV-B-3-78-11. Bridge replacement with concrete slab bridge in Maple Valley Township. Archaeological assessment requested. A low potential is postulated. Project rated no assessment. SHPO concurred May 10, 1977.

L-BV-B-4-78-11. Bridge replacement with concrete slab bridge in Nokomis Township. Archaeological assessment requested. A low potential is postulated. Project rated no assessment. SHPO concurred May 10, 1977.

Cerro Gordo County.

OPP No. 780677. Bridge replacement over Calmus Creek in Mason City on 25th Street northwest. Archaeological assessment requested (scheduled).

A-17-C-10. Bridge replacement with pipe culvert in Falls Township. Archaeological assessment requested (scheduled).

I-25-B-45. Pipe culvert work in Owen Township. Archaeological assessment requested (scheduled).

K-29-B-5. Pipe culvert work in Mount Vernon Township. Archaeological assessment requested (scheduled).

K-5-B-10. Pipe culvert work in Mount Vernon Township. Archaeological assessment requested.

E-28-D-17. Pipe culvert work in Clear Lake Township. Archaeological assessment requested (scheduled).

E-33-A-18. Pipe culvert work in Clear Lake Township. Archaeological assessment requested (scheduled).

K-15-B-29. Bridge replacement in Mount Vernon Township. Archaeological assessment requested (scheduled).

M-73-B-45. Bridge replacement in Grimes Township. Archaeological assessment requested (scheduled).

M-21-A-14. Bridge replacement in Grimes Township. Archaeological assessment requested (scheduled).

N-13-B-50. Bridge replacement over Beaver Creek in Pleasant Valley Township. Archaeological assessment requested (scheduled).

O-26-A-21. Bridge replacement in Geneseo Township. Archaeological assessment requested (scheduled).

D-17-D-42. Bridge replacement in Dougherty Township. Archaeological assessment requested (scheduled).

P-1-A-20. Bridge replacement in Owen Township. Archaeological assessment requested (scheduled).

I-3-B-34. Bridge replacement in Owen Township. Archaeological assessment requested (scheduled).

I-3-A-24. Bridge replacement between Portland and Owen Township. Archaeological assessment requested (scheduled).

G-1-A-27. Bridge replacement in Lime Creek Township. Archaeological assessment requested (scheduled).

Cherokee County. No requests for archaeological surveys.

Chickasaw County. No requests for archaeological surveys.

Clarke County. No requests for archaeological surveys.

Clay County.

RS-142(1)--61-21. Asphaltic concrete resurfacing in Peterson Township. Archaeological assessment requested. Project rated no assessment. SHPO concurred February 8, 1978.

RS-167(1)--61-21. Asphaltic concrete resurfacing between Lincoln and Gillett Grove Township. Archaeological assessment requested. Project rated no assessment. SHPO concurred February 8, 1978.

FM-21(2)--55-21. Bridge replacement in Lake Township. Archaeological assessment requested. Project rated no assessment. SHPO concurred February 8, 1978.

OS--L(181)--85-21. Bridge replacement in Waterford Township. Archaeological assessment requested. Project rated no assessment. SHPO concurred February 8, 1978.

L 4777 B-5. Bridge replacement in Douglas Township. Archaeological assessment requested. Project rated no assessment. SHPO concurred February 8, 1978.

L 5877 B-2. Bridge replacement in Clay Township. Archaeological assessment requested. Project rated no assessment. SHPO concurred February 8, 1978.

L 5878 B-2. Bridge replacement in Lincoln Township. Archaeological assessment requested. Project rated no assessment. SHPO concurred February 8, 1978.

L 7678 B-7. Bridge replacement in Meadow Township. Archaeological assessment requested. Project rated no assessment. SHPO concurred February 8, 1978.

L-75-77-B-1. Bridge construction over Big Muddy Creek in section 7, T.97N.-R.35W. Additional right-of-way and relocation required. Archaeological assessment completed August 1977. No archaeological sites located and potential postulated to be low. Project cleared by SHPO September 20, 1977.

L-5877 B-2. Bridge replacement over Willow Creek between sections 15 and 22, T.95N.-R.38W., Clay Township. Additional right-of-way required. Archaeological assessment completed January 1978. No archaeological sites located and potential postulated to be low. Project cleared by SHPO February 9, 1978.

L-7877 B-3. Bridge replacement over Stony Creek, between sections 10 and 11, T.97N.-R.38W., Waterford Township. Additional right-of-way required. Archaeological assessment completed January 1978. No archaeological sites located and potential postulated to be low. Project cleared by SHPO February 9, 1978.

L-BV-B-5-78-11. Bridge replacement with concrete slab bridge in Elk Township. Archaeological assessment requested. A low potential is postulated. Project rated no assessment. SHPO concurred May 10, 1977.

L-BV-B-6-78-11. Bridge replacement with concrete slab bridge in Poland Township. Archaeological assessment requested. A low potential is postulated. Project rated no assessment. SHPO concurred May 10, 1977.

L-BV-B-7-78-11. Bridge replacement with concrete slab bridge in Newell Township. Archaeological assessment required. A low potential is postulated. Project rated no assessment. SHPO concurred May 10, 1977.

L-BV-C-14-78-11. Bridge replacement with culvert in Maple Valley Township. Archaeological assessment requested. A low potential is postulated. Project rated no assessment. SHPO concurred May 10, 1977.

L-BV-C-15-78-11. Bridge replacement with culvert in Scott Township. Archaeological assessment requested. A low potential postulated. Project rated no assessment. SHPO concurred May 10, 1977.

L-BV-C-16-78-11. Bridge replacement with culvert in Lee Township. Archaeological assessment requested. A low potential postulated. Project rated no assessment. SHPO concurred May 10, 1977.

L-BV-B-18-78-11. Bridge replacement with concrete slab bridge in Scott Township. Archaeological assessment requested. A low potential is postulated. Project rated no assessment. SHPO concurred May 10, 1977.

SOS-LS-11(1)-70-11. Bridge replacement with concrete slab bridge in Lincoln Township. Archaeological assessment requested. A low potential is postulated. Project rated no assessment. SHPO concurred May 10, 1977.

Butler County.

D-10-W-10. Bridge replacement in Bennezette Township involving a relocation and a channel change. Archaeological survey requested (in process).

D-32-W-10. Bridge replacement in Bennezette Township involving a relocation and channel change. Archaeological survey requested (in process).

Calhoun County. No requests for archaeological surveys.

Carroll County. No requests for archaeological surveys.

Cass County.

L-5279. Bridge replacement requiring no additional right-of-way, relocations, or borrow areas in Union Township. Archaeological survey requested (in process).

Cedar County. No requests for archaeological surveys.

L-4777 B-5. Bridge replacement over Willow Creek in section 3, T.94N.-R.37W., Douglas Township. Additional right-of-way required. Archaeological assessment completed in March 1978. No archaeological sites were located and potential postulated to be low.

L-7878 B-1. Bridge replacement over the Little Sioux River, between sections 8 and 17, in Summit Township. Additional right-of-way required. Archaeological survey completed in June 1978. Archaeological potential appears low. Report in process.

L-4678 B-3. Bridge replacement in section 7, T.94N.-R.36W., in Herdland Township. Additional right-of-way and relocation required. Archaeological survey completed in June 1978. Archaeological potential appears low. Report in process.

L-6578 B-4. Bridge construction in section 26, T.96N.-R.35W., in Freeman Township. Additional right-of-way is required. Archaeological survey completed in June 1978. Archaeological potential appears low. Report in process.

RS-150(1)--61-21. Asphaltic concrete resurfacing in Lincoln and Douglas Townships. Project requires borrow area. Archaeological survey of borrow area conducted in June 1978. No sites recorded and potential appears low. Report presently in process.

L-78-C-3. Box culvert construction between sections 17 and 20, T.95N.-R.35W., Logan Township. Project requires additional right-of-way and minor relocation of present alignment. Archaeological survey conducted in June 1978. No sites recorded and potential appears low. Report in process.

Clayton County.

GRS-1792(2). Road improvement on County Road X-56 from Buck Creek, two miles north of Guttenberg northerly 6.2 miles to County Road C-17 near Clayton. Archaeological assessment conducted in June 1978. The archaeological survey resulted in recording six previously unrecorded archaeological sites in proximity to the proposed project corridor. One archaeological manifestation (not officially designated to date) will apparently be impacted by the project. The archaeological potential appears to be low within the majority of the corridor with the exception of the one site located during the survey. The area between the proposed corridor and the Mississippi River possesses a moderate to high potential for archaeological sites. Report is being prepared.

Clinton County.

(C-184), (S-179) COE No.: NCROD-S-070-0X6-1-06709. Bridge replacement over the Wapsipinicon River, between Clinton and Scott Counties, section 1, T.80N.-R.1E.; and section 6, T.80N.-R.2E. Additional right-of-way and approach realignment is required. Archaeological assessment conducted in October 1977. One previously unrecorded site, 13ST32, is located outside the project area. Archaeological potential appears high outside and low within the project site. Project cleared by SHPO October 12, 1977.

Crawford County.

FM-24(6). Grade, drain, and granular surface between sections 7 and 18 in West Side Township. Project requires additional right-of-way and borrow area. Archaeological assessment requested (scheduled). Project length: $\frac{1}{2}$ mile.

RS-3210(4). Grade, drain, granular surface and RCB in Jackson and West Side Township. Project involves additional right-of-way and a borrow area. Archaeological assessment requested (scheduled). Project length: $6 \frac{1}{2}$ miles.

(no number). Street-widening and overlay from U.S. 30 north to 6th Avenue in Denison, Iowa. Archaeological assessment scheduled.

Dallas County

FM-25(1)--55-25. Bridge replacement and alignment relocation in section 21, T.78N.-R.27W., over the South Raccoon River near the community of Van Meter. Additional right-of-way required. Project required 404 permit. Archaeological assessment conducted in October 1977. Pedestrian survey resulted in recording six previously unrecorded prehistoric habitational sites. One of the manifestations recorded is located within the project corridor and will be impacted by the project. It was recommended in the Phase I assessment that a Phase II subsurface test excavation in the area of defined impact be conducted to determine the significance of the site for the National Register of Historic Places. The State Historic Preservation Officer recommended that a Phase II test excavation would have "practical benefit. When implemented, it will determine a) whether or not the site is significant, and if the site is significant, b) whether or not the portion of it that may be impacted is significant." Following the comment by the SHPO on October 17, 1977, a Phase II testing program was conducted in November 1977. The results of the investigation are pending.

Davis County.

LS-101-78. Grading project in Lick Creek Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred December 30, 1977.

LS-200-78. Grading project in Perry Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred December 30, 1977.

LS-202-78. Grading project in Grove Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred December 30, 1977.

LS-203-78. Culvert construction in section 15 of Grove Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred December 30, 1977.

LS-32-77. Culvert pipe construction in section 18 of West Grove Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred December 30, 1977.

LS-42-77. Grading project in section 12 of Cleveland Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred December 30, 1977.

LS-402-78. Grading project in Soap Creek and Lick Creek Townships requiring no additional right-of-way. Project rated no assessment. SHPO concurred December 30, 1977.

L-23-77--73-26. Bridge replacement in section 1 of Cleveland Township requiring additional right-of-way and a channel change. Archaeological assessment conducted in April 1978. No archaeological resources recorded and a low potential is postulated for the project area. Project cleared by SHPO April 20, 1978.

LS-103-78. Bridge replacement in section 2, Salt Creek Township requiring additional right-of-way. Archaeological assessment conducted in May 1978. The pedestrian survey resulted in recording one previously unrecorded archaeological site, designated 13DV30.

A low archaeological potential is postulated for the immediate project area. Potential outside the project area is considered high. Project cleared by SHPO May 23, 1978.

LS-44-77. Bridge replacement in section 29 of Cleveland Township requiring additional right-of-way. Archaeological assessment conducted in May 1978. Archaeological survey was negative and a low potential is postulated for the project site. Project was cleared by SHPO June 13, 1978.

LS-300-78. Bridge replacement in sections 22 and 23 of Wyacondah Township requiring additional right-of-way. Archaeological assessment conducted in May 1978. Archaeological survey was negative and a low potential postulated for project site. Project cleared by SHPO June 13, 1978.

LS-301-78. Bridge replacement in section 29 of Fabius Township requiring additional right-of-way and borrow. Archaeological assessment conducted in May 1978. Pedestrian survey failed to locate archaeological resources in the project site or borrow area. A low potential is postulated for the immediate project site. However, the potential appears high in the locality. Project cleared by SHPO June 13, 1978.

LS-401-77. Bridge replacement in section 35 of West Grove Township requiring additional right-of-way. Archaeological assessment conducted in May 1978. Pedestrian survey was negative and the potential appears to be low. Project cleared by SHPO June 13, 1978.

LS-102-78. Bridge replacement in Lick Creek Township requiring additional right-of-way. Archaeological assessment conducted May 1978. Survey results were negative and the potential appears low. Report is being prepared.

LS-104-78. Bridge replacement in Union Township requiring additional right-of-way. Archaeological assessment conducted May 1978. Survey results were negative and the potential appears low. Report is being prepared.

LS-105-78. Bridge replacement in Union Township requiring additional right-of-way. Archaeological assessment conducted May 1978. Survey results were negative and the potential appears to be low. Report is being prepared.

LS-41-77. Bridge replacement in Soap Creek Township requiring additional right-of-way. Archaeological assessment conducted May 1978. Survey results were negative and the potential appears to be low. Report is being prepared.

LS-107-78. Pipe culvert replacement in Lick Creek Township requiring additional right-of-way. Archaeological assessment conducted May 1978. Survey results were negative and the potential appears to be low. Report is being prepared.

S-542. Grading and drain project between Union and Prairie Townships requiring additional right-of-way and culvert improvement. Archaeological assessment conducted May 1978. Survey results were negative and the potential appears to be low. Report is being prepared.

LS-106-78. Bridge replacement between sections 19 and 20 of Union Township requiring additional right-of-way. Archaeological assessment conducted May 1978. Survey results negative and potential appears to be low. Report is being prepared.

LS-201-78. Grading in Roscoe Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred December 30, 1977.

LS-403-77. Grading in Lick Creek Township requiring additional right-of-way. Archaeological survey scheduled.

S-7768. Grading in Grove Township requiring additional right-of-way. Archaeological survey scheduled.

LS-302-78. Culvert construction between sections 19 and 20 of Fabius Township requiring additional right-of-way. Archaeological assessment conducted in May 1978. Survey results negative and the potential appears to be low. Report is being prepared.

LS-400-78. Grading in Cleveland Township requiring additional right-of-way. Archaeological survey scheduled.

LS-40-76. Grading in Soap Creek Township requiring additional right-of-way. Archaeological survey scheduled.

Decatur County.

(RS-7857, RS-7534, RS-7530). Grade, drain, and surfacing in Morgan Township requiring additional right-of-way. Archaeological assessment requested and survey scheduled.

Delaware County.

S-4637. Grade and drain project in Adams Township requiring additional right-of-way. Archaeological assessment requested and survey scheduled.

Des Moines County.

LP-50-1 OPP780119. Bridge replacement and relocation requiring additional right-of-way and borrow areas. Project located in section 9 of Flint River Township. A Phase I archaeological investigation conducted July 1977. Archaeological survey resulted in recording four previously unrecorded archaeological sites (13DM157-160). All the sites are outside the immediate limits of the proposed project. However, one designated borrow area is postulated to have a high archaeological potential. It was recommended that a Phase II test excavation be implemented prior to project activity. The project was cleared by the SHPO August 15, 1977. An archaeological Phase II

test of the borrow area was conducted in October 1977. The archaeological test did not locate sufficient cultural evidence to indicate the presence of an archaeological site in the borrow. This supplemental investigation was necessary to meet the special conditions in an EDA grant award to Des Moines County.

Dickinson County.

L-267. Bridge replacement with culvert in West Port Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred January 26, 1978.

L-269. Bridge replacement with culvert in Lloyd Township requiring no additional right-of-way. The project rated no assessment. SHPO concurred January 26, 1978.

L-280. Bridge replacement with culvert in Excelsior Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred January 26, 1978.

L-281. Bridge replacement with culvert in Silver Lake Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred January 26, 1978.

L-286. Bridge replacement with culvert in Richland Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred January 26, 1978.

L-282. Widening the shoulders of the existing secondary road A34 in Okoboji Township. Project requires additional right-of-way. Archaeological survey conducted in June 1978. Archaeological potential appears to be low in the immediate project corridor. A moderate potential is postulated for the segment of the project locale that lies adjacent to and outside the project corridor transecting the Little Sioux River. Project length: approximately 5.25 miles. Report is being prepared.

L-263 and L-290. Grading and draining a secondary road in Silver Lake and Diamond Lake Townships. Project requires additional right-of-way and borrow areas. Archaeological survey conducted in June 1978. Archaeological potential appears to be low in the project corridor. Project length: approximately 5.50 miles. Report is being prepared.

IA 2SB OXT 2 001602. Placing permanent fill in the west fork of the Little Sioux River in sections 12 and 13, T.100N.-R.3W., of Silver Lake Township. Project requires additional right-of-way. Archaeological survey conducted in June 1978. The archaeological potential appears to be low. Report is being prepared.

L-285. Grading for future blacktop in Spirit Lake Township requiring additional right-of-way. Archaeological assessment is scheduled.

L-289. Grading for future blacktop in Center Grove Township requiring additional right-of-way. Archaeological assessment is scheduled.

Dubuque County.

FM596(1)--51-31. Bridge replacement over Buncombe Creek in Washington Township requiring additional right-of-way. Archaeological assessment conducted in November 1977. Archaeological survey resulted in recording two previously unrecorded archaeological sites (13DB53-54) outside the immediate project area.

The archaeological potential in the project locale appears to be high. Cleared by SHPO November 11, 1977.

M-2985(1)--81-31. Bridge replacement in Table Mound Township requiring additional right-of-way and minor alignment relocation. Archaeological assessment conducted in November 1978. Archaeological potential appears to be low. Cleared by SHPO November 14, 1977.

4657 and 4661. Bernard EAST-WEST Project. Grading, draining, and bridge replacement in Prairie Township requiring additional right-of-way and minor relocations. Archaeological assessment conducted in January 1978. The archaeological potential appears to be low. Cleared by SHPO February 9, 1978.

S-542. Grading and drain project between Union and Prairie Townships requiring additional right-of-way and culvert improvement. Archaeological assessment conducted May 1978. Survey results negative and potential appears to be low. Report is being prepared.

LS-106-78. Bridge replacement between sections 19 and 20 of Union Township requiring additional right-of-way. Archaeological assessment conducted May 1978. Survey results negative and potential appears to be low. Report is being prepared.

LS-201-78. Grading in Roscoe Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred December 30, 1977.

LS-403-77. Grading in Lick Creek Township requiring additional right-of-way. Archaeological survey scheduled.

S-7768. Grading in Grove Township requiring additional right-of-way. Archaeological survey scheduled.

LS-302-78. Culvert construction between sections 19 and 20 of Fabius Township requiring additional right-of-way. Archaeological assessment conducted in May 1978. Survey results negative and potential appears to be low. Report is being prepared.

LS-400-78. Grading in Cleveland Township requiring additional right-of-way. Archaeological survey scheduled.

LS-40-76. Grading in Soap Creek Township requiring additional right-of-way. Archaeological survey scheduled.

Decatur County.

(RS-7857, RS-7534, RS-7530). Grade, drain, and surfacing in Morgan Township, requiring additional right-of-way. Archaeological assessment requested and survey scheduled.

Delaware County.

S-4637. Grade and drain project in Adams Township requiring additional right-of-way. Archaeological assessment requested and survey scheduled.

Des Moines County.

LP-50-1 OPP 780119. Bridge replacement and relocation requiring additional right-of-way and borrow areas. Project located in section 9 of Flint River Township. A Phase I archaeological investigation conducted July 1977. Archaeological survey resulted in recording four previously unrecorded archaeological sites (13DM157-160). All the sites are outside the immediate limits of the proposed project. However, one designated borrow area is postulated to have a high archaeological potential. It was recommended that a Phase II test excavation be implemented prior to project activity. The project was cleared by the SHPO August 15, 1977. An archaeological Phase II test of the borrow area was conducted in October 1977. The archaeological test did not locate sufficient cultural evidence to indicate the presence of an archaeological site in the borrow. This supplemental investigation was necessary to meet the special conditions in an EDA grant award to Des Moines County.

Dickinson County.

L-267. Bridge replacement with culvert in West Port Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred January 26, 1978.

L-269. Bridge replacement with culvert in Lloyd Township requiring no additional right-of-way. The project rated no assessment. SHPO concurred January 26, 1978.

L-280. Bridge replacement with culvert in Excelsior Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred January 26, 1978.

L-281. Bridge replacement with culvert in Silver Lake Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred January 26, 1978.

L-286. Bridge replacement with culvert in Richland Township requiring no additional right-of-way. Project rated no assessment. SHPO concurred January 26, 1978.

L-282. Widening the shoulders of the existing secondary road A34 in Okoboji Township. Project requires additional right-of-way. Archaeological survey conducted in June 1978. The archaeological potential appears to be low in the immediate project corridor. A moderate potential is postulated for the segment of the project locale that lies adjacent to and outside the project corridor transecting the Little Sioux River. Project length: approximately 5.25 miles. Report is being prepared.

L-263 and L-290. Grading and draining a secondary road in Silver Lake and Diamond Lake Townships. Project requires additional right-of-way and borrow areas. Archaeological survey conducted in June 1978. Archaeological potential appears to be low in the project corridor. Project length: approximately 5.50 miles. Report is being prepared.

IA 2SB OXT 2 001602. Placing permanent fill in the west fork of the Little Sioux River in sections 12 and 13, T.100N.-R.3W., of Silver Lake Township. Project requires additional right-of-way. Archaeological survey conducted

in June 1978. The archaeological potential appears to be low. Report is being prepared.

L-285. Grading for future blacktop in Spirit Lake Township requiring additional right-of-way. Archaeological assessment scheduled.

L-289. Grading for future blacktop in Center Grove Township requiring additional right-of-way. Archaeological assessment scheduled.

Dubuque County.

FM-596(1)--51-31. Bridge replacement over Buncombe Creek in Washington Township requiring additional right-of-way. Archaeological assessment conducted in November 1977. Archaeological survey resulted in recording two previously unrecorded archaeological sites (13DB53-54) outside the immediate project area. The archaeological potential in the project locale appears to be high. Cleared by SHPO November 11, 1977.

M-2985(1)--81-31. Bridge replacement in Table Mound Township requiring additional right-of-way and minor alignment relocation. Archaeological assessment conducted in November 1978. Archaeological potential appears to be low. Cleared by SHPO November 14, 1977.

4657 and 4661. Bernard EAST-WEST Project. Grading, draining, and bridge replacement in Prairie Township requiring additional right-of-way and minor relocations. Archaeological assessment conducted in January 1978. The archaeological potential appears to be low. Cleared by SHPO February 9, 1978.

LPW Round II. Bridge replacement in section 36, T.90N.-R.1E., in Jefferson Township. Project requires no additional right-of-way. Project cleared by SHPO July 28, 1977.

LPW Round II. Bridge replacement in section 20, T.87N.-R.2W. in Washington Township. Project requires no additional right-of-way. Project cleared by SHPO July 28, 1977.

Emmet County.

RS-246(1) and RS-250(1). Resurfacing and shouldering of County Road N-52 in Lincoln Township. The project requires a borrow area. However, additional right-of-way is not proposed. The archaeological assessment was conducted in February 1978. No sites were recorded and a low potential is postulated for the project area. Project cleared by SHPO February 24, 1978.

Fayette County.

FM-33(3)--55-33. Bridge replacement over the Turkey River near Eldorado in Dover Township requiring relocation and additional right-of-way. Archaeological assessment conducted in October 1977. No archaeological evidence was recovered and the potential appears to be low within the project area. Project cleared by SHPO January 19, 1978.

L-40-77, SOS-LS33(1)--70-33. Approach grading and bridge replacement over Wapsipinicon River between sections 21 and 28, T.91N.-R.10W., of Oran Township. Additional right-of-way will be required. The archaeological investi-

gation was conducted in October 1977. No archaeological resources were located and the potential appears to be low. The project was cleared by SHPO December 15, 1977.

FM-33(5)--55-33. Bridge construction over the Volga River in Westfield Township requiring additional right-of-way, relocation, and borrow area. Archaeological survey conducted in May 1978. No archaeological sites were defined within the project corridor and the potential appears to be low. A one-room schoolhouse was located within the project corridor and will be impacted by the proposed project. Project was submitted to SHPO for review on June 30, 1978.

Floyd County.

SOS-LS34(1)-70. Bridge and approach grading in Rudd Township requiring a new alignment and right-of-way. Archaeological assessment scheduled.

Franklin County.

L-0205. Grade and drain for future paving in Wisner Township requiring additional right-of-way and borrows. Archaeological survey scheduled.

L-201501-10. Bridge and approach construction in Mott Township requiring probable additional right-of-way and borrow areas. Archaeological survey scheduled.

L-303202-10. Bridge and approach construction in Ross Township requiring borrow areas. Archaeological investigation scheduled.

L-391801-10. Bridge and approach construction in West Fork Township requiring additional right-of-way and borrow areas.

Fremont County.

SOS-LS-36(1)--70-36. Bridge replacement in section 4 of Benton Township requiring additional right-of-way. Archaeological survey conducted in May 1978. No archaeological sites were located and the potential appears to be low in project area. Project cleared by SHPO June 16, 1978.

Greene County. No requests for archaeological assessments.

Grundy County. No requests for archaeological assessments.

Guthrie County.

L-77--73-39. Grade and drain project in Jackson Township requiring additional right-of-way. Archaeological assessment conducted in July 1977. No archaeological sites were located. Assessment completes file.

Hamilton County.

No number. Grading and incidentals in Blairsburg Township requiring additional right-of-way and alignment relocation. Archaeological assessment scheduled.

No number. Construction of two bridges in Ellsworth Township requiring no additional right-of-way. No assessment requested.

Hancock County.

COE: 070-0X6-1. Bridge replacement of existing structure over east branch of Iowa River between sections 20 and 21 of Avery Township. Archaeological assessment scheduled.

Hardin County. No requests for archaeological assessments.

Harrison County.

43-REC-1. Bridge replacement in section 18 of Douglas Township requiring no additional right-of-way. Archaeological assessment conducted in September 1977. No archaeological sites were located and the potential appears to be low. Project cleared by SHPO October 17, 1977.

43-REC-2. Bridge replacement in section 5 of St. Johns Township requiring no additional right-of-way. Archaeological assessment conducted in September 1977. No archaeological sites were located and the potential appears to be low. Project cleared by SHPO October 17, 1977.

RS-3186(1)--61-43. Bridge replacement over Mosquito Creek in Washington Township requiring additional right-of-way and channel modifications. Archaeological assessment conducted in September 1977. No archaeological sites were located and the potential appears to be low. Project cleared by SHPO November 11, 1977.

Henry County.

771674. Bridge replacement over Big Cedar Creek in Tippecanoe Township requiring additional right-of-way and alignment relocation. Archaeological assessment conducted in July 1977. The pedestrian survey resulted in recording two previously unrecorded archaeological sites (13HN19 and 20). Both manifestations are outside the project area. The potential appears to be low within the project corridor and high in the general locale. Project cleared by SHPO August 10, 1977.

Howard County. No requests for archaeological assessments.

Humboldt County. No requests for archaeological assessments.

Ida County. No requests for archaeological assessments.

Iowa County.

RS-7784(1). Unknown construction.

Jackson County.

LRS-4729. Bridge construction and minor grading in Richland Township requiring additional right-of-way and alignment relocation. Archaeological assessment scheduled.

LRS-4729(1). Grading and culvert construction in Butler and Otter Creek Town-

ships requiring additional right-of-way. Archaeological assessment scheduled.

Jasper County.

OPP No. 780025, RS-4949. Road construction and bridge replacement in Rock Creek Township requiring additional right-of-way. Archaeological assessment conducted in August 1977. No archaeological sites were located and the potential is regarded as low. Project cleared by SHPO September 21, 1977.

LF-88173; COE No. NCROD-S-070-0X6-1-06613. Bridge replacement over Elk Creek in Elk Creek Township requiring additional right-of-way. Archaeological assessment conducted August 1977. No archaeological sites were located and the potential appears to be low. Project cleared by SHPO September 21, 1977.

Jefferson County.

OPP No. 781616, RS-7721. Bridge replacement and approach grading in section 36 of Walnut Township requiring additional right-of-way, relocation, displacements, and borrow. Full cultural resource assessment requested. Archaeological survey completed and report is being prepared.

Johnson County.

Tri-county bridge construction over the Iowa River between Johnson, Louisa, and Washington Counties. Full cultural resource survey requested. Archaeological assessment conducted in May 1978. The pedestrian survey resulted in recording 13 previously unrecorded archaeological manifestations in the project vicinity. Of this total, two sites apparently will be impacted by the proposed project. It is recommended that a Phase II test excavation be conducted to determine the significance of these sites for the National Register of Historic Places. Report is being prepared.

FM-52()R-18-7. Bridge and approach construction requiring additional right-of-way. Archaeological assessment scheduled.

FM-52()11-25-2. Bridge and approach construction requiring additional right-of-way. Archaeological assessment scheduled.

RS-7561()Q-14-1. Bridge and approach construction requiring additional right-of-way. Archaeological assessment scheduled.

RS-7525()D-20-1. Bridge and approach construction requiring additional right-of-way. Archaeological assessment scheduled.

RS-4913()A-24-3. Box culvert construction requiring additional right-of-way. Archaeological assessment scheduled.

RS-4913()F-9-1. Box culvert construction requiring additional right-of-way. Archaeological assessment scheduled.

RS-4913()E-9-5. Box culvert construction requiring additional right-of-way. Archaeological assessment scheduled.

RS-4897(). Resurfacing existing secondary roadway requiring no additional right-of-way. No assessment requested. Project cleared by SHPO December 17, 1977.

RS-7932(). Resurfacing existing secondary roadway requiring no additional right-of-way. No assessment requested. Project cleared by SHPO December 17, 1977.

RS-4874(). Resurfacing existing secondary roadway requiring no additional right-of-way. No assessment requested. Project cleared by SHPO December 17, 1977.

Jones County.

OPP No. 781085, RS-4934. Grade, drain, and pave a secondary road in Jackson Township requiring additional right-of-way, relocation, and borrow areas. Archaeological assessment scheduled.

OPP No. 781087, LC-4717, FAS 4717. Grade, drain, and pave a secondary road in Castle Grove Township requiring additional right-of-way and borrow areas. Archaeological assessment requested.

SOS-LS53(1)--70-53. Bridge construction in Washington Township requiring additional right-of-way. Archaeological assessment scheduled.

Keokuk County. No archaeological assessments requested.

Kossuth County. No archaeological assessments requested.

Lee County.

L-77-L-3, NCRD-S-070-0X6-1-06535. Bridge replacement over Sugar Creek in section 2 of Des Moines Township requiring additional right-of-way and channel modification. The archaeological assessment was conducted in July, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO August 26, 1977.

RS-7916--61-56. A grading and drainage project in sections 34 and 22 of Marion Township requiring additional right-of-way. The archaeological assessment was conducted in May, 1978. The pedestrian survey was negative and the potential appears low. The project was cleared by SHPO June 5, 1968. It was recommended by the SHPO that areas situated along the project corridor exhibiting limited surface visibility be monitored during clearing and grubbing. Monitoring scheduled for August, 1978.

L-79-L-4--73-56. Bridge replacement over Lost Creek between Pleasant Ridge and Denmark Townships requiring additional right-of-way and a channel modification. The archaeological assessment was conducted in May, 1978. The pedestrian survey was negative and the potential appears low. The project was cleared by SHPO June 6, 1978. It was recommended by the SHPO that areas situated along the project corridor that exhibited limited surface visibility be monitored during clearing and grubbing. Monitoring scheduled for August, 1978.

L-79-L-3--73-56. Bridge replacement between sections 14 and 15 of Franklin Township requiring additional right-of-way. The archaeological assessment was conducted in May, 1978. The pedestrian survey was negative and the potential appears low. The project was cleared by SHPO June 16, 1978.

Linn County.

BRS-4765. Bridge construction on new alignment over the Cedar River. The project requires new right-of-way. Archaeological assessment scheduled.

L-662. Bridge construction project over Big Creek in sections 23 and 26 of Bertram Township requiring additional right-of-way and channel modifications. Archaeological survey scheduled.

Louisa County.

LC-89(1). Bridge replacement with a culvert in section 33 of Marshall Township requiring additional right-of-way. Archaeological assessment conducted in January, 1978. Pedestrian survey was negative and the potential appears low. Project cleared by SHPO February 8, 1978.

LC-140. Bridge replacement in section 11 of Wapello Township requiring alignment relocation and additional right-of-way. Archaeological assessment conducted in January, 1978. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO March 14, 1978.

LC-82D. Bridge replacement in section 16 of Elm Grove Township requiring additional right-of-way. Archaeological assessment conducted in January, 1978. The pedestrian survey was positive. One previously unrecorded prehistoric habitation site, designated 13LA14, was defined adjacent to the proposed project. The site is outside the project area. The potential appears high in the project vicinity and low within project limits. Project cleared by SHPO March 14, 1978.

LC-51. Bridge replacement in section 32 of Grandview Township requiring additional right-of-way. Archaeological assessment conducted in January, 1978. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO March 14, 1978.

LC-5(2). Bridge replacement in section 34 of Concord Township requiring additional right-of-way. Archaeological assessment conducted in December, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO March 14, 1978.

LC-17B. Bridge replacement in section 8 of Union Township requiring additional right-of-way. Archaeological assessment conducted in December, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO March 14, 1978.

LC-38(2). Bridge replacement in section 29 of Grandview Township requiring additional right-of-way. Archaeological assessment conducted in December, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO March 14, 1978.

LC-17. Bridge replacement in section 20 of Union Township requiring additional right-of-way. Archaeological assessment conducted in December, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO March 14, 1978.

LC-116. Bridge replacement in section 9 of Grandview Township requiring additional right-of-way. Archaeological assessment conducted in December, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO March 14, 1978.

LC-61A(1)--73-58. Bridge replacement in section 4 of Wapello Township requiring additional right-of-way. Archaeological assessment conducted in December, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO March 14, 1978.

Tri-county bridge construction over the Iowa River between Johnson, Louisa, and Washington Counties. Full cultural resource survey requested. Archaeological assessment conducted in May, 1978. The pedestrian survey resulted in recording 13 previously unrecorded archaeological manifestations in the project vicinity. Of this total, two sites apparently will be impacted by the proposed project. It is recommended that a Phase II test excavation be conducted to determine the significance of these sites for the National Register of Historic Places. Report is being prepared.

Lucas County.

OPP No. 781110, LB-323297--73-59. Bridge replacement in section 32 of Liberty Township requiring additional right-of-way and borrow. Archaeological assessment conducted in December, 1977. The pedestrian survey was negative and the potential appears low. The project was cleared by SHPO June 16, 1978.

OPP No. 780773, S-7729. Bridge replacement, grading, and draining in Otter Creek and Liberty Townships requiring additional right-of-way and borrow areas. Archaeological assessment conducted in April, 1978. Archaeological potential appears low within project corridor and high in general vicinity. Report is being prepared.

Lyon County.

OS-00L(193)85-80. Bridge replacement in Garfield Township requiring additional right-of-way, borrow, and channel modification. Archaeological assessment conducted in November, 1977. The pedestrian survey was negative and the potential appears low. The project was cleared by SHPO February 9, 1978.

Madison County.

FM-61(4). Bridge construction in Walnut Township requiring additional right-of-way. Archaeological assessment scheduled.

S-1412. Grading, draining, and surfacing a secondary road in Lincoln Township requiring additional right-of-way. Archaeological assessment scheduled.

L-576. Bridge construction in Crawford Township requiring additional right-of-way and alignment relocation. Archaeological assessment scheduled.

L-1078. Grading, draining, and surfacing in Douglas Township requiring additional right-of-way and alignment relocation. Archaeological assessment scheduled.

L-1178. Pipe culvert construction in Monroe Township requiring additional right-of-way and alignment relocation. Archaeological assessment scheduled.

L-1478. Grading, draining, and surfacing in Crawford Township requiring additional right-of-way and alignment relocation. Archaeological assessment scheduled.

L-279. Bridge construction in Walnut Township requiring additional right-of-way. Archaeological assessment scheduled.

OSL-579. Bridge construction in Scott Township requiring additional right-of-way and alignment relocation. Archaeological assessment scheduled.

L-180. Bridge construction in Monroe Township requiring additional right-of-way. Archaeological assessment scheduled.

Mahaska County. No archaeological assessments requested

Marion County.

FM-63(1)--55-63. Bridge construction over White Breast Creek in section 4 of Dallas Township requiring new right-of-way and alignment relocation. Archaeological assessment conducted in June, 1977. The pedestrian survey resulted in recording two previously unrecorded archaeological sites, designated 13MA53 and 54. Both manifestations are outside the project area and will not be impacted by the project activities. Project cleared by SHPO August 15, 1977.

Marshall County.

SOS-FM64(1)-7064. Bridge repair over the Iowa River requiring no additional right-of-way. A no assessment rating requested.

Mills County. No archaeological assessments requested.

Mitchell County.

1FM-1-77--73-66. Bridge replacement over Little Cedar River in Burr Oak Township requiring additional right-of-way and channel modification. Archaeological assessment conducted in September, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO September 26, 1977.

COE No. NCROD-S-070-OX6-1-06582, RS-1544(1)--54-66. Bridge construction over Big Cedar River between sections 21 and 28 of Otranto Township. Full cultural resource survey conducted. Archaeological assessment conducted in September, 1977. The pedestrian survey resulted in defining one "find spot" outside the limits of the proposed project. Project cleared by SHPO October 3, 1977. The SHPO recommended that areas within the project corridor that exhibited poor surface visibility be monitored during the initial grubbing and clearing activities. Monitoring scheduled.

Monona County.

RS-3090(1). 4.9 miles of road improvement in sections 22 and 35 of Spring Valley Township requiring additional right-of-way and borrow areas. Archaeological assessment conducted in May, 1978. The pedestrian survey was negative and the potential is regarded as low. Project cleared by SHPO June 16, 1978.

SOS-LS67(1)--70-67. Bridge replacement over Willow Creek between sections 11 and 14 of Maple Township. Archaeological assessment conducted in May, 1978. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO June 16, 1978.

OPP No. 780075, COE No. IA 2SB OXT 2 001159. Bridge replacement and channel fill in section 6 of Willow Township requiring additional right-of-way and borrow area. Archaeological assessment conducted in July, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO August 17, 1977. The SHPO recommended that an area bordering a historic cemetery be monitored during grubbing. The site was carefully monitored by county personnel during the borrow activity.

S-51. Bridge replacement over Norway Creek in Willow Township. Archaeological assessment conducted in March, 1978. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO March 13, 1978.

L-21-10. Bridge replacement between sections 21 and 28 of Soldier Township requiring additional right-of-way. Archaeological assessment conducted in May, 1978. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO June 30, 1978.

S-1-3. Bridge replacement in section 1 of Willow Township requiring additional right-of-way. Archaeological assessment conducted in May, 1978. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO June 30, 1978.

R-25-4. Bridge replacement over Elk Creek in section 25 of Spring Valley Township requiring additional right-of-way and a borrow area. Archaeological assessment conducted in May, 1978. The pedestrian survey was negative and the potential appears low. Additionally, the potential appears low within the limits of the proposed borrow area.

R-22-1. Bridge replacement over Willow Creek in section 22 of Willow Township requiring additional right-of-way, channel change, and borrow area. Archaeological assessment conducted in May, 1978. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO June 16, 1978.

Monroe County. No archaeological assessments requested.

Montgomery County. No archaeological assessments requested.

Muscatine County. No archaeological assessments requested.

O'Brien County. No archaeological assessments requested.

Osceola County. No archaeological assessments requested.

Page County.

SOS-FM 73-70-73. Bridge replacement in section 22 of Morton Township requiring no additional right-of-way. A no assessment requested. Comment by the SHPO is required.

Palo Alto County. No archaeological assessments requested.

Plymouth County.

SOS-FM-75(1)--70-75. Bridge replacement over Broken Kettle Creek in section 27 of Sioux Township requiring additional right-of-way, relocation, and borrow area. Archaeological assessment conducted in May, 1978, and failed to locate archaeological sites within the immediate limits of the bridge replacement, relocation, or borrow area. It was recommended that the borrow associated with this project be monitored during initial stripping. Because of the landscape position and the presence of charcoal flecks, the potential for the borrow is regarded as moderate. Comment by the SHPO is required.

Pocahontas County.

COE No. NCROD-S-70-0X6-06520. Bridge replacement and road improvement in sections 1 and 2 of Lizard Township requiring additional right-of-way. Archaeological assessment conducted in July, 1977, and a supplemental Phase I survey was conducted in October, 1977. Based on the results of the initial study and auxiliary survey, it is postulated that the potential within the right-of-way extension is low. No archaeological sites were located during the studies. Project cleared by SHPO January 31, 1978.

FM-76(). Bridge replacement over North Lizard Creek between sections 15 and 22 of Roosevelt Township requiring no additional right-of-way. Archaeological assessment conducted in November, 1977. The assessment was negative and the potential appears low. Project cleared by SHPO February 3, 1978.

FM-76()--55-76. Bridge replacement over North Lizard Creek in section 7 of Roosevelt Township requiring no additional right-of-way. Archaeological assessment conducted in November, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO February 3, 1978

L-979. Bridge replacement over tributary of Big Cedar Creek between sections 34 and 35 of Cedar Township requiring no additional right-of-way. Archaeological assessment conducted in November, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO February 3, 1978.

L-279. Bridge replacement in section 13 of Cummins Township requiring no additional right-of-way. Archaeological assessment conducted in November, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO February 3, 1978.

L-579. Bridge replacement over a drainage ditch in section 16 of Powhatan Township requiring additional right-of-way. Archaeological assessment conducted in November, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO February 3, 1978.

L-576. Road improvement of roadway alignment, grade, and drainage in section 28 of Swan Lake Township requiring additional right-of-way and minor relocation. Archaeological assessment conducted in November, 1977. The archaeological investigation was negative and the potential appears low. Project cleared by SHPO February 3, 1978.

L-676. Road improvement of roadway alignment, grade, and drainage in section 28 of Swan Lake Township requiring additional right-of-way. Archaeological assessment conducted in November, 1977. The archaeological investigation was negative and the potential appears low. Project cleared by SHOP February 3, 1978.

L-1279. Bridge replacement over a drainage ditch between sections 15 and 22 of Bellville Township requiring no additional right-of-way. Archaeological assessment conducted in November, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO February 3, 1978.

L-778. Improvement of the existing vertical alignment and drainage characteristics of a roadway between sections 3 and 4 of Garfield Township requiring additional right-of-way. Archaeological assessment conducted in November, 1978. The pedestrian investigation was negative and the potential appears low. Project cleared by SHOP February 3, 1978.

L-379. Bridge replacement in section 13 of Cummins Township requiring no additional right-of-way. Archaeological assessment conducted in November, 1977. The archaeological survey was negative and the potential appears low. Project cleared by SHPO February 3, 1978.

Polk County.

OPP No. 781852, L-1101. Grade and drain project in Allen Township requiring additional right-of-way, borrow, and displacements. Archaeological assessment scheduled.

Pottawattamie County.

C-7712. Two bridge replacements in section 11 of Lake Township requiring additional right-of-way and borrow. Archaeological assessment conducted August 30 and 31, 1977. An archaeological assessment was requested by the county engineer, Charles Hales, who had been contacted by George Barta and informed that the proposed borrow for the secondary roads project contained Indian burials. At the time of the inspection, the borrow had been stripped of vegetation and had just experienced a soaking rain which provided excellent surface visibility. The borrow area was shovel tested on a 3-5 meter grid over the surface. This procedure failed to locate significant cultural material or bone. Based on the negative results of the inspection, the Highway Archaeologist, John Hotopp, recommended that the engineer proceed with the planned construction and borrow activity. The project requires no further action.

Poweshiek County. No archaeological assessments requested.

Ringgold County.

OS-000L(187)--85-80. Bridge replacement and approach grading over Lotts Creek in section 19 of Athens Township requiring additional right-of-way. Archaeological assessment conducted November, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO February 9, 1978.

L-1345-78. Grade, drain, and surface a roadway in Benton Township requiring additional right-of-way. Archaeological survey completed and report is in preparation.

Sac County. No archaeological assessments requested.

Scott County.

COE No. NCROD-S-070-0X6-1-06709. Bridge replacement over Wapsipinicon River between Scott and Clinton Counties, section 1, T.80N.-R.1E., and section 6, T.80N.-R.2E. Additional right-of-way and approach realignment is required. Archaeological assessment conducted in October, 1977. One previously unrecorded site, 13ST32, is located outside the project area. Archaeological potential appears high outside and low within the project site. Project cleared by SHPO October 12, 1977.

FM-2386. Grading, culvert construction, paving, and erosion control of the Trout Valley Road requiring additional right-of-way. Archaeological assessment scheduled.

Shelby County. No archaeological assessments requested.

Sioux County.

SP-ZSB-OXT-001274. Channel change on the Big Sioux River. No archaeological assessment requested. The SHPO concurred on August 5, 1977.

L-3-78. Paving project requiring no additional right-of-way. A no assessment requested. The SHPO concurred on January 11, 1978.

L-4-78. Paving project requiring no additional right-of-way. A no assessment requested. The SHPO concurred on January 11, 1978.

L-5-78. Grading project requiring no additional right-of-way. A no assessment requested. The SHPO concurred on January 11, 1978.

SOS-84(1)--70-84. Bridge replacement requiring no additional right-of-way. A no assessment requested. The SHPO concurred January 11, 1978.

FM-2. Construction of a culvert requiring no additional right-of-way. A no assessment requested. The SHPO concurred January 11, 1978.

FM-3. Construction of a bridge requiring no additional right-of-way. A no assessment requested. The SHPO concurred January 11, 1978.

L-1-78. Grading in Welcome Township requiring additional right-of-way. Archaeological assessment scheduled.

L-2-78. Grading in Sheridan Township requiring additional right-of-way. Archaeological assessment scheduled.

Story County. No archaeological assessments requested.

Tama County.

COE No. NCROD-S-070-1-06912. Construction of a bridge over the Iowa River requiring additional right-of-way, relocation, and channel modifications. Archaeological assessment conducted in July, 1978. The archaeological survey was negative and the potential appears low. Report is being prepared.

Taylor County. No archaeological assessments requested.

Union County.

RS-6161. Bridge replacement and approximately ½ mile of grading in Douglas County requiring additional right-of-way. Archaeological assessment scheduled.

TQS-6113(2)--54-88. Bridge replacement and approximately 2½ miles of grading in Lincoln Township requiring additional right-of-way. Archaeological assessment scheduled.

Van Buren County.

COE No. NCROD-S-070-0X6-1-06605. Bridge replacement over the Des Moines River between the communities of Bentonsport and Vernon requiring alignment relocation and new right-of-way. A full cultural resource assessment requested. Archaeological assessment conducted in December, 1977. The archaeological survey resulted in the recording of nine archaeological sites situated within or near the proposed project. Three of the archaeological resources, 13VB92-94, are located within the immediate project corridor and will be impacted by the project activities. Based on the survey results, a Phase II subsurface archaeological test was recommended for the impacted sites. The testing procedure is necessary to provide a sufficient data base to evaluate the significance for the National Register of Historic Places. The SHPO concurred with the recommendations for the prehistoric sites on May 11, 1978. A Phase II testing program is scheduled.

Wapello County. No archaeological assessments requested.

Warren County.

RS-7577. Grade and drainage project. Archaeological assessment requested. Archaeological survey scheduled.

RS-7522. Road construction project. Archaeological assessment scheduled.

Washington County.

Tri-county bridge construction over the Iowa River between Johnson, Louisa, and Washington Counties. Full cultural resource survey requested. Archaeological assessment conducted in May, 1978. The pedestrian survey resulted in recording 13 previously unrecorded archaeological manifestations in the project vicinity. Of this total, two sites apparently will be impacted by the proposed project. It is recommended that a Phase II test excavation be conducted to determine the significance of these sites for the National Register of Historic Places. Report is being prepared.

Wayne County. No archaeological assessments requested.

Webster County. No archaeological assessments requested.

Winnebago County. No archaeological assessments requested.

Winneshiek County. No archaeological assessments requested.

Woodbury County.

OPP No. 781729, SN-3181. Construction of a box culvert and grading approximately 2½ miles of roadway. The project will require additional right-of-way. Archaeological survey scheduled.

Worth County. No archaeological assessments requested.

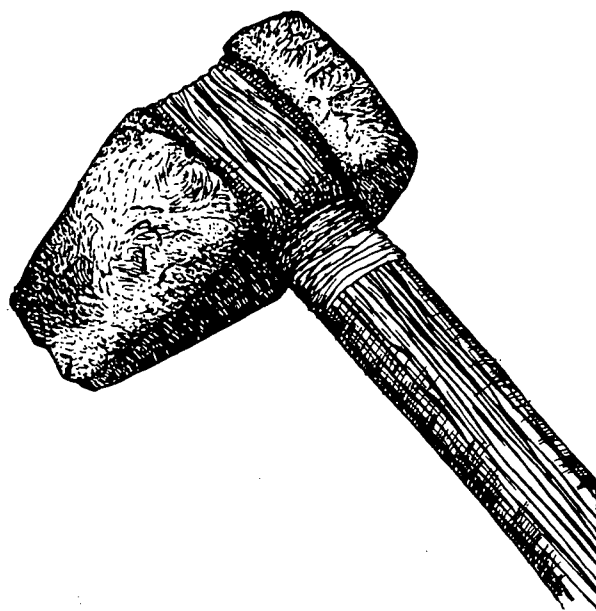
Wright County.

FM-99(4)-55, NCROD-S-070-OX6-1-06620. Bridge replacement over the Iowa River and an overflow channel requiring additional right-of-way. Archaeological assessment conducted in October, 1977. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO September 15, 1977.

Additional Projects (Secondary Roads Archaeologist)

- Conducted a Phase II Council Bluffs secondary roads project.
- Conducted a Phase II FM-24(1)--55-25 Dallas County project (report in process).
- Prepared and delivered talk to county engineers in Ames, December 12, 1977; Phase II Test of FM-24(1)--55-25.
- Prepared concept statements for three archaeological sites located during the Great River Road survey; Proposed Acquisition and Development of Three Archaeological Sites within the Great River Road Corridor.
- Participated in a planning meeting for the Great River Road project, Louisa County.

URBAN SYSTEMS



RESULTS OF URBAN SYSTEMS CULTURAL RESOURCE SURVEYS

July 1, 1977 - June 30, 1978

Prepared for the
Iowa Department of Transportation
Urban Systems Division

by

John A. Hotopp
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INTRODUCTION

This section of the final report summarizes the activities of the archaeological surveys contract between the University of Iowa and the Iowa Department of Transportation for urban systems. The involvement of archaeological surveys with urban systems was initiated during fiscal 1977-1978 and has resulted in the completion of nine projects. Early in the program a screening procedure was established whereby the urban systems division eliminates projects from consideration that do not possess any cultural resource potential; i.e., storage lanes, signalization, etc. One of the projects surveyed, M-5037(600)--81-31 (Dubuque) required approximately six weeks of field and report preparation time. Projects of this nature are comparable to primary roads projects and require full cultural resources assessments. The remainder of the projects surveyed during the first year were of a smaller scale.

With the addition of a second archaeologist for secondary roads and urban systems, we anticipate a reduction in turnaround time for projects requiring a cultural resource assessment. We look forward to continuing service to this division of the Iowa Department of Transportation.

FEDERAL-AID URBAN SYSTEMS PROJECT SUMMARIES

Buchanan County.

M-3900(1)--81-10. Grading, culvert, and surfacing project in Independence requiring additional right-of-way. Archaeological assessment conducted in September, 1977. Archaeological potential appears low. Project cleared by SHPO October 12, 1977.

Black Hawk County.

M-6500(504)--81-07. Ridgeway Avenue-U.S. 63 to west city limits of Waterloo, Iowa. Project involves a bridge replacement and road widening for paving. Archaeological assessment requested. Archaeological survey scheduled.

M-6585(1)--81-07. Hackett Road Bypass. Project involves bridge construction and roadway construction which will connect Ridgeway Avenue with Highway 20 at Wagner Road. Project requires additional right-of-way and relocations. Archaeological assessment requested. Archaeological survey scheduled.

Dubuque County.

M-5037(600)--81-31. The north-west arterial bypass of Dubuque. The project consists of major relocations requiring new right-of-way. A full cultural resource survey was conducted in September, 1977. The archaeological assessment resulted in the recording of six previously unrecorded archaeological manifestations within the project vicinity. One of these resources, designated 13DB50, will be impacted by the project if two of the major alternates are selected. A Phase II test excavation was recommended to determine the site's significance for the National Register of Historic Places. The SHPO concurred with the recommendation on February 9, 1978.

Emmet County.

M-3291(1)--81-32. Paving of South 28th Street in Esterville. The project requires no additional right-of-way. Archaeological assessment conducted in July, 1977. No archaeological sites recorded and potential appears low. Project cleared by SHPO August 17, 1977.

Fayette County.

M-5181(1)--81-33. Road construction connecting Iowa Highway No. 150 (FA150-6), West Charles Street (FAS 1329), and 19th Street S.W. (FAS 1371) in city of Oelwein, Iowa. Project requires additional right-of-way and new alignment. Archaeological assessment conducted in June, 1978. No archaeological sites recorded and potential appears low. Report in preparation.

Jasper County.

M-5042(1)--81. Road improvement in Newton requiring limited right-of-way.

Johnson County.

M-4051(1)--81. South Gilbert Street relocation project requiring additional right-of-way, alignment relocation, and drainage construction. Archaeological assessment requested. Archaeological survey scheduled.

Linn County.

M-0900(1)--81-57. Grading and paving project in Marion along 29th Avenue from 1st Street to Alburnett Road. Project area was inspected in August, 1977. Project determined to have a low potential. Requested a no assessment rating from the SHPO. The SHPO concurred on September 14, 1977.

OPP No. 781064. Road improvement project. Blairs Ferry Road, Lindale Drive to West City Limits, in the city of Marion. Archaeological assessment scheduled.

Marion County.

FAUS 781. Road improvement project on Pella Road in the city of Knoxville requiring additional right-of-way and alignment relocations. Archaeological assessment conducted in March, 1978. The pedestrian survey was negative and the potential appears low. Project cleared by SHPO May 23, 1978.

Marshall County.

M-4701(1)--81-64. Road improvement, South Third Avenue R.C.B. (Plaza Heights) in the city of Marshalltown. Archaeological assessment scheduled.

Polk County.

M-2620(3)--81. Proposed skywalk system for the office-retail core of the Des Moines Central Business District. Project required architectural and historical assessment. No archaeological assessment requested due to apparent low potential. Project cleared by SHPO February 24, 1978.

423.1. Widening, resurfacing, and signalization of Third Street from Grand Avenue South to Walnut Street in Des Moines. Archaeological assessment conducted in September, 1977. The archaeological survey was negative and the potential appears low. Project cleared by SHPO September 30, 1977.

Scott County.

M-2266(1)--81-82. The widening of existing Tanglefoot Lane in the city of Bettendorf requiring additional right-of-way and alignment relocation. Archaeological assessment scheduled.

Story County.

M-0166(1)-81. Road construction consisting of the extension of 13th Street from Hyland Avenue east to Stange Road in the city of Ames. Archaeological assessment conducted in September, 1977. The archaeological assessment was negative and the potential appears low. Project cleared by SHPO October 21, 1977.

Woodbury County.

M-5001(303)--81-97. Northeast Inner Loop in Sioux City. Archaeological potential appears low. A no assessment is requested.

M-4005(302)--81-97. Lakeport road improvement project in Sioux City requiring additional right-of-way. Archaeological potential appears low. Historical and structural assessment conducted November, 1977. Project cleared by SHPO December 13, 1977.