



Data Recovery at LA 112420



An Early Developmental Period Pithouse Site Along US 550, Sandoval County, New Mexico

**Kenneth L. Brown, Ph.D., RPA,
Principal Investigator**

Rebecca Wells, M.A., RPA

ABSTRACT

TRC Environmental Corporation (TRC) was contracted by the New Mexico Department of Transportation (NMDOT) to develop and implement a research design and data recovery plan for LA 112420, located at Mile Post (MP) 1.8 in the US Highway 550 (US 550) north right-of-way. The fieldwork was conducted between July 24 and August 29, 2017. Rebecca Wells was the field supervisor and was assisted by Timothy McEnany, Mary Brown, Leon Natker, Lauren Jennings, and Joanne Gilby.

NMDOT is proposing construction of a new bridge and approaches across the Rio Grande River within the town of Bernalillo, New Mexico. The undertaking includes constructing the new bridge north of the existing George Renaldi Bridge to accommodate northbound traffic lanes, and maintaining the existing bridge to accommodate southbound traffic, a bike lane, and a sidewalk for pedestrian traffic. The plan includes a new median and a storm drain system for the length of the widened portion. The project, of which the bridge portion is Phase 1, extends from NM 313 to NM 528. The project will be completed with federal funds, and the Federal Highway Administration (FHWA)/NMDOT is the lead agency. LA 112420 has been documented on multiple occasions, beginning in February of 1986 by TRC Mariah Associates, Inc. (now TRC), and then in November of the same year by the New Mexico State Highway and Transportation Department (NMSHTD, now NMDOT). The site was revisited in 2012 by SWCA Environmental Consultants (Walth et al. 2012) and was most recently visited in 2016 by Marron and Associates, Inc. (Mattson et al. 2016). LA 112420 has been determined eligible for listing on the National Register of Historic Places (NRHP) under Criterion D by the New Mexico State Historic Preservation Officer (SHPO) (HPD Log No. 105236). LA 112420 may be a duplicate site number of LA 325, which was recorded in the 1930s (Fisher 1931). We hope to demonstrate that these two sites are indeed one and the same through archival research and, if possible, the present fieldwork. This document summarizes the excavations conducted to mitigate the adverse effects of the US 550 NMDOT undertaking upon the site.