

HISTORIC PROPERTY SURVEY REPORT**1. UNDERTAKING DESCRIPTION AND LOCATION**

District	County	Route	Post Miles	Unit	E-FIS Project Number	Phase
03	PLA	65	R6.2 to 12.8		0300001103	
District	County	Federal Project Number. (Prefix, Agency Code, Project No.)		Location		

Project Description:

The California Department of Transportation (Caltrans), in cooperation with the Placer County Transportation Planning Agency (PCTPA), Placer County, and the Cities of Roseville, Rocklin, and Lincoln, proposes to widen State Route (SR) 65 from north of Galleria Boulevard/Stanford Ranch Road to Lincoln Boulevard (6.6 miles, from post miles 6.2 to 12.8). This SR 65 Capacity and Operational Improvements Project (project) has been assigned the Project Development Processing Category 4A for widening the existing freeway without requiring a revised freeway agreement.

The project is subject to both federal and state environmental review requirements. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and under the California Environmental Quality Act (CEQA). The proposed project is included in the Sacramento Area Council of Governments' (SACOG) *Draft 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)* (SACOG 2015) expected to be finalized and adopted by early spring of 2016.

The project would add operational and capacity improvements for the SR 65 corridor with the following improvements:

- Construct carpool lanes or general purpose lanes and auxiliary lanes on SR 65 from north of Galleria Boulevard/Stanford Ranch Road to Blue Oaks Boulevard
- Construct auxiliary lanes from Blue Oaks Boulevard to Lincoln Boulevard

The No Build Alternative and two Build Alternatives (widen to provide carpool or general purpose lanes) are currently being considered.

2. AREA OF POTENTIAL EFFECTS

In accordance with Section 106 Programmatic Agreement Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with William E. Larson, Principal Investigator-Prehistoric Archaeology, Rodney Murphy, Project Manager, and Robin Hoffman, ICF Project Archaeologist on February 9, 2016. The APE maps are located in Attachment A (Figure 3) of this Historic Property Survey Report.

The APE was established to encompass the maximum limits of all potential ground disturbing construction activities associated with the proposed scope of work, including but not limited to, all existing and proposed new rights-of-way, temporary construction easements, utility relocations, and any mandatory borrow, disposal, and/or equipment staging areas.

HISTORIC PROPERTY SURVEY REPORT**3. CONSULTING PARTIES / PUBLIC PARTICIPATION**X Native American Tribes, Groups and Individuals

Letters dated August 28, 2014 were sent to the Native American individuals and organizations on the list provided by the California Native American Heritage Commission (CalNAHC). These were followed-up by a series of phone calls. A detailed correspondence log and copies of all letters can be found in Attachment D.

X Native American Heritage Commission

ICF requested a records search of the NAHC Sacred Lands File for the APE and a list of Native American representatives who may be interested in the project on August 20, 2016. NAHC provided a response on August 26, 2018. Documentation of NAHC correspondence is included in Attachment D.

4. SUMMARY OF IDENTIFICATION EFFORTSX National Register of Historic PlacesX California Points of Historical InterestX California Register of Historical ResourcesX California Historical Resources Information System (CHRIS)X California Inventory of Historic ResourcesX Caltrans Historic Highway Bridge InventoryX California Historical Landmarks

_ Caltrans Cultural Resources Database (CCRD)

X Other Sources consulted

- Historical maps
 - General Land Office: T11N/R6E (1855), T12N/R6E (1855).
 - USGS 7.5-minute series Roseville, CA quadrangle (1953).
- Office of Historic Preservation Archaeological Determinations of Eligibility.
- Office of Historic Preservation Historic Properties Directory.

X Results

According to the records search, 34 previous cultural resources studies have been conducted within portions of the APE, and 19 additional previous cultural resources studies have been conducted within 0.25 mile of the APE. The studies have ranged from archaeological reconnaissance surveys for CEQA compliance to testing and evaluation for NRHP/NEPA compliance.

The results of these studies identified 16 previously recorded cultural resource that once existed within the APE, however original highway construction and development has destroyed and/or displaced all of these resources. An additional 37 cultural resources were identified within 0.25 mile of the APE.

HISTORIC PROPERTY SURVEY REPORT

The ASR (Attachment B) provides details on these studies and resources.

5. PROPERTIES IDENTIFIED

No cultural resources are present within the APE.

6. HPSR to District File

Caltrans, pursuant to Section 106 Programmatic Agreement Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking because there are no historic properties within the APE.

7. HPSR to SHPO

Not applicable.

8. HPSR to CSO

Not applicable.

9. Findings for State-Owned Properties

Findings to District File

Not applicable; project does not involve Caltrans right-of-way or there are no Caltrans-owned cultural resources within the APE.

Findings to SHPO

Not applicable.

Findings to CSO

Not applicable.

10. CEQA Considerations

Caltrans PQS staff has determined there are no historical resources within the Project Area limits, as outlined in CEQA Guidelines 15064.5(a).

11. List of Attached Documentation

- Project Vicinity, Location, and APE Maps – *Attachment A (Figures 1, 2, 3)*
- Archaeological Survey Report (ASR) – *Attachment B*
 - *Archaeological Survey Report for the SR 65 Capacity and Operational Improvements Project, Placer County, California* (February 2016).
 - Author–Robin Hoffman, MA, RPA, PQS eq. Co-PI: Prehistoric Archaeology.
 - Peer-reviewed–Christiaan Havelaar, PQS eq. Co-PI: Prehistoric Archaeology.

HISTORIC PROPERTY SURVEY REPORT Other

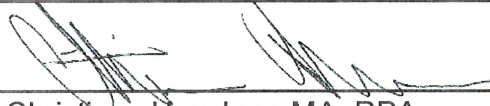
- Records Search Results – *Attachment C*
- NAHC and Native American Correspondence – *Attachment D*
- Previous SHPO Concurrence Documentation – *Attachment E*

12. HPSR Preparation and Caltrans Approval

Prepared by:

Consultant /
discipline:

Affiliation


 Christian Havelaar, MA, RPA
 Co PI-Prehistoric Archaeology
 ICF International, 630 K Street,
 Suite 400, Sacramento, CA 95814

10/07/16

Date

Reviewed for approval by:

District 3 Caltrans PQS
discipline/level:

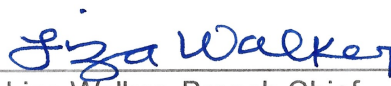
 William Larson, Caltrans
 PQS PI-Prehistoric Archaeology

10/10/16

Date

Approved by:

District 3 EBC:

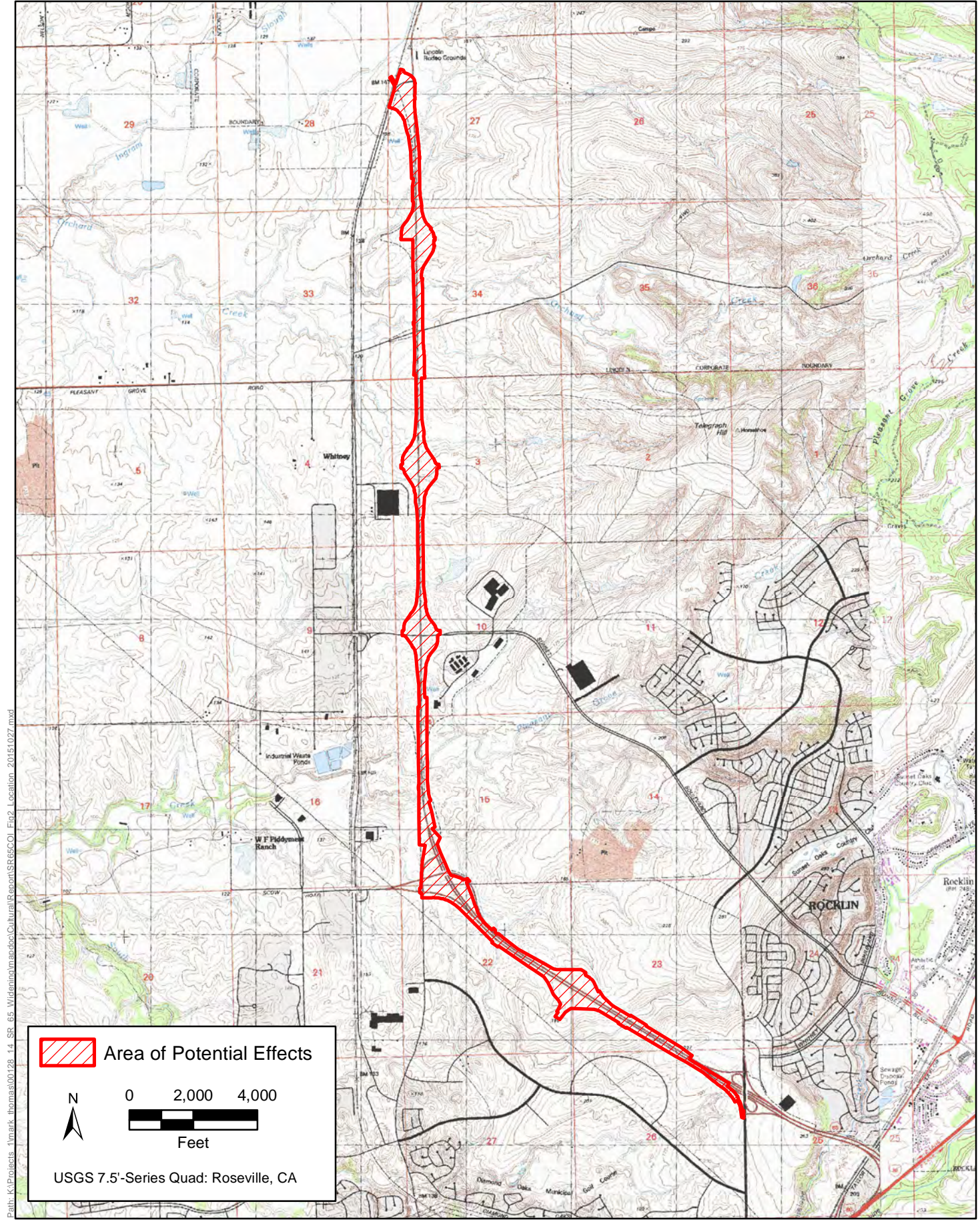

 Liza Walker, Branch Chief
 Environmental Management, E-M2
 California Department of Transportation,
 District 3

10/10/14

Date

Attachment A

Figures

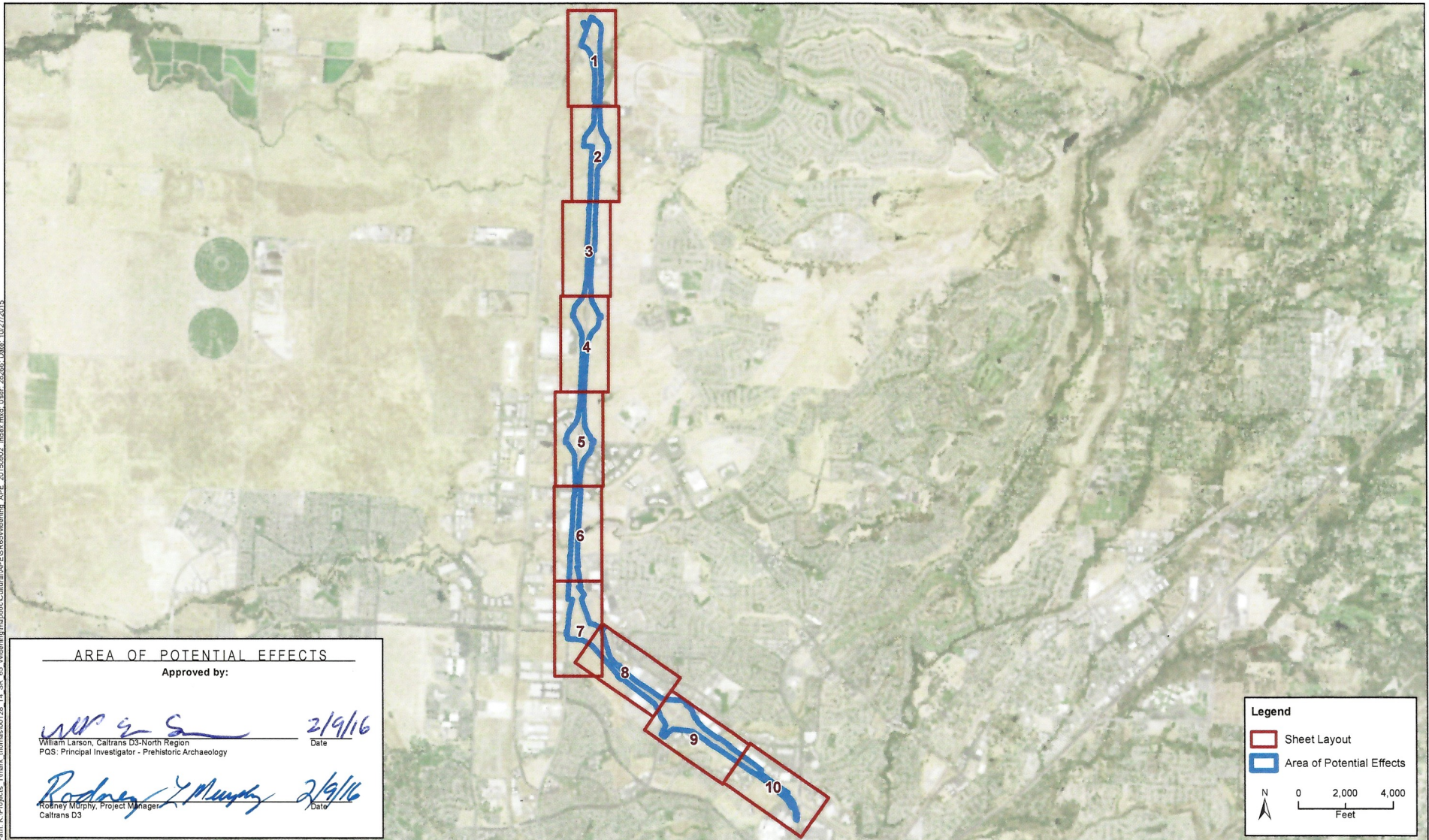


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Figure 2 - Project Location
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 0300001103



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AREA OF POTENTIAL EFFECTS
Approved by:

William Larson 2/9/16
William Larson, Caltrans D3-North Region
PQS: Principal Investigator - Prehistoric Archaeology
Date

Rodney Murphy 2/9/16
Rodney Murphy, Project Manager
Caltrans D3
Date

Legend

- Sheet Layout
- Area of Potential Effects

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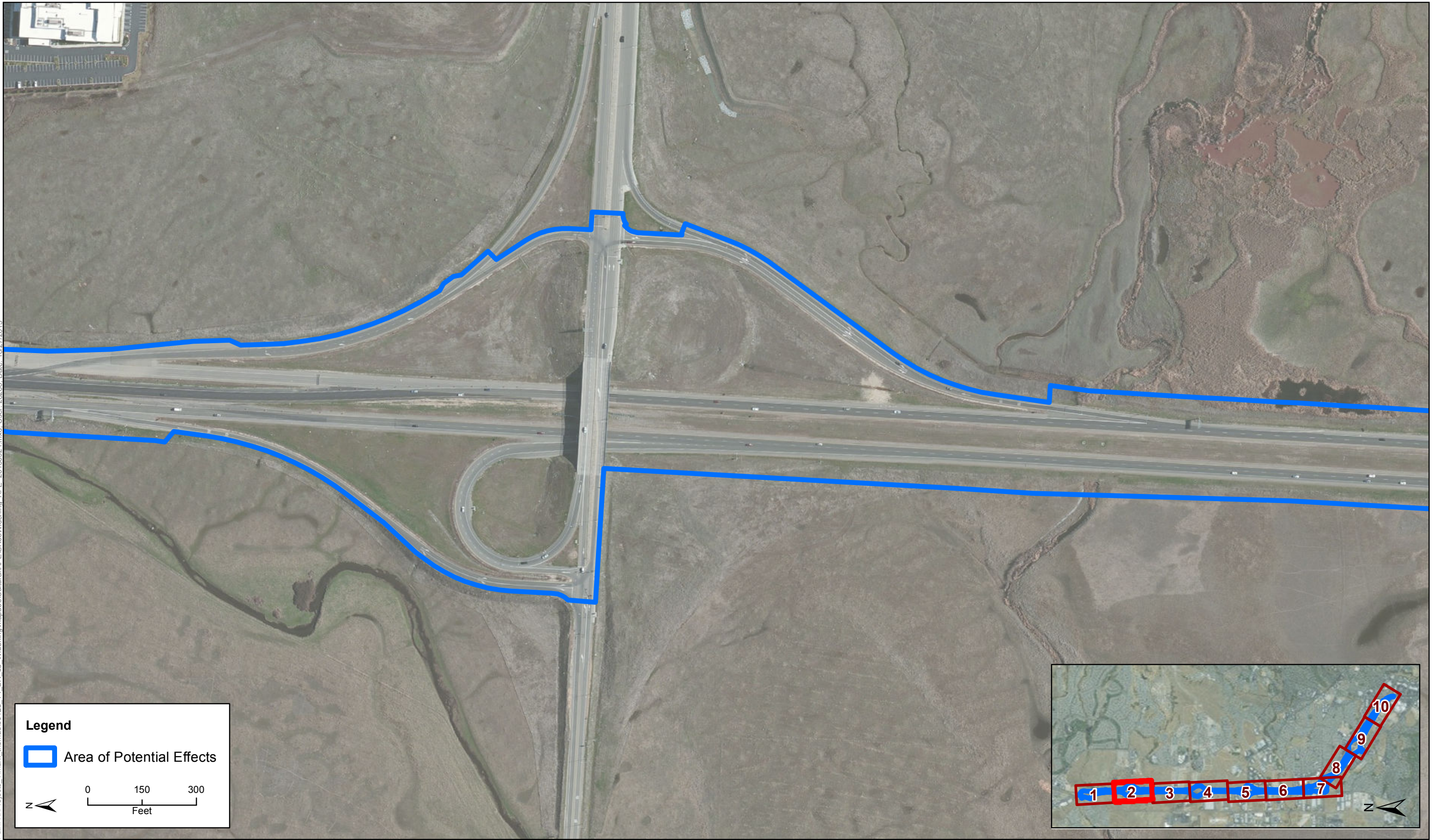
Figure 3 – Area of Potential Effects – Map Index
State Route 65 Capacity and Operational Improvements Project
03-PLA-65-PM 6.5/12.8 (EA 03-1F170/EFIS 0300001103)

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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 1 of 10

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 Area of Potential Effects


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Feet





Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 2 of 10

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 Area of Potential Effects

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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 3 of 10

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 Area of Potential Effects

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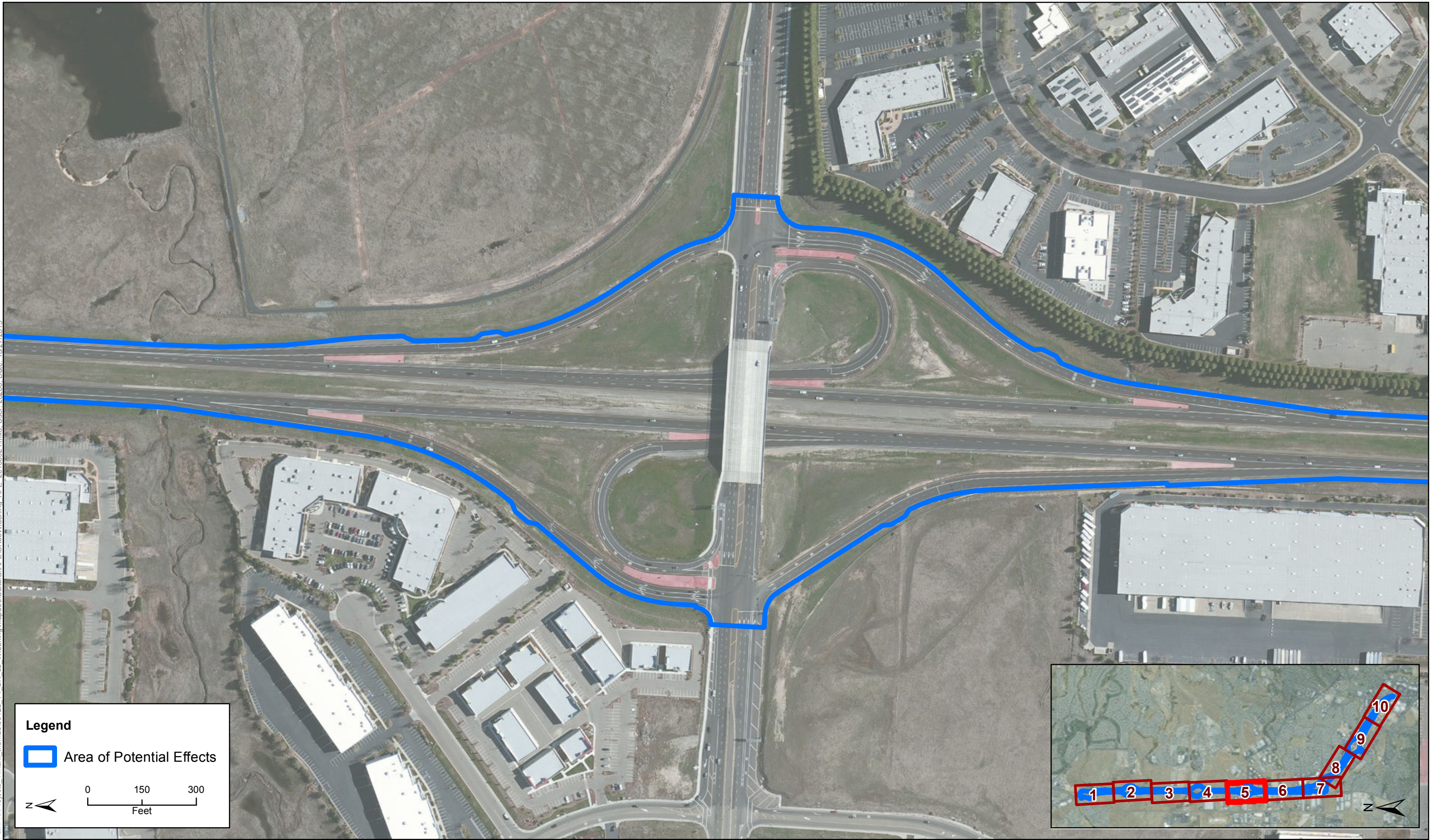





Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 4 of 10

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 Area of Potential Effects


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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 5 of 10

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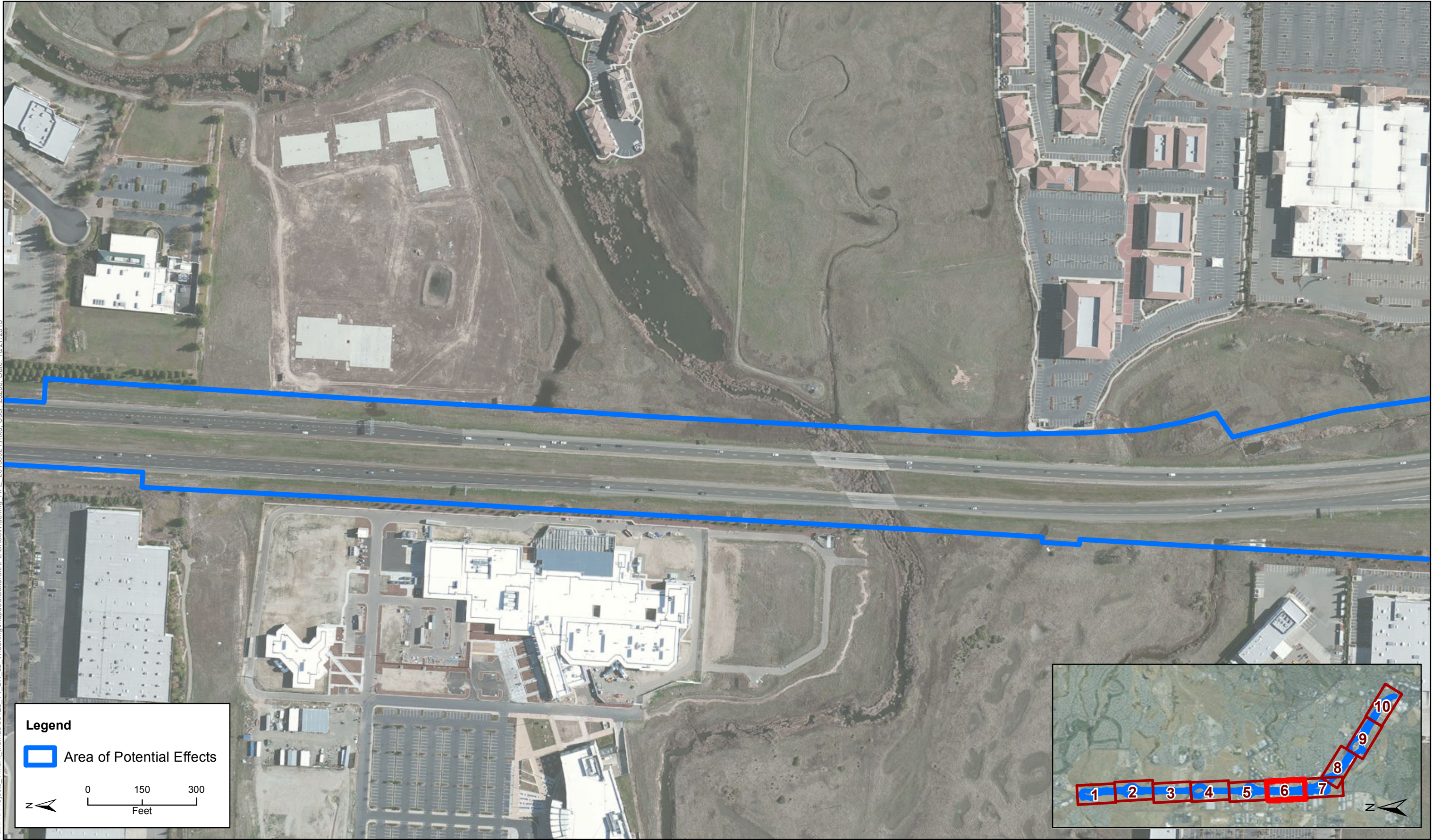


Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 6 of 10

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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 7 of 10

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 Area of Potential Effects


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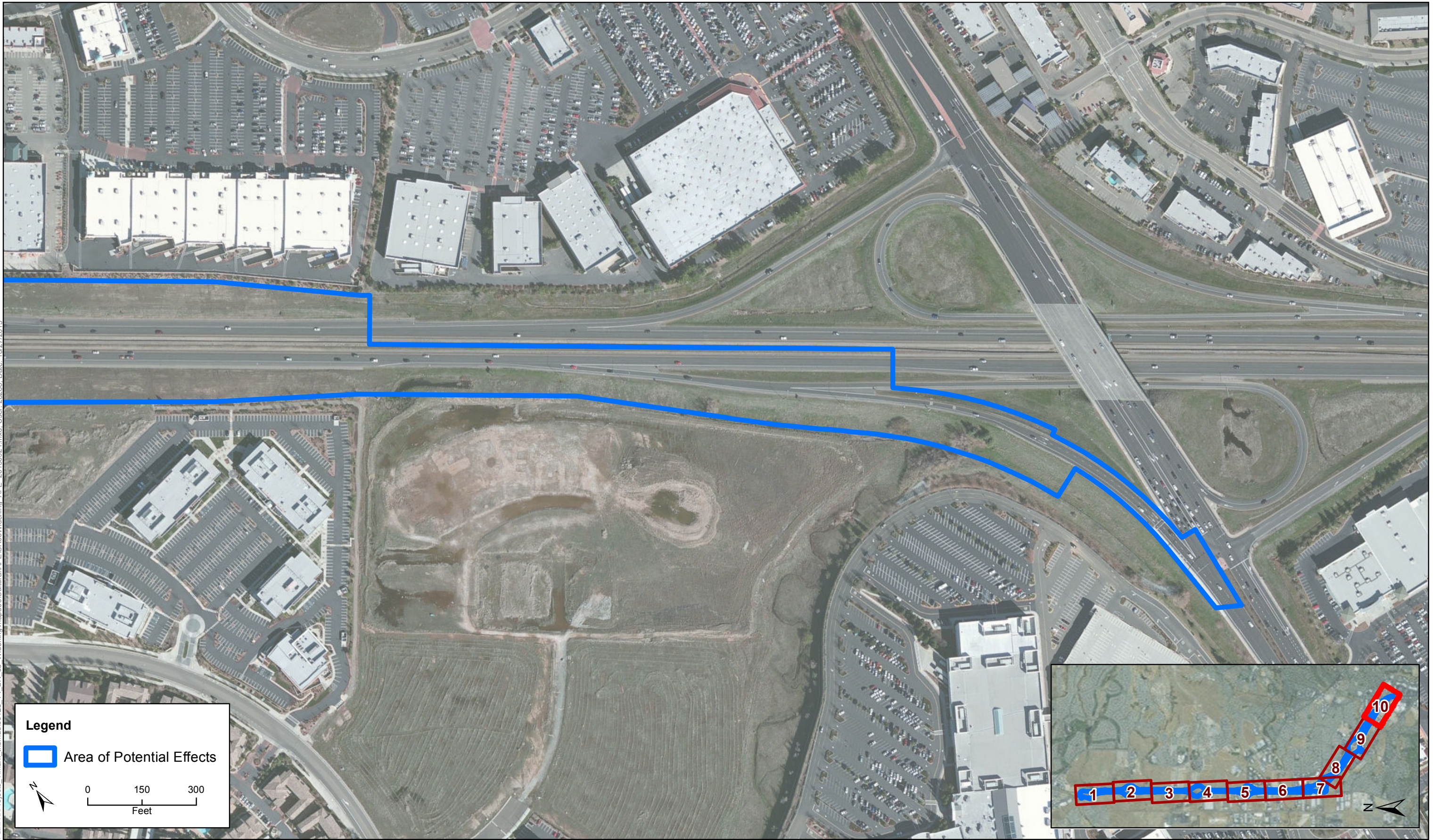
Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 8 of 10

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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 9 of 10

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 Area of Potential Effects


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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 10 of 10

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Area of Potential Effects

Soil Type and Landform Age

- Pre-Pleistocene aged
- Older Pleistocene aged
- Holocene aged to Historic-Modern

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Feet

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Figure 4 - Soil Types and Landform Ages - Sheet 1 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 0300001103

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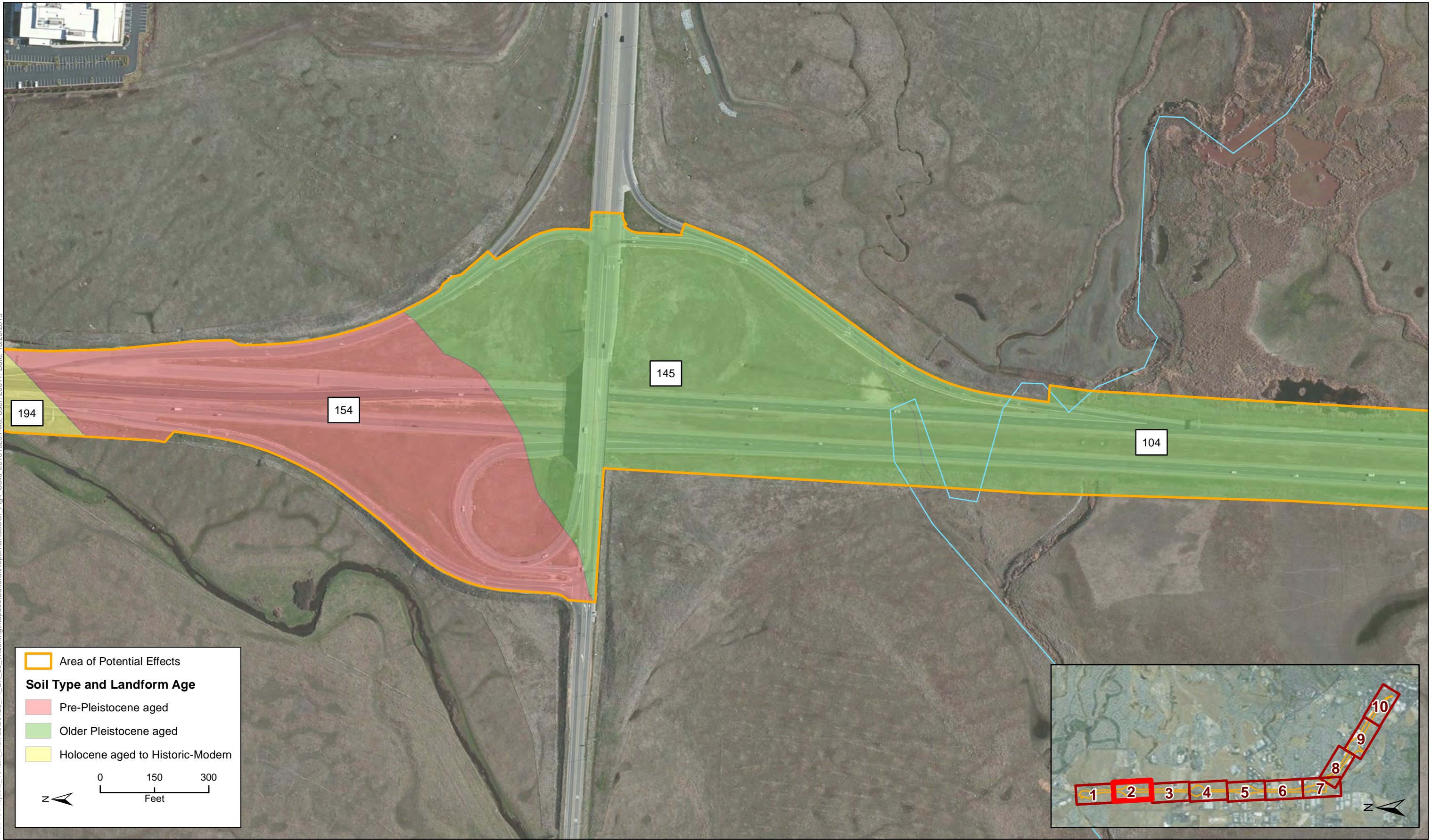


Figure 4 - Soil Types and Landform Ages - Sheet 2 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

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Figure 4 - Soil Types and Landform Ages - Sheet 3 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103



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Figure 4 - Soil Types and Landform Ages - Sheet 4 of 10
 SR 65 Capacity and Operational Improvements Project
 03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

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Figure 4 - Soil Types and Landform Ages - Sheet 5 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

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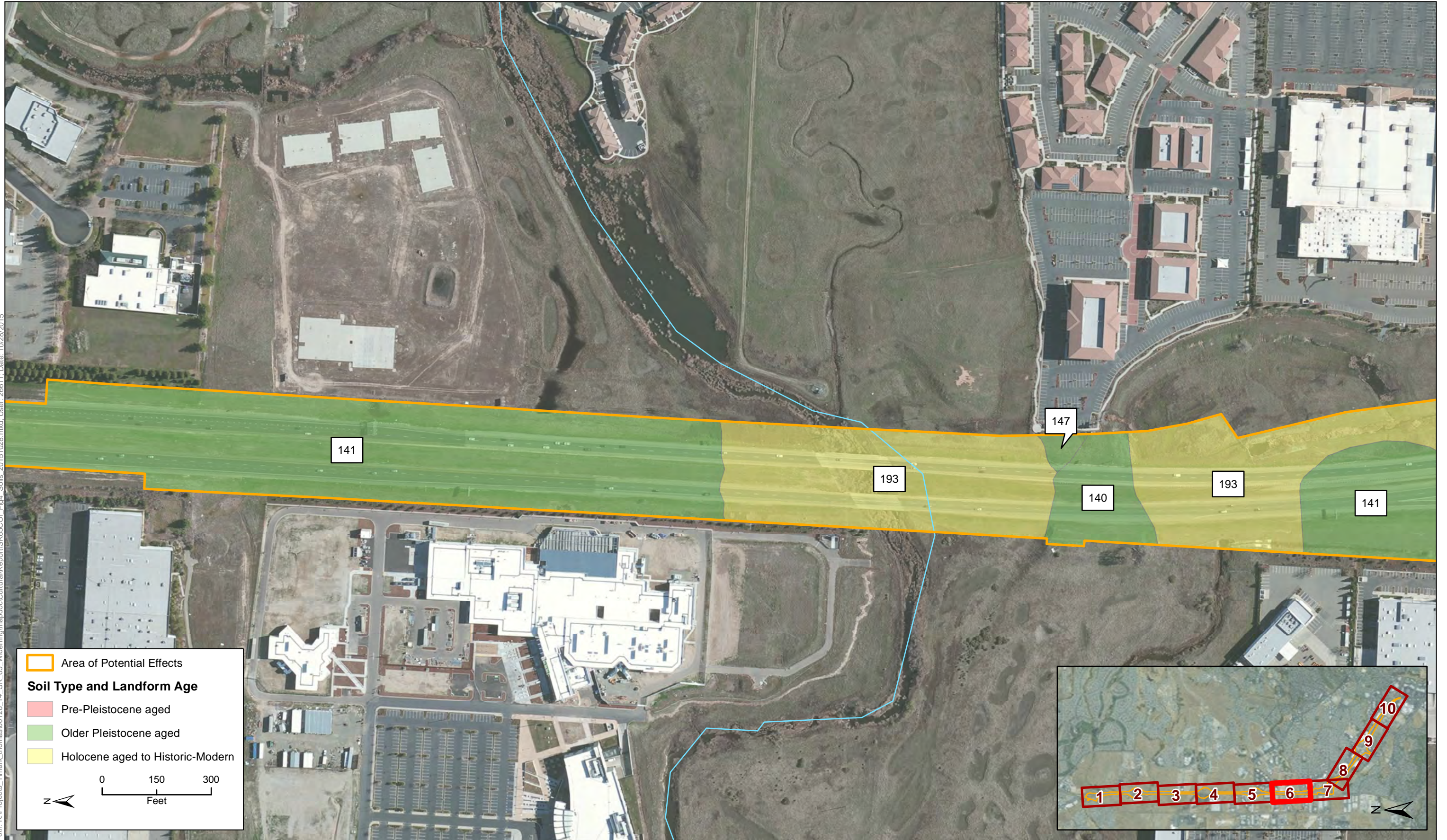


Figure 4 - Soil Types and Landform Ages - Sheet 6 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

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Figure 4 - Soil Types and Landform Ages - Sheet 7 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 0300001103

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Figure 4 - Soil Types and Landform Ages - Sheet 8 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

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Figure 4 - Soil Types and Landform Ages - Sheet 9 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

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Figure 4 - Soil Types and Landform Ages - Sheet 10 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

Attachment B
Archaeological Survey Report

ARCHAEOLOGICAL SURVEY REPORT FOR THE SR 65 CAPACITY AND OPERATIONAL IMPROVEMENTS PROJECT, PLACER COUNTY, CALIFORNIA

03-Pla-65, PM R6.2 to 12.8, EA 03-1F170, E-FIS 0300001103

PREPARED FOR:

Mark Thomas & Company
Andy Lee, P.E.
7300 Folsom Blvd., Suite 203
Sacramento, CA 95826

PREPARED BY:



Date: February 17, 2016

Robin Hoffman, Archaeologist
Co-PI – Prehistoric Archaeology
630 K Street, Suite 400
Sacramento, CA 95814

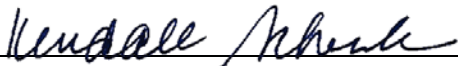
REVIEWED BY:



Date: 3-18-16

William Larson
PQS PI – Prehistoric Archaeology
Environmental Management M3, Caltrans District 3

APPROVED BY:



Date: 3-18-16

Kendall Schinke, Chief
Environmental Management, S1 Branch
California Department of Transportation

USGS Topo: Roseville, California (7.5' series)

Acreage: 390

Resources: None present; Identified during records search: CA-PLA-433, CA-PLA-625, CA-PLA-647H, CA-PLA-1119, CA-PLA-1122H, CA-PLA-1124H, CA-PLA-1125H, CA-PLA-1148H, P-31-000082, P-31-001454, P-31-001455, P-31-001456, P-31-001459, P-31-002479, P-31-002905

February 2016

ICF International. 2016. *Archaeological Survey Report for the SR 65 Capacity and Operational Improvements Project, Placer County, California*. February. (00128.14). Sacramento, CA.
Prepared for Mark Thomas and Company, Sacramento, CA, and the California Department of Transportation, District 3. Marysville, CA.

Summary of Findings

The California Department of Transportation (Caltrans), in cooperation with the Placer County Transportation Planning Agency (PCTPA), Placer County, and the Cities of Roseville, Rocklin, and Lincoln, proposes to widen State Route (SR) 65 from north of Galleria Boulevard/Stanford Ranch Road to Lincoln Boulevard (from post miles 6.2 to 12.8) to reduce current and future traffic congestion, improve operations and safety, and comply with current Caltrans and local agency design standards. The project, SR 65 Capacity and Operational Improvements Project (project), is subject to State and federal environmental review requirements because the use of federal funds from the Federal Highway Administration is proposed. Accordingly, project documentation is being prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the lead agency under both NEPA and CEQA. Project Expenditure Authorization is 03-1F170 and E-FIS is 0300001103.

This report documents an archaeological study conducted for the project. This study was conducted in compliance with the *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of Federal-Aid Highway Program in California (January 2014) (2014 PA)* for NEPA purposes, and in accordance with industry standards for similar projects in the region. The study included an archival records search, coordination with the California Native American Heritage Commission (NAHC), and an intensive archaeological field survey. The purpose was to identify and record cultural resources within the Area of Potential Effects (APE) and to assess whether cultural resources might be adversely affected by the project.

A records search at the North Central Information Center (NCIC) at California State University, Sacramento, indicated that 16 cultural resources (eight historic-period archaeological, seven prehistoric archaeological, and one archaeological of an undetermined age) were previously recorded in the APE, and that an additional 37 cultural resources were previously recorded within 0.25 mile of the APE. The records search also indicated that 34 previous cultural resources studies have been conducted in portions of the APE, and that 19 other previous cultural resources studies have been conducted within 0.25 mile of the APE.

The results of a records search of the NAHC's Sacred Lands File (SLF) for the APE indicated that the NAHC has no record of any Native American cultural resources in the APE. The NAHC provided a list of 13 Native American contacts who may be interested in the project. ICF sent letters to these 13 contacts, informing them of the project and its proposed activities, and requesting the contacts to share information about potential cultural resources in or in the vicinity of the APE. Two response letters were received. A field visit was conducted with Marcos Guerrero and Jason Camp of the United Auburn Indian Community of the Auburn Rancheria (UAIC) on October 29, 2014. On September 25, 2015, Caltrans sent letters regarding project compliance with Assembly Bill 52 (AB 52) to all Native American contacts provided by the NAHC, requesting that they share information on any potential Tribal Cultural Resources, as defined by AB 52, that could be affected by the project. On October 7, 2015, Caltrans met with UAIC representatives regarding UAIC's concern that a potential Traditional Cultural Property could be affected by the project. UAIC has not shared any information regarding the potential resource. Consultation is ongoing and will continue throughout the life of the project.

In December 2014, ICF archaeologists conducted an archaeological survey of the APE. Intensive pedestrian survey methods were used, consisting of walking transects spaced at no more than 15 meters and visually inspecting the ground surface for cultural material. Areas with cut banks, exposed soils, or disturbance by rodents were closely inspected for cultural materials, as were all bedrock outcrops. Focused efforts were made to relocate the 16 previously recorded resources within the APE. All portions of the APE were surveyed.

No archaeological resources, newly or previously recorded, were identified in any portion of the APE during the survey. None of the three archaeological resources previously recorded in the APE that had not been formally evaluated for National Register of Historic Places (NRHP) eligibility (CA-PLA-1148H, P-31-000082, P-31-002479) were observed during the survey. All archaeological resources previously recorded in the APE appear to have been destroyed or displaced by modern development, including the 1980s construction of SR 65. Much of the APE has experienced intense ground disturbance from historic-period and modern urban development activities (e.g., road construction of roads). The APE maintains a low potential for buried archaeological sites overall, with an increased potential in areas adjacent to drainages and creeks.

In summary, this study concludes that no NRHP-eligible, NRHP-listed, or previously unevaluated archaeological resources are present in the APE. Additionally, a number of previous archaeological surveys have covered portions of the APE and the geoarchaeological analysis conducted for the current project shows that, overall, the APE has low potential for intact buried archaeological deposits with no surface manifestation.

If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

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Acronyms

APE	Area of Potential Effects
BP	years before present
Caltrans	California Department of Transportation
Central Valley	California Central Valley
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CRHR	California Register of Historical Resources
HOV	high-occupancy vehicle
I-80	Interstate 80
ICF	ICF International
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
NAHC	(California) Native American Heritage Commission
NB	northbound
NCIC	North Central Information Center
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
2014 PA	<i>First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of Federal-Aid Highway Program in California (January 2014)</i>
PA&ED	Project Approval and Environmental Document
PCTPA	Placer County Transportation Planning Agency
project	SR 65 Capacity and Operational Improvements Project [current project]
ROW	right-of-way
SACOG	Sacramento Area Council of Governments
SB	southbound
SCS	Sustainable Communities Strategy
Shingle Springs	Shingle Springs Band of Miwok Indians
SLF	Sacred Lands File
SR	State Route
THPO	Tribal Historic Preservation Officer
UAIC	United Auburn Indian Community of the Auburn Rancheria
USGS	U.S. Geological Survey

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Introduction

This report documents an archaeological study conducted for the SR 65 Capacity and Operational Improvements Project (project). This study was conducted in compliance with the *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of Federal-Aid Highway Program in California (January 2014)* (2014 PA) for National Environmental Policy Act (NEPA) purposes, and in accordance with industry standards for similar projects in the region. The study included an archival records search, coordination with the California Native American Heritage Commission (NAHC), an archaeological sensitivity analysis, and an intensive archaeological pedestrian survey. The purpose was to identify and record cultural resources within the Area of Potential Effects (APE) and to assess whether cultural resources might be adversely affected by the proposed project. The project Expenditure Authorization number is 03-1F170 and E-FIS number is 0300001103.

In December 2014, ICF International (ICF) archaeologists Pete Morris and Erik Allen, with oversight by ICF archaeologist Robin Hoffman, conducted an archaeological pedestrian survey of the portion of the APE. Maps of the project vicinity, project location, and APE are presented in Figures 1, 2, and 3, respectively, in Appendix A. All portions of the APE were surveyed. For the purposes of the California Department of Transportation (Caltrans), Mr. Hoffman is qualified as PQS equivalent to Co-Principal Investigator for Prehistoric Archaeology.

Project Description

Caltrans, in cooperation with the Placer County Transportation Planning Agency (PCTPA), Placer County, and the Cities of Roseville, Rocklin, and Lincoln, proposes to widen State Route (SR) 65 from north of Galleria Boulevard/Stanford Ranch Road to Lincoln Boulevard (6.6 miles, from post miles 6.2 to 12.8). This project has been assigned the Project Development Processing Category 4A for widening the existing freeway without requiring a revised freeway agreement.

The project is subject to both federal and state environmental review requirements. Caltrans is the lead agency under NEPA and under the California Environmental Quality Act (CEQA). The proposed project is included in the Sacramento Area Council of Governments' (SACOG) *Draft 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS) (Sacramento Area Council of Governments 2015) expected to be finalized and adopted by early spring of 2016. Engineering for the project is programmed in the SACOG *2015/2018 Metropolitan Transportation Improvement Program* (MTIP) (Sacramento Area Council of Governments 2014).

Project Background

SR 65 begins at its junction with Interstate 80 (I-80) and is an important interregional route serving both local and regional traffic. SR 65 generally runs north/south and is a major connector for both automobile and truck traffic originating from the I-80 corridor in the Roseville/Rocklin area to the SR 70/99 corridor in the Marysville/Yuba City area. SR 65 is a vital economic link from residential areas to shopping and employment centers in southern Placer County. It is also an important route for transporting aggregate, lumber, and other commodities. SR 65 is characterized by significant

growth in the industrial, commercial, and residential sectors. The southern Placer County region is one of the fastest growing areas in California, both in terms of housing and economic development.

SR 65 was constructed as a two-lane expressway in 1971. The Roseville Bypass from I 80 to Blue Oaks Boulevard was constructed in 1985. SR 65 from Blue Oaks Boulevard to Twelve Bridges Drive was widened to a four-lane facility in 1999. In 2009, the Caltrans Corridor System Management Plan for SR 65 identified major mobility challenges, including highway and roadway traffic congestion, lack of roadway capacity, and inadequate transit funding. A Supplemental Traffic Report was completed in June 2012 by Caltrans District 3 Office of Freeway Operations. The report indicated that the segment of SR 65 from Galleria Boulevard/Stanford Ranch Road to Lincoln Boulevard was experiencing operational problems caused by high peak-period traffic volumes, vehicles hours of delay, average speeds, travel time, and other traffic performance measures that were deteriorating as a result of increasing growth in the surrounding areas. In 2013, a Project Study Report-Project Development Support for Capital Support was approved for adding one vehicle lane in each direction in the median of SR 65 from 0.5 mile north of Galleria Boulevard/Stanford Ranch Road to Lincoln Boulevard.

PCTPA has identified the proposed project as a high-priority regional network project in its 2035 Regional Transportation Plan. This project is included in the South Placer Regional Transportation Authority Regional Traffic Congestion and Air Quality Mitigation Fee Program.

Related Projects

Related projects in the project area that require coordination with the proposed project include the following.

I-80/SR 65 Interchange Improvements Project

This proposed project consists of various modifications to I-80, SR 65, and the interchange at their junction. This project will terminate north of the Galleria Boulevard/Stanford Ranch Road interchange on SR 65, tying into the southern limits of the proposed SR 65 Capacity and Operational Improvements project. The proposed improvements to the I-80/SR 65 interchange include adding a high-occupancy vehicle (HOV) direct connector in each direction between I-80 and SR 65, replacing eastbound I-80 to northbound SR 65 loop connector with a flyover connector, widening the East Roseville Viaduct, replacing the Taylor Road overcrossing, and widening southbound SR 65 to westbound I-80 and westbound I-80 to northbound SR 65 connectors with associated auxiliary lanes and ramp realignments. The interchange project will be constructed in phases and coordination with SR 65 Capacity and Operational Improvements Project is required.

Whitney Ranch Parkway Interim Phase Project

This project is located in the City of Rocklin and Placer County along SR 65 between Sunset Boulevard and Twelve Bridges Drive. The project will provide a direct connection to Whitney Ranch Parkway from SR 65 to serve the communities of Rocklin and western Placer County. The interim phase will construct the SR 65/Whitney Ranch Parkway interchange and will include a three-lane SR 65 overcrossing, two-lane connection to the Whitney Ranch Parkway/University Avenue intersection, northbound SR 65 on and off-ramps, and a southbound SR 65 loop on-ramp. The project also would construct additional improvements along SR 65 including an auxiliary lane south of the new interchange to conform to the auxiliary lanes constructed with the SR 65/Sunset Boulevard interchange and provisions for ramp metering and an HOV preferential lane for each SR

65 on-ramp. The construction contract for this project was recently awarded and construction is underway. The project is estimated to be completed by 2016.

Placer Parkway Phase I Project

This project is Phase I of the Placer Parkway project. Phase I proposes to extend freeway access at SR 65 by building a new roadway connection west to Foothills Boulevard North. The Phase I project will modify the Whitney Ranch Interchange into an L-9 partial cloverleaf interchange by adding a diagonal southbound off-ramp and on-ramp as well as an eastbound Placer Parkway to northbound SR 65 loop on-ramp. The project will also widen the SR 65 overcrossing from a three-lane structure to a six-lane facility and extend Placer Parkway to the west as a four-lane facility. Ultimately, the Placer Parkway project would construct a new transportation facility connecting SR 65 in the Lincoln/Roseville/Rocklin area to SR 99 in Sutter County.

Northbound SR 65 Carpool Lane

A new lane on SR 65 northbound from the Galleria Boulevard/Stanford Ranch Road interchange to the Blue Oaks Boulevard interchange is planned as a future project and will be included in the next MTP update. For the purposes of this project, the new lane was assumed as a carpool/HOV lane and would connect to the carpool/HOV lanes proposed in the I-80/SR 65 interchange project.

Purpose and Need

Recurring morning and evening peak-period demand exceeds the current design capacity along SR 65, creating traffic operations and safety issues. These issues result in high delays and wasted fuel, all of which will be exacerbated by anticipated increases in traffic from future population and employment growth.

Projected growth along the SR 65 corridor in Roseville, Lincoln, Rocklin, and south Placer County will result in additional mainline congestion. SR 65 connects major regional routes and must operate efficiently in order to serve commuter traffic, goods movement, and regional traffic in south Placer County.

The primary purpose of the proposed project is to relieve existing mainline congestion by adding to mainline capacity. Additional capacity will also address planned and anticipated growth along the corridor and takes the regional mobility and economic development goals of the PCTPA into consideration. The project is expected to improve traffic operations and safety in this segment of the highway.

Project Alternatives

Two build alternatives and a No Build alternative are being considered for this project. The assessment of alternatives is based on 2040 design-year conditions. No decision on a preferred alternative will be made until all alternatives have been fully evaluated.

Both build alternatives described in this section would allow for inside highway widening as future projects along SR 65 from north of the Blue Oaks Boulevard interchange to Lincoln Boulevard. Both alternatives would accommodate the I-80/SR 65 project and take into consideration the carpool/HOV lane restrictions and weaving volumes from the carpool/HOV lanes proposed by the I-80/SR 65 project.

No Build Alternative

SR 65 within the project limits would maintain the existing lane configuration and no SR 65 mainline widening would be constructed. However, several related transportation capacity expansion projects are planned in the study area under construction year (2020) and design year (2040) conditions

Carpool Lane Alternative

This alternative adds a 12-foot carpool/HOV lane on southbound SR 65 in the median from north of Galleria Boulevard/Stanford Ranch Road interchange to Blue Oaks Boulevard interchange. The carpool/HOV lane would connect to the carpool/HOV lanes proposed as part of the I-80/SR 65 interchange project.

This alternative would also add one 12-foot general purpose lane in each direction of SR 65 from the Galleria Boulevard interchange to the Pleasant Grove Boulevard interchange; and an auxiliary lane in each direction of SR 65 from the Galleria Boulevard interchange to the Pleasant Grove Boulevard interchange, from the Blue Oaks Boulevard interchange to the Sunset Boulevard interchange, and from the Placer Parkway interchange to the Twelve Bridges Drive interchange.

Following the recommendation from the value analysis (VA) study, this alternative would also include ramp metering modifications for the slip on-ramps to a 2+1 configuration (2 metered lanes plus 1 carpool preferential lane) and a 1+1 (1 metered lane plus 1 carpool preferential lane) for loop on-ramps along SR 65 from the Galleria Boulevard interchange to Lincoln Boulevard. The southbound Pleasant Grove Boulevard slip and loop on-ramps, Blue Oaks Boulevard slip and loop on-ramps, and Lincoln Boulevard slip on-ramp would be modified to include these ramp metering changes.

General Purpose Lane Alternative

This alternative would add a 12-foot general purpose lane on SR 65 southbound from north of the Galleria Boulevard/Stanford Ranch Road interchange to the Blue Oaks Boulevard interchange, and another lane northbound from the Galleria Boulevard interchange to the Pleasant Grove Boulevard interchange. For added capacity on southbound SR 65, as recommended by the VA study, this alternative also includes an additional general purpose lane from the Galleria Boulevard interchange to the Pleasant Grove Boulevard interchange. This alternative also includes extending or adding auxiliary lanes and modifying slip and loop on-ramps for ramp metering as described in the Carpool Lane Alternative.

Alternatives Considered and Rejected

Mix Flow to Bus/Carpool Conversion (“Take-a-lane”) Alternative

This alternative converts an existing lane for carpool/HOV use within the project limits. This alternative is reviewed and rejected for not being in line with the primary purpose of relieving congestion and for its infeasibility on an existing four-lane highway (two lanes in each direction).

Common Design Details of the Build Alternatives

The two build alternatives include the following components.

Highway Widening

Median widening for additional general purpose or carpool lanes consists of removing existing inside shoulders and paving the median and giving it a standard cross slope. From Galleria Boulevard to Blue Oaks Boulevard, median widening includes removing the existing three beam barrier, paving the entire median, and installing concrete barrier at the center divider. The existing drainage systems, which currently collect the runoff within the median and carry it into the existing cross culverts, would be abandoned, removed, or modified.

The paved median would generate new impervious area for the runoff to sheet flow across the travel way to the outside shoulder. On areas with fill material, runoff would be collected by the toe ditch or gutter and carried to the existing channel or waterway. On cut material, runoff would be channelized by the asphalt concrete dike on the edge of the roadway shoulder and discharged to the ditch or toe gutter through an overside drain. At shoulder cut locations, the water spread would be checked to see if drainage inlets are needed to avoid water spread encroaching into the freeway edge of travel way. The new roadway drainage system would connect the inlets and pipe down the ditch or toe gutter. Most of the existing ditch or toe gutter would remain to collect runoff, except for segments affected by outside widening for auxiliary lanes; those segments would be replaced or reconstructed. To minimize downstream effects, the proposed project would maintain the existing drainage pattern, which ultimately drains toward two waterways—Pleasant Grove Creek and Orchard Creek.

The median widening along southbound SR 65 would provide standard 10-foot inside shoulders. Along northbound SR 65, the inside paving is limited to a hot mix asphalt overlay for roadway cross-slope correction. The inside shoulder on northbound SR 65 would retain its nonstandard width of 5 feet. Justification for the nonstandard inside shoulder width would be documented in the exceptions to Caltrans' mandatory design standards.

Auxiliary lanes would be constructed by widening the existing pavement to the outside, including the replacement of existing outside shoulder with standard cross slope and side slopes of 4:1 or flatter for the fill for most of the corridor, to meet the minimum requirements specified in the Caltrans Highway Design Manual (California Department of Transportation 2015). Segments along the corridor between Stanford Ranch Road and Pleasant Grove Boulevard and between the Whitney Ranch Road and Twelve Bridges Drive interchanges would require side slope of 3:1 or steeper, with a 30-foot clear recovery zone to avoid encroaching beyond existing right of way and wetlands or overfilling existing drainage ways. These areas along the corridor would require exceptions to Caltrans advisory design standards.

A tie-back wall would be needed at the Pleasant Grove Boulevard interchange to accommodate the highway and ramp widening. A segment on southbound SR65 between the Whitney Ranch Road and Twelve Bridges Drive interchanges would require a cut slope of 3:1 to avoid encroaching into existing right of way; slopes at 3:1 or flatter are considered traversable, but would need approval from Caltrans Landscape.

Pleasant Grove Creek Bridge Widening

Both the northbound and southbound bridges over Pleasant Grove Creek would be widened to accommodate the auxiliary lanes. The widened bridge structures would be similar structure types to the existing bridges, which are reinforced concrete slab bridges with piles. Pile driving within the creek is anticipated.

Utility Relocations

Overhead electric facilities run parallel along northbound SR 65 outside of State right of way. At Pleasant Grove Creek, the overhead line turns east-west and crosses over SR 65. The overhead electric hangs over both the Pleasant Grove Creek bridges that are proposed for widening. The proximity of the overhead line may conflict with bridge foundation activities during construction. The overhead line may therefore need to be temporarily relocated outside of the creek area to accommodate widening the Pleasant Grove Creek bridges.

Cross Culvert Extension

A number of culverts cross the SR 65 corridor. Most of the cross culverts would not be affected by the proposed project because they are of adequate length. A few of the culverts are short and would need to be extended to accommodate the proposed auxiliary lanes along the corridor. The following culverts would be extended.

- Double 72-inch reinforced concrete pipe between Galleria Boulevard and Pleasant Grove Boulevard.
- Double 10-foot x 5-foot reinforced concrete box culvert between Blue Oaks Boulevard and Sunset Boulevard.
- 7-foot x 5-foot reinforced concrete box culvert between Placer Parkway and Twelve Bridges Drive.

Staging/Laydown Areas

No specific staging/laydown areas have been identified. However, the contractor may utilize areas within the existing median and areas between the main line and interchange on- and off-ramps for staging or laydown.

Construction Equipment and Techniques

Equipment that would be used for construction includes graders, excavators, drilling rigs, cranes, pavers, compactors, and various types of construction vehicles. Project design and construction would incorporate the following standard construction measures.

- A preliminary site-specific geotechnical report and initial site assessment will be prepared and will be incorporated into the project's final design. If contaminated soil or groundwater, or suspected contamination, is encountered during construction, work will be halted in the area and the type and extent of the contamination identified. A qualified professional, in consultation with Caltrans, will then develop an appropriate method to remediate the contamination.
- A site-specific storm water pollution prevention plan will be prepared for the construction.
- Fugitive dust emissions during construction will be minimized by applying water frequently from water trucks. Fugitive dust emissions from wind erosion of inactive areas disturbed by construction activities will also be controlled by applying water. Chemical dust suppressants will not be used unless approved for direct application to surface waters.
- The contractor will be required to install temporary Best Management Practices (BMPs) to control any runoff or erosion from the project site, into the surrounding waterways. These temporary BMPs will be installed prior to any construction operations and will be in place for the duration of the contract. Removing these BMPs will be the final operation, along with the project site cleanup.

Construction Access

Temporary construction easements may be required for the contractor to access construction areas. Access to construction areas would be from the interchanges at Pleasant Grove Boulevard, Blue Oaks Boulevard, Sunset Boulevard, Placer Parkway/Whitney Ranch Boulevard, Twelve Bridges Drive, and Lincoln Boulevard. Two lanes in each direction on SR 65 are anticipated to remain open to traffic for the majority of project's duration.

Area of Potential Effects

Because it has been determined that the APE for both direct and indirect effects for the project is the same, the term *APE* is synonymous with *Direct APE*, *Indirect APE*, and *archaeological APE* in this report. ICF, in consultation with Caltrans, established the project APE in accordance with the 2014 PA, Stipulations VI.B.8, VIII.A, and Attachment 3.

The APE for the project consists of both the horizontal and vertical maximum potential extent of direct and indirect impacts resulting from the project. Figure 3, in Appendix A, illustrates the APE. The horizontal APE encompasses the project footprint and includes those areas of new construction, easements, utilities, and operations-related activities associated with the project. The vertical APE is the maximum extent of ground disturbance within the horizontal APE (i.e., ground surface to maximum depth of soil disturbance). The vertical APE varies by project component, with the maximum depth of excavation for the majority of the APE being 4 feet. Deeper excavation would be required for cut slopes and would occur at the following locations within the APE.

- Approximately 1,500 feet along northbound and southbound SR 65 between the Galleria Boulevard/Stanford Ranch Road and Pleasant Grove Boulevard interchanges – *Approximately 10.5 feet deep maximum ground disturbance.*
- Along southbound off-ramp, northbound off-ramp and SR 65 northbound at the Pleasant Grove Boulevard interchange/overcrossing – *Approximately 14 feet deep maximum ground disturbance.*
- Northbound SR 65, immediately north of Blue Oaks Boulevard overcrossing – *Approximately 32 feet deep maximum ground disturbance.*
- Approximately 1,500 feet of SR 65 between Whitney Ranch Road and Twelve Bridges Drive – *Approximately 27.5 feet deep maximum ground disturbance.*

Methods and Results

Records Search

In September 2014, by ICF request, the staff of the North Central Information Center (NCIC) at California State University, Sacramento, the California Historical Resources Information System (CHRIS) repository covering Placer County, conducted a cultural resources records search. The records search was conducted following guidance provided in Caltrans Standard Environmental Reference (California Department of Transportation 2015:5:7-8). The purpose was to identify any previously recorded cultural resources inside or within 1 mile of the APE and to assess the potential for cultural resources in the APE. Also included in the search were those cultural resources studies that have been conducted inside or within 1 mile of the APE. Following Caltrans' guidance, copies

were obtained of only those previously recorded resources located in or within 0.25 mile of the APE. The following discussion focuses on the results obtained within those limits.

The records search was performed on data from the following sources.

- All available cultural resource survey and site records on file at the NCIC.
- National Register of Historic Places (1988 and computer listings 1966 to 2008).
- California Register of Historical Resources (2008 to present).
- California Inventory of Historic Resources (1976).
- California State Historical Landmarks (1996).
- California State Points of Historical Interest (1992).
- Historic building surveys.
- Office of Historic Preservation Archaeological Determinations of Eligibility.
- Caltrans Bridge Survey.
- Historical maps.
- Local inventories.
- Plat maps.

The results of the records search were provided in the following forms.

- Mapped locations of previously recorded archaeological resources.
- Mapped locations of previously recorded architectural resources.
- Mapped locations of previous cultural resources studies.
- Copies of resource records for previously recorded archaeological resources.
- Copies of resource records for previously recorded architectural resources.
- Copies of reports from previous studies.

Tables 1 and 2 provide summaries of the previously recorded cultural resources and previous cultural resources studies identified during the records search. Site records for resources previously recorded as being located within the APE are in Appendix B.

Previously Recorded Cultural Resources

The NCIC has 16 previously recorded cultural resources within the APE and an additional 37 previously recorded cultural resources within 0.25 mile of the APE (Table 1). NCIC site records for the previously recorded resources in the APE are provided in Appendix B. The previously recorded resources within the APE consist of eight historic-period resources, seven prehistoric resources (two of which are isolates), and one resource of an undetermined age. All but three of these resources have been determined not eligible for listing on the National Register of Historic Places (NRHP). Documentation of State Historic Preservation Officer concurrence for NRHP eligibility is included in Appendix C of this document.

The eight historic-period resources located in the APE, according to the records search, include a rock fenceline (CA-PLA-1122H), rock walls/fencelines (CA-PLA-647H), five road segments (CA-PLA-1123H, CA-PLA-1124H, CA-PLA-1125H, P-31-001459, CA-PLA-1148H), and a survey marker (P-31-002479). All of these resources, except for CA-PLA-1148H and P-31-002479, were previously evaluated and determined not eligible for listing on the NRHP. The three resources mentioned above have not been formally evaluated for NRHP eligibility.

The seven prehistoric resources in the APE, according to the records search, include three sites with bedrock mortars (BRMs) and no artifacts (CA-PLA-433, P-31-001456, P-31-002905), one site with BRMs and a metate (CA-PLA-625), two groundstone isolates (P-31-001454, P-31-001455), and a cobble concentration originally recorded as a prehistoric site with cupules and artifacts (CA-PLA-1119). All of these sites were previously evaluated and determined not eligible for listing on the NRHP.

The resource of undetermined age in the APE (P-31-000082), according to the records search, was recorded as a “large volcanic rock casing with smaller rocks filling the cavity” located “right in the middle of the Highway 65 bypass route.” No record of an NRHP-eligibility evaluation or determination of eligibility was found during research for the current study. However, the resource is mapped at a location directly in the current SR 65 alignment and was almost certainly destroyed during construction of the highway.

Table 1. Cultural Resources Previously Recorded as in the APE

Primary (P-31-)	Trinomial (CA-PLA-)	Age	Description	Previous NRHP DOE ^{&}	Recorder
000009	1119	Prehistoric (disputed)	Cupules with artifacts (later disputed)	Not eligible	Roop 1978 (upd. 1990, 1994, 2012)
000022	1122H	Historic	Rock fenceline	Not eligible	Roop 1978 (upd. 1994)
000082	[None]	unknown	Volcanic rock casing	none	Russo 1991 (from Foster & Foster 1982)
000559	433	Prehistoric	BRMs	Not eligible	Brown-Sampson & Sampson 1982
000751	625	Prehistoric	BRMs and metate	Not eligible	Jenkins 1986 (upd. 1994)
000773	647H	Historic	Rock walls and fence lines	Not eligible	Hildebrandt 1978 (upd. through 2012)
001450	1123H	Historic	Historic Highway 99 alignment	Not eligible	Derr & Derr 1994
001451	1124H	Historic	Dirt road segment	Not eligible	Derr & Derr 1994 (upd. 2012)
001453	1125H	Historic	Road alignment (no longer visible)	Not eligible	Derr & Derr 1994 (upd. 2012)
001454	[None]	Prehistoric	Isolate milling stone (not found at revisit)	Not eligible	Derr & Derr 1994 (upd. 2007)
001455	[None]	Prehistoric	Isolate metate (not found at revisit)	Not eligible	Derr & Derr 1994 (upd. 2007)
001456	[None]	Prehistoric	BRMs	Not eligible	Derr & Derr 1994
001459	[None]	Historic	Dirt road segment	Not eligible	Derr & Derr 1994
001482	1148H	Historic	Asphalt road segment	none	Cultural Resources Unlimited 1997
002479	[None]	Historic	Survey marker	none	Windmiller 2004
002905	[None]	Prehistoric	BRMs	Not eligible	Offerman & Noble 1990 (upd. 2013)
^{&} Determination of Eligibility BRM - bedrock mortar					

Previous Studies

According to the records search, 34 previous cultural resources studies have been conducted within portions of the APE, and 19 additional previous cultural resources studies have been conducted

within 0.25 mile of the APE. The studies have ranged from archaeological reconnaissance surveys for CEQA compliance to testing and evaluation for NRHP/NEPA compliance. Table 2 lists the previous studies conducted in the APE.

Table 2. Previous Cultural Resources Studies Conducted within the APE

Report #	Date	Author(s)	Title
254	1986	Peak & Associates	<i>Cultural Resource Assessment of the Sunset Motor Sports Park, Placer County, California</i>
257	1986	Peak & Associates	<i>Cultural Resource Assessment of the Cemo Industrial Park, Placer County, California</i>
367	1982	Foster & Foster	<i>An Archeological Reconnaissance of the Diamond Oaks North Property, Placer County, California</i>
368	1981	Foster & Foster	<i>An Archeological Reconnaissance of the Roseville - Placer County - Rocklin West Sewer Assessment District</i>
452	1978	Roop	<i>An Archeological Evaluation of 1100 Acres Near Roseville</i>
562	1980	Peck	<i>An Archeological Reconnaissance of the Route 65 Bypass, Placer County, CA</i>
2079	1989	PAR Environmental	<i>Cultural Resources Inventory and Evaluation for Bechtel Investments Site Assessment, North Roseville, Placer County, California</i>
2269	1993	Peak & Associates	<i>Test Excavation of CA-PLA-426, A Prehistoric Site in Sunset West, City of Rocklin, California</i>
2467	2000	Fernandez & Hilton	<i>Archaeological Survey Report for 3301 Industrial Avenue, Rocklin, Placer County, California</i>
2944	2001	Jensen & Jensen	<i>Arch. Inventory Survey: Proposed 270 Acre Lincoln Development Project, Adjacent to the West Side of Highway 65 South of Lincoln, Placer County, CA</i>
3795	2001	Pastron	<i>Historical and Cultural Resource Assessment Proposed Telecommunications Facility Whitney, Site No. SA-206-02 3301 Industrial Avenue Placer County, California</i>
3827	1982	Chavez	<i>Cultural Resources Evaluation For The Rocklin West Master Environmental Impact Report And The Northwest Rocklin Master Environmental Impact Placer County, California</i>
3829	1997	Foster	<i>An Archaeological Reconnaissance Of The Placer Industrial Park and Whitney Business Park Placer County, California</i>
3833	1982	Wiant	<i>Archaeological Reconnaissance Of The Proposed Roseville Bypass Project 03-Pla-65, 03207-242900</i>
3839	1991	Peak	<i>Sunset West Annexation</i>
3841		Derr	<i>A Cultural Resources Study for The Twelve Bridges/State Route 65 Interchange And Widening, Placer County, California 'Pear' Review Process</i>
3855	2002	Maniery	<i>Cultural Resources Inventory Of Highway 65 Self Storage Project Placer County, California</i>
3866	1996	Derr	<i>A Cultural Resources Study for The Twelve Bridges/State Route 65 Interchange And Freeway Widening Placer County, California</i>
3867	1998	Norton	<i>Historic Property Survey Report and Finding of No Effect for State Route 65 Widening Project Placer County, California</i>
3868	1996	Jackson	<i>Final Cultural Resources Inventory And Evaluation Report Twelve Bridges Project Lincoln, Placer County, California</i>
3873	1986	Foster et al.	<i>An Archaeological Survey And Assessment Of Cultural Resources On The Placer Ranch Placer County, California</i>
3875	1997	Derr	<i>Bill Graham Presents Placer County Amphitheater: Cultural Resource Survey Report</i>

Report #	Date	Author(s)	Title
4051	1994	Caltrans	<i>Finding of Effect for the Proposed Route 65 Modification Study near Lincoln, Placer County, California</i>
4058	2001	Dougherty	<i>Historic Property Survey Report Route 65 Widening, Placer County, California</i>
6055	2004	ECORP Consulting	<i>Cultural Resources Inventory for Roseville Commerce/Auto Center</i>
6056	2004	ECORP Consulting	<i>Cultural Resource Inventory for Rocklin High School-Northwest Rocklin</i>
6091	2004	Jensen & Jensen	<i>Archaeological Inventory Survey for Proposed Development Adjacent to Hwy 65</i>
6093	2004	Windmiller	<i>Cultural Resources Inventory and Evaluation for UCD HS Medical Center</i>
6095	2003	Caltrans	<i>Historic Resources Compliance Report</i>
6841	2005	Peak	<i>Determination of Eligibility and Effect for the Empire West Project Area Placer County, CA</i>
7890	2004	Holman	<i>Results of an Archaeological Field Inspection of the Twelve Bridges Lot 27 / Resultant Lot 2 Project Area, Lincoln, California</i>
8967	2007	Waechter et al.	<i>Cultural Resources Inventory for the Sacramento River Water Reliability Study, Sacramento and Placer Counties, California</i>
9326	2008	Leach-Palm	<i>Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba Counties</i>
11361	2012	Windmiller	<i>Lincoln 270 and Lincoln 270 Off-Site Mitigation Area Cultural Resources Inventory & Evaluation Placer County, California</i>

Native American Consultation

On August 20, 2014, ICF requested, by email with attached formal request form and map, a records search of the NAHC Sacred Lands File (SLF) for the APE and a list of Native American representatives who may be able to provide information about resources of concern to them located within or adjacent to the APE. The NAHC replied to Mr. Hoffman with the results of the SLF records search on August 26, 2014, stating that the SLF contains no record of any Native American cultural resources in or in the immediate vicinity of the APE, and providing a list of Native American contacts who may be interested in the project. On August 28, 2014, ICF sent letters to all Native American contacts provided by the NAHC. The letters included information on the project and requested that the contacts share any information they so desire regarding potential cultural resources in or in the vicinity of the APE.

On September 4, 2014, Shingle Springs Band of Miwok Indians (Shingle Springs) Tribal Historic Preservation Officer (THPO) Mr. Daniel Fonseca replied to Mr. Hoffman by letter, stating that Shingle Springs is not aware of any known cultural resources in the project vicinity and requesting that he be provided with updates during the life of the project.

Mr. Marcos Guerrero of the United Auburn Indian Community of the Auburn Rancheria (UAIC) responded to Mr. Hoffman in an email dated September 4, 2014, requesting more information on the project and any survey/testing reports and GIS files. Mr. Hoffman responded to Mr. Guerrero by email on September 12, 2014, informing him of the project status. Mr. Guerrero responded the same day by email, copying Caltrans District 3 Environmental Planner Ms. Erin Dwyer, suggesting that a field visit be conducted. After a brief follow up email from Ms. Dwyer to Mr. Guerrero on September 15, 2014, Mr. Guerrero replied by email to Ms. Dwyer and Mr. Hoffman on September 16, 2014 requesting a meeting and field visit. On October 13, 2014, Caltrans District 3 Environmental Planner

Mr. Bill Larson emailed Mr. Guerrero, copying Mr. Hoffman, asking for availability to conduct a field visit.

On October 29, 2014, a field visit was conducted with Mr. Larson, Mr. Hoffman, and UAIC THPO Mr. Jason Camp. During the visit, maps of the project and details on project design were reviewed and the UAIC representatives shared sensitivity maps of known cultural resources in the areas. Mr. Hoffman shared the results of the NCIC records search with all parties present. At the end of the site visit, the UAIC representatives stated that they would like to send a representative to accompany the archaeologists during the archaeological pedestrian survey, and that they were concerned with sites P-31-000751, P-31-002905, and P-31-000558, in addition to several other areas with no previously recorded sites. ICF invited UAIC representatives to participate in the survey, but no UAIC representative assisted in the survey.

On September 25, 2015, Caltrans sent letters regarding project compliance with Assembly Bill 52 (AB 52) to all Native American contacts provided by the NAHC. These letters provided project information, requested information on any potential Tribal Cultural Resources, as defined by AB 52, that could be affected by the project, and indicated that the letters constituted initiation of consultation for AB 52 purposes. Mr. Daniel Fonseca (Shingle Springs) responded by letter on October 6, 2015, stating that Shingle Springs is not aware of any cultural resources in the APE. On October 5, 2015, Mr. Guerrero (UAIC) responded by email stating that UAIC has identified cultural resources in the APE and requested a meeting to discuss the resources and the project. Mr. Larson (Caltrans) met with Mr. Guerrero (UAIC) and Mr. Camp (UAIC) at UAIC's tribal office on October 7, 2015. Mr. Guerrero and Mr. Camp stated that UAIC considers the SR 65 corridor to be a Traditional Cultural Place and that UAIC is gathering information to support this. Also, UAIC requested that Native American-inspired stylistic elements be added to the project design to reflect the Native American presence in the area. Mr. Larson stated that Caltrans would discuss this with PCTPA to see if any such incorporations could be made into project design. UAIC has not provided any additional information regarding the presence of a potential Traditional Cultural Property or Tribal Cultural Resource that could be affected by the project.

No additional consultation has been conducted to date. Consultation is ongoing and will continue throughout the life of the project. Native American groups and individuals will be kept apprised of any developments concerning cultural resources. Results of additional consultation will be included in future versions of this Archaeological Survey Report, if such versions are required.

Documentation of Native American and NAHC correspondence to date is presented in Appendix C.

Background

Ethnography

The Nisenan, speakers of a Maiduan language, occupied the area in the vicinity of the project at the time of Euro-American contact (Wilson and Towne 1978:387). The Maiduan family of languages is part of the Penutian stock (ShIPLEY 1978:82–83). Penutian speakers occupied the California Central Valley (Central Valley), Central Sierra Nevada, and the San Francisco Bay area at the time of Euro-American contact. The Nisenan occupied the lower Feather River drainage and the drainages of the Yuba, Bear, and American Rivers. The traditional use area boundary with the Miwok to the south was near the Cosumnes River. The western boundary was the Sacramento River, and the eastern boundary was the crest of the Sierra Nevada (Wilson and Towne 1978:387; Kroeber 1925 [1976]:Plate 37).

The principal Nisenan villages and associated smaller settlements were grouped into territories with total populations of between 20 and 500 individuals (Wilson and Towne 1978:388). Families in each territory controlled specific oak groves and fishing sites. A headman who lived in the principal village arbitrated disputes, directed festivities, provided advice, and consulted with family leaders. His authority was limited, however, as it depended upon the support of the family leaders and the shamans (Wilson and Towne 1978:393).

In the Central Valley, principal villages were located on low natural rises along rivers and streams. With respect to the current project vicinity, the nearest documented ethnographic villages include *Pichiku*, on Dry Creek approximately 3 miles southwest of the southern end of the APE, and approximately 3 miles east of the APE north-south mid-point, in a location just north of the city of Rocklin (Wilson and Towne 1978:388, Fig. 1). Central Valley villages consisted of 5 to 50 houses that were dome-shaped and covered with earth, mats, and grass. Brush shelters were used in the summer and when people were away from the village. Major villages had semi-subterranean dance houses with post-and-beam construction (Wilson and Towne 1978:388).

Houses were conical and covered with brush bark and skins. Most villages had bedrock milling stations. Other site types included seasonal camps, quarries, ceremonial grounds, fishing stations, trading sites, and cemeteries (Wilson and Towne 1978:389). Some people lived away from the main village.

Acorns were an important part of the Nisenan diet. Large groups left the villages in fall to gather acorns. While the women and children collected the acorns, the men hunted. Stored in granaries in the village, acorns were shelled, ground in a bedrock mortar, leached with water, and cooked by means of stone-boiling in watertight baskets. Other plant foods were roots, seeds, and berries. Deer, antelope, and rabbits were hunted by groups using drives. Rabbits also were trapped and snared. Rivers provided salmon, sturgeon, eels, and freshwater clams and mussels. The people also captured and ate birds and grasshoppers (Wilson and Towne 1978:389–390).

Religion played an important role in Nisenan life. All natural objects were thought to be endowed with supernatural powers. Two kinds of shamans existed: curing shamans and religious shamans. Curing shamans had limited contact with the spirit world and diagnosed and healed illnesses. Religious shamans gained control over the spirits through dreams and esoteric experiences (Wilson and Towne 1978). The dead were cremated along with their property, their houses moved or destroyed, and the cremated bones and ashes buried in the cemetery of their birth village (Wilson and Towne 1978:392).

Early Nisenan contact with Europeans appears to have been limited to the southern reaches of Nisenan territory. Spanish expeditions began to cross Nisenan territory in the early 1800s. Unlike the Valley Nisenan, Hill Nisenan groups remained relatively unaffected by the European presence until the discovery of gold at Coloma in 1848. In the 2 or 3 years following the gold discovery, Nisenan territory was overrun by settlers from throughout the world. Gold seekers and the settlements established to support them, and the diseases and violence accompanying them, almost caused extinction of the area's native inhabitants. Nisenan survivors worked as wage laborers and domestic help, living on the edges of foothill towns. Despite severe depredations, descendants of the Nisenan still live in Placer County and maintain their cultural identity.

Prehistory

Continuing research and interpretation have led to two fundamentally different approaches to the archaeological record of the California Central Valley; the first is chronological, and the second

involves the elucidation of contemporaneous cultural patterns. The discussion below provides a succinct description of both approaches to Central Valley prehistory, beginning with the nascent, salvage-oriented archaeology of the late nineteenth century, followed by the development of cultural historical frameworks for the Central Valley under the aegis of Sacramento Junior College and the University of California. The discussion moves from this chronologically oriented approach to the functional and systems approaches favored in California archaeology from the 1960s into the present.

In the late 1800s and early 1900s, knowledge of the area's prehistory was derived largely from local collectors. The collections of J. A. Barr and E. J. Dawson, amateur archaeologists working in the Stockton area from 1893 to the early 1930s, provided the groundwork for the later development of a three-phase chronological sequence for central California (Ragir 1972). Professional archaeological research in the lower Sacramento Valley was initiated during the 1920s and 1930s. Lillard and Purves (1936) worked at several mound sites near the Deer Creek/Cosumnes River confluence in Sacramento County. From the relative sequences in stratified occupational and burial sites, Lillard and Purves identified a three-stage chronology based on artifacts, burial orientation, and condition. Simply called the Early, Transitional—later called Middle—and Late horizons, these were defined by shifting patterns in site assemblages and mortuary morphology. Although interpretations varied, explanations for change usually were linked to the movements of people. In 1939, a synthesis of this research was published and later expanded into the Central California Taxonomic System (CCTS) (Lillard et al. 1939). Later refined by Heizer (1949) and Beardsley (1948, 1954a, 1954b), the CCTS was characterized by specific artifact types, mortuary practices, and other cultural features.

Subsequent archaeological research was aimed at refining the CCTS and incorporating the study of paleoenvironmental change, settlement patterns, population movement, subsistence strategies, and development of exchange networks. These studies led to the development of a second approach. As absolute dates became available for sites with Early, Middle, and Late assemblages, it was discovered that sites with different assemblages actually were contemporaneous. This was particularly true with sites from the Early and Middle horizons. This discovery, along with a change in archaeological paradigms in the 1960s to a more economic and functional orientation, led to a reorganization of the CCTS. This new scheme used the same archaeological manifestations to differentiate sites as did the CCTS, but ordered sites into functional groups rather than temporal ones, which led to the establishment of different cultural models for many localities of central California.

This approach was advanced by Fredrickson (1973), who used the term *pattern* to describe an "adaptive mode extending across one or more regions, characterized by particular technological skills and devices, and particular economic modes." Three patterns were introduced: Windmill, Berkeley, and Augustine. These patterns, while generally corresponding to the Early, Middle, and Late horizons within the Central Valley, were conceptually different and free of spatial and temporal constraints. By changing the paradigm from a cultural/historical orientation to a more processual/adaptive one and introducing the concept of pattern, Fredrickson addressed problems with the chronological and regional sequences that had been nagging archaeologists for several decades (cf. King 1974).

One problem with both approaches is that they have been based on an archaeological record derived primarily from village sites. Although not a significant problem under a chronological framework, this presents a more substantial problem when an economic perspective is taken. Current understanding of the prehistoric valley settlement and subsistence systems is heavily biased toward

large habitation sites adjacent to permanent water sources. These sites, by their very nature, can provide only limited information on the total economic system. Much more archaeological work is needed at ephemeral and peripheral sites located away from the larger habitation sites.

The taxonomic framework of the Sacramento Valley is described in the following sections in terms of chronology with archaeological patterns discussed where they apply, following Fredrickson's (1973) system. A *pattern* is a general mode of life characterized archaeologically by technology, particular artifacts, economic systems, trade, burial practices, and other aspects of culture. In Fredrickson's view, periods served as arbitrary intervals that could be used to compare patterns over space and time. Only with the clear identification of pervasive temporal patterns would periods acquire specific archaeological meaning.

Paleo-Indian (13,550 to 10,550 BP)

At the end of the Pleistocene, circa 13,550–10,550 before present (BP), parts of the Sierra Nevada adjacent to the Central Valley were covered with large glaciers (West et al. 2007:27), and the Central Valley provided a major transportation route for animals and people. This transportation corridor, perhaps rivaled only by maritime coastal travel (Erlandson et al. 2007), was undoubtedly used heavily by early Californians. Evidence for human occupation during this period, however, is scarce, likely because remains have been buried by deep alluvial sediments that accumulated rapidly during the late Holocene (Westwood 2005:17).

Although rare, archaeological remains of this early period were reported in and around the Central Valley (Peak 1981; Johnson 1967; Treganza and Heizer 1953). Johnson (1967:283–284) presents evidence for some use of the Mokelumne River area, under what is now Camanche Reservoir, during the late Pleistocene. Archaeologists working at Camanche Reservoir found a number of lithic cores and a flake that are associated with Pleistocene gravels. These archaeological remains were grouped into what is called the Farmington Complex, which is characterized by core tools and large, reworked percussion flakes (Treganza and Heizer 1953:28). Farther north, at Rancho Murieta, lithic artifacts spanning the reduction sequence, as well as unworked raw material, were recovered from gravel deposits attributed to the late Pleistocene (Peak 1981). Recent geoarchaeological investigations at CA-STA-69 (in the vicinity of Farmington Complex–type site CA-STA-44), however, indicate that the Farmington Complex assemblage at the site is contained completely within Holocene alluvial terrace deposits, not Pleistocene glacial outwash deposits. These findings raise the question of whether reinvestigation of other Farmington Complex assemblages will reveal a Holocene assemblage (Rosenthal and Meyer 2004:96; Rosenthal et al. 2007:151).

The economy of the Central Valley residents during the late Pleistocene is thought to have been based on the hunting of large Pleistocene mammals. Although no direct evidence of this exists in the Central Valley, the similarity of the artifact assemblages to those of other locations in western North America lends some support to the notion of a large-game economic focus. Much of the Pleistocene megafauna became extinct at the Pleistocene/Holocene transition. These extinctions were caused by warming temperatures, rising sea levels, and changing precipitation patterns. As the Central Valley gradually became both warmer and drier, pine forests were replaced with vegetation similar to that found today. To survive without large game, people had to change their food procurement strategies to make use of a more diverse range of smaller plants and animals.

Lower Archaic (10,550 to 7,550 BP)

Using a wider range of smaller resources meant people needed access to larger areas of land to hunt and collect the food and other resources they required. Small groups of people probably moved

through the valley, foothills, and Sierra Nevada to take advantage of seasonally available resources and resources limited to particular ecozones. This mobile foraging strategy was essential to their survival.

Reliance on a diverse number of smaller plants and animals had several consequences. First, people had to move around from one area to another to take advantage of the seasonal availability of particular resources. Second, large areas of land were needed to ensure that enough resources were available during all times of the year. Third, more specialized tools were necessary to procure and process the wider range of plants and animals that were being used. This generalized subsistence strategy worked well for the inhabitants of the Central Valley for many millennia.

During the Lower Archaic Period, beginning approximately 10,550 BP, a shift to a more specialized subsistence strategy began, focusing on ways of increasing the amount of food that could be produced from smaller portions of land. This change can be at least partially explained by the increasing numbers of people living in the Central Valley, which is indicated by a much more abundant archaeological record and by dietary stress, as indicated by dental pathologies (Moratto 1984:203–204). As the population slowly increased, it became more difficult for people to obtain seasonally available resources across large areas of land.

Middle Archaic (7,550 to 2,550 BP)

The beginnings of the intensification emerging in the Lower Archaic are seen manifested even moreso in the Middle Archaic Windmill Pattern (4,500–2,800 BP), based on the assemblage at the Windmill site (CA-SAC-107). The Windmill Pattern shows evidence of a mixed economy of game procurement and use of wild plant foods. Artifacts and faunal remains at Windmill sites include seeds, a variety of small game, and fish. The archaeological record contains numerous projectile points and a wide range of faunal remains. Hunting was not limited to terrestrial animals, as evidenced by fishing hooks and spears that have been found in association with the remains of sturgeon (*Acipenser* sp.), salmon (*Oncorhynchus* sp.), and other fish. Plants also were used, as indicated by groundstone artifacts and clay balls that were used for boiling acorn mush. The bone tool industry appears minimal but includes awls, needles, and flakers. Other characteristic artifacts include charmstones, quartz crystals, bone awls and needles, and abalone (*Haliotis* sp.) and olive snail (*Olivella* sp.) shell beads and ornaments. Trade is reflected in the material from which utilitarian, ornamental, and ceremonial objects were produced.

Windmill Pattern origins are believed to be linked to the arrival of Utian peoples (ancestors to the Maidu) from outside California who were adapted to riverine and wetland environments (Moratto 1984). Windmill sites are concentrated on low rises or knolls within the floodplains of major creeks or rivers. Such locations provided protection from seasonal flooding and proximity to riverine, marsh, and valley grassland biotic communities. People with a Windmill adaptation buried their dead in formal cemeteries, both within and separate from villages, suggesting a degree of sedentism. Burials appear in a ritual context that included the use of red ochre, often rich grave offerings, and ventral extension with a predominantly western orientation, although other burial positions, such as dorsal extension and flexed, and cremations are also known (Moratto 1984).

Settlement strategies during the Windmill period reflect seasonal adaptations; habitation sites in the valley were occupied during winter, but populations moved into the foothills during summer (Moratto 1984). The earliest evidence of widespread occupation of the lower Sacramento Valley/Delta region comes from several sites assigned to the Windmill Pattern (previously, Early Horizon), dated circa 4,500–2,800 BP (Ragier 1972). A variety of valley settings were used by people

exhibiting these adaptations (Beardsley 1948; Gerow 1974; Heizer 1949; Heizer and Fenenga 1939; Lillard et al. 1939; Ragir 1972; Schulz 1970).

During the Middle Archaic, Central Valley population increased, and inhabitants responded in two ways. First, they used the marshlands of the Delta, which were much more extensive and rich in food resources than they are today. Second, they increased the use of the acorn as a food source. The acorn had been used before this time, but it became a much more predominant resource with specialized procurement and processing technologies. People following these strategies were more sedentary than they had been in the past, and village sites are found throughout the valley along rivers and near other areas with permanent sources of water. An economic shift from a foraging to a collecting strategy probably occurred during the Middle Archaic.

The result of the settlement and subsistence reorientation was a coeval, adaptive pattern with the Windmill Pattern labeled the Berkeley Pattern (3,500–2,500 BP) (Fredrickson 1973). Windmill Pattern sites seem to occur with more frequency in or near the Delta, while Berkeley Pattern sites tend to be more prevalent farther north. Berkeley Pattern sites are more numerous and more widely distributed than Windmill sites; they are characterized by deep midden deposits, suggesting intensified occupation and a broadened subsistence base. The Berkeley Pattern also has a greater emphasis on the exploitation of the acorn as a staple. A reduction in the number of handstones and millstones and an increase in the number of mortars and pestles reflect this greater dependence on acorns. Although gathered resources gained importance during this period, the continued presence of projectile points and atlatls (spear-throwers) in the archaeological record indicates that hunting was still an important activity (Fredrickson 1973). Fishing technology improved and diversified, suggesting greater reliance on riverine and estuarine resources. This pattern is also noted for its especially well-developed bone industry and such technological innovations as ribbon flaking of chipped stone artifacts.

Artifacts and practices shared by Berkeley Pattern and Windmill Pattern material culture include mortars and millstones, quartz crystals, charmstones, projectile points, shell beads and ornaments, and bone tools. New elements include steatite beads, tubes and ear ornaments, slate pendants, and burial of the dead in flexed positions with variable orientation or cremations accompanied by fewer grave goods. This period saw near-exclusive use of flexed burials for interment of the deceased (Moratto 1984 [2004]; Rosenthal et al. 2007:155). The use of grave goods generally declined (Moratto 1984 [2004]), and trade continued to be important (Beardsley 1948; Fredrickson 1973; Heizer and Fenenga 1939; Lillard et al. 1939; Moratto 1984).

A restricted land base, coupled with a more specialized resource base, meant that people had to develop economic relationships with other groups of people with different specialized resources living in other areas. Although resources and commodities were being exchanged throughout the region before this period, more extensive and more frequently used economic networks developed during this time. Transported resources likely included foods--trans-Sierra acorn movement is known from later periods (d'Azevedo 1986) --and commodities more visible in the archaeological record, such as shell and lithic materials (Rosenthal et al. 2007:155).

Upper Archaic (2,550 BP to AD 1100) and Emergent (AD 1100 to Historic)

The Middle Archaic-Upper Archaic transition, the beginning of the Upper Archaic Period, corresponds with a dramatic climatic shift to cooler, wetter conditions. These conditions resulted in filling of inland lakes and greater freshwater flow through the Sacramento River Delta. Overall, the Upper Archaic is characterized by a proliferation and increased distinction of artifact types, burial positions, and specialized technologies, such as widespread manufacture of ceremonial blades,

obsidian biface blanks, *Olivella* and *Haliotis* beads and ornaments, and groundstone netsinkers (Rosenthal et al. 2007).

Dominant food resources in the Central Valley during the Upper Archaic consisted of acorns, salmon, shellfish, rabbit, and deer. In general, settlements became increasingly larger and of a more sedentary nature. A generalized subsistence pattern with a high degree of technological specialization, termed the Augustine Pattern (1,200 BP to Historic Period), is first evident during the Lower Archaic (Fredrickson 1973). Development of the Augustine Pattern was apparently stimulated by the southward expansion of Wintuan populations into the Sacramento Valley (Moratto 1984). The Augustine Pattern reflects a change in subsistence and land use patterns to those of the ethnographically known people of the historic era. This pattern exhibits a great elaboration of ceremonial and social organization, including the development of social stratification. Exchange became well developed, and an even more intensive emphasis was placed on the use of the acorn, as evidenced by the presence of shaped mortars and pestles and numerous hopper mortars in the archaeological record.

Other notable elements of the artifact assemblage associated with the Augustine Pattern include flanged tubular smoking pipes, harpoons, clam shell disc beads, bone awls for basketry, bone whistles, stone pipes, and an especially elaborate baked clay industry that includes figurines and pottery vessels known as Cosumnes Brownware. The presence of small projectile point types, referred to as the Gunther Barbed series, indicates the use of bow and arrow. Other traits associated with the Augustine Pattern include the introduction of preinterment burning of offerings in a grave pit during a mortuary ritual, increased village sedentism, maintenance of extensive exchange networks, population growth, and an incipient monetary economy in which beads were used as a standard of exchange (Moratto 1984). Burials were flexed with variable orientation and generally lacked grave goods (Beardsley 1948; Fredrickson 1973; Moratto 1984; Ragir 1972).

The trends toward specialization, exchange, and spatial circumscription that characterized prior periods continued in the Emergent Period. Population continued to increase, and group territories continued to become smaller and more defined. Patterns in the activities, social relationships, belief systems, and material culture continued to develop during this period and took forms similar to those described by the first Europeans that entered the area.

Previous Studies in the Vicinity of the APE

While many studies have been conducted within the greater Central Valley region (e.g., Golla 2011; Jewell and Clemmer 1958; Johnson 1976; Kowta 1988; Olsen 1963; Olsen 1958; Schulz et al. 1979), the most relevant excavations in the vicinity of the APE were the recent Phase II excavations approximately one-third mile east of the project APE conducted by ICF in 2015 for the I-80/SR 65 Interchange Improvements Project (ICF International 2015), and excavations completed for the Twelve Bridges Project located in Lincoln, approximately 6 miles north of the current project APE (Pacific Legacy 1996).

The ICF study consisted of Phase II (testing and evaluation) excavations of prehistoric site P-31-001443, located beneath the elevated portion of SR 65 approximately one-third mile east of the current project APE. The excavations showed the site to be a seasonal camp with a well-developed midden component. A total of eight excavation units yielded 625 pieces of debitage, 17 lithic tools (including two projectile points), one modified bone fragment, one schist pendant, 272 pieces of bone, and two shell fragments. The projectile point and obsidian hydration data indicate that the site was primarily occupied after AD 500 (ICF International 2015).

The survey of the roughly 5,000-acre Twelve Bridges Project identified 22 prehistoric sites, including complex lithic scatters and associated midden soils, sparse lithic scatters, a chert quarry, bedrock milling stations with associated archaeological deposits, isolated bedrock milling features, and isolated rock art sites. Test excavations at the sites recovered numerous prehistoric artifacts including projectile points, bifaces, cores, simple and formed flake tools, ground and battered stone tools (handstones, millingslabs, portable mortars, pestles, and battered cobbles), shell beads and ornaments, bone tools, and obsidian, chert, basalt, tuff, quartzite, quartz, andesite, and slate debitage. Chronological indicators recovered from the sites include: arrow- and dart-sized projectile points, source-specific obsidian hydration readings, and temporally-distinct shell beads. The projectile points range in age from pre-AD 500 through approximately 4000 BP (Pacific Legacy 1996:93). The majority of obsidian recovered consisted of small pieces of debitage and was primarily from the Napa source. Obsidian hydration measurements ranged from 3.0 to 12.5 microns, suggesting that occupation at the sites spanned the Early to Late Holocene. The shell beads consisted of *Olivella* G and F series and a single *Macoma* disk bead, which fall within the Middle to Late Period.

History

Early History of Placer County

Placer County was established on April 25, 1851, from portions of Sutter and Yuba Counties. The place name, *placer*, was appropriate for the county because placer mining was the principal employment in the area (Hoover et al. 1966 [1970]:271). James Marshall's discovery of gold on January 24, 1848, along the South Fork of the American River brought thousands of miners and emigrants into the foothills of the Sierra Nevada Mountains. In Placer County, one of the more lucrative mining districts was the Secret Ravine area from present-day Roseville to Newcastle (Barry-Schweyer and Alvarez 2005:7). Despite their initial high hopes, the vast majority of prospectors were unsuccessful and left the area disillusioned, with little to show for their efforts. Many, however, remained in the area to stake out homesteads and to establish farms. The population of the county at its time of organization was about 10,000, of which 8,000 were racially white and still mostly men (Thompson & West 1882:101).

By the early 1850s, surface mining was already in decline, as permanent settlements, homesteads, and farms began to replace the temporary camps and transient mining communities. In southwestern Placer County, one of the first areas settled was the rich farmland around present-day Roseville. Among the pioneer settlers of this area were Martin A. Schellhous, Tobias S. Grider, Thomas A. Dudley, James Gould, Dan Stephenson, J. R. Dyer, George Cirby, and John Doyle (Davis 1975:19). In the Rocklin area, pioneer agriculturalists included James Bolton, Elisha Hawes, N. S. Page, John Dixon, and Joel Parker Whitney (Davis 1981:3). Farmers in the area engaged in commercial cultivation of wheat, fruit trees, and grapes. In addition to farming, many landowners were involved in raising cattle. By the mid-1870s, a number of large ranches were in the Rocklin area, including those of R. M. Nixon, D. C. Allen, and Joel Parker Whitney (Davis 1981:33).

State Route 65

One of the highways that reshaped the Roseville-Rocklin area is SR 65. The highway is a major north-south corridor along the east side of the Sacramento Valley. Included in the State Highway System under authorization of the State Highway Act of 1909, the highway became part of the California Freeway and Expressway system in 1959. The original construction from Roseville to Lincoln—then designated as Legislative Route Number 3—occurred between 1912 and 1914. At this time, the highway ran on the west side of the APE's location from the city of Roseville northward to

the approximate location of the current Blue Oaks Boulevard, where it crossed through to the east side of the APE, then trended north to the city of Lincoln, roughly following the current SR 65 alignment. In 1928, the portion of SR 65 within the APE was redesignated as SR 99E until 1965, when the segment from I-80 near Roseville to SR 70 near Marysville was renumbered as SR 65. The California Highway Commission adopted the highway as a freeway on May 20, 1964. Since then, considerable changes in land use have taken place along the existing alignment between Roseville and Lincoln. The portion of SR 65 in the APE south of Blue Oaks Boulevard was constructed in the mid-1980s to alleviate congestion occurring along the former route through the city of Roseville. Since that time, the once predominantly agricultural area where the APE is located has become increasingly residential, commercial, and industrial (California Highways 2015).

History of the Area

Historical maps reveal that as early as 1892 a road between the communities of Roseville and Lincoln was present at various locations along the APE north of current Blue Oaks Boulevard, though the remainder of the APE and project vicinity in general was largely undeveloped except for the communities of Roseville and Rocklin. Prior to the early 1960s, the area remained mainly rural. U.S. Department of Agriculture aerial photographs taken in 1947, 1957, and 1966 show the APE as an expanse of agricultural land. The period between 1960 and the present brought accelerated changes to the APE's largely rural setting. The areas adjacent to the APE have experienced substantial growth during this time in the form of dense, large-scale residential complexes, shopping malls, and office buildings. The bulk of this development has occurred since the 1990s.

Field Methods

On December 16, 17, 18, and 22, 2014, ICF archaeologists Pete Morris and Erik Allen conducted an archaeological survey of the APE. ICF invited UAIC representatives to participate in the survey, but none decided to assist. Intensive pedestrian survey methods were used, consisting of walking transects spaced at no more than 15 meters and visually inspecting the ground surface for cultural material. Areas with cut banks, exposed soils, or disturbance by rodents were closely inspected for cultural materials, as were all bedrock outcrops. Focused efforts were made to relocate the 16 previously recorded resources within the APE. A survey grade sub-meter GPS unit was used to identify the APE and guide transect placement. Digital photographs were taken to document ground conditions and observations were recorded in the field. All portions of the APE were surveyed.

Ground visibility throughout the APE ranged widely during the survey, from 100 percent to 0 percent, averaging 75 percent. Much of the APE occurs in developed, paved areas, and other areas consist of disturbed road edge or landscaping.

Archaeological Sensitivity Analysis

ICF performed additional research to address the sensitivity for buried archaeological sites. The research and review of pertinent geologic, soil survey, and geoarchaeological data for the APE included the following.

- California Geological Survey, geological data (California Geological Survey 2010).
- U.S. Department of Agriculture, Natural Resource Conservation Service soil survey data (U.S. Department of Agriculture 2014).
- Geoarchaeological Assessment (Meyer and Rosenthal 2008).

Although the immediate APE is located in areas that have undergone anthropogenic modification through construction of roads, highways, railroads, and urban commercial and residential infrastructure, the APE does contain ephemeral drainages and narrow floodplains with the potential for sediment accumulation.

Soil survey data and soil classification types were identified across the APE and cross-referenced with the age of the landforms associated with the identified soils (Meyer and Rosenthal 2008). Identified landforms that predate earliest estimated periods for human occupation of the region are considered to have very low potential for buried archaeological sites. Conversely, identified landforms that postdate human occupation are considered to have a higher potential for buried archaeological sites. The degree of buried potential is directly correlated with the estimated formation date range of the landform. The more recent the landform, the more potential for buried sites. The archaeological record indicates that the earliest evidence for human occupation of California dates to the Late Pleistocene, which ends approximately 11,500 BP. Because of this, it is easy to justify a very low potential for buried sites in landforms dating from the Late Pleistocene and earlier because these contexts are too old to harbor subsurface archaeological deposits. Conversely, if a landform dates to the Middle Holocene or later, there is high potential for subsurface archaeological deposits. Early Holocene landforms generally have a low to moderate sensitivity due to low population levels and an overall dearth of Early Holocene sites in the Central Valley.

Table 3 summarizes the soil map units, soil association names, and landform ages identified in the APE (U.S. Department of Agriculture 2014; Meyer and Rosenthal 2008). The APE maintains a low probability for buried archaeological sites overall, with increased sensitivity in areas adjacent to drainages and creeks. The drainage areas are mapped with Holocene-aged soils that have accumulated in narrow floodplain bottoms as the drainage incision of the older Miocene-Pleistocene landforms has occurred (U.S. Department of Agriculture 2014; California Geological Survey 2010). The sediment accumulation in the drainage bottoms and adjacent upland landform margins (terraces) could have buried archaeological materials that were previously exposed on the surface and therefore has an increased sensitivity for buried sites and resources. Figure 4 in Appendix A illustrates the distribution of soil associations and landform ages in the APE.

Table 3. Soil Series Type and Associated Landform Age in the APE

Soil Unit Key	Soil (USDA 2014)	Landform Age (Meyer and Rosenthal 2008)
104	Alamo-Fiddymment complex, 0- to 5-percent slopes	Older Pleistocene
140	Cometa sandy loam, 1- to 5-percent slopes	Older Pleistocene
141	Cometa-Fiddymment complex, 1- to 5-percent slopes	Older Pleistocene
144	Exchequer very stony loam, 2- to 15-percent slopes	Older Pleistocene
145	Exchequer-Rock outcrop complex, 2- to 30-percent slopes	Older Pleistocene
147	Fiddymment-Kaseberg loams, 2- to 9-percent slopes	Older Pleistocene
154	Inks-Exchequer complex, 2- to 25-percent slopes	Pre-Pleistocene
181	San Joaquin sandy loam, 1- to 5-percent slopes	Older Pleistocene
193	Xerofluvents, occasionally flooded	Holocene to Historic-Modern
194	Xerofluvents, frequently flooded	Holocene to Historic-Modern

Study Findings and Conclusions

No archaeological resources, newly or previously recorded, were identified in any portion of the APE during the survey. All archaeological resources previously recorded in the APE appear to have

been destroyed or displaced by modern development, including the 1980s construction of portions of SR 65. In summary, through background research, a CHRIS records search, and an archaeological pedestrian survey, no archaeological resources were identified in the APE. Additionally, a number of previous archaeological surveys have covered portions of the APE and the geoarchaeological analysis conducted for the current project shows that, overall, the APE has low potential for intact buried archaeological deposits with no surface manifestation.

Other Resources

The 16 previously recorded resources identified in the records search as being located in the APE but that were not relocated in the archaeological pedestrian survey are discussed below. None of the three archaeological resources previously recorded in the APE that had not been formally evaluated for NRHP eligibility (CA-PLA-1148H, P-31-000082, P-31-002479) were observed during the survey. Where applicable, documentation of State Historic Preservation Officer (SHPO) concurrence for NRHP eligibility for each resource is included in Appendix C of this document. CA-PLA-647H and CA-PLA-433 were evaluated for NRHP eligibility as part of Caltrans' Roseville Bypass Project as documented in the cultural resources studies for that project (Bass 1982; McGuire 1980; Wiant 1982). Both resources were evaluated as not eligible for listing on the NRHP, that project was approved, and construction of the highway carried out. Though no SHPO concurrence documentation associated with that project was found during the current study, this study assumes that the resources were formally determined prior to implementation of that project. Table 4, below, details these 16 resources, followed by a short discussion on each of the previously recorded resources that had not been formally evaluated for NRHP eligibility.

Table 4. Other Archaeological Resources

Primary (P-31-)	Trinomial (CA-PLA-)	Age	Description	Previous NRHP DOE ^{&}	Exists in APE	Notes
000009	1119	Prehistoric	Cupules with artifacts	Not eligible (Norton 1998)	No	
000022	1122H	Historic	Rock fenceline	Not eligible (Norton 1998)	No	
000082	[None]	unknown	Volcanic rock casing	none	No	Recorded location in SR 65 align.; Has been destroyed
000559	433	Prehistoric	BRMs	Not eligible (Wiant 1982)	No	
000751	625	Prehistoric	BRMs and metate	Not eligible (Norton 1998)	No	
000773	647H	Historic	Rock walls and fence lines	Not eligible (Wiant 1982)	No	
001450	1123H	Historic	Historic Highway 99 alignment	Not eligible (Norton 1998)	No	
001451	1124H	Historic	Dirt road segment	Not eligible (Norton 1998)	No	
001453	1125H	Historic	Road alignment	Not eligible (Norton 1998)	No	
001454	[None]	Prehistoric	Isolate milling stone	Not eligible (isolate, Derr 1996)	No	
001455	[None]	Prehistoric	Isolate metate	Not eligible (isolate, Derr 1996)	No	

Primary (P-31-)	Trinomial (CA-PLA-)	Age	Description	Previous NRHP DOE ^{&}	Exists in APE	Notes
001456	[None]	Prehistoric	BRMs	Not eligible (Derr 1996)	No	
001459	[None]	Historic	Dirt road segment	Not eligible (Derr 1996)	No	
001482	1148H	Historic	Asphalt road segment	none	No	Above-ground; Portion recorded in APE non-extant
002479	[None]	Historic	Survey marker	none	No	Above-ground; Portion recorded in APE non-extant
002905	[None]	Prehistoric	BRMs	Not eligible (Norton 1998)	No	
^{&} Determination of Eligibility BRM - bedrock mortar						

CA-PLA-1148H

This resource was recorded as the remnants of an asphalted gravel road located west of SR 65 at the current Sunset Boulevard alignment. No record of any formal NRHP-eligibility evaluations or determination of eligibility for the resource were identified as part of the current study. During the field survey for the current project, no evidence of any portion of the resource was observed in the APE. The portions of the resource recorded in the APE were probably destroyed during construction of SR 65 in the mid-1980s and construction of the current Sunset Boulevard. This study concludes that there is little to no potential for any associated buried deposits due to the resource's type, lack of recorded artifacts, and recorded location within a current roadway.

P-31-000082

This resource was recorded as a "large volcanic rock casing with smaller rocks filling the cavity" located "right in the middle of the Highway 65 bypass route", in the southern portion of the current APE. No record of any formal NRHP-eligibility evaluations or determination of eligibility for the resource were identified as part of the current study. During the field survey for the current project, no evidence of any portion of the resource was observed in the APE. However, the resource is mapped at a location directly in the current SR 65 alignment and was almost certainly destroyed during construction of the highway.

P-31-002479

This resource was recorded as a cone-shaped cement and brass cap survey marker dating to 1959 and located east of SR 65, in the central portion of the current APE. No record of any formal NRHP-eligibility evaluations or determination of eligibility for the resource were identified as part of the current study. During the field survey for the current project, no evidence of any portion of the resource was observed in the APE. This study concludes that there is little to no potential for any associated buried deposits due to the resource's type and lack of recorded artifacts. The resource appears to have been destroyed/removed as part of development activities since 2004.

Conclusions

Much of the APE has experienced intense ground disturbance from historic-period and modern urban development activities (e.g., road construction of roads). The APE maintains a low potential

for buried archaeological sites overall, with an increased potential in areas adjacent to drainages and creeks.

No archaeological resources, newly or previously recorded, were identified in any portion of the APE during the survey. Of the 16 previously recorded resources identified in the records search as being located in the APE, all but three had been previously evaluated and determined not eligible for listing on the NRHP. None of the three archaeological resources previously recorded in the APE that had not been formally evaluated for NRHP eligibility (CA-PLA-1148H, P-31-000082, P-31-002479) were observed during the survey. All archaeological resources previously recorded in the APE appear to have been destroyed or displaced by modern development, including the 1980s construction of SR 65.

In summary, this study concludes that no NRHP-eligible, NRHP-listed, or previously unevaluated archaeological resources are present in the APE. Additionally, a number of previous archaeological surveys have covered portions of the APE and the geoarchaeological analysis conducted for the current project shows that, overall, the APE has low potential for intact buried archaeological deposits with no surface manifestation.

If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

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Preparer's Qualifications

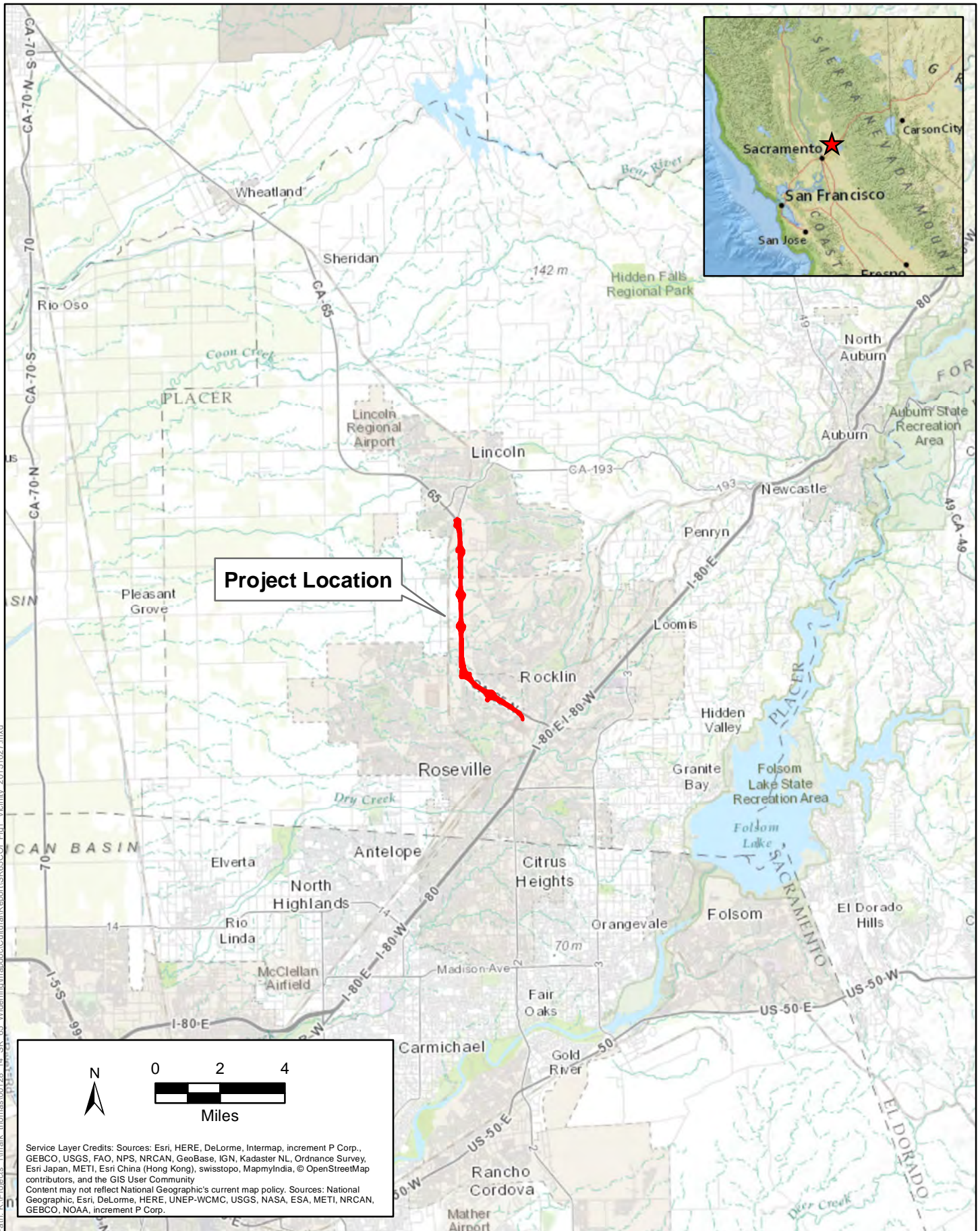
Robin Hoffman

Mr. Hoffman is a Registered Professional Archaeologist who meets the Secretary of the Interior's Standards for Archeology and Society for California Archaeology standards for Principal Investigator. He has more than a decade of experience in environmental consulting as a project manager, archaeologist, cultural anthropologist, historian, and GIS specialist. Mr. Hoffman has worked throughout California, Oregon, Washington, Idaho, Utah, Colorado, Montana, Oklahoma, Louisiana, Mississippi, Alabama, Arkansas, Florida, Brazil, and Senegal. He holds a B.A. in Anthropology from Central Washington University (2002) and an M.A. in Latin American and Iberian Studies from the University of California, Santa Barbara (2010). His project deliverables have included plans and reports for survey and inventory, testing and evaluation, data recovery, and monitoring; environmental assessment and environmental impact statement sections; initial study and environmental impact report sections; Memoranda of Agreement; Programmatic Agreements; and feasibility studies, among others. Mr. Hoffman's projects have involved compliance with NEPA, Sections 106 and 110 of the NHPA, Section 4(f) of the USDOT Act, Sections 404 and 408 of the Clean Water Act; relicensing by the FERC; and CERCLA projects, among others. Mr. Hoffman is qualified at a level equivalent to Caltrans PQS Co-Principal Investigator-Prehistoric Archaeology.

Appendix A

Figures

- Figure 1 Project Vicinity
- Figure 2 Project Location
- Figure 3 Areas of Potential Effects, Map Index and Sheets 1-10
- Figure 4 Soil Types and Landforms, Sheets 1-10



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Figure 1 - Project Vicinity
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.2 to R12.8, EA 03-1F170, E-FIS 0300001103



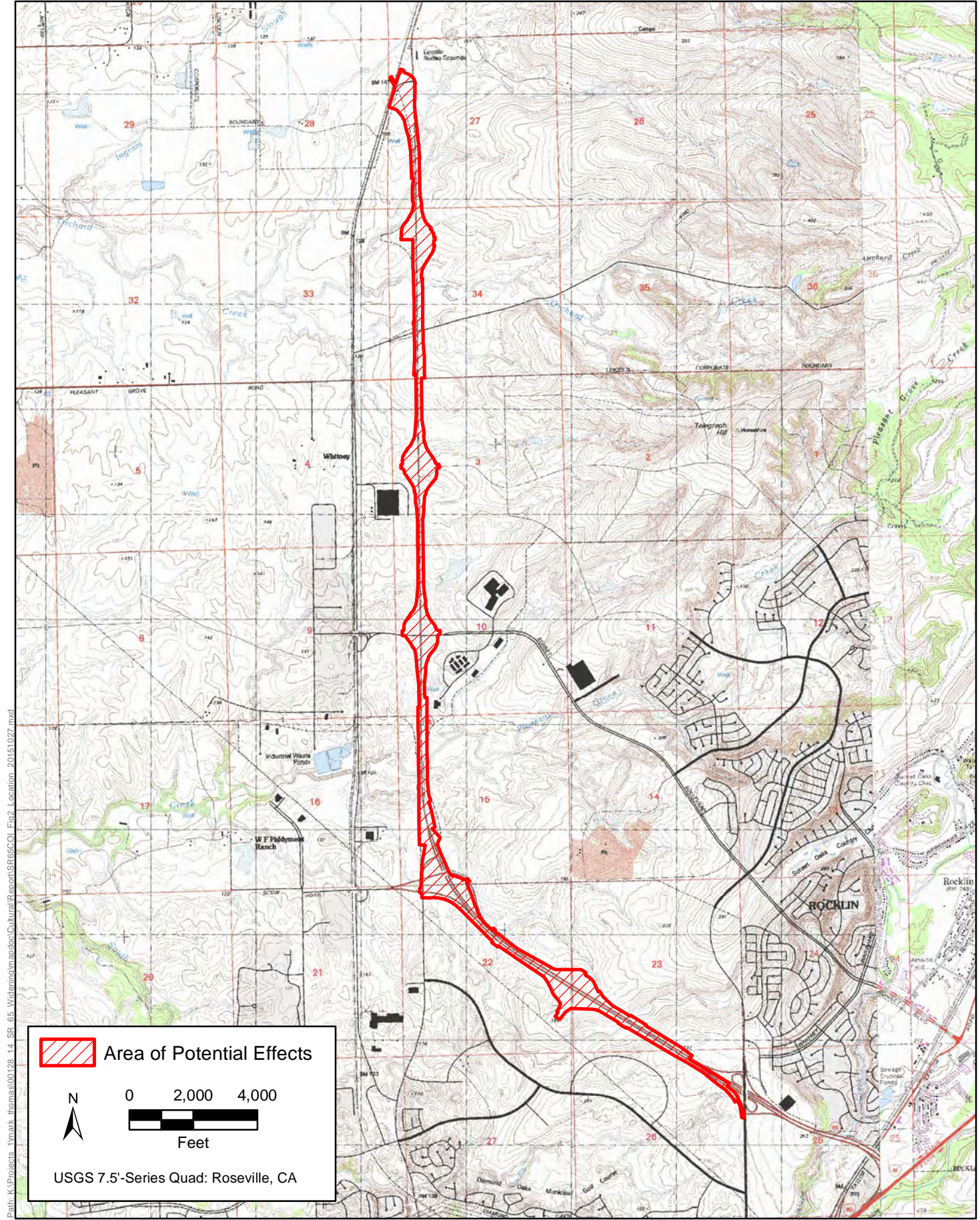
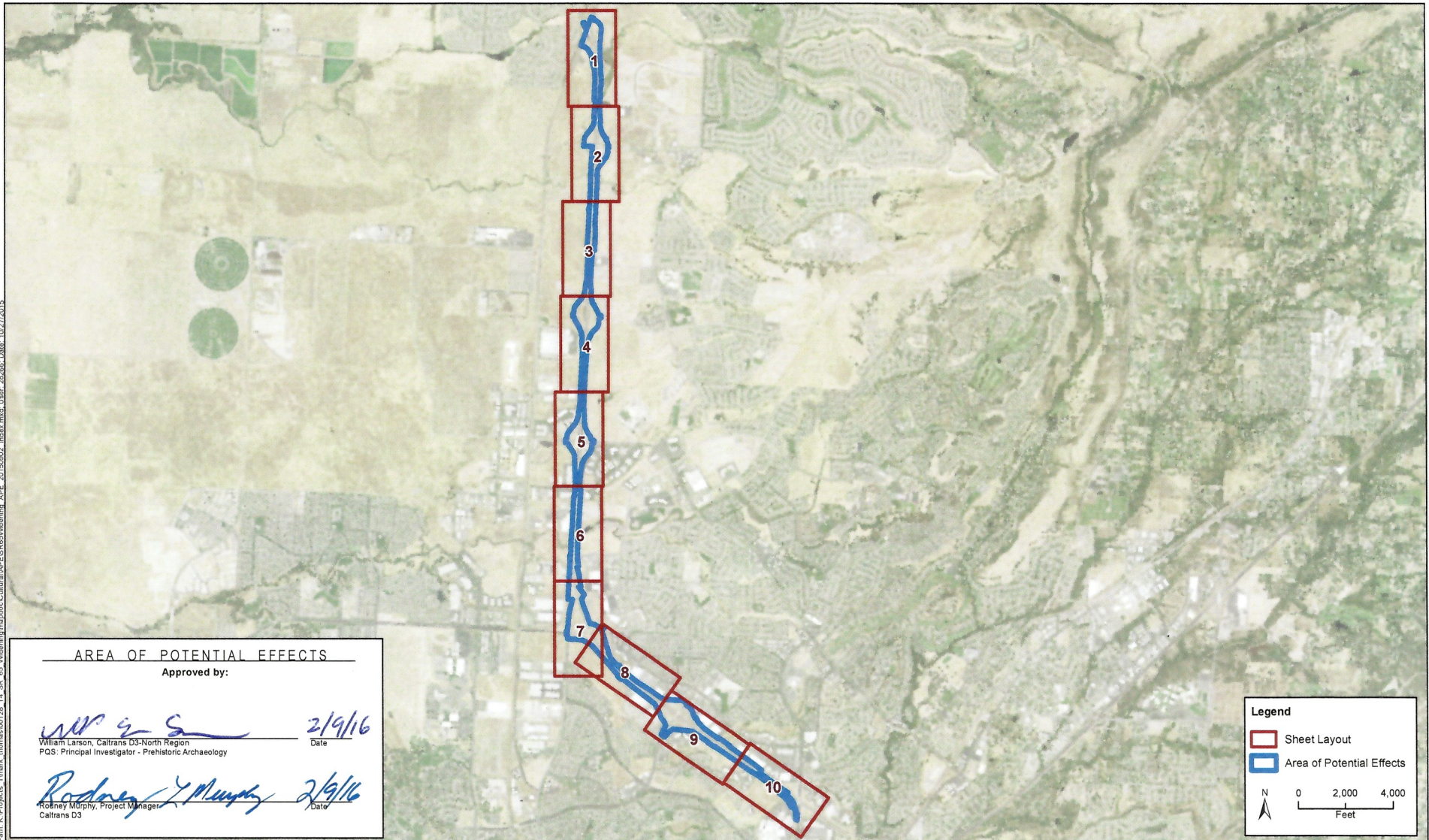


Figure 2 - Project Location
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03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 0300001103



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AREA OF POTENTIAL EFFECTS
Approved by:

William Larson 2/9/16
William Larson, Caltrans D3-North Region
PQS: Principal Investigator - Prehistoric Archaeology
Date

Rodney Murphy 2/9/16
Rodney Murphy, Project Manager
Caltrans D3
Date

Legend

- Sheet Layout
- Area of Potential Effects

N
0 2,000 4,000
Feet




Figure 3 – Area of Potential Effects – Map Index
State Route 65 Capacity and Operational Improvements Project
03-PLA-65-PM 6.5/12.8 (EA 03-1F170/EFIS 0300001103)

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 Area of Potential Effects

0 150 300
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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 1 of 10

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 Area of Potential Effects


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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 2 of 10

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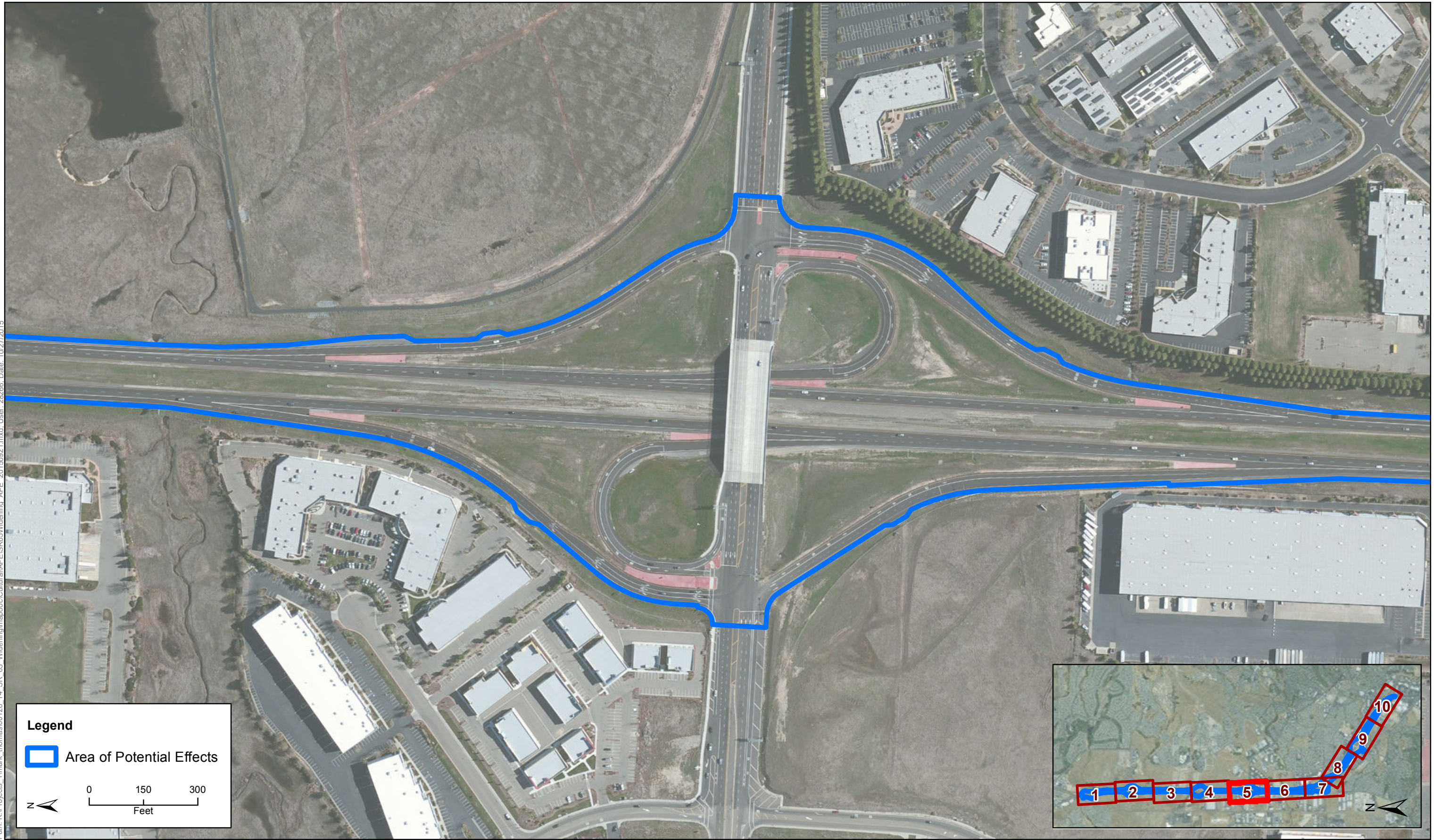
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SR 65 Capacity and Operational Improvements Project
Sheet 3 of 10

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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 4 of 10

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 Area of Potential Effects


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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 5 of 10

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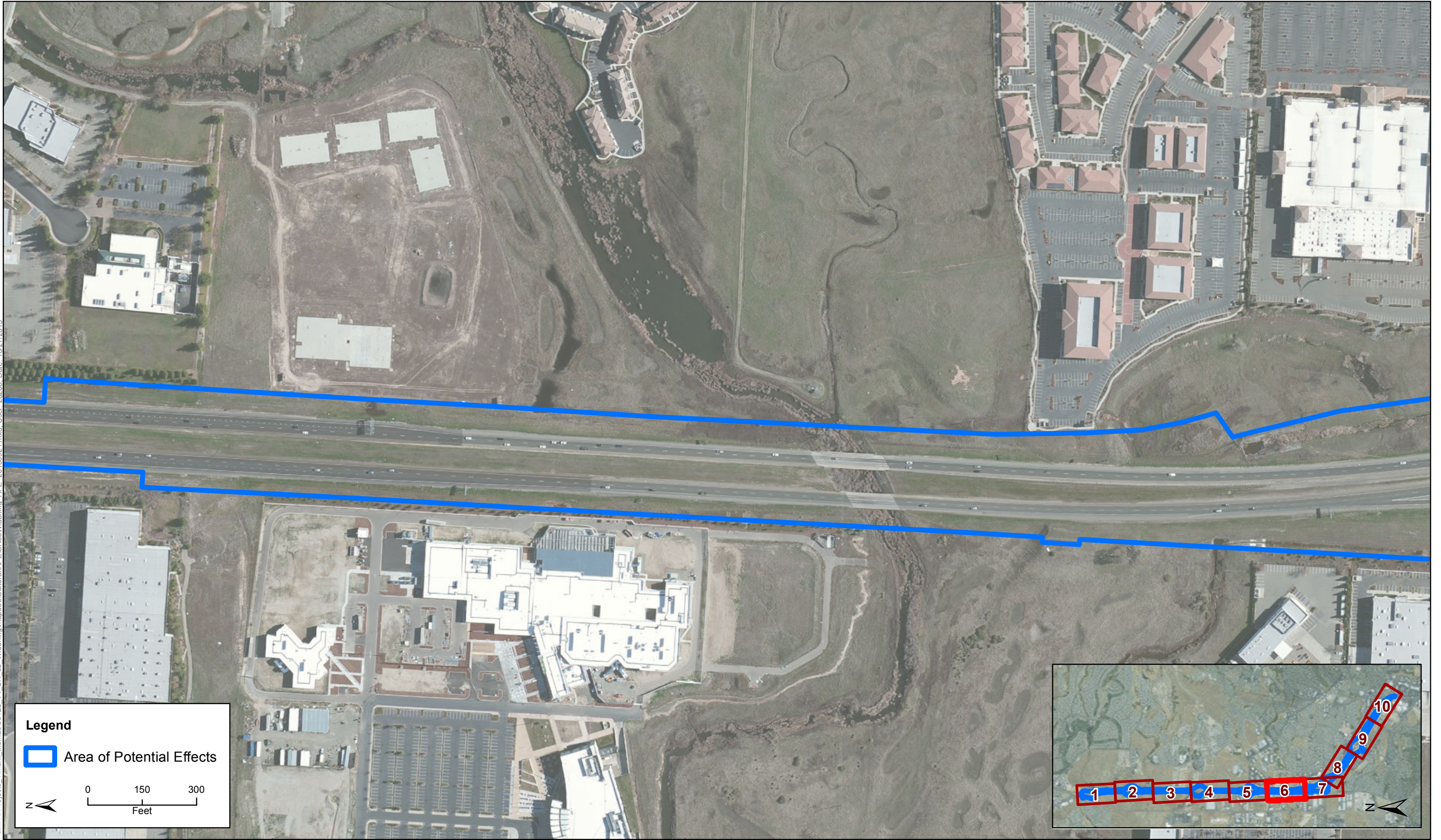


Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 6 of 10

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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 7 of 10

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 Area of Potential Effects


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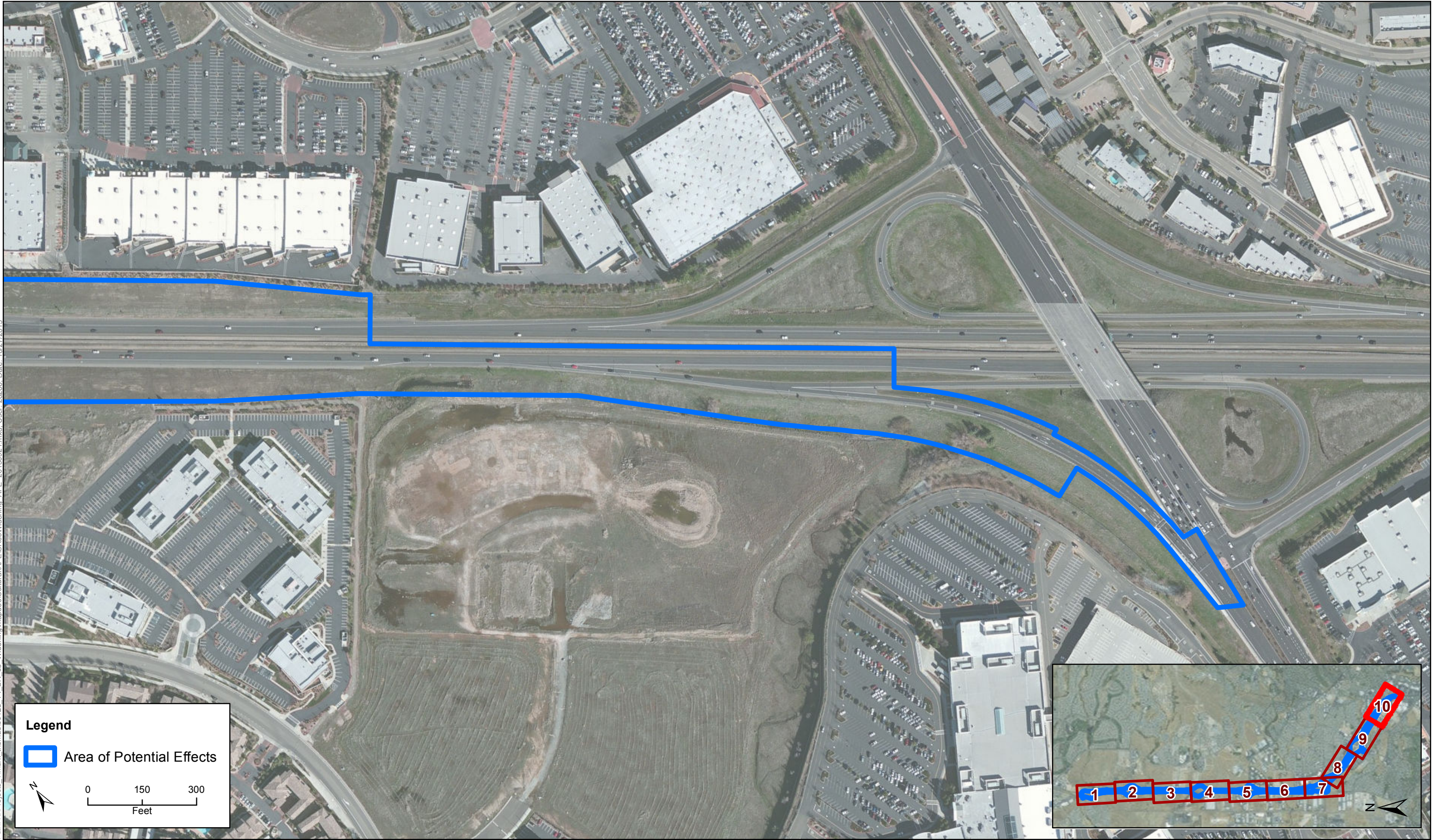
Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 8 of 10

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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 9 of 10

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 Area of Potential Effects


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Figure 3 – Area of Potential Effects
SR 65 Capacity and Operational Improvements Project
Sheet 10 of 10

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Area of Potential Effects

Soil Type and Landform Age

- Pre-Pleistocene aged
- Older Pleistocene aged
- Holocene aged to Historic-Modern

0 150 300
Feet

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Figure 4 - Soil Types and Landform Ages - Sheet 1 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 0300001103



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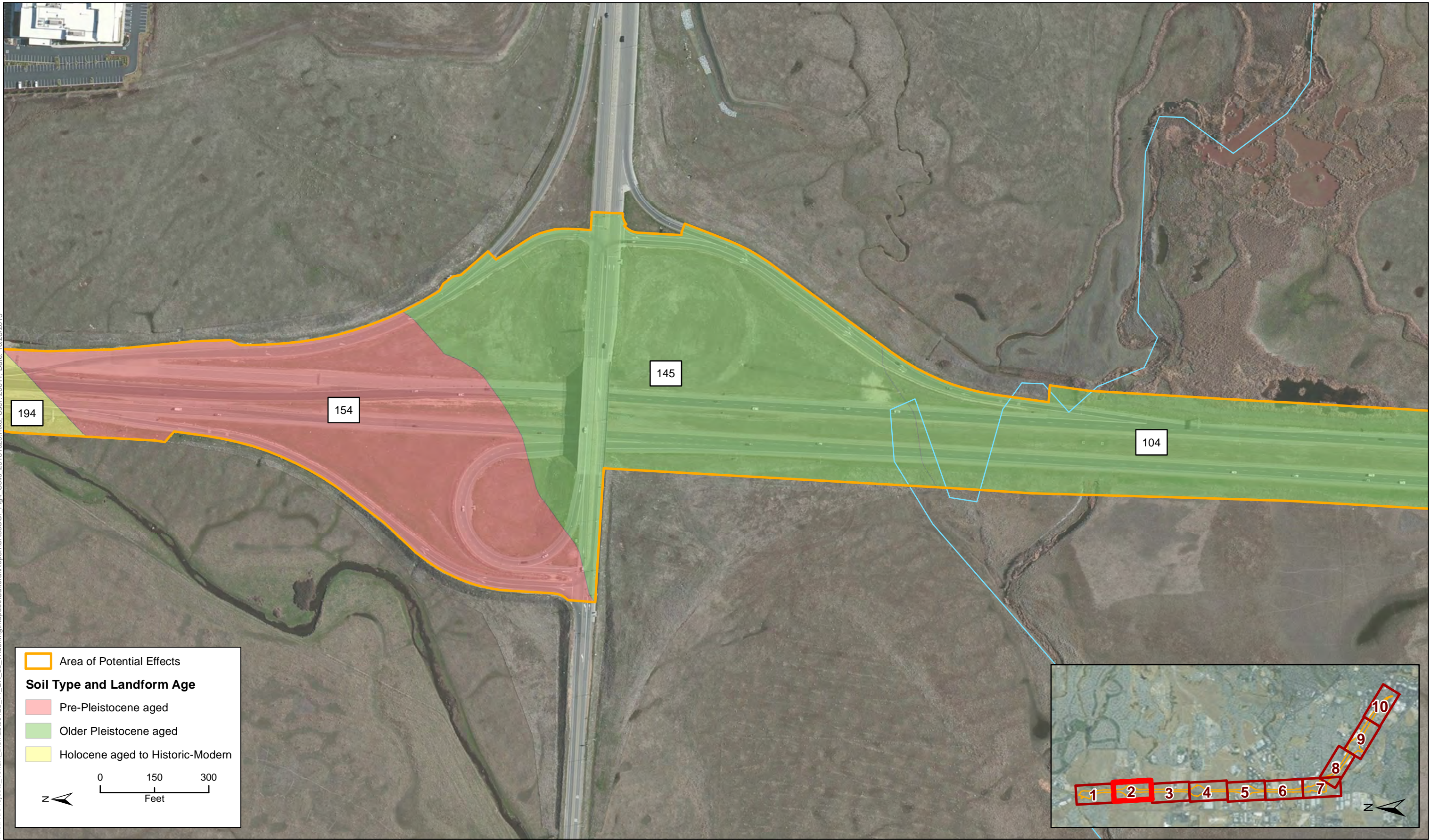


Figure 4 - Soil Types and Landform Ages - Sheet 2 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

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Area of Potential Effects

Soil Type and Landform Age

- Pre-Pleistocene aged
- Older Pleistocene aged
- Holocene aged to Historic-Modern

0 150 300
Feet

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Figure 4 - Soil Types and Landform Ages - Sheet 3 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103



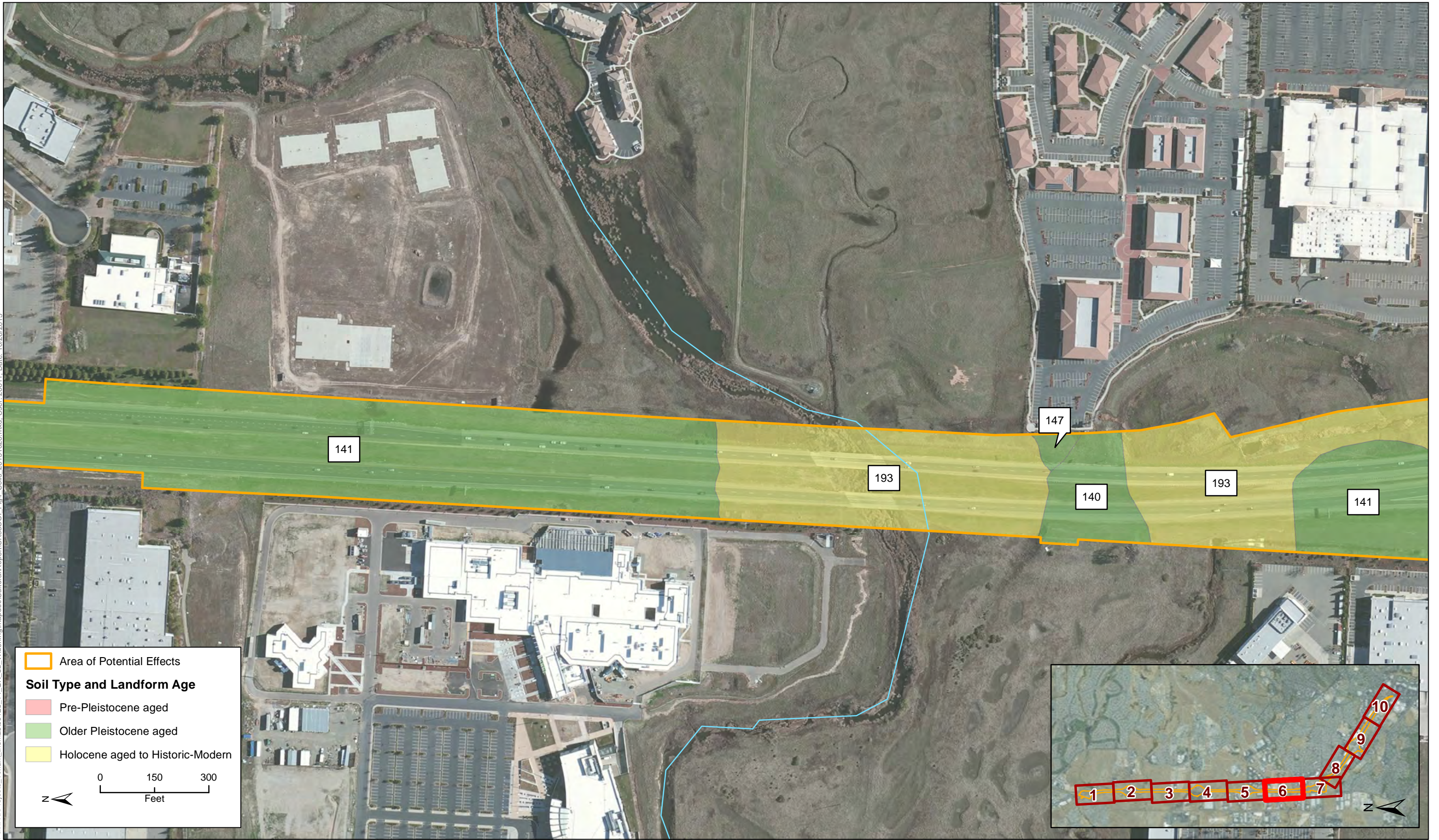
Figure 4 - Soil Types and Landform Ages - Sheet 4 of 10
 SR 65 Capacity and Operational Improvements Project
 03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 0300001103

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Figure 4 - Soil Types and Landform Ages - Sheet 5 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

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Area of Potential Effects

Soil Type and Landform Age

- Pre-Pleistocene aged
- Older Pleistocene aged
- Holocene aged to Historic-Modern

0 150 300
Feet

z



Figure 4 - Soil Types and Landform Ages - Sheet 6 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103



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Figure 4 - Soil Types and Landform Ages - Sheet 7 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

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Figure 4 - Soil Types and Landform Ages - Sheet 8 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

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Area of Potential Effects

Soil Type and Landform Age

- Pre-Pleistocene aged
- Older Pleistocene aged
- Holocene aged to Historic-Modern

0 150 300
Feet



Figure 4 - Soil Types and Landform Ages - Sheet 9 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103



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Figure 4 - Soil Types and Landform Ages - Sheet 10 of 10
SR 65 Capacity and Operational Improvements Project
03-Pla-65, PM R6.6 to R12.8, EA 03-1F170, E-FIS 030001103

Appendix B – CONFIDENTIAL NCIC Records Search Results

Appendix C – CONFIDENTIAL NAHC and Native American Consultation

Appendix D

Previous SHPO Concurrence Documentation

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO 94296-0001
(916) 653-6624
FAX: (916) 653-9824



August 27, 1997

REPLY TO: COE960718Z

Tom Coe, Chief
Central California/Nevada Section
Sacramento District Corps of Engineers
1325 J Street
SACRAMENTO CA 95814-2922

Project: Twelve Bridges Development Project, Lincoln, Placer County

Dear Mr. Coe:

The Corps of Engineers, pursuant to Stipulation IV(B)(2) of the "Programmatic Agreement (PA) among the U.S. Army Corps of Engineers, the California State Historic Preservation Officer and the Advisory Council on Historic Preservation Regarding the Issuance of a Permit under Section 404 of the Clean Water Act for the Twelve Bridges Project in the City of Lincoln, Placer County, California," has submitted two (2) copies of the final report "Cultural Resources Inventory and Evaluation Report, Twelve Bridges Project, Lincoln, Placer County, California."

In accordance with Stipulation IV(C) of the PA, I intend this letter to serve as written acceptance of this final report.

Your consideration of historic properties in the project planning process are appreciated. If you have any questions or need further information, please contact Chuck Whatford of our staff at (916) 653-2716.

Sincerely,

Cherilyn Widell
State Historic Preservation Officer

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Project: Twelve Bridges Development Project, Lincoln, Placer County

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The report indicates that reasonable measures were taken to identify historic properties within the project's Area of Potential Effect (APE). Your efforts to identify historic properties conform to applicable standards.

The consultant recorded 23 archeological sites and 11 types of historic features. All were evaluated under the National Register of Historic Places (NRHP) Criteria. Based on these evaluations the Corps has requested my concurrence with the following determinations:

- (1) The prehistoric components of sites CA-PLA-594/H, 605/H, -606/H and -627/H are eligible for inclusion in the NRHP under criterion D;
- (2) the historic component of site CA-PLA-605/H is eligible under criterion D;
- (3) the rock art at CA-PLA-627/H, consisting of cupule petroglyphs associated with bedrock mortars, are unique in the Project Area and may contribute to the potential NRHP eligibility of the site under criterion C;

Mr. Tom Coe
August 27, 1997
Page two

- (4) site CA-PLA-606/H is eligible for listing under criteria A and B;
- (5) sites PL1 - 10 (PL-3 was not included as a site), CA-PLA-596, -599, -600, -604H, 614/H (both historic and prehistoric components), -615, -617, -625 and -628 are not eligible for the NRHP under any of the criteria;
- (6) the historic components of CA-PLA_594/H, -627/H and -647/H (Locus E) are not eligible for the NRHP under any of the criteria.
- (7) sites and other cultural remnants were also evaluated collectively as well as individually for their potential as historic and prehistoric archaeological districts. The consultant determined that the archeological record appears too incomplete to warrant either designation and the Corps concurred.

Based on the documentation provided, I concur with all of the Corps' determinations except # 3. While I agree that these cupule petroglyphs, associated as they are with bedrock mortars, are unique in the project area and are an important discriminator of this site, the report by the consultant. provided no supporting arguments or information in support of their statement that "these petroglyphs may contribute to the potential NRHP eligibility of the site criterion C" (page 112).

I understand from your letter of May 30, 1997 that the Corps has not made a determination of effect since the project may undergo some changes of ownership and design. At such time as the Corps is involved, it will continue coordination with me under provisions of Section 106.

Your consideration of historic properties in the project planning process and your accommodation of this late reply to your consultation request are appreciated. If you have any questions or need further information, please contact Chuck Whatford of our staff at (916) 653-2716.

Sincerely,

Cherilyn Widell
State Historic Preservation Officer

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March 30, 1998

Reply to: FHWA980311A

Jeffrey A. Lindley, Division Administrator
Federal Highway Administration
Region Nine, California Division
980 Ninth Street, Suite 400
SACRAMENTO CA 95814-2724

Subject: 03-PLA-65, P.M. 8.3/12.8 State Route 65 Widening, Placer County

Dear Mr. Lindley:

Thank you for consulting me as required under 36 CFR 800, implementing regulations for Section 106 of the National Historic Preservation Act (NHPA).

Historic and prehistoric era resources identified in what is the current Area of Potential Effect (APE) were found previously not to be eligible for the National Register or through the conduct of an extended Phase I survey not to be manifest in the APE. I do not object with the pertinent summary for these resources as depicted in Table 1 of Norton's (1998, page 5) Historic Property Survey Report for this undertaking. The FHWA has determined that the undertaking will not affect historic properties. I do not object with that determination.

According, the Federal Highway Administration (FHWA) has satisfied its identification responsibilities for this undertaking. Be advised that under certain circumstances, such as an unanticipated discovery, or a change in the undertaking APE could require the FHWA to reconsider its determinations under 36 CFR 800.

Thank you for considering historic properties during project planning. If you have questions, please do not hesitate to call Steven Grantham at (916) 653-8920.

Sincerely,

Ms. Cheryl E. Widell
State Historic Preservation Officer

**Attachment C – CONFIDENTIAL
Records Search Results**

Attachment D
NAHC and Native American Consultation

Attachment E
Previous SHPO Concurrence Documentation

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August 27, 1997

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Sacramento District Corps of Engineers
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