

HISTORIC PROPERTY SURVEY REPORT
FOR THE ORANGEVALE AVENUE BRIDGE
REPLACEMENT PROJECT

CALTRANS DISTRICT 3

FOLSOM, SACRAMENTO COUNTY, CALIFORNIA



LSA

September 2004

**HISTORIC PROPERTY SURVEY REPORT
FOR THE ORANGEVALE AVENUE BRIDGE
REPLACEMENT PROJECT**

CALTRANS DISTRICT 3

FOLSOM, SACRAMENTO COUNTY, CALIFORNIA

Submitted to:

Charles Aukland
Associate Civil Engineer
City of Folsom Public Works Department
50 Natoma Street
Folsom, California 95630

Prepared by:

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LSA Associates, Inc.
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LSA Project No. DEC 236

LSA

September 2004

HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

1. UNDERTAKING DESCRIPTION AND LOCATION						
District	County	Route	Kilo Posts	Post Miles	Charge Unit	Expenditure Authorization
3	SAC				03	965100 3ENVR

(Both kilometer posts and post miles must be completed above. Insert project description below & refer reader to location and vicinity maps in HPSR)

Project Description:

The City of Folsom, in conjunction with the California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA), in order to meet current vehicular and structural standards, proposes to replace Orangevale Avenue Bridge (No. 24C0268) with a new structure that has a wider deck to accommodate two full lanes of traffic and a shoulder area (Attachment 1, Figures 1 and 2).

2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the project was established in consultation with Daryl Noble, Caltrans PQS in Archaeology, and Michael McCollum, Project Manager, on 4/1/2004. The APE maps are located in Attachment 1 in this Historic Property Survey Report.

The APE was established as approximately 700 feet (213 meters) long on Orangevale Avenue; it is 60 feet (18 meters) wide at the west end of Orangevale Avenue and 200 feet (61 meters) wide at the east end. New right-of-way, to be acquired, occupies approximately a half-acre at the northwest corner of American River Canyon Road and Orangevale Avenue. Ground disturbance for each bridge alignment alternative is as follows:

Alternative 1: The total area of ground disturbance is approximately 16,600 square feet (1,500 square meters), of which 9,000 square feet (850 square meters) is on the existing road. The depth at abutment 1 (west) varies to a maximum of 19 feet (7 meters) deep at the bottom of the abutment; pile depth is 59 feet (18 meters) deep. The east approach will be widened into the hillside creating a vertical cut 7 feet (2 meters) wide, 180 feet (55 meters) long, and varying in depth to a maximum of 14 feet (4 meters). The depth at abutment 2 varies to a maximum of 17 feet (5 meters) deep at the bottom of the abutment; pile depth is 57 feet (18 meters) deep. The depth of the abutment 2 approach varies to a maximum of two feet (0.6 meter) deep.

Alternative 2: The total area of disturbance is 34,400 square feet (3200 square meters), of which 7,000 square feet (650 square meters) is on existing road and 22,200 square feet (2065 square meters) is at the abutment 2 approach due to the alignment cutting into the existing hill. The depth at abutment 1 (west) varies to a maximum of 19 feet (6 meters) deep at the bottom of the abutment; pile depth is 59 feet (18 meters) deep. The east approach will be widened into the hillside creating a vertical cut 7 feet (2 meters) wide, 180 feet (55 meters) long, and varying in depth to a maximum of 14 feet (4 meters) deep. The depth at abutment 2 varies to a maximum of 13 feet (4 meters) deep at the bottom of the abutment; pile depth is 53 feet (17 meters) deep. The depth of the abutment 2 approach varies to a maximum of 16 feet (5 meters) deep.

Alternative 3: The total area of disturbance is 15,400 square feet (1430 square meters), of which 9,600 square feet (890 square meters) is on existing road. The depth at abutment 1 (west) varies to a maximum of 18 feet (6 meters) deep at the bottom of the abutment; pile depth is 58 feet (18 meters) deep. The east approach will be widened into the hillside, creating a vertical cut 7 feet (2 meters) wide, 290 feet (90 meters) long, and varying in depth to a maximum of 14 feet (4 meters) deep. The depth at abutment 2 varies to a maximum of 15 feet (5 meters) deep at the bottom of the abutment; pile depth is 55 feet (17 meters) deep. The depth of the abutment 2 approach varies to a maximum of 2 feet (0.6 meter) deep.

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

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For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

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3. CONSULTING PARTIES / PUBLIC PARTICIPATION

(For the following, list names, dates, and locations and results of contacts, as appropriate. List organizations/persons contacted and attach correspondence and summarize verbal comments received as appropriate.)

- Local Government (Head of local government, Preservation Office / Planning Department)
May 5, 2004, City of Folsom Planning Commission Meeting, Richard Wilhelms, Nancy Percy, and Patrick Maxfield of the Heritage Preservation League of Folsom, raised concerns about preserving Orangevale Bridge and that the bridge's designation as part of the Lincoln Highway increased the historical significance of the bridge and that the bridge was the first of its kind to use reinforced concrete. Madeline Mosley and Tony Powers also raised concerns about the importance of preserving the bridge. See Attachment 7.
- Native American Tribes, Groups and Individuals
See Attachment 9
- Native American Heritage Commission
See Attachment 8
- Local Historical Society / Historic Preservation Group (also if applicable, city archives, etc.)
April 22, 2004, Richard Wilhelms and Nancy Percy, of the Heritage Preservation League of Folsom, raised concerns that the Orangevale Avenue Bridge was once part of the Lincoln Highway at the April 22, 2004 Public Outreach Meeting for the Orangevale Avenue Bridge Replacement Project.
April 28, 2004, Phone conversation with Nancy Percy, Folsom History/Museum volunteer and member of the Heritage Preservation League of Folsom, concerning the Lincoln Highway and Orangevale Bridge.
- Public Information Meetings [list locations, dates below and attach copies of notices]
January 6, 2004, Public Outreach Meeting for Orangevale Avenue Bridge Replacement Project - Rotary Club
April 22, 2004, Public Outreach Meeting for Orangevale Avenue Bridge Replacement Project - Community Center
- Other

4. PROPERTIES IDENTIFIED

(Check the appropriate category, list properties, or refer reader to appropriate technical study attached, according to their National Register status. Provide, as appropriate, complete address, period and level of significance, criteria, map reference, and any existing state or local designation. Do not include properties that are not within the APE. Attach previous SHPO determinations, as applicable.)

- No cultural resources in APE or resources as described in Section 7 below.
- Properties previously listed or determined eligible or not eligible (include date of listing or determination):
 -
- Caltrans, on behalf of FHWA, has determined that there are archaeological sites considered eligible for the National Register without conducting subsurface testing or surface collection within the APE, which will be protected from any potential effects by the establishment of an ESA, in accordance with Section 106 PA Stipulation VIII.C. See attached documentation.
 -
- Caltrans, on behalf of FHWA, has determined the following properties are eligible:
 -
- Caltrans, on behalf of FHWA, has determined the following properties are not eligible:
 - The segment of Lincoln Highway in the Orangevale Avenue Bridge Replacement Project APE
- _____, who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement (Section 106 PA) Attachment 1 as a(n) _____, has reviewed the project's APE and confirmed that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).
- State-owned historical buildings and structures to be added to the Master List, per PRC §5024(d):
 -
- State-owned buildings and structures that are not eligible:

HISTORIC PROPERTY SURVEY REPORT

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5. LIST OF SOURCES CONSULTED

- | | | |
|-------------------------------------|---|---|
| <input checked="" type="checkbox"/> | National Register of Historic Places | Month & Year: 1979-2002 & supplements |
| <input checked="" type="checkbox"/> | California Register of Historical Resources | Year: 1992 & supplemental information to date |
| <input checked="" type="checkbox"/> | California Inventory of Historic Resources | Year: 1976 |
| <input checked="" type="checkbox"/> | California Historical Landmarks | Year: 1995 & supplemental information to date |
| <input checked="" type="checkbox"/> | California Points of Historical Interest | Year: 1992 & supplemental information to date |
| <input type="checkbox"/> | State Historic Resources Commission | Year: 1980-present, minutes from quarterly meetings |
| <input checked="" type="checkbox"/> | Caltrans Historic Highway Bridge Inventory | Year: 2003 & supplemental information to date |
| <input checked="" type="checkbox"/> | Archaeological Site Records [List names of Institutions & date below] | |
| | North Central Information Center, May 9, 2003 | |
| <input checked="" type="checkbox"/> | Other sources consulted [e.g., historical societies, city archives, etc. List names, dates and results below] | |
| | Historic Property Directory, January 6, 2003 | |

6. LIST OF ATTACHED DOCUMENTATION

(Provide the author/date and peer reviewer/ date of the technical reports)

- Project Vicinity, Location, and APE Maps
- California Historic Bridge Inventory sheet
- Historic Resource Evaluation Report (HRER)
Judith Marvin - Attachment 3
- Archaeological Survey Report (ASR)
Susan Huster - Attachment 2
- Archaeological Excavation Report (CARIDAP, XPI, PII, PIII)

- Other (Specify below)
Caltrans Orangevale Avenue Bridge Evaluation Letter, Andy Hope, June 8, 2004 - Attachment 4
2003 Caltrans Inventory of Concrete Arch Bridges (Orangevale Avenue Bridge) - Attachment 5

7. FINDINGS – Do Not Transmit to State Historic Preservation Officer

(Check all that apply)

- A. **No cultural resources are present** within the project's APE.
- B. The only cultural resources present within the project's APE are **properties that are exempt from evaluation because they meet the criteria of Section 106 PA Attachment 4**:
 - _____, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as a(n) _____, has reviewed the project's APE and confirmed that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).
- C. Properties **previously determined not eligible** in consultation with the SHPO, or formally determined not eligible by the Keeper of the National Register. Copy of SHPO/Keeper correspondence is attached.
- Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.

8. FINDINGS – Transmit to State Historic Preservation Officer

(Check all that apply)

- Caltrans, under the authority of FHWA, has determined that there are **no historic properties** within the APE of the proposed undertaking. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.
- Caltrans, under the authority of FHWA, has determined that **there are properties eligible for inclusion in the National Register** within the APE of the proposed project. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.
- Caltrans, under the authority of FHWA, has determined that **there are properties that are not eligible for inclusion in the National Register** within the APE of the proposed project. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.

HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

- Caltrans, under the authority of FHWA, has determined a **Finding of No Historic Properties Affected**, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.
- Caltrans has determined that **there are state-owned historical buildings and structures that meet National Register and/or the State Historical Landmarks eligibility criteria** and requests that SHPO add such resources to the Master List of Historical Resources pursuant to PRC §5024(d).
- Caltrans, under the authority of FHWA, has determined a **Finding of No Adverse Effect with Standard Conditions - ESAs**, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking. *(Include description of ESAs and enforcement measures below.)*
- Caltrans, under the authority of FHWA, has determined a **Finding of No Adverse Effect with Standard Conditions – Rehabilitation**, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking. _____, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as Principal Architectural Historian, and has the appropriate education and experience, has reviewed the rehabilitation documentation and determined that they meet the Secretary of the Interior's Standards for the Treatment of Historic Properties. *(Include description of Rehabilitation below or indicate below which HPSR attachment contains the description.)*

9. HPSR PREPARATION AND DEPARTMENT APPROVAL

Prepared by: *(sign on line)* _____ Date _____
 District Caltrans
 PQS/Generalist:

Prepared by: *(sign on line)* Susan Huster *N. H. Hyster for Susan Huster 9/2/04*
 Consultant / discipline: Prehistoric Archaeology Date _____
 Affiliation LSA Associates, Inc.
 157 Park Place
 Point Richmond, CA

Reviewed for approval by: *(sign on line)* Daryl Noble
 District 3 Caltrans PQS Principal Investigator-Prehistoric Archaeology Date _____
 discipline/level:

Approved by: *(sign on line)* _____ Date _____
 District 3 EBC Branch:

ATTACHMENT 1

MAPS

Figure 1: Project Location Map and Project Vicinity Map

Figure 2: Area of Potential Effect (APE) Map

Figure 3: Cultural Resources Map

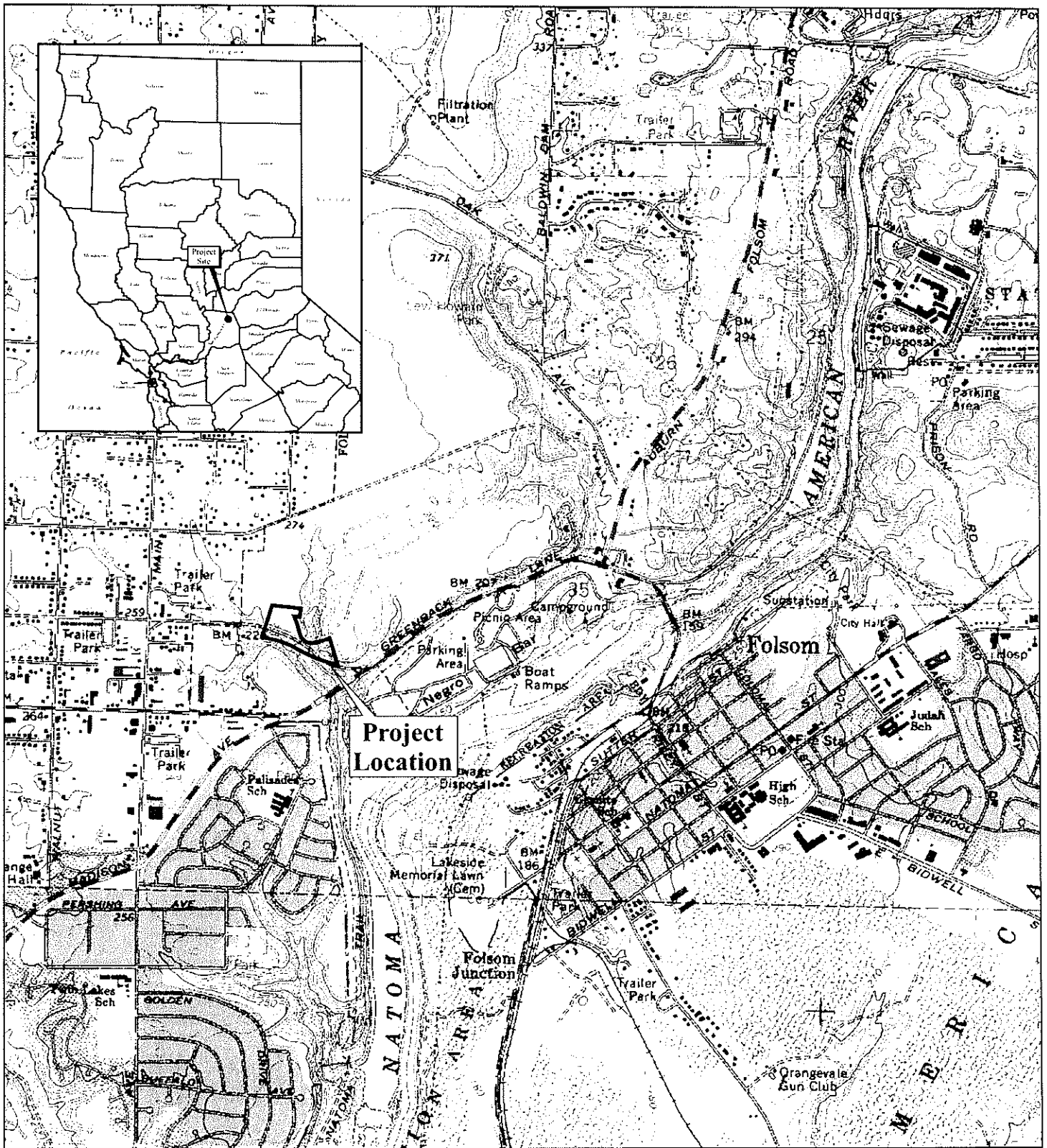
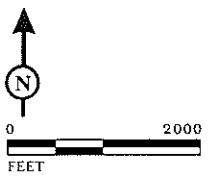


FIGURE 1

LSA



Orangevale Bridge Replacement Project
 Folsom, Sacramento County, California
 Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

P:\DEC236\g\fig1-proj_loc.cdr (8/5/04)

ATTACHMENT 2

ARCHAEOLOGICAL SURVEY REPORT

ARCHAEOLOGICAL SURVEY REPORT
FOR THE ORANGEVALE AVENUE
BRIDGE REPLACEMENT PROJECT

CALTRANS DISTRICT 3

FOLSOM, SACRAMENTO COUNTY, CALIFORNIA

Submitted to:

Charles Aukland
Associate Civil Engineer
City of Folsom Public Works Department
50 Natoma Street
Folsom, California 95630

Prepared by:

Susan Huster, M.A.
LSA Associates, Inc.
157 Park Place
Point Richmond, California 94801
(510) 236-6810
www.lsa-assoc.com
LSA Project No. DEC 236

USGS 7.5-minute topographic quadrangle:	<i>Folsom, California</i> 1967 PR 1980
Acreage:	2.5 acres
Township and Range:	T10N, R7E
Location:	Orangevale Avenue, Folsom, California
Trinomial:	CA-SAC-182, CA-SAC-183
Keywords:	Orangevale Avenue Bridge, Lincoln Highway

LSA

September 2004

SUMMARY OF FINDINGS

The City of Folsom, in conjunction with the California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA), in order to meet current vehicular and structural standards, proposes to replace Orangevale Avenue Bridge (No. 24C0268) with a new structure that has a wider deck to accommodate two full lanes of traffic and a shoulder area (Attachment 1, Figures 1 and 2).

LSA Associates, Inc., prepared this Archaeological Survey Report (ASR) to document cultural resources identification efforts in the Area of Potential Effects (APE) in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans regarding Compliance with Section 106 of the National Historic Preservation Act* (Caltrans 2004). This ASR also addresses the requirements of the California Environmental Quality Act (CEQA).

The APE for the project was established in consultation with Daryl Noble, Professionally Qualified Staff (PQS) in archaeology, and Michael McCollum, Project Engineer, on April 1, 2004. The APE map is in HPSR Attachment 1; Figure 2. The APE is along Orangevale Avenue, just northwest of American River Canyon Road, in the city of Folsom, Sacramento County. The APE is approximately 700 feet (213 meters) long on Orangevale Avenue and is 60 feet (18 meters) wide at the west end of Orangevale Avenue and 200 feet (61 meters) wide at the east end (HPSR Attachment 1; Figures 1, 2, and 3). The APE is in a suburban setting and consists of 2.5 acres of steep land on the banks of, and terraces adjacent to, Gold Creek. New right-of-way, to be acquired, occupies approximately a half-acre at the northwest corner of American River Canyon Road and Orangevale Avenue.

This ASR study included archival and background research, field survey, and contact with local agencies and potentially interested parties. LSA conducted a field survey of the APE on February 28, 2003.

No archaeological resources were identified in the APE.

It is Caltrans's policy to avoid cultural resources whenever possible. Further investigations may be needed if the site[s] cannot be avoided by the project. If buried cultural materials are encountered during construction, it is Caltrans's policy that work stop in the area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed.

INTRODUCTION

The APE is along Orangevale Avenue, just northwest of American River Canyon Road in the city of Folsom, Sacramento County. The APE is approximately 700 feet (213 meters) long on Orangevale Avenue and is 60 feet (18 meters) wide at the west end of Orangevale Avenue and 200 feet (61 meters) wide at the east end (HPSR Attachment 1; Figures 1, 2, and 3). The APE is in a suburban setting and consists of 2.5 acres of steep land on the banks of, and terraces adjacent to, Gold Creek. New right-of-way, to be acquired, occupies approximately a half-acre at the northwest corner of American River Canyon Road and Orangevale Avenue. LSA archaeologists Susan Huster and Neal Kaptain surveyed the APE on February 28, 2003. Ms. Huster has a Master of Arts degree in

anthropology and three years of experience in California archaeology. Mr. Kaptain has a Bachelor of Arts degree in anthropology and eight years of experience in California archaeology. Ms. Huster meets the requirements for Caltrans PQS Co-Principal Investigator and Mr. Kaptain meets the requirements for Caltrans Lead Archaeological Surveyor.

PROJECT LOCATION AND DESCRIPTION

The APE is along Orangevale Avenue, just northwest of American River Canyon Road in the city of Folsom, Sacramento County. The APE is approximately 700 feet (213 meters) long on Orangevale Avenue and is 60 feet (18 meters) wide at the west end of Orangevale Avenue and 200 feet (61 meters) wide at the east end. New right-of-way, to be acquired, occupies approximately a half-acre at the northwest corner of American River Canyon Road and Orangevale Avenue. Bridge Alignment Alternative 1 is along Orangevale Avenue from the west end of the APE to approximately 300 feet (91 meters) west of American Canyon River Road. Bridge Alignment Alternative 2 begins at the west side of the bridge, and passes through the new right-of-way to American River Canyon Road. Bridge Alternative 3 occupies the same footprint as Alternative 1, along Orangevale Avenue from the west end of the APE to approximately 300 feet (91 meters) west of American Canyon River Road (HPSR Attachment 1; Figure 2).

The vertical APE for each bridge alignment alternative is as follows:

Alternative 1: The total area of ground disturbance is approximately 16,600 square feet (1500 square meters), of which 9,000 square feet (850 square meters) is on the existing road. The depth at abutment 1 (west) varies to a maximum of 19 feet (7 meters) deep at the bottom of the abutment; pile depth is 59 feet (18 meters) deep. The east approach will be widened into the hillside creating a vertical cut 7 feet (2 meters) wide, 180 feet (55 meters) long, and varying in depth to a maximum of 14 feet (4 meters) deep. The depth at abutment 2 varies to a maximum of 17 feet (5 meters) at the bottom of the abutment; pile depth is 57 feet (18 meters). The depth of the abutment 2 approach varies to a maximum of two feet (0.6 meter).

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varies to a maximum of 15 feet (5 meters) at the bottom of the abutment; pile depth is 55 feet (17 meters) deep. The depth of the abutment 2 approach varies to a maximum of 2 feet (0.6 meter).

SOURCES CONSULTED

NATIONAL REGISTER OF HISTORIC PLACES*	January 6, 2003
CALIFORNIA REGISTER OF HISTORICAL RESOURCES*	January 6, 2003
CALIFORNIA INVENTORY OF HISTORIC RESOURCES	March 1976
CALIFORNIA HISTORIC LANDMARKS*	1996
CALIFORNIA POINTS OF HISTORICAL INTEREST*	1992
CALTRANS HISTORIC HIGHWAY BRIDGE INVENTORY	October 1, 2001
*Reviewed in the Office of Historic Preservation's <i>Historic Property Directory</i> (January 6, 2003.)	
CHRIS - INFORMATION CENTER:	
North Central Information Center (NCIC), Sacramento	May 9, 2003

The NCIC did a records search of the APE and a one-mile radius (NCIC File No. SAC-03-8). The records search did not identify any cultural resources in the APE. Two cultural resources within approximately 250 feet (79 meters) southeast of the APE were identified:

- CA-SAC-182, a prehistoric site consisting of the remains of "a small village or camp," approximately 250 feet (79 meters) southeast of the APE (Treganza 1952a). The site record contains a note dated May 22, 1958 stating that the site was "destroyed by road cutting through hill."
- CA-SAC-183, a prehistoric site, consisting of the remains of "a small camp site," immediately south of CA-SAC-182 (Treganza 1952b). The site record contains a note dated May 27, 1958 stating that the site was "destroyed by road cutting through hill."

The NCIC also reviewed *California Gold Camps* (Gudde 1975); a survey plat for Township 10 North, Range 7, East Mount Diablo Base Line and Meridian (Government Land Office 1865); and the *Rancho San Juan* plat (Government Land Office 1858).

Because NCIC only reported the records search results for a quarter-mile radius, LSA archaeologist Neal Kaptain visited NCIC on November 11, 2003 to review records search maps and confirmed that there are no recorded cultural resources within a half-mile of the APE to the north and west of the Orangevale Avenue Bridge APE.

LSA reviewed the Caltrans Historic Highway Bridge Inventory and identified Orangevale Avenue Bridge (Bridge No. 24C0268) in the APE. The inventory lists the bridge as Category 5 ("not eligible for the National Register").

LSA also reviewed the California Office of Historic Preservation's *Five Views: An Ethnic Historic Site Survey for California* (1988). There were no cultural resources listed within this inventory in or adjacent to the APE.

Also reviewed for background information was:

- *California Place Names: The Origin and Etymology of Current Geographical Names* (Gudde 1998),
- *Historic Spots in California* (Hoover et al. 1990),
- *The Map of the Natural Vegetation of California* (Küchler 1977),
- *Soil Survey of Sacramento County, California* (Tugel 1990), and
- *Geologic Map of the Sacramento Quadrangle* (Wagner et al. 1987).

LSA sent a letter, with maps depicting the APE, to the Native American Heritage Commission (NAHC) in Sacramento, asking them to review their sacred lands file for any Native American cultural resources that might be affected by the proposed project (HPSR Attachment 8). Also requested were the names of Native Americans who might have information or concerns about the APE. Ms. Debbie Pilas-Treadway, NAHC Environmental Specialist III, in a fax dated January 7, 2003, informed LSA that a review of the sacred lands file did not indicate the presence of Native American cultural resources in the "immediate project area." She also provided a list of Native American contacts.

On February 27, 2003, LSA sent a letter, with maps depicting the APE, to the Native American representatives on the contacts list provided by the NAHC, requesting any information or concerns they might have regarding the proposed project (HPSR Attachment 9). No responses to the letters were received in two weeks and follow-up telephone calls were made. A summary of these calls is presented below:

- Rose Enos, Maidu and Washoe representative: On March 13, 2003, Ms. Enos stated she did not have any information or concerns about the area and requested that she be contacted if cultural resources were unearthed during construction activities. On August 6, 2004, LSA made a second follow-up phone call and left a message on Ms. Enos' answering machine requesting that she call LSA. No response has been received to date.
- Joe Marine, Maidu and Washoe representative: On March 13, 2003, LSA left a message on Mr. Marine's answering machine requesting that he call LSA. No response has been received to date. On August 6, 2004, LSA made a second follow-up phone call and left a message on Mr. Marine's answering machine requesting that he call LSA. No response has been received to date.
- Martha Noel, Maidu Elders Organization: The NAHC contacts list did not include a phone number. On August 6, 2004, LSA called SBC Directory Assistance to request a phone number for Ms. Noel; there was no listing for Martha Noel.
- Jeff Murray, Shingle Springs Band of Miwok Indians: On March 13, 2003, LSA left a message on Mr. Murray's answering machine requesting that he call LSA. No response has been received to date. On August 6, 2004, LSA made a second follow-up phone call and left a message on Mr. Murray's answering machine requesting that he call LSA. No response has been received to date.
- Sam Starkey, United Auburn Indian Community of the Auburn Rancheria: On March 13, 2003, Mr. Starkey stated that he did not have any information or concerns about the area. On August 6, 2004, LSA made a second follow-up phone call, but received a busy signal and no message was left.

- Jessica Tavares, United Auburn Indian Community of the Auburn Rancheria: On March 13, 2003, LSA left a message on Ms. Tavares' answering machine requesting that she call LSA. No response has been received to date. On August 6, 2004, LSA made a second follow-up phone call and left a message on Ms. Tavares' answering machine requesting that she call LSA. No response has been received to date.
- David Keyser, United Auburn Indian Community of the Auburn Rancheria: On March 13, 2003, LSA left a message on Mr. Keyser's answering machine requesting that he call LSA. No response has been received to date. On August 6, 2004, LSA made a second follow-up phone call and left a message on Mr. Keyser's answering machine requesting that he call LSA. No response has been received to date.

LSA sent a letter and map depicting the APE on December 24, 2002 to the Folsom Historical Society and Folsom History Museum, requesting any information or concerns regarding the proposed APE (HPSR Attachment 7). No response to the letter was received. On March 17, 2003, LSA left a message on the museum's voicemail requesting them to call LSA. No response has been received to date. On August 6, 2004, LSA made a second follow-up phone call and left a message on the Museum's voicemail to call LSA. No response has been received to date.

BACKGROUND

Environment

The APE is at approximately 250 feet above sea level on the banks of, and terraces adjacent to, Gold Creek. The slopes below the bridge are very steep. Geologically, the area is Copper Hill Volcanics (Mesozoic volcanic and metavolcanic rocks) (Wagner et al. 1987). Soils in the APE are of the Xerolls Orangevale-Fiddymont series which are on shallow to very deep, somewhat excessively to well drained soils on terrace escarpments along drainages near the American River (Tugel 1990:119). Gold Creek, an intermittent watercourse, flows southerly through the APE. The original native flora consisted of riparian forest (Küchler 1977:20). Vegetation today consists of grasses, forbs, bushes, and oaks. The APE has been altered by roadway, bridge, and utilities construction. A concrete utility vault with a steel cover is in the APE at the west end of the bridge. Residential housing is on both sides of the APE. Considerable trash of varying age is on the slopes below the bridge.

Sensitivity Assessment

Two prehistoric sites are approximately 250 feet southeast of the APE. As indicated by the NCIC, as well as by the distribution of nearby prehistoric sites, the APE is moderately sensitive for archaeological resources. The potential for buried historic sites is low; the nearest historic site is over one mile from the APE. Survey, however, did not identify any cultural resources. The APE is in an erosional province with thin soils and has steep to very steep slopes. The APE is of low to moderate sensitivity for subsurface prehistoric and historical archaeological resources. The three bridge alignment alternatives will not affect the two nearby prehistoric sites identified in the records search.

Ethnography

The APE is ethnographically attributed to the Nisenan (Southern Maidu) people. Nisenan is a Penutian language with many local dialects, including Valley Nisenan, Oregon House, Auburn,

Clipper Gap, Nevada City, Colfax, and Placerville (Shipley 1978:83). The territory of the Nisenan included the drainages of the Feather and American Rivers; from the crest of the Sierra Nevada in the east to the Sacramento River in the west; south to the Cosumnes River; and north to the divide of the North Fork of the Yuba River and Middle Fork of the Feather River (Wilson and Towne 1978:387-388).

The Nisenan lived in semi-permanent settlements on streams and river drainages, or on slopes. Settlements would consist of one village or a number of smaller villages clustered around one large village. Family groups often lived away from the main village. In addition to villages, the Nisenan used seasonal camps for resource procurement, quarries, ceremonial grounds, fishing stations, and cemeteries (Wilson and Towne 1978:388-389). The Nisenan lived in conical-shaped houses with coverings of bark slabs, skins, and brush. Skins and tule mats were used for bedding, and deerskins were used as covers (Kroeber 1925:409). Brush shelters were used in the summer and during gathering excursions. Most villages had bedrock mortar sites and acorn granaries (Wilson and Towne 1978:388-389).

The Nisenan relied heavily on acorns, local game, and fish for subsistence. Acorns were gathered communally or individually. Deer, bear, salmon, birds, and rabbits were important in the Nisenan diet, along with insects such as grasshoppers, crickets, and locusts. Freshwater mussels were also eaten, as was a variety of berries, wild plums, and grapes (Kroeber 1925:409-411; Wilson and Towne 1978:388).

Stone tools used by the Nisenan included knives, projectile points, arrow straighteners, scrapers, pestles, mortars, and pipes. The raw materials for these tools consisted of basalt, steatite, chalcedony, jasper, and obsidian (Wilson and Towne 1978:391). Wood digging sticks were used for procuring roots and other food resources, and wood mortars were used for food preparation (Kroeber 1925:413-414). Tule was used for mats, netting, fish nets, and for canoes. Willow and redbud were preferred materials for weaving baskets. Baskets were used for food storage and cooking, cradles, seed beaters, and cages (Wilson and Towne 1978:391).

The lifeways of the Nisenan were changed drastically in the mid-nineteenth century beginning with Spanish and American incursions into their territory. By 1860, the impacts of European diseases, the devastating effects of the Gold Rush, and displacement from their native territory largely destroyed the native culture in the central and northern Sierras (Moratto 1984).

Prehistory

The Folsom area was probably settled by native Californians between 12,000 and 6,000 years ago. The Paleo-Archaic-Emergent cultural sequence developed by Fredrickson (1974) is commonly used to interpret the prehistoric occupation of Central California. The sequence is broken into three broad periods: the Paleoindian period (10,000-6,000 B.C.); the three-staged Archaic period, consisting of the Lower Archaic (6,000-3,000 B.C.), Middle Archaic (3,000-1,000 B.C.), and Upper Archaic (1,000 B.C.-A.D. 500); and the Emergent period (A.D. 500-1,800).

The Paleoindian period began with the first entry of people into California. These people probably subsisted mainly on big game and to a lesser extent on plant foods, with little or no trade networks. The Archaic period is characterized by increased use of plant foods, elaboration of burial and grave goods, and increasingly complex trade networks (Bennyhoff and Fredrickson 1994; Moratto 1984).

The Emergent period is marked by the introduction of the bow and arrow, the ascendance of wealth-linked social status, and the elaboration and expansion of trade networks, signified in part by the appearance of clam disk bead money (Moratto 1984).

Human populations during the Paleoindian period in the vicinity of the project area were low and probably consisted of small groups moving frequently in order to exploit plant and animal resources. The western foothills of the Sierra Nevada area contain few sites dating from this period of early occupation.

The first distinct culture seen in the archaeological record near the study area is known as the Martis culture. The Martis people originated in the Great Basin region and moved into the Sierra Nevada high country, reaching the western foothills around 1,500 B.C. (Elsasser 1978:53). It is possible that "the western slope of the northern Sierra was settled long ago by groups, who, by 1,000 B.C. exhibited both Martis and Central Valley traits. Whether initial populations came from the east or west, or both, is unknown" (Moratto 1984: 303).

Evidence of ancestral Nisenan culture appears around 700 A.D. in the form of small projectile points. After 1,500 A.D. a highly developed exchange network with shell bead currency appears, with "exotic obsidian from the eastern Sierra and the North Coast Ranges, coastal shells, and distinctive projectile points showing up one hundred miles or more from their source" (Terhorst and Gerike 1992:15).

History

The APE is within the San Juan land grant (Government Land Office 1858), one of seven large ranchos in Sacramento County (Marschner 2000:272-3). In 1850, Sacramento County consisted of Sutter's Fort, Suttersville, Sacramento City, mining camps on the American and Cosumnes River, and several ranchos (Marschner 2000:265-7), but hundreds of mining camps would be established during the height of the Gold Rush.

Mormon Bar, a few miles east of the town of Folsom, was an important gold discovery site in California. Following their discovery, other miners began exploring the gravel bars situated along the American River, such as Negro Bar, just to the south of the APE. Negro Bar, which contained rich diggings and attracted numerous miners, was first mined by African-Americans in 1849 (Maniery and Syda 1991; Gudde:1975:235).

By 1855 the town of Folsom was established near the site of Negro Bar (Marschner 2000:271). As traffic to the northern mines increased, the need to move supplies and freight into the mining regions became more important. The town of Folsom soon became a center of stage and freight lines running to mining camps to the north. In 1856, Folsom became the eastern terminus for the Sacramento Valley Railroad, the first train west of the Rockies. The train linked the mining camps with river boats in Sacramento in a 22-mile route through the region (Marschner 2000: 271). By the 1860s, Folsom had a variety of hotels, businesses, and churches, some of which are still standing, including the Wells Fargo Building built in 1860 and used as the western terminus for the Pony Express (Hoover 1990:288-9).

By 1880, Folsom Prison was established and is still being used as a maximum security prison. By 1895, the Folsom Powerhouse, now a National Historic Landmark, was supplying power to the

growing city of Sacramento. The powerhouse was operated continuously until 1952.

The late 1910s signaled an era of bridge construction in Folsom, most likely in response to the advent of the automobile and the need for wider and stronger bridges. Sacramento County Surveyor, Drury Butler, designed the Orangevale Avenue Bridge, a reinforced concrete open-spandrel arch bridge, on Orangevale Avenue, in Folsom. The bridge was completed in 1915 and was built by the W.N. Concannon Company (Maniery and Syda 1991). He also designed the best known of the Folsom bridges, the Rainbow Bridge over the American River, which was completed in 1917. In 1927, the Orangevale Avenue Bridge was briefly part of the southerly route of the Lincoln Highway, a coast-to-coast highway that spanned the continent from 1914 to 1927. With the completion of the Carquinez Straits Bridge in Vallejo in 1927, the Lincoln Highway was routed over the existing Orangevale Avenue Bridge for a brief period of time.

Through the 1950s and 1960s, mining operations continued in Folsom; the Natomas Company ceased mining in 1962, by which time millions of dollars of gold had been produced in the area (Hoover 1990:290).

Today, with more than 57,000 residents, Folsom is a city with all the character and charm of a small town proud of its Gold Rush history. Folsom has experienced a steady population growth, largely due to excellent job opportunities, outstanding residential neighborhoods, diverse recreational amenities, and tourism. Folsom's major employers represent a diverse base of businesses, from high technology to food manufacturers, retail, health care, and education (City of Folsom).

FIELD METHODS

LSA archaeologists Susan Huster and Neal Kaptain surveyed the 2.5 acre APE on February 28, 2003. The APE was re-examined by LSA archaeologist Neal Kaptain on April 2, and November 11, 2003. Zig-zag transects not more than 20 feet apart were walked on the slopes, roadway shoulders, staging area, and the new right-of-way. Soil visibility was generally poor due to dense grass and vegetation. Exposed soil in the eroded stream banks was examined. Soil visibility directly under the bridge was good due to sparse vegetation. The staging area and the new right-of-way were inspected and exposed soils were examined for archaeological deposits. The ground's surface was occasionally scraped free of obstructions to get a better view of soils and possible archaeological deposits. The APE has been affected by bridge, roadway, and utilities construction.

STUDY FINDINGS AND CONCLUSIONS

No archaeological resources were identified within the APE.

Additional survey will be required if project plans are changed to include areas not previously surveyed. If buried cultural materials are unearthed during construction, Caltrans policy states that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

ASR PREPARATION AND DEPARTMENT APPROVAL

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Maps

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1865 Survey plat, Township 10 North, Range 7 East, Mount Diablo Baseline and Meridian. On file, North Central Information Center, California Historical Resources Information System, California State University, Sacramento.

PREPARER'S QUALIFICATIONS

Susan Huster has a Master of Arts degree in anthropology from California State University, Hayward, and 3 years of experience in California archaeology. Neal Kaptain has a Bachelor of Arts degree in anthropology from the University of California, Los Angeles and 8 years of experience in California archaeology. Ms. Huster meets the requirements for Caltrans PQS Co-Principal Investigator and Mr. Kaptain meet the requirements for Caltrans Lead Archaeological Surveyor.

EXHIBITS

Study Vicinity and Study Location; APE; and Cultural Resources maps are in HPSR Attachment 1.

ATTACHMENT 3

HISTORICAL RESOURCES EVALUATION REPORT

HISTORICAL RESOURCES EVALUATION
REPORT FOR THE ORANGEVALE
BRIDGE REPLACEMENT PROJECT

CALTRANS DISTRICT 3

FOLSOM, SACRAMENTO COUNTY, CALIFORNIA

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LSA

September 2004

SUMMARY OF FINDINGS

The City of Folsom (City), in conjunction with the California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA), to meet current vehicular and structural standards, proposes to replace Orangevale Avenue Bridge (No. 24C0268) with a new structure that has a wider deck to accommodate two full lanes of traffic and a shoulder area (Attachment 1, Figures 1 and 2).

LSA Associates, Inc., prepared this Historical Resources Evaluation Report (HRER) to document cultural resources identification and evaluation efforts in the Area of Potential Effects (APE) in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans regarding Compliance with Section 106 of the National Historic Preservation Act* (Caltrans 2004). This HRER also addresses the requirements of the California Environmental Quality Act (CEQA).

This HRER study included archival and background research, and field survey. Archival research was conducted in January and February 2003. The architectural field survey of the APE was conducted on December 7, 2002.

The APE is on Orangevale Avenue, in the City of Folsom, in northeastern Sacramento County. Two potential cultural resources are in the APE: 1) Orangevale Avenue Bridge, listed as Category 5 in the Caltrans Highway Bridge Inventory, and 2) the segment of Lincoln Highway within the Orangevale Avenue Bridge Replacement Project APE (HPSR Attachment 1; Figure 3). Neither resource is eligible for listing on the National Register of Historic Places or the California Register of Historical Resources.

No other historic building, structure, or object is in the APE.

PROJECT DESCRIPTION

This HRER has been prepared to identify and evaluate cultural resources in the Orangevale Avenue Bridge Replacement Project APE, on Orangevale Avenue, Folsom, Sacramento County (HPSR Attachment 1; Figures 1 and 2). The City, in conjunction with Caltrans and FHWA, in order to meet current vehicular and structural standards, proposes replacing Orangevale Avenue Bridge (No. 24C0268) with a new structure with a wider deck to accommodate two full lanes of traffic and a shoulder area.

Orangevale Avenue Bridge crosses over Gold Creek, a deep, brush-lined canyon with an earth and cobble channel with vertical banks. The creek is surrounded by rolling hills with oaks and brush, with suburban and rural homes in the general vicinity

The APE is on Orangevale Avenue, just northwest of American River Canyon Road in the city of Folsom, Sacramento County. The APE is approximately 700 feet (213 meters) long on Orangevale Avenue and is 60 feet (18 meters) wide at the west end of Orangevale Avenue and 200 feet (61 meters) wide at the east end. New right-of-way, to be acquired, occupies approximately a half-acre at the northwest corner of American River Canyon Road and Orangevale Avenue. Bridge Alignment Alternative 1 is on Orangevale Avenue from the west end of the APE to approximately 300 feet (91 meters) west of American Canyon River Road. Bridge Alignment Alternative 2 begins at the west

side of the bridge, and passes through the new right-of-way to American River Canyon Road. Bridge Alternative 3 occupies the same footprint as Alternative 1, along Orangevale Avenue from the west end of the APE to approximately 300 feet (91 meters) west of American Canyon River Road.

RESEARCH METHODS

Archival and oral history research for the APE was conducted by historian Judith Marvin in repositories in Folsom and in Sacramento County. Research focused on examining previous surveys and reports on Folsom and the bridges, historic maps, written histories, and the Official Records of Sacramento County. Research in Sacramento County was conducted in January and February 2003.

The following inventories were reviewed to identify historic resources in the APE:

- Office of Historic Preservation's Historic Property Directory (May 9, 2003);
- *California Inventory of Historic Resources* (1976);
- *California Historical Landmarks* (1990 et seq.);
- *California Points of Historical Interest* (May 1992 et seq.); and
- Caltrans Historic Bridge Inventory.

The North Central California Information Center (NCIC) was requested to do a records search of the APE and a one mile radius (NCIC File No. SAC-03-8) on May 9, 2003 (HPSR Attachment 10). The records search did not identify any cultural resources in the APE. Two nearby cultural resources were identified:

- CA-SAC-182, a prehistoric site, approximately 250 feet southeast of the APE (Treganza 1952a).
- CA-SAC-183, a prehistoric site, immediately south of CA-SAC-182 (Treganza 1952b).

The records search also included review of *California Gold Camps* (Gudde 1975), a survey plat for Township 10 North, Range 7 East, Mount Diablo Baseline and Meridian (Government Land Office 1865), and the *Rancho San Juan* plat (Government Land Office 1858).

The NCIC records search did not identify any cultural resource studies in or adjacent to the APE.

LSA reviewed the Caltrans Historic Bridge Inventory and identified Orangevale Avenue Bridge (Bridge No. 24C0268). The bridge is listed as Category 5 ("not eligible for the National Register") (HPSR Attachment 5).

LSA also reviewed the California Office of Historic Preservation's *Five Views: An Ethnic Historic Site Survey for California* (1988). There were no cultural resources listed in or adjacent to the APE within this inventory. Also reviewed for background information was *California Place Names: The Origin and Etymology of Current Geographical Names* (Gudde 1998), and *Historic Spots in California* (Hoover et al. 1990).

Repositories where research was conducted to identify historic land uses pertinent to the APE:

- Folsom Historical Society and Folsom History Museum, Folsom;
- Caltrans Office of Environmental Analysis, Sacramento; and
- California Room, California State Library, Sacramento.

Public Information Meetings:

- Public Outreach Meeting for the Orangevale Avenue Bridge Replacement Project on January 6, 2004, at the Rotary Club.
- Public Outreach Meeting for the Orangevale Avenue Bridge Replacement Project on April 22, 2004, at the Community Center. Richard Wilhelms and Nancy Percy, of the Heritage Preservation League of Folsom, raised concerns that the Orangevale Avenue Bridge was once part of the Lincoln Highway and that the Orangevale Avenue Bridge should be preserved.
- City of Folsom Planning Commission Meeting on May 5, 2004. Richard Wilhelms, Nancy Percy, and Patrick Maxfield of the Heritage Preservation League of Folsom raised concerns about preserving Orangevale Bridge and that the bridge's designation as part of the Lincoln Highway increased the historical significance of the bridge, and that the bridge was the first of its kind to use reinforced concrete. Madeline Mosley and Tony Powers also raised concerns about the importance of preserving the bridge.

Interviews with knowledgeable persons:

- Phone conversation with Nancy Percy, Folsom History Museum volunteer and member of the Heritage Preservation League of Folsom, concerning the Lincoln Highway and the Orangevale Avenue Bridge on April 28, 2004.

Primary historic themes within the APE focus on transportation and bridge engineering.

Historical Overview

The following text is [except for the deletion of material not pertinent to the APE] from Maniery and Syda (1991).

Folsom's history has centered around several themes: mining; transportation; a correctional facility; and hydroelectric development. Each theme has economically and socially influenced the development of the region in different ways, and each is discussed below. Generally, the themes occurred in chronological order: mining, transportation, the creation of Folsom Prison, completion of the hydroelectric system, and a return to large-scale mining. Some activities, however, particularly mining, continued throughout the historical period of Folsom and were concurrent with other thematic changes that occurred in the APE.

The project area is within the Rancho San Juan land grant, one of seven large ranchos in Sacramento County (Marschner 2000:272-3).

Initial Mining Ventures - 1848 to 1856. Mormon Bar, located a few miles east of the town of Folsom, was the second important gold discovery site in California. By early spring of 1848 a group of Mormons were working the bar (Hoover et al. 1990; The Telegraph 1966:8). Following their discovery, other miners began exploring the gravel bars situated along the American River near the study area. By 1849 work had begun at a series of places between Mormon Island and Mississippi Bar (located two miles downstream from Folsom).

The closest gravel bar to the current project, however, became known as Negro Bar. Located near the river approximately between the ends of present day Decatur and Reading streets, this bar was first mined by Afro-Americans in 1849. It is depicted on the south side of the river on various maps dating from the early 1850s (General Land Office 1856; cf. also Gudde 1975; Hoover et al. 190:289), although Goddard's Map of 1857 shows it on the north side of the river. According to Gudde (1975:235), Negro Bar contained rich diggings and attracted numerous miners. The 1850 manuscript census lists the names of 336 inhabitants at Negro Bar; by 1851 this number was closer to 700

(Gudde 1975:235; Hoover et al. 1990:289). A massive flood in 1852 forced the community to relocate on the bluffs above the bar; at which time it was apparently renamed Granite City (Barrows 1966a:8).

By the mid-1850s the initially rich placer deposits of Negro and other bars along the American River had been depleted and many of the miners had moved on to new areas in the Mother Lode. One ethnic group, however, the Chinese, remained behind, eking out a living by reworking abandoned claims and tailings piles, and constructing the ditches and dams required by the Natomas Company.

Although mining remained an important aspect of the local economy throughout the remainder of the 1800s, it was not until 1898 that it picked up again with the intensity of the 1850s. Beginning with the construction of a major transportation system in the mid-1850s and continuing through the end of the century, several developments occurred in the area that overshadowed mining.

Transportation - 1856 to 1869. The discovery of gold deposits on the American River resulted in first a trickle and then a flood of people into the region. Initially, trails or rough wagon roads were used to access the area. Many of the men venturing into the mines traveled on foot or by horse, and sometimes with pack mules; very few wagons were able to negotiate the rough roads. As the number of men working in the northern mines increased, the need to move supplies and freight into the mining regions became more urgent.

In 1852 the Sacramento Valley Railroad Company (SVRR) was organized to construct a railroad between Sacramento and Negro Bar on the American River. The route was laid out and designed by Theodore D. Judah, who acted as the Chief Engineer. Judah was born in Bridgeport, Connecticut, in 1826 and received his training as a civil engineer at the Rensselaer Polytechnic Institute of Troy, New York (Thompson & West 1880:196). When the railroad was completed in 1856 it was the first to be completed in California, opening up a new era of transportation in the state (Barrows 1966a:16; Reed 1923:130).

In conjunction with the construction of the SVRR, the town of Folsom was laid out by Judah, Richmond Chenery, and Samuel Bruce for Captain Joseph Folsom in 1855. It was located at the proposed terminus of the SVRR, near the already existing site of Granite City. Several hotels and stores were already in place at the site. All the lots in the newly-created town were sold at auction on January 17, 1856. Building commenced immediately and was finished just in time for the opening of the railroad (Barrows 1966:16; Reed 1923:130 Thompson and West 1880:222).

The SVRR made Folsom a transportation center where stage, freight, and passengers transferred from trains to stages and wagons. Stage drivers would ride the train up to Folsom and from there begin their routes. Stages went to all parts of the mine country, including Sonora to the south, east to Placerville and Auburn, and north to Marysville and the Feather River country. By 1862 Folsom had become the terminus of the overland mail route, a privilege previously held by Placerville (Thompson and West 1880:223).

Along with the stage line routes came the need to access the north side of the American River. In 1853 a wooden bridge was built across the river, but was washed away by high water a few years later (The Telegraph 1966:36). However, with the success of the SVRR, plans were formed to extend the railroad to Marysville, after initially crossing the river.

The California Central Railroad Company was formed in Marysville in 1857 and began construction of a railroad bridge across the American River during the summer of 1858. The town of Folsom was

centered around the railroad track and roundhouse and grew along with the railroad traffic (Barrows 1966a: 14-17). In 1861 the SVRR built its machine and car shops at Folsom.

The era of expansionism fostered by the railroads ended before 1870 for several reasons. First, a series of fires occurred in 1866 and 1868, destroying large portions of the business district. Second, the completion of the Trans-Sierran railroad in the late 1860s resulted in a new route to the mining regions of Nevada and a subsequent decline in the stage lines that traveled through Folsom. Third, on December 26, 1869, the Sacramento Valley Railroad shops closed and all the machinery was moved to Sacramento (Thompson and West 1880:223). By 1870 the pace of the town had slowed considerably, a trend that continued throughout much of the following decade.

Interlude - 1870s. During the 1870s the economy of Folsom once again became dependent on a combination of mining activities and transportation. The Sacramento Valley Railroad Company was consolidated with the Sacramento and Placerville Railroad Company on April 19, 1877, ending a decline in the SVRR that began with Judah's death in 1863 (Southern Pacific Company n.d.; Thompson and West 1880).

The decade of the 1870s also saw an increase of agriculture in the area around Folsom and a subsequent increase in laborers using Folsom as a base. The Natoma Water and Mining Company rented vast portions of their property for agricultural purposes. A variety of ethnic groups worked in the orchards and vineyards surrounding Folsom. For example, Chinese worked as ranch hands and day laborers, as well as miners. Portuguese and Italians began arriving in Folsom in small numbers in the 1860s and 1870s (US Bureau of the Census 1870, 1880). A small community of Afro-Americans (at least 20) lived in Folsom in 1870, working primarily as cooks, laborers, a "bootblack" and handymen (US Bureau of the Census 1870). These different ethnic groups contributed to the international "melting pot" feel of the town.

Folsom Prison - 1878 to 1893. Folsom's growth in the 1870s and 1880s was aided in part by the opening of Folsom State Prison in 1878. Construction for the new prison began in 1874, with many of the supplies furnished by businessmen in Folsom.

Convict labor contributed significantly to the initial construction of the original Folsom Dam and the associated canal; in return the Prison received water rights (Adams 1978; Coleman 1952). The dam was built with hundreds of huge granite blocks, many weighing over 10 tons. The use of prison labor in constructing the dam and other features was instrumental in the development of the hydroelectric plant at Folsom.

Hydroelectric Development - 1888 to 1903. The completion of Folsom Dam in 1893 was the realization of a dream of one man: Horatio Gates Livermore. Livermore came to Folsom in the early 1850s and saw the potential to make the town an industrial center with numerous mills and factories. He realized that water used to drive power wheels was an essential element to the success of his dream. By 1862, he and his sons had control of the water company, as well as ownership of over 9,000 acres of land surrounding the town (Barrows 1966a:21-22).

In the 1860s, Livermore began his attempts to have a dam built at Folsom. By the late 1880s, when work began on the dam, his dream of an industrial center had been modified to a dream of supplying hydroelectric power to Sacramento and other points (Barrows 1966a:22). The hydroelectric power industry was in its infancy at this time and the work at Folsom would prove to be a pioneering venture into this field.

The dam, wing with the canal bulkhead, and the first half-mile of canal were finished in 1893 with the use of prison labor. Once the canal and dam were completed, another project was begun. Livermore had been trying to find a way to float logs down the river to Folsom. The logging venture was operated by the American River Land and Lumber Company, incorporated in 1893 as an affiliated enterprise of the Natoma Company (Barrows 1966a:23; Lortie 1990:2):

Horatio P. had studied the application of electric power to various sites in California and Europe and was convinced that electric power was the future throughout the nation. Seeing an opportunity, he and his brother began working on a venture to provide power to Sacramento, 22 miles away, for electric trams in that city (Adams 1978:item 8, page 2).

After seeking financial assistance and support from several different companies, the brothers interested the General Electric Company (GE) in their plan and persuaded them to invest over \$20,000 in the system. With this support, work began immediately on construction of a brick powerhouse and extension of the existing canal to the powerhouse. When the powerhouse was brought on-line, three-phase alternating electric current was run over transmission lines to Sacramento, the longest transmission in the world at that time (Adams 1978 Item 8 page 2; Barrows 1966a:23).

The Livermores created the Sacramento Electric, Gas and Railway Company in 1896 by consolidating all their individual companies, but immediately ran into financial problems. In 1897 the Livermores constructed a second powerhouse near the river bank and north of the brick powerhouse. In 1899 they bought out their main competitor, the Capitol Gas Company, and entered into an agreement with the Yuba Electric Company to supply additional power to Sacramento. In 1903 the firm, including the Folsom hydroelectric system, was sold to the California Gas and Electric Company, predecessor to the Pacific Gas and Electric Company (Adams 1978: item 8, page 3; Coleman 1952). This sale ended over 50 years of involvement in the development of Folsom by the Livermore family.

The Folsom hydroelectric system continued in operation until 1952, when the old Folsom Dam was demolished to make room for the new dam, located upstream. In 1958 the powerhouse complex was presented to the California State Parks System by Pacific Gas and Electric Company for preservation and interpretation, and remains in state ownership (Lortie 1990). It is a listed State and National Historic Landmark, a National Civil Engineering Landmark, and is on the National Register of Historic Places.

Dredging - 1898 to 1962. During the period of hydroelectric development, placer and drift mining ventures continued around Folsom. The majority of work occurred on land leased from the Natoma Company, particularly around Alder Creek and Willow Springs.

By the end of the 1890s, about 150 miners were working the deposits around Folsom: half were Chinese (Askin et al. 1980b:13). In addition, transient Chinese laborers worked over old tailings as they passed through the area. By the end of the placer mining era, 23 mines were still in operation around Folsom; seven of these were worked by Chinese miners (California State Mining Bureau 1896:318).

The end of placer and drift mining by Chinese and other miners was accelerated by the instigation of dredging techniques in the Folsom region. The earliest known use of a dredge in the Folsom region occurred in 1898 when the W. P. Bonright and Company obtained title to Mississippi Bar

downstream from Folsom. The success of the dredge revolutionized the mining industry around Folsom (Barrows 1966:54-55) and created an economic boom that lasted 45 years.

By 1900 numerous companies had emulated the Bonright firm and moved into the region. Natomas Consolidated, successor of the Natoma Water and Mining Company, was the largest dredge operator around Folsom by 1900.

The coming of the dredge to the mining industry had a profound effect on the City of Folsom. Generally, the number of businesses present along Sutter Street (the primary business district) had declined during the 1890s. The dredging operations had a positive effect on the business district, but resulted in a negative effect on the Chinese district. The dredgers effectively put an end to the drift and placer mining that had been prevalent in the area prior to 1900, causing many of the Chinese miners who resided in the declining Chinese district to move on.

The departure of the Chinese did not signify the end of an Asian presence in town. The 1910 census enumerates several hundred Japanese residing in Granite Township. These people were primarily making a living by picking fruit and working in nearby fields (US Bureau of the Census 1910). The ethnic diversity that had been a part of Folsom's history since its origin continued with the arrival of this new group. The Japanese farmed in the area until the dredges began working over the Natomas Consolidated vineyards, orchards, and gardens. Without the agricultural impetus, work became scarce and this ethnic group moved on.

The changes that occurred due to the dredging operations were extended to the transportation system. In 1906 the Southern Pacific Railroad Company erected a new station at the Folsom Terminus.

1940s Mining Activity. Until the early 1940s, mining continued to be the main focus of the Folsom economy. General Dredging and the Natomas Consolidated continued in operation until late in 1942, when the federal government imposed a moratorium on the mining of non-essential metals for the duration of World War II.

Following World War II the City of Folsom began to grow. Subdivisions, apartments and shopping centers were under construction. The new growth spurt required additional water control to protect against flooding. As early as 1927 studies were conducted by the United States Army Corps of Engineers to control the water of the American River. World War II interrupted the planning, however, until a flood control act was passed by Congress in 1944 (The Telegraph 1966:19).

As a result of the 1944 Act, work began on the new Folsom Dam project in 1952. With the construction of the new Folsom Dam and the Nimbus Dam located seven miles downstream, the Folsom hydroelectric facility became obsolete. The center of the old granite dam built by the prison inmates in the nineteenth center was dynamited to allow water released from the new dam to flow unchecked down to Nimbus.

American River Bridges. The late 1910s signaled an era of bridge construction in Folsom, undoubtedly in response to the advent of the automobile and the need for wider and stronger bridges. The best known of the Folsom bridges, the Rainbow Bridge over the American River, was completed in 1917 and designed by County Surveyor Drury Butler. But Butler had tested his designs in at least two other locations in Folsom before attempting that engineering monument: Orangevale Avenue Bridge on Orangevale Avenue, completed in 1915 and built by the W.N. Concannon Company, and the Figueroa Street Bridge, built in 1916 by contractors Jenkins & Wells.

Lincoln Highway. In 1927, the Orangevale Avenue Bridge was briefly a part of the Lincoln Highway. Prior to 1913, the primary means of travel from town to town or across the country was by rail. Most roads outside of urban areas were made of dirt: bumpy and dusty in dry weather, and impassable in wet weather. In addition, the roads did not directly link one town to another; but meandered through the countryside. This situation was, however, soon to change. In 1913, the Lincoln Highway Association was formed to promote the first coast-to-coast road in America, a transcontinental highway that would provide the most direct route between New York City and San Francisco. Since many of the country's roads were unimproved, concrete "seedling" miles were constructed in the countryside to generate interest in the highway. From 1914 to 1927, the Lincoln Highway spanned the country using existing roads and bridges; new routes were designated as more direct sections of road were constructed. As funding became available for road construction, more concrete segments, direct alignments, and new bridges were added (Owens 1992:52-54; Marriott 1998:167).

In California, the Lincoln Highway had two routes over the Sierra Nevada Mountains: one north of Lake Tahoe to Auburn and one south of Lake Tahoe through Folsom. Originally, both the north and south routes of the Lincoln Highway converged in Sacramento and were routed south through Stockton, then west across the Altamont Pass at Tracy (Owens 1992:52-54). However, with the completion of the Carquinez Straits Bridge in Vallejo in 1927, a more direct route to San Francisco was available that by-passed Stockton. The existing Orangevale Avenue Bridge in Folsom was designated as an alternate route of the Lincoln Highway for a brief period of time in 1927, as part of the southerly route to Vallejo and the newly opened Carquinez Bridge (Mikesell 1990:126).

At the end of 1927, however, the Lincoln Highway Association ceased its promotional activities. In beginning of 1928, with the advent of the Federal numbered highway system, the majority of the Lincoln Highway became US 30 across most of the country, with some portions becoming US 1, US 40, and US 50.

FIELD METHODS

The architectural study was conducted by Judith Marvin. Ms. Marvin conducted the field survey and recording, took the photographs, and prepared this document. The overview history is based on the *Cultural Resources Investigation for the American River Bridge Crossing Project, City of Folsom, Sacramento County, California* (Manieri and Syda 1991).

The architectural field survey of the APE was conducted on December 7, 2002. One potential cultural resource was identified: the Orangevale Avenue Bridge (Br. No. 24C0268). Subsequently, based on comments by local residents Nancy Percy and Richard Wilhelms of the Heritage Preservation League of Folsom at the Public Outreach Meeting for the Orangevale Bridge Replacement Project on April 22, 2004, a segment of the Lincoln Highway was also identified as being in the APE.

DESCRIPTION OF CULTURAL RESOURCES

The APE consists primarily of a portion of Gold Creek and associated banks, slopes and terraces. The bridge is on a winding road, built by Sacramento County in the 1910s, and connects Folsom with suburban homes and Orangevale.

Two cultural resources were identified within the APE: 1) Orangevale Avenue Bridge, and 2) a segment of the Lincoln Highway (HPSR Attachment 1; Figure 3).

Orangevale Avenue Bridge

The Orangevale Avenue Bridge (Br. No. 24C0268), constructed in 1915, is a reinforced concrete, open-spandrel arch bridge with reinforced concrete T-girder spans on reinforced concrete "U" abutments. The bridge is 20 feet wide and 162 feet long. Railings are original and constructed of reinforced concrete with recessed panels (Caltrans 2001). It was designed by Sacramento County surveyor Drury Butler and built by the W.N. Concannon Company. The bridge was rated as Category 5 ("not eligible for the National Register"), in 1985 as part of the Caltrans Historic Bridge Inventory (HPSR Attachment 5), and is not considered a significant bridge compared with other examples of its type and period (Caltrans 2003; Hope 2004) (HPSR Attachments 4 and 5).

Segment of the Lincoln Highway

Except for the Orangevale Avenue Bridge, there appears to be no remains of the 1927 road that was designated as part of the Lincoln Highway. The segment of the Lincoln Highway within the Orangevale Avenue Bridge APE was briefly part of the southerly route of the Lincoln Highway, a coast-to-coast road. The existing Orangevale Avenue Bridge in Folsom was designated as an alternate route of the Lincoln Highway for a brief period of time in 1927, as part of the southerly route to Vallejo and the newly opened Carquinez Bridge. Please see HPSR Attachment 6 for Department of Parks and Recreation 523 forms for the evaluation of the Lincoln Highway segment in the APE.

FINDINGS AND CONCLUSIONS

Findings

Two potential cultural resources are in the APE: 1) Orangevale Avenue Bridge and 2) a segment of the Lincoln Highway.

Location List of Evaluated Resources

The following property, which predates 1957, was previously determined ineligible for inclusion in the National Register and is not a historical resource under CEQA:

Name	Address	Community	Map Locator No.
Orangevale Avenue Bridge	Br. No. 24C0268	Folsom	1

The following resource was evaluated for this report and was determined ineligible for inclusion on the National Register and is not a historical resource under CEQA.

Name	Address	Community	Map Locator No.
Lincoln Highway segment within the Orangevale Avenue Bridge APE	Orangevale Avenue	Folsom	2

Conclusions

Orangevale Avenue Bridge. The Orangevale Avenue Bridge, within the APE, was previously evaluated and is not eligible for the National Register, nor is the bridge a historical resource under CEQA (HPSR Attachments 4 and 5). The evaluation in this report concurs with those findings. Under Criterion A/1, although the bridge is associated with the development of Folsom during the

early years of the 20th century, it is not a contributor to that event. Under Criterion B/2, it was designed by a Sacramento County surveyor and is not associated with any person important in history. Under Criterion C/3, the bridge, although a nice example of an open spandrel arched structure, is not the work of an important creative individual nor does it possess high artistic values. Under Criterion D/4, the bridge does not appear to be likely to yield information important in history or prehistory. No further work is recommended.

Segment of the Lincoln Highway

It is LSA's opinion that the segment of the Lincoln Highway within the Orangevale Avenue Bridge APE retains only its integrity of location, which is insufficient to qualify it for National Register eligibility. The other factors on integrity, design, setting, materials, workmanship, feeling, and association have not been retained. It also does not appear to be a historical resource for the purposes of CEQA and does not appear to be eligible for listing on the National Register due to lack of significance and integrity. Please see HPSR Attachment 6 for the evaluation of the Lincoln Highway segment.

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Preparer Qualifications

This architectural study was undertaken by Judith Marvin of LSA Associates, Inc. Ms. Marvin conducted the architectural survey and recording, the historical research for the APE overview and the site specific histories, and prepared this document. Ms. Marvin is an historian and architectural historian who has been practicing in California for 19 years. She earned her Bachelor of Arts degree from the University of California, Berkeley, with special emphasis in California History. She is listed in the California Council for the Promotion of History Register of Professional Historians, and meets the Secretary of the Interior's Professional Qualifications Standards as an architectural historian. She has completed Historical Resources Evaluation Reports for over 15 Historic Bridge Replacement and Rehabilitation Projects for Caltrans.

Susan Huster provided assistance by researching the route(s) of the Lincoln Highway route through northern California. Ms. Huster has a Master of Arts degree in anthropology from California State University, Hayward and three years of experience in California archaeology.

VIII. MAPS

Maps are in HPSR Attachment 1.

Figure 1. Project Location and Project Vicinity Map

Figure 2. Area of Potential Effects Map

Figure 3: Cultural Resources Map

ATTACHMENT 4

**CALTRANS ORANGEVALE AVENUE BRIDGE
EVALUATION LETTER**

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS, MS 27
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 653-7507
FAX (916) 653-7757
TTY (916) 653-4086



*Flex your power!
Be energy efficient!*

June 8, 2004

Mr. Richard Wilhelms
9418 Drift Way
Orangevale, CA 95662

Dear Mr. Wilhelms:

Thank you for meeting with me on May 19, and for providing me with additional information on the Orangevale Avenue Bridge (Bridge 24C0268). This bridge was determined ineligible for listing on the National Register of Historic Places in the original statewide historic bridge survey of 1986-88, and was found ineligible in the report prepared by JRP Historical Consulting as part of the current historic bridge survey update. We will be making some minor revisions to the evaluation form for this bridge, based on the new information that you provided, prior to sending the survey report for concrete arch bridges to the State Historic Preservation Officer (SHPO) for concurrence.

The following discussion is in response to the points you raised in our meeting and the information that you provided:

1. The evaluation form for this bridge will be revised so that the designer is changed from Frank C. Miller to Drury Butler. This bridge was misattributed to Frank Miller in the original bridge survey of 1988, and the error was repeated in the recent update.
2. The score for total bridge length, 0 points for bridges less than 250 feet long, is accurate. It is the description of the scoring on page 8 of Volume I that is wrong, and will be revised. The scoring for open spandrel, concrete arch bridges should be as follows:

1000' or more	8 points
500' to 999'	5 points
250' to 499'	2 points
less than 250'	0 points

3. Since there are only two open-spandrel, concrete arch bridges in Sacramento County, being the first of the two is not a sufficient distinction to make a bridge eligible for National Register listing. Since most of California's 58 counties have fewer than three bridges of this type, it is appropriate to look at a larger geographical context than the county in identifying the significant examples.

Looking at open-spandrel, concrete arch bridges in a regional or statewide context, there are eight extant examples in California that were built prior to the Orangevale Bridge. The earliest were built in 1909 and 1910, and the remaining six date to 1913 and 1914. In addition, there are four other open-spandrel bridges built in 1915, the same year as the Orangevale Bridge. Of these 12 bridges, five are in Northern California, with examples in Alameda, El Dorado, Stanislaus, Siskiyou, and Sonoma Counties. The Orangevale Bridge therefore does not appear to be significant as an early example of the type.

4. The Criterion A evaluation for this bridge will be revised to incorporate the information that you provided. The construction of this bridge shortened the route from Orangevale to Folsom, making travel and transport of agricultural products between the two settlements more direct, with easier grades. Although construction of the 1915 bridge was an improvement over the earlier route, the bridge does not appear to have played such a significant role in the development of Orangevale that it would meet National Register Criterion A (association with historic events). Since roadway bridges are inherently important to the communities that they serve, a bridge would need to have historic significance beyond that of a typical transportation improvement in a typical community to meet Criterion A. The Orangevale Avenue Bridge does not appear to meet this threshold.

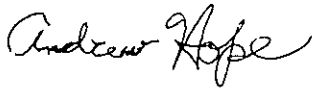
5. For a brief period, the Orangevale Bridge was part of a southerly route of the Lincoln Highway in California, between Carson City, Nevada and Sacramento. (The more northerly route from Reno followed what is now Interstate 80.) The Lincoln Highway was an important early cross-country automobile route. As you noted, the creation of the Lincoln Highway was not a construction project, but a project to sign the best available route on existing roads. As such, the route was continuously changed as local road improvements created more advantageous segments. Intact segments of the Lincoln Highway which retain their historic character might be eligible for National Register listing as historic roads, and might include bridges as contributing elements. However, association with the Lincoln Highway would probably not, by itself, qualify a bridge for National Register listing. The Orangevale Avenue segment of the Lincoln Highway does not appear to retain sufficient historic character for National Register listing as an historic road, since there has been a great deal of residential and other development adjacent to the roadway in the years since the Lincoln Highway was superseded by the interstate freeway system.

Mr. Richard Wilhelms
June 8, 2004
Page 3

In conclusion, although some revisions to the evaluation form for the Orangevale Bridge are necessary, we concur with the consultant's original conclusion, that the bridge is not eligible for National Register listing, as it is not a significant bridge compared to other examples of its type and period.

If you have any questions, please contact me at (916) 654-5611, or via e-mail at andrew_hope@dot.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Andrew Hope".

ANDREW C. HOPE
Associate Environmental Planner (Architectural History)
Cultural and Community Studies Office

ATTACHMENT 5

**CALTRANS INVENTORY OF CONCRETE ARCH BRIDGES
AND
CALTRANS HISTORIC BRIDGE INVENTORY**

Inventory of Concrete Arch Bridges

Bridge #: 24C0268 **District:** 3
Road: Orangevale Avenue **Route:** **PM:**
Feature Intersected: Gold Creek
City: Folsom **County:** Sacramento
Other Location Info: 0.1 Mile West of American River Canyon
Year Built: 1915
Year Altered:
Owner: City of Folsom
Designer: Drury Butler, County Surveyor
Contractor: W.N. Concanon

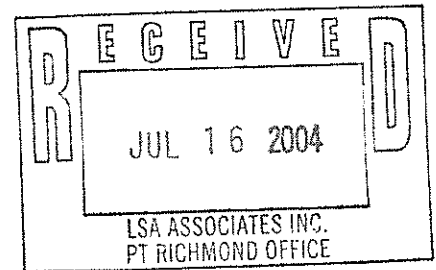
Evaluation Summary (NRHP Eligibility)

Previous: 5 Not eligible
Update: 5 Not eligible

Description: Bridge 24C0268 is a reinforced concrete, open spandrel, fixed, partial parabolic bridge with a two ribbed, single arch span measuring 100 feet long. Total bridge length is 161 feet long, including 2 reinforced concrete, T-Beam approach spans each 30 feet long. The two lane bridge is 20.7 feet wide. The bridge has solid reinforced concrete railings and no pedestrian walkways. Concrete finish is a smooth texture.

Surveyor: TW / CT **Survey Date:** 4/9/2003

	<u>Points</u>	<u>1986</u>	<u>2003</u>
Date of Construction	17	1911 - 1915 period	17 1911-1915 period
Designer Significance	0	Not significant or not known	0 Not significant or not known
<i>Length:</i>			
Max. Span Length	2	100-124	2 100-124
Total Length	0	<250	0 <250
Technical Merit	10	Good	10 Good
<i>Special Features:</i>			
Lanterns	0	None	0 None
Railings	1	Minor	1 Minor
Pylons	0	None	0 None
Spandrel Treatment	0	None	0 None
Distinctive Texture	0	None	0 None
Pedestrian Amenities	0	None	0 None
<i>Aesthetics</i>			
Site	5	Excellent	5 Excellent
Structural	5	Excellent	5 Excellent
<i>Integrity:</i>			
Location/Setting	0	Excellent	0 Excellent
Design/Material	0	Excellent	0 Excellent
Feeling/Association	0	Excellent	0 Excellent
Transport. / Hist.Assoc.	0	None / unknown	N/A
Totals	40		40



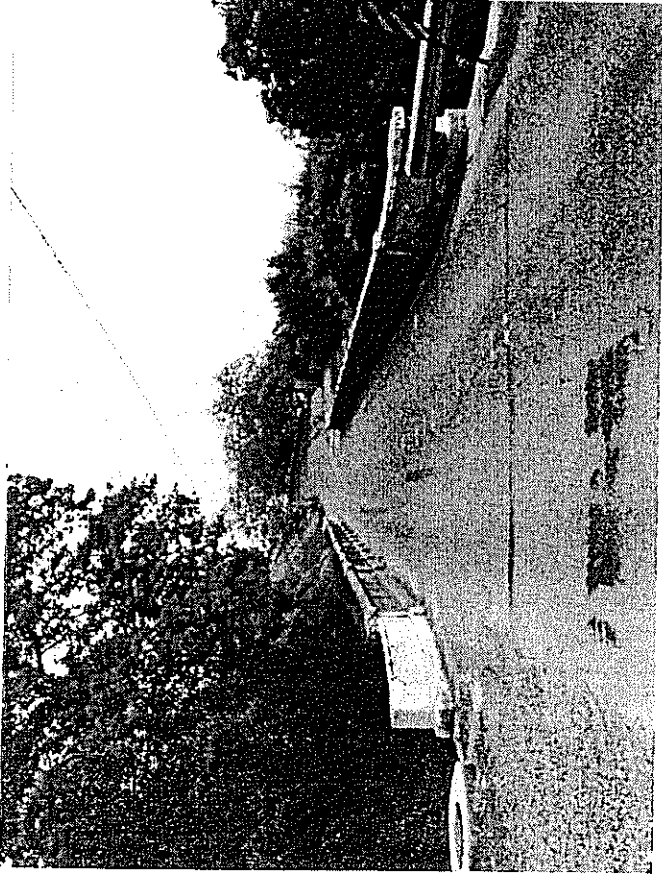
Criterion A Evaluation:

This bridge was constructed to improve transportation between Folsom and Orangevale, but does not appear to have directly fostered additional development in the area. The route that includes this bridge was at one time part of the Lincoln Highway, but the bridge is not significant for that association. The bridge is not associated with other significant events or nearby historic properties. Overall, this county designed bridge was built as part of local road improvement efforts and does not appear to be significant within that context. Reference: USGS quad Sacramento, 1887.

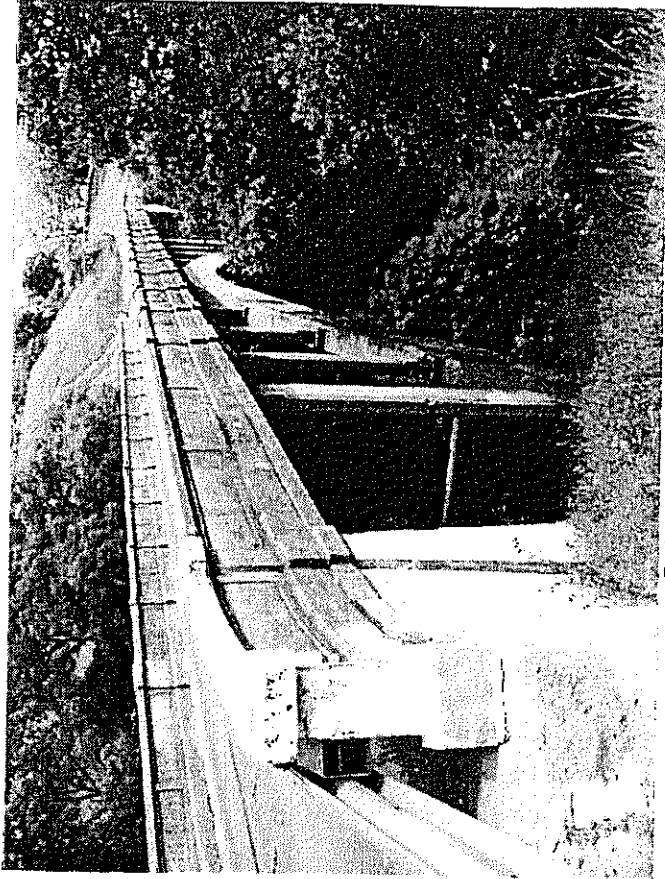
Notes:

This bridge does not appear eligible for listing under Criterion C. The structure is modest for its engineering and decoration as compared with other bridges of its type and period, especially compared to the nearby Rainbow Bridge, 24C0067, over the American River. This bridge is also not an important work of a significant engineer or builder.

bridge 24C0268



Facing west 04-09-2003

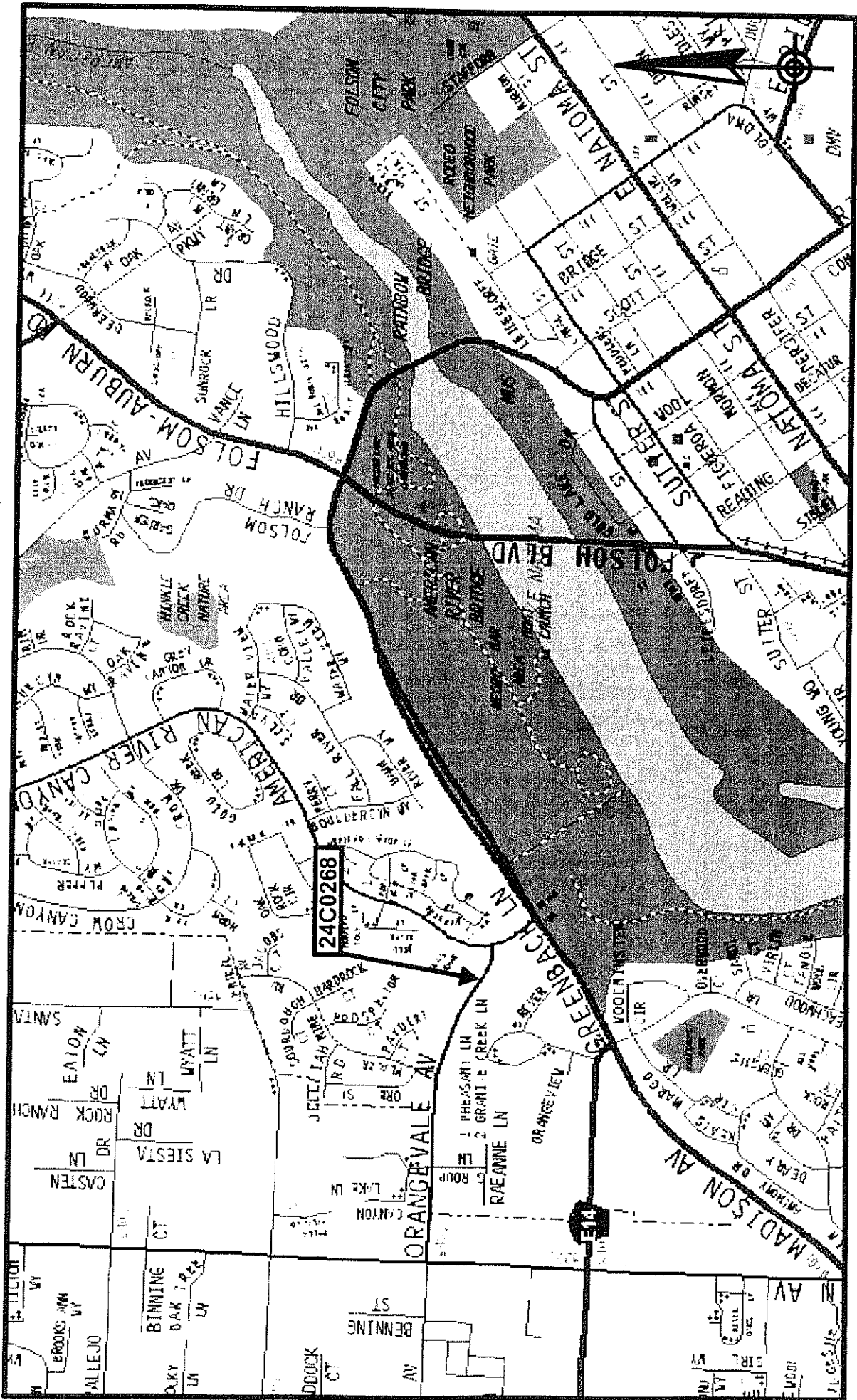


Facing northwest 04-09-2003



ELEVATION: Southern elevation looking north, upstream
01-SAC-Co.Rd., B#24C-0268, Gold Creek, 11/27/01, 06R-01-22
Facing north 11-27-2001

Location Map



Historical Significance - Local Agency Bridges

Sacramento County

Bridge Number	District	Structure Name	Location	Historical Significance	Year Built	Year Wid/Ext
24C0260	03	SKUNK CREEK	1 MI N TWIN CITIES RD	4 Hist sign not determin	1990	
24C0261	03	PASTURE CREEK	0.9 MI S DILLARD RD	5 Not eligible for NRHP	1981	
24C0263	03	DEADMAN GULCH	0.9 MI S TWIN CITIES RD	5 Not eligible for NRHP	1986	
24C0264	03	LINDA CREEK	.3 MI N GOLDEN GATE AV	5 Not eligible for NRHP	1986	
24C0265	03	RIO LINDA CREEK	0.1 MI N OF E ST	5 Not eligible for NRHP	1986	
24C0266	03	RIO LINDA CREEK	E ST IN RIO LINDA	5 Not eligible for NRHP	1986	
24C0267	03	ARCADE CREEK	0.15 MI E COLLEGE OAK DR	5 Not eligible for NRHP	1935	
24C0268	03	GOLD CREEK	0.1 MI W AMER RIVER CYN	5 Not eligible for NRHP	1915	
24C0269	03	RILEY RAVINE	WEST OF RILEY STREET	5 Not eligible for NRHP	1916	
24C0270	03	WILLOW CREEK	0.1 MI N BLUE RAVINE RD	5 Not eligible for NRHP	1986	
24C0271	03	N FORK BADGER CREEK	1.1 MI N/O ARNO RD	5 Not eligible for NRHP	1986	
24C0272	03	BADGER CREEK	0.2 MI NORTH OF ARNO RD	5 Not eligible for NRHP	1987	
24C0273	03	SKUNK CREEK	0.6 MI N/O SR 104	5 Not eligible for NRHP	1935	
24C0274	03	BADGER CREEK	0.1 MI S/O ARNO RD	5 Not eligible for NRHP	1935	
24C0275	03	PASTURE CREEK	0.1 MI W/O TAVERNOR RD	5 Not eligible for NRHP	1945	
24C0276	03	HADSELVILLE CREEK	0.1 MI N/O SR 104	5 Not eligible for NRHP	1960	1971
24C0277	03	BAT CREEK	0.2 MI E/O DILLARD	5 Not eligible for NRHP	1935	
24C0278	03	LAGUNA CREEK	1.3 MI N/O CALVINE	5 Not eligible for NRHP	1982	
24C0279	03	ELDER CREEK	0.4 MI E/O ELK G-FLORI RD	5 Not eligible for NRHP	1935	
24C0280	03	LAGUNA CREEK	1.5 MI E/O ELK G-FLORI RD	5 Not eligible for NRHP	1950	
24C0283	03	ELDER CREEK	100' N/O GERBER RD	5 Not eligible for NRHP	1950	
24C0284	03	FLORIN CREEK	0.2 MI W STOCKTON BLVD	5 Not eligible for NRHP	1973	
24C0285	03	LAGUNA CREEK	EAST WATERMAN RD	5 Not eligible for NRHP	1981	
24C0286	03	LAGUNA CREEK	SOUTH OF BOND RD	5 Not eligible for NRHP	1981	
24C0287	03	HIGHLINE CANAL	.45 MI W/O NORTHGATE BLVD	5 Not eligible for NRHP	1970	
24C0288	03	HIGHLINE CANAL	.05 mi e/o Montview Way	5 Not eligible for NRHP	1970	
24C0289	03	SOUTH SACRAMENTO DRAIN	100' E/O RTE 5	5 Not eligible for NRHP	1970	
24C0291	03	FLORIN CREEK	0.2 MI E FRANKLIN BL	5 Not eligible for NRHP	1970	
24C0292	03	MAIN CANAL	.7 MI W/O FLORIN RD	5 Not eligible for NRHP	1979	
24C0293	03	ELDER CREEK	0.1 MI N OF MACK ROAD	5 Not eligible for NRHP	1966	
24C0294	03	UNION HOUSE CREEK	0.1 MI W BRUCEVILLE RD	5 Not eligible for NRHP	1975	
24C0295	03	EXECUTIVE DRAIN	FREEPOR BLVD	5 Not eligible for NRHP	1940	
24C0296	03	MORRISON CREEK	0.3 MI N ELDER CREEK RD	5 Not eligible for NRHP	1975	
24C0297	03	MORRISON CREEK	.1 MI W/O FRANKLIN BLVD	5 Not eligible for NRHP	1970	
24C0299	03	STRAWBERRY CREEK	0.2 MI N ERHARDT AVE	5 Not eligible for NRHP	1975	1993
24C0300	03	SUTTERVILLE ROAD OH	AT 24TH ST	5 Not eligible for NRHP	1955	
24C0302	03	ANDERSON DRAIN	0.1 MI S OF FLORIN RD	5 Not eligible for NRHP	1955	
24C0303	03	ANDERSON DRAIN	0.1 MI S OF FLORIN RD	5 Not eligible for NRHP	1955	
24C0304	03	ANDERSON DRAIN	0.1 MI S OF FLORIN RD	5 Not eligible for NRHP	1965	
24C0305	03	ANDERSON DRAIN	0.1 MI S OF FLORIN RD	5 Not eligible for NRHP	1955	
24C0306	03	LAGUNA CREEK	0.4 MI N OF SR 104	5 Not eligible for NRHP	1940	
24C0307	03	LAGUNA CREEK	3.5 MI N OF SR 104	5 Not eligible for NRHP	1940	1965
24C0308	03	E BRANCH LAGUNA CREEK	BRADSHAW RD & SHELDON RD	5 Not eligible for NRHP	1940	
24C0309	03	BROWNS CREEK	1.2 MI N OF SR 104	5 Not eligible for NRHP	1950	1970
24C0310	03	RIO LINDA CREEK	0.1 MI S OF 'E' ST	5 Not eligible for NRHP	1928	

ATTACHMENT 6

CALIFORNIA DEPARTMENT OF PARKS AND RECREATION 523 FORMS FOR THE SEGMENT OF THE LINCOLN HIGHWAY IN THE ORANGEVALE AVENUE BRIDGE REPLACEMENT PROJECT

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 7 Resource Name: Lincoln Highway: Orangevale Avenue Bridge segment

P1. Other Identifier: None

P2. Location (Unrestricted):

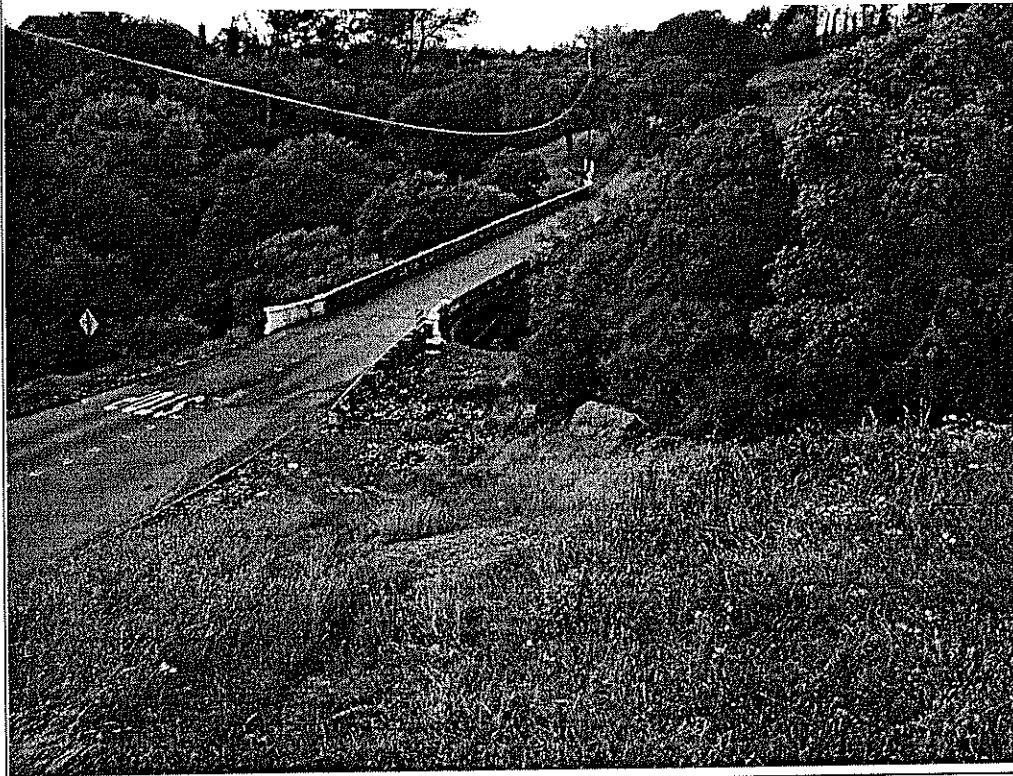
- a. County: Sacramento
- b. USGS 7.5' Quad: Folsom Date: 1967, photorevised 1980
Township: 10 North; Range: 7 East; unsectioned land, Mount Diablo Baseline and Meridian.
- c. Address Orangevale Avenue City: Folsom Zip: N/A
- d. UTM: Zone 10; 657120 mE / 4282760 mN to 657220 mE / 4282700 mN
- e. Other Locational Data: None.

P3. a. Description: This segment of the Lincoln Highway consists of an asphalt roadway and a concrete bridge. The asphalt roadway varies from 18.5 feet wide on the bridge to 40 feet wide at the Orangevale Avenue/American River Canyon Road intersection. The roadway has modern, steel guardrails near the bridge and the intersection. There are no curbs or drains. The roadway's black asphalt surface is marked with double-yellow lines on the north side of the bridge, and with double-dot lane marking from the north end of the bridge to the Orangevale Avenue/American River Canyon Road intersection. The bridge, constructed in 1915, is a reinforced concrete arch bridge with reinforced concrete open spandrel columns and T-beam superstructure. The bridge is 161 feet long by 21 feet wide; its deck has been overlaid with asphalt concrete paving. A sewer manhole is at the northeast corner of the bridge; the sewer pipe is suspended from the east side of the bridge. A rectangular, concrete utility access is at the northwest corner of the bridge. This segment of the Lincoln Highway is on the east slope of the brushy, tree-lined ravine which contains Gold Creek. The ravine is surrounded by residential development to the north, east, and west. Greenback Lane and Lake Natoma are to the south.

P3. b. Resource Attributes: HP37

P4. Resources Present: Site

P5a. Photograph or Drawing:



P5b. Description of Photo:
Lincoln Highway: segment on
Orangevale Avenue Bridge; view
to northwest

P6. Date Constructed/Age and
Sources: Historic
Bridge constructed in 1915.
Caltrans Historic Bridge Inventory

P7. Owner and Address:
City of Folsom
50 Natoma Street
Folsom California 95630-2696

P8. Recorded by:
Susan Huster
Neal Kaptain
LSA Associates, Inc.
157 Park Place
Point Richmond, California 94801

P9. Date recorded:
February 28, 2003

P10. Survey Type:
Pedestrian reconnaissance.

P11. Report citation:

Marvin, Judith

2004 *Historical Resources Evaluation Report for the Orangevale Bridge Replacement Project*. LSA Associates, Inc., Point Richmond, California.

Attachments: Location Map and Linear Feature Record

DPR 523A (1/95)

Page 2 of 7

Resource Name: Lincoln Highway: Orangevale Avenue Bridge segment

L1. **Historic and/or Common Name:** Orangevale Avenue/Orangevale Avenue Bridge/Lincoln Highway

L2 a. **Portion Described:** Segment

b. **Location of point or segment:** UTM: Zone 10; 657120 mE / 4282760 mN to 657220 mE / 4282700 mN

L3. **Description:** This segment of the Lincoln Highway consists of an asphalt roadway and a concrete bridge. The asphalt roadway varies from 18.5 feet wide on the bridge to 40 feet wide at the Orangevale Avenue/American River Canyon Road intersection. The roadway has modern, steel guardrails near the bridge and the intersection. There are no curbs or drains. The roadway's black asphalt surface is marked with double-yellow lines on the north side of the bridge, and with double-dot lane marking from the north end of the bridge to the Orangevale Avenue/American River Canyon Road intersection. The bridge, constructed in 1915, is a reinforced concrete arch bridge with reinforced concrete open spandrel columns and T-beam superstructure. The bridge is 161 feet long by 21 feet wide; its deck has been overlaid with asphalt concrete paving. A sewer manhole is at the northeast corner of the bridge; the sewer pipe is suspended from the east side of the bridge. A rectangular, concrete utility access is at the northwest corner of the bridge. This segment of the Lincoln Highway is on the east slope of the brushy, tree-lined ravine which contains Gold Creek. The ravine is surrounded by residential development to the north, east, and west. Greenback Lane and Lake Natoma are to the south.

L4. **Dimensions:**

a. **Top Width:** Approximately 20 feet

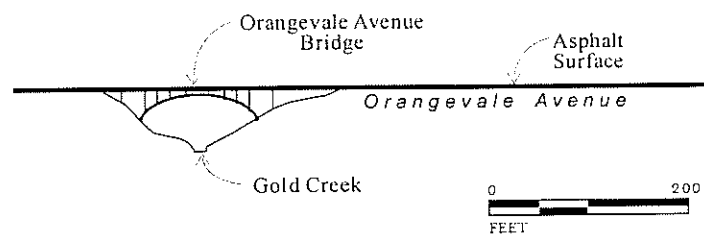
b. **Bottom Width:** N/A

c. **Height or Depth:** N/A

d. **Length of Segment:** 715 feet

L5. **Associated Resources:** Orangevale Avenue Bridge, built in 1915, is listed on the Caltrans Historic Bridge Inventory as Category 5: "not eligible for listing on the National Register."

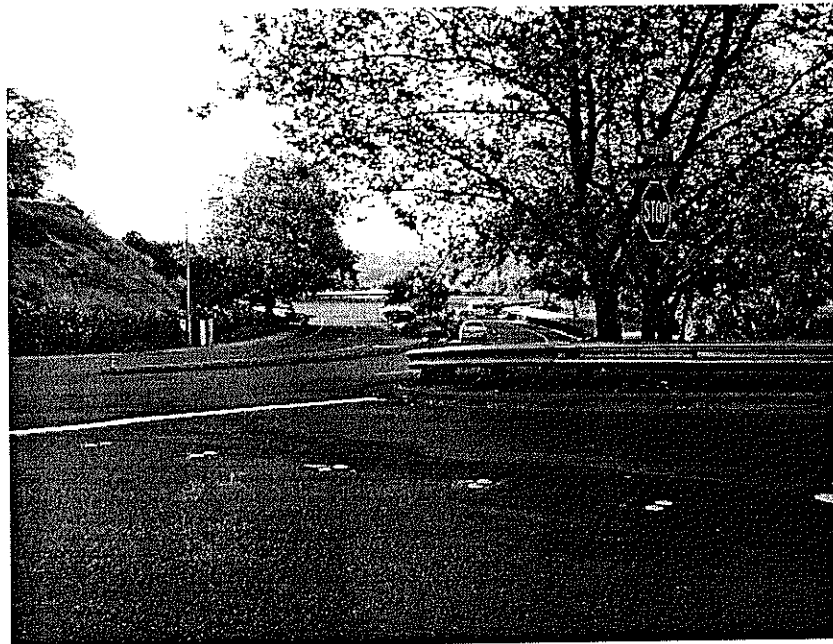
L4e. **Sketch of Cross Section of Orangevale Avenue Bridge Replacement Project segment of the Lincoln Highway Facing: Northeast**



L6. **Setting:** This segment of Lincoln Highway is on a slope above Gold Creek, a tributary of the American River/Lake Natoma.

L7. **Integrity Considerations:** This segment of the Lincoln Highway retains only partial integrity of location. The other factors of integrity—design, setting, materials, workmanship, feeling, and association—have not been retained.

L8a. **Photograph**



L8b. **Description of Photo:** Southwest portion of the Orangevale Avenue/American River Canyon Road intersection; view to south. The white stop line in the photo marks the eastern limit of the Orangevale Bridge Replacement segment of Lincoln Highway.

L9. **Remarks:** None

L10. **Form Prepared by:**

Susan Huster

Neal Kaptain

LSA Associates, Inc.

157 Park Place

Point Richmond, California 94801

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

Page 3 of 7

NRHP Status Code:

Resource Name: Lincoln Highway: Orangevale Avenue Bridge segment

- B1. Historic Name:** Orangevale Avenue/Orangevale Avenue Bridge/Lincoln Highway
B2. Common Name: See B1.
B3. Original Use: Transcontinental automotive transportation
B4. Present Use: Lincoln Highway no longer exists.
B5. Architectural Style: N/A
B6. Construction History: The Orangevale Avenue Bridge segment of Lincoln Highway has been improved on at least two occasions: the road on the east side of the bridge was widened and resurfaced with asphalt in 1977; the intersection of Orangevale Avenue and Placer Mine Road, approximately 900 feet west of the bridge, was improved in 1979 (Furness De Pardo 2004). The road between the bridge and the intersection was almost certainly improved over the years, due to the need to resurface asphalt at intervals of 15 years or less (Palmer 2001). In addition, the current alignment of Orangevale Avenue has changed from the alignment depicted on the 1980 *Folsom, California* 7.5-minute topographic quadrangle. This indicates that the location of the eastern portion of the evaluated segment has changed since the 1913-1928 period of significance of the Lincoln Highway.
B7. Moved? No
B8. Related Features: Orangevale Avenue Bridge, built in 1915, is listed on the Caltrans Historic Bridge Inventory as Category 5: "not eligible for listing on the National Register."
B9a. Architect: Drury Butler **b. Builder:** Unknown
B10. Significance: Theme Automotive transportation Area Orangevale/Folsom
Period of Significance: 1927-28 **Property Type:** Road and bridge **Applicable Criteria:** N/A

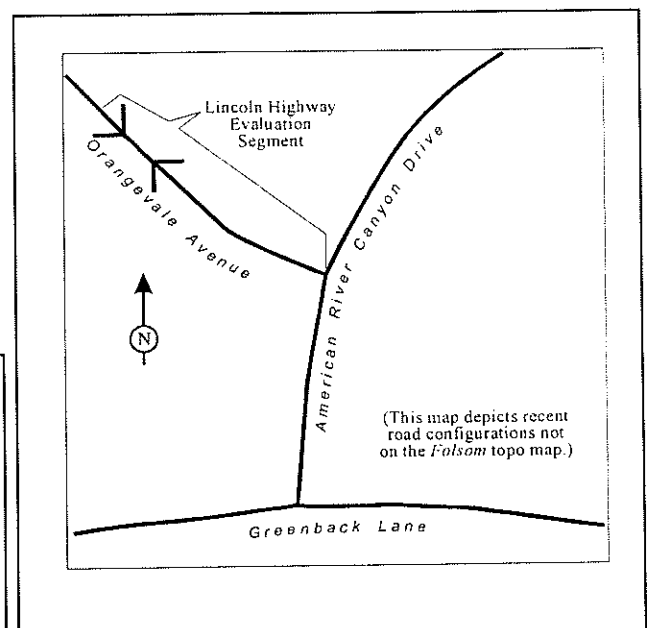
The entire Lincoln Highway is not evaluated here—only the Orangevale Avenue Bridge segment of the Lincoln Highway is evaluated for National Register of Historic Places significance.

Prior to 1913, the primary means of travel from town to town or across the country was by rail. Most roads outside of urban areas were made of dirt: bumpy and dusty in dry weather, and impassable in wet weather. In 1913, the Lincoln Highway Association was formed to promote the first coast-to-coast road in America, a transcontinental highway that would provide the most direct route between New York City and San Francisco. From 1914 to 1927, the Lincoln Highway spanned the country using existing roads and bridges; new routes were designated as more direct sections of road were constructed (Lincoln Highway Homepage 2004).
(Continued on page 4.)

- B11. Additional Resource Attributes:** HP37
B12. References: See Continuation Sheet, Page 5.
B13. Remarks: None.
B14. Evaluators: Judith Marvin
Christian Gerike
LSA Associates, Inc.
157 Park Place
Point Richmond, California 94801

Date of Evaluation: August 10, 2004

(This space reserved for official comments.)



Recorded by: Susan Huster and Neal Kaptain

Date: August 9, 2004

Continuation

(Continued from page 3).

The Lincoln Highway was not a construction project—the route was continuously changed to use the best available existing roads and bridges. The Orangevale Avenue Bridge segment of the Lincoln Highway was briefly part of the southerly route of the Lincoln Highway, a coast-to-coast highway. In California, the Lincoln Highway had two routes over the Sierra Nevada mountains: one north of Lake Tahoe to Auburn and one south of Lake Tahoe through Folsom. Originally, both the north and south routes of the Lincoln Highway converged in Sacramento and were routed south through Stockton, then west across the Altamont Pass at Tracy (Lincoln Highway Association 2003). However, with the completion of the Carquinez Straits Bridge in Vallejo in 1927, a more direct route to San Francisco was available that by-passed Stockton. The existing Orangevale Avenue Bridge in Folsom was designated as an alternate route of the Lincoln Highway for a brief period of time in 1927, as part of the southerly route through Sacramento to Vallejo and the newly opened Carquinez Bridge. The Orangevale Avenue bridge was added as an alternate route at the end of the period of significance just prior to the original Lincoln Highway Association ceasing promotion of the highway in 1927.

At the beginning of 1928, with the advent of the federal numbering highway system, the majority of the Lincoln Highway became US 30 across most of the country, with some portions becoming US 1, US 40, and US 50. At this point, the Lincoln Highway ceased to exist as a unified entity. In September 1928, Lincoln Highway was dedicated, not as a highway, but as a memorial to Abraham Lincoln, and Boy Scouts across America installed small concrete markers with a bust of Abraham Lincoln at almost every mile of the former Lincoln Highway (Lincoln Highway Association 2004).

The Lincoln Highway's period of significance was from 1913 to 1928. The Orangevale Avenue Bridge segment of the Lincoln Highway, however, was designated as a portion of the Lincoln Highway for only a brief period of time in 1927, and was never an important aspect of the Lincoln Highway.

Significance Evaluation

The National Register recognizes historical properties that are significant at local, state, and national levels. Significance is determined by four criteria. The Lincoln Highway came about as a result of promotional activities by the original Lincoln Highway Association to create a transcontinental highway. Except for the Orangevale Avenue Bridge, there appears to be no remains of the 1927-28 road that was designated as part of the Lincoln Highway.

It is LSA's opinion that the Orangevale Avenue Bridge segment of the Lincoln Highway is not eligible for the National Register, nor is this segment a historical resource under CEQA. Under Criterion A/1, the Orangevale Avenue Bridge segment of the Lincoln Highway has not made a significant contribution to the broad patterns of history (Caltrans 2003; see also Hope 2004). Under criterion B/2, the Orangevale Avenue Bridge segment of the Lincoln Highway is not associated with any person important in history. Under Criterion C/3, the Orangevale Avenue Bridge segment of the Lincoln Highway is not the work of a creative individual nor does it possess high artistic values. Under Criterion D/4, the Orangevale Avenue Bridge segment of the Lincoln Highway does not appear likely to yield information important in prehistory or history. The segment also does not appear to be a historical resource for the purposes of CEQA, or a contributing element to the historical values of the Lincoln Highway. It does not appear to be eligible for listing on the National Register and California Register due to lack of significance.

Integrity Evaluation

In addition to meeting one or more of the four National Register criteria, a property must possess integrity; the ability to convey its significance. To convey its significance, a property must possess integrity of location, design, setting, materials, workmanship, feeling, and association (National Park Service 1998:44-45). Orangevale Avenue has been improved on two occasions: in 1977, the road on the east side of the bridge was widened and resurfaced with asphalt; in 1979, the intersection of Orangevale Avenue and Placer Mine Road, approximately 900 feet west of the bridge, was also improved (Furness De Pardo 2004). The road between the bridge and the intersection was almost certainly improved over the years, due to the need to resurface asphalt at intervals of 15 years or less (Palmer 2001).

(Continued on page 5.)

Recorded by: Susan Huster and Neal Kaptain

Date: August 10, 2004

Continuation

(Continued from Page 4.)

The improvements to Orangevale Avenue have reduced this segment of Lincoln Highway's integrity of design, materials, and workmanship. In addition, the current alignment of Orangevale Avenue has changed from the alignment depicted on the 1980 *Folsom, California* 7.5-minute topographic quadrangle. This indicates that the location of the eastern portion of the evaluated segment has changed since the 1927-1928 period of significance of the Lincoln Highway.

Location: The Orangevale Avenue Bridge segment of the Lincoln Highway retains only partial integrity of location due to road alignment alteration after the Lincoln Highway's period of significance.

Design: The segment does not retain integrity of design due to local road improvements, including widening of the lanes and new layers of asphalt.

Setting: The segment does not retain integrity of setting. The area around the evaluated segment has changed due to recent road improvements and residential development in the area. The USGS *Folsom, Calif.* 1980 topographic quadrangle depicts recent residential development in the immediate vicinity of the bridge.

Materials: The segment does not retain integrity of materials. The original materials used have been replaced by road improvement projects.

Workmanship: The segment does not retain integrity of workmanship. It does not retain the physical evidence to convey the technological practices of the historical era due to recent road improvement projects.

Feeling: The segment does not retain integrity of feeling. It does not convey the historic character of the area due to recent road improvements and residential development in the immediate vicinity of the bridge.

Association: The segment does not have integrity of association, as it is not sufficiently intact to convey historic values.

The Orangevale Avenue Bridge segment of the Lincoln Highway retains only partial integrity of location, which is insufficient to qualify it for National Register eligibility. The other factors of integrity, design, setting, materials, workmanship, feeling, and association have not been retained. The Orangevale Avenue Bridge segment of the Lincoln Highway does not retain sufficient physical integrity to convey its historical character due to residential development, and road improvement and realignment.

References Consulted

Caltrans

2003 *Caltrans Inventory of Concrete Arch Bridges, Orangevale Avenue Bridge*. California Department of Transportation, Sacramento.

Furness De Pardo, Gail

2004 City of Folsom Principal Planner. Telephone conversation with Neal Kaptain on August 9, 2004.

Hope, Andrew

2004 Caltrans *Letter to Richard Wilhelms*, Heritage Preservation League of Folsom, regarding Orangevale Avenue Bridge's eligibility as a historical resource.

Lincoln Highway Association

2003 *Lincoln Highway Driving Maps*. Lincoln Highway Association, California Chapter. Fair Oaks, California.
<<http://www.lincolnhighwayassoc.org/ga>>.

2004 *Lincoln Highway Homepage* <<http://www.ugcs.caltech.edu>>.

(Continued on page 6.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET #3

Primary #
HRI #
Trinomial

Page 6 of 7

Resource Name: Lincoln Highway: Orangevale Avenue Bridge segment

Recorded by: Susan Huster and Neal Kaptain

Date: August 10, 2004

Continuation

(Continued from Page 5.)

Marvin, Judith

2004 *Historical Resources Evaluation Report for the Orangevale Avenue Bridge Replacement Project*. LSA Associates, Inc., Point Richmond, California.

National Park Service

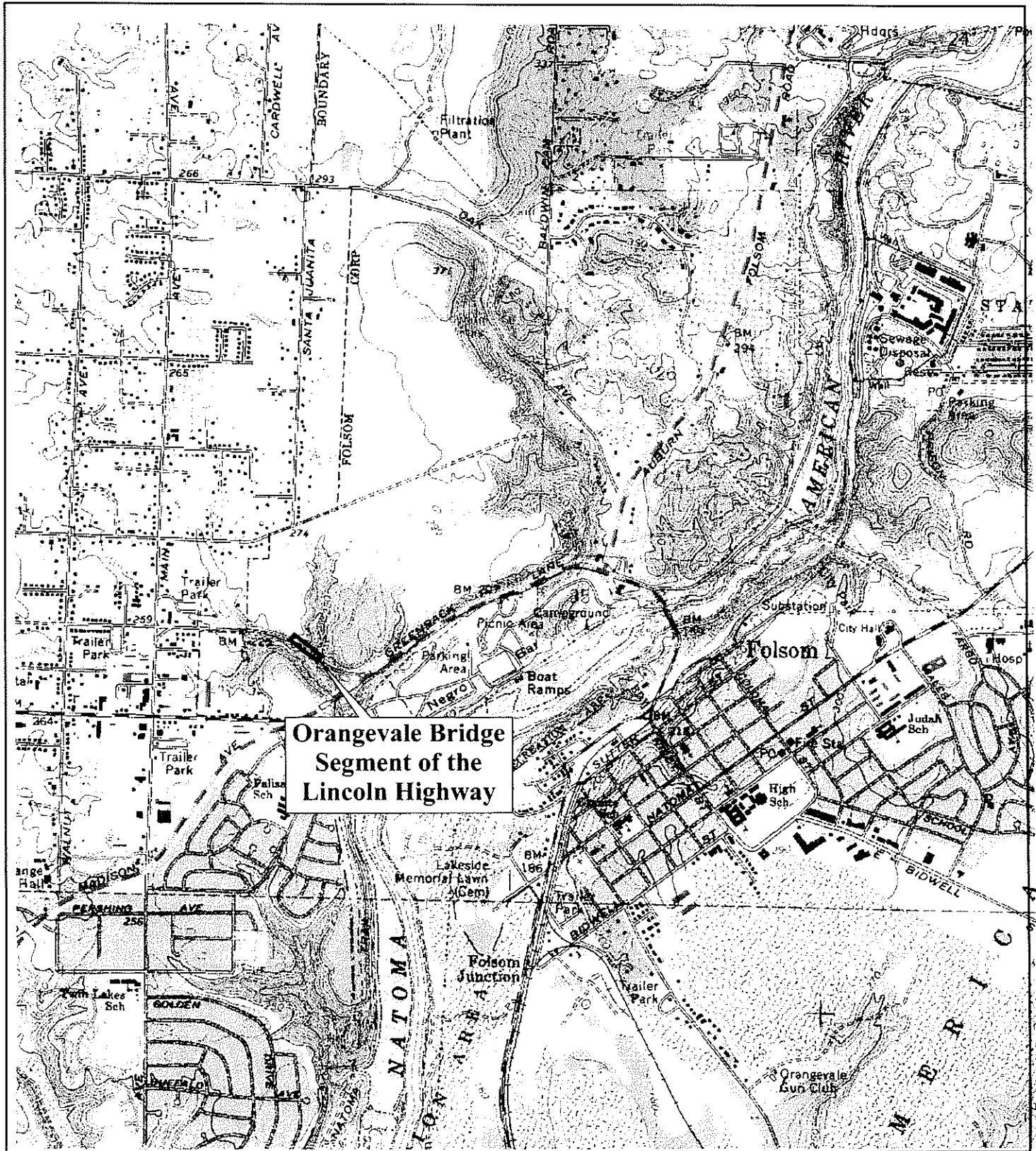
1998 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. United States Department of the Interior, Washington, D.C.

Palmer, Sara

2001 *A National Register Eligibility Evaluation of Pine Flat Road, Sonoma County, California*. LSA Associates, Inc., Point Richmond.

United States Geological Survey

1967 *Folsom, California 7.5-minute topographic quadrangle*. Photorevised 1980. United States Geological Survey, Washington, D.C.



ATTACHMENT 7

**CORRESPONDENCE:
FOLSOM HISTORICAL SOCIETY AND
FOLSOM HISTORY MUSEUM**



LSA ASSOCIATES, INC.
157 PARK PLACE
PT. RICHMOND, CALIFORNIA 94801

510.236.6810 TEL
510.236.3480 FAX

OTHER OFFICES:

BERKELEY
IRVINE

RIVERSIDE
ROCKLIN

December 24, 2002

Folsom Historical Society
823 Sutter Street
Folsom, CA 95630

Subject: Orangevale Avenue Bridge Project, Folsom, Sacramento County
(LSA Project # DEC235)

Dear Historical Society:

The City of Folsom is proposing to improve the deteriorating bridge deck and structure of Orangevale Avenue Bridge to meet current vehicular and structural standards. LSA Associates, Inc. is conducting a study to determine if the project might affect cultural resources. The study area is on Orangevale Avenue, west of Folsom in the un-sectioned lands of the Los Americanos Rancho as depicted on the accompanying portion of the USGS *Folsom, Calif. 7.5'* topographic quadrangle.

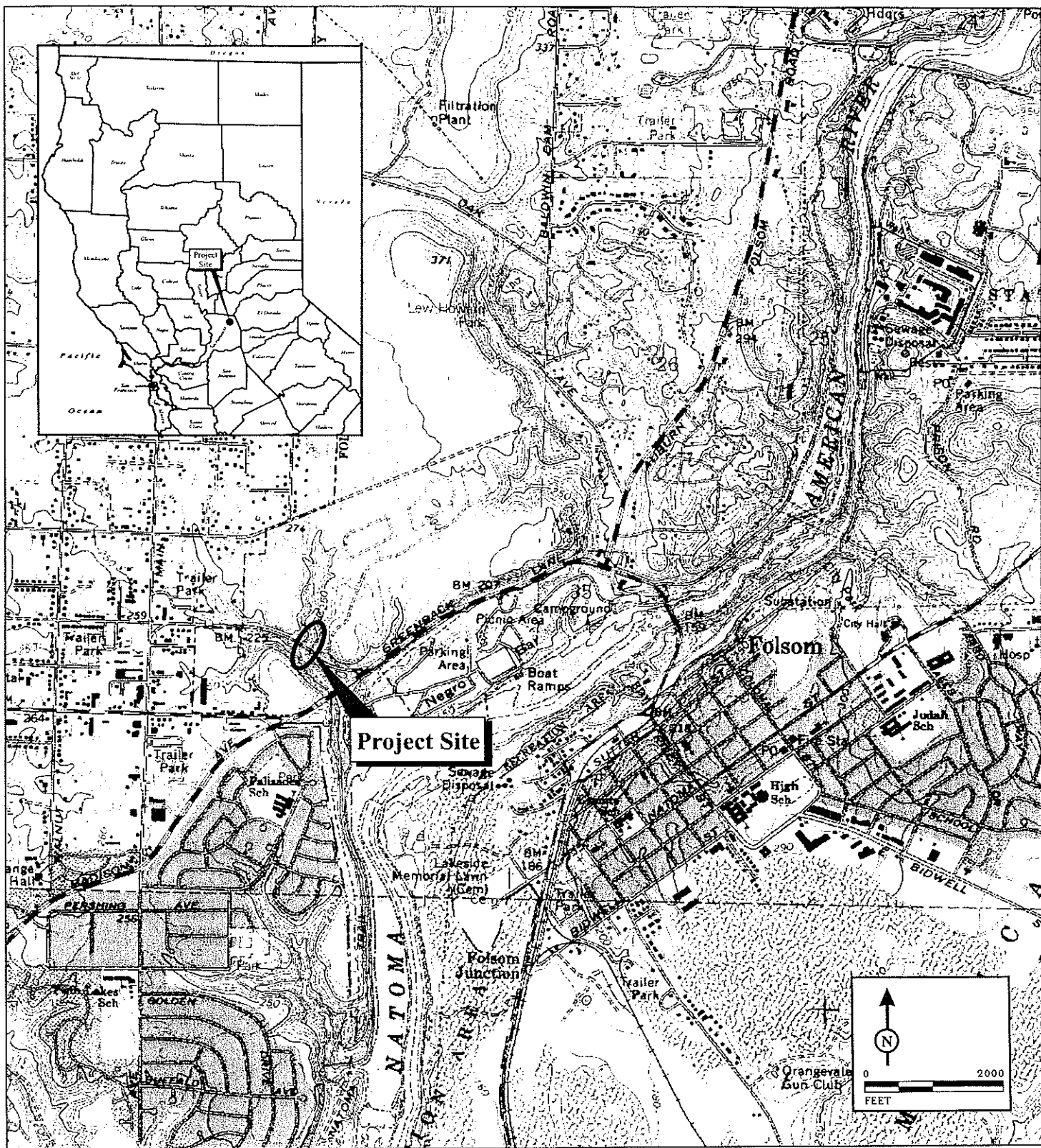
Please notify us if your organization has any information or concerns about historical sites in the study area. To reach us, please contact me at the address and phone number above or via email (pamela.bowler@lsa-assoc.com). I look forward to hearing from you. Thank you.

Sincerely,

LSA ASSOCIATES, INC.

Pamela Bowler
Archaeologist
Cultural Resources Group

12/24/02(P:\Dec235\Cultural\Contacts\orangevale folshistsoc.wpd)



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

P:\DEC235\Graphics\fig1-proj_loc_orangevale.cdr (12/24/02)

ATTACHMENT 8

CORRESPONDENCE: NATIVE AMERICAN HERITAGE COMMISSION

February 13, 200

Larry Myers
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Subject: Orangevale Avenue Bridge Project, Folsom, Sacramento County
(LSA Project # DEC235)

Dear Mr. Myers:

The City of Folsom is proposing to improve the deteriorating bridge deck and structure of Orangevale Avenue Bridge to meet current vehicular and structural standards. LSA Associates, Inc. is conducting a study to determine if the project might affect cultural resources. Please review the sacred lands files for any Native American cultural resources that may be within or adjacent to the study area. The study area is on Orangevale Avenue, west of Folsom in the un-sectioned lands of the Los Americanos Rancho as depicted on the accompanying portion of the USGS *Folsom, Calif. 7.5'* topographic quadrangle.

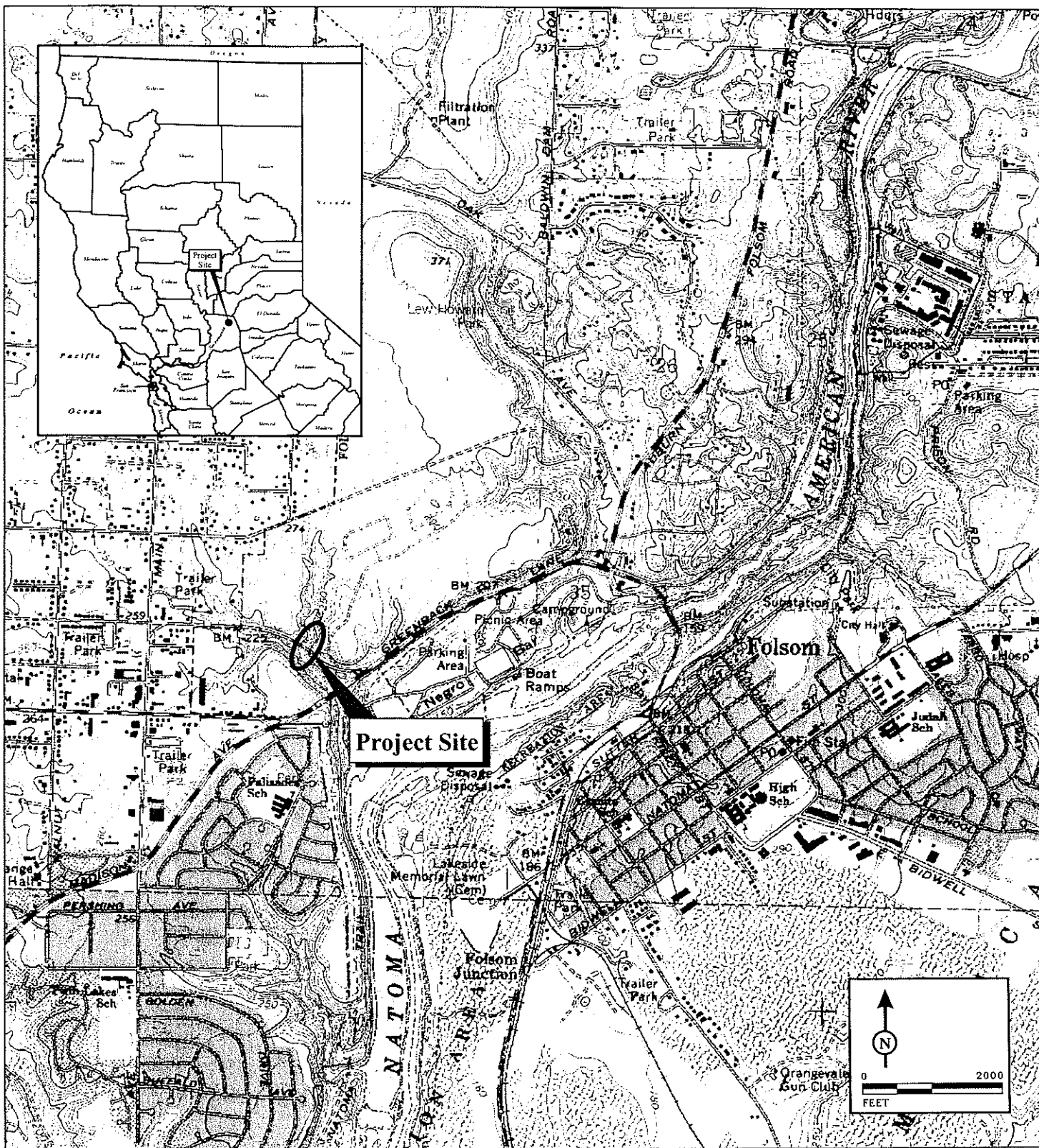
We also request a list of Native American individuals and organizations who may have knowledge of cultural resources in the project area. Please notify us if you have any information or concerns. To reach us, please contact me at the address and phone number above or via e-mail (pamela.bowler@lsa-assoc.com). We look forward to hearing from you. Thank you.

Sincerely,

LSA ASSOCIATES, INC.



Pamela Bowler
Archaeologist
Cultural Resources Group



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

P:\DEC235\Graphics\fig1-proj_loc_orangevale.cdr (12/24/02)

STATE OF CALIFORNIAGray Davis, Governor**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390
Web Site www.nahc.ca.gov



January 7, 2003

Pamela Bowler
LSA Associates INC
157 Park Place
Pt. Richmond, CA 94801

Sent by Fax: 510-236-3480
No of Pages: 3

RE: Proposed Orangevale Avenue Bridge Project, Folsom, Sacramento County; Rainbow Bridge Project, Folsom, Sacramento County.

Dear Ms. Bowler:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the Immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend other with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,


Debbie Pilas-Treadway
Environmental Specialist III

NATIVE AMERICAN CONTACTS
Sacramento County
January 6, 2003

Rose Enos
 15310 Bancroft Road Maidu
 Auburn , CA 95603 Washoe
 (530) 878-2378

United Auburn Indian Community of the Auburn
 Sam Starkey
 953 Indian Rancheria Road Maidu
 Auburn , CA 95603 Miwok
 (530) 878-2378 - work
 (530) 885-2533 - home

Joe Marine
 1025 35th Avenue, Apt 9 Maidu
 Sacramento , CA 95822
 916 429-7307

United Auburn Indian Community of the Auburn
 Jessica Tavares, Chairperson
 661 Newcastle Road, Suite 1 Maidu
 Newcastle , CA 95658 Miwok
 916 663-3720
 916 663-3727 - Fax

Maidu Elders Organization
 Martha Noel
 PO Box 206 Maidu
 Dobbins , CA 95935

United Auburn Indian Community of the Auburn
 David Keyser
 961 Indian Rancheria Road Maidu
 Auburn , CA 95603 Miwok
 (530) 885-8229 - Home
 (916) 663-3720 - Work

Shingle Springs Band of Miwok Indians
 Jeff Murray, Cultural Resources Manager
 P.O. Box 1340 Miwok
 Shingle , CA 95682 Maidu
 (530) 676-8010
 (530) 676-8033 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regards to the cultural assessment for the proposed Orangevale Avenue Bridge project, Folsom, Sacramento County.

ATTACHMENT 9

CORRESPONDENCE:
NATIVE AMERICAN REPRESENTATIVES

February 27, 2003

United Auburn Indian Community of the Auburn Rancheria
David Keyser
961 Indian Rancheria Road
Auburn, CA 95603

Subject: Orangevale Bridge Project, Folsom, Sacramento County, California
LSA Project # DEC 236

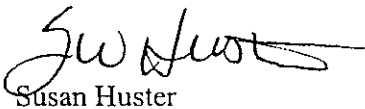
Dear Mr. Keyser:

The City of Folsom is proposing to improve the deteriorating bridge deck and structure of Orangevale Avenue Bridge to meet current vehicular and structural standards. LSA Associates, Inc. is conducting a study to determine if the project might affect cultural resources. The study area is on Orangevale Avenue, west of Folsom in the un-sectioned lands of the Los Americanos Rancho as depicted on the accompanying portion of the USGS *Folsom, Calif. 7.5'* topographic quadrangle.

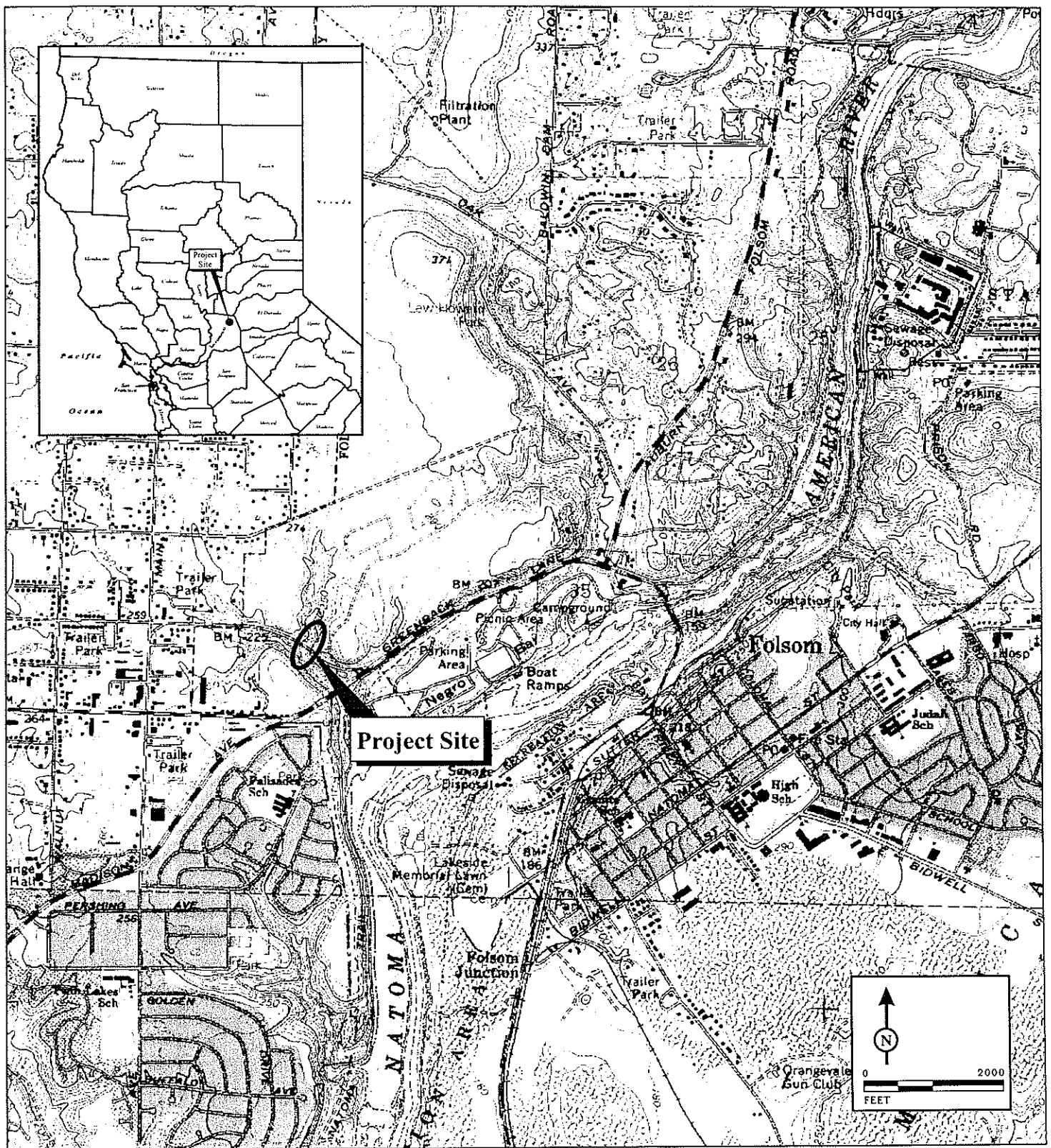
Please notify us if you or your organization has any information or concerns. To reach us, please contact me at the address and phone number above or via email (susan.huster@lsa-assoc.com). I look forward to hearing from you. Thank you.

Sincerely,

LSA ASSOCIATES, INC.



Susan Huster
Archaeologist
Cultural Resources Group



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

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February 27, 2003

United Auburn Indian Community of the Auburn
Sam Starkey
953 Indian Rancheria Road
Auburn, CA 95603

Subject: Orangevale Bridge Project, Folsom, Sacramento County, California
LSA Project # DEC 236

Dear Mr. Starkey:

The City of Folsom is proposing to improve the deteriorating bridge deck and structure of Orangevale Avenue Bridge to meet current vehicular and structural standards. LSA Associates, Inc. is conducting a study to determine if the project might affect cultural resources. The study area is on Orangevale Avenue, west of Folsom in the un-sectioned lands of the Los Americanos Rancho as depicted on the accompanying portion of the USGS *Folsom, Calif. 7.5'* topographic quadrangle.

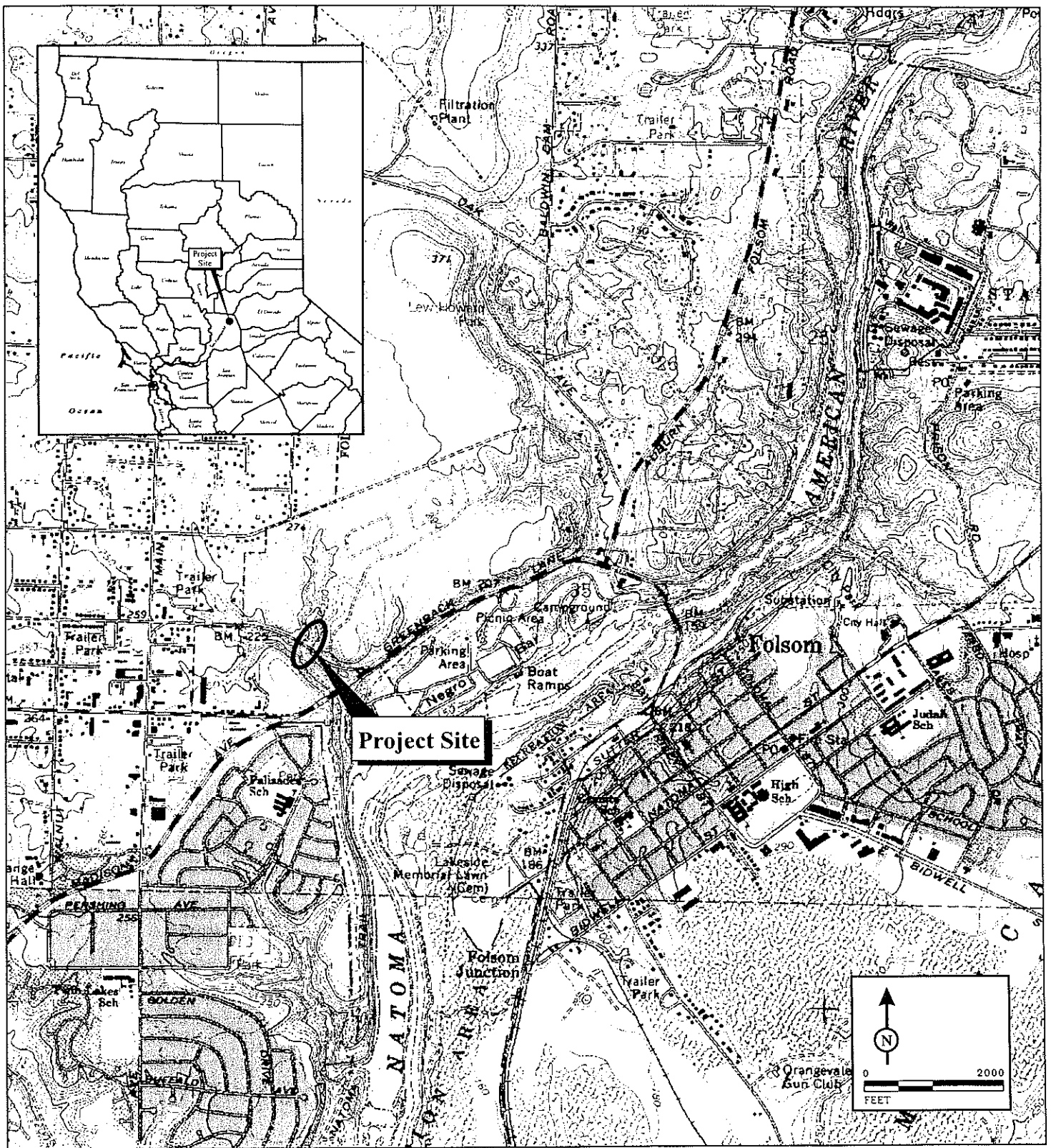
Please notify us if you or your organization has any information or concerns. To reach us, please contact me at the address and phone number above or via email (susan.huster@lsa-assoc.com). I look forward to hearing from you. Thank you.

Sincerely,

LSA ASSOCIATES, INC.



Susan Huster
Archaeologist
Cultural Resources Group



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

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LSA ASSOCIATES, INC.
157 PARK PLACE 510.236.6810 TEL
PT. RICHMOND, CALIFORNIA 94801 510.236.3480 FAX

OTHER OFFICES:
BERKELEY RIVERSIDE
IRVINE ROCKLIN

February 27, 2003

Rose Enos
15310 Bancroft Road
Auburn, CA 95603

Subject: Orangevale Bridge Project, Folsom, Sacramento County, California
LSA Project # DEC 236

Dear Ms Enos:

The City of Folsom is proposing to improve the deteriorating bridge deck and structure of Orangevale Avenue Bridge to meet current vehicular and structural standards. LSA Associates, Inc. is conducting a study to determine if the project might affect cultural resources. The study area is on Orangevale Avenue, west of Folsom in the un-sectioned lands of the Los Americanos Rancho as depicted on the accompanying portion of the USGS *Folsom, Calif. 7.5'* topographic quadrangle.

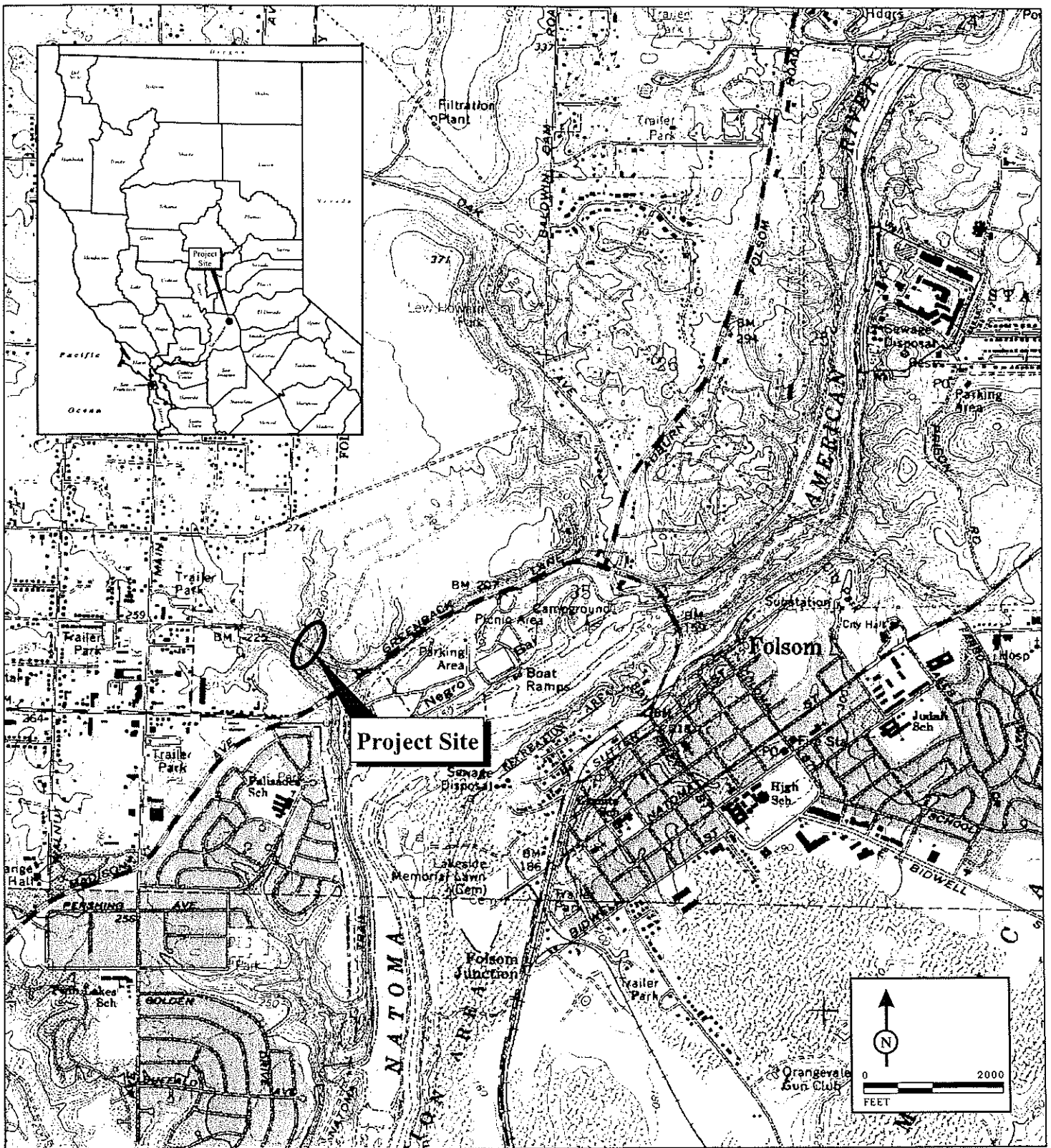
Please notify us if you or your organization has any information or concerns. To reach us, please contact me at the address and phone number above or via email (susan.huster@lsa-assoc.com). I look forward to hearing from you. Thank you.

Sincerely,

LSA ASSOCIATES, INC.

Susan Huster
Archaeologist
Cultural Resources Group

2/27/03(P:\Dec235\Cultural\Contacts\Orangevale Contacts\Rose Enos.wpd)



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

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LSA ASSOCIATES, INC.
157 PARK PLACE
PT. RICHMOND, CALIFORNIA 94801

510.236.6810 TEL
510.236.3480 FAX

OTHER OFFICES:
BERKELEY
IRVINE
RIVERSIDE
ROCKLIN

February 27, 2003

Maidu Elders Association
Martha Noel
P.O. Box 206
Dobbins, CA 95935

Subject: Orangevale Bridge Project, Folsom, Sacramento County, California
LSA Project # DEC 236

Dear Ms. Noel:

The City of Folsom is proposing to improve the deteriorating bridge deck and structure of Orangevale Avenue Bridge to meet current vehicular and structural standards. LSA Associates, Inc. is conducting a study to determine if the project might affect cultural resources. The study area is on Orangevale Avenue, west of Folsom in the un-sectioned lands of the Los Americanos Rancho as depicted on the accompanying portion of the USGS *Folsom, Calif. 7.5'* topographic quadrangle.

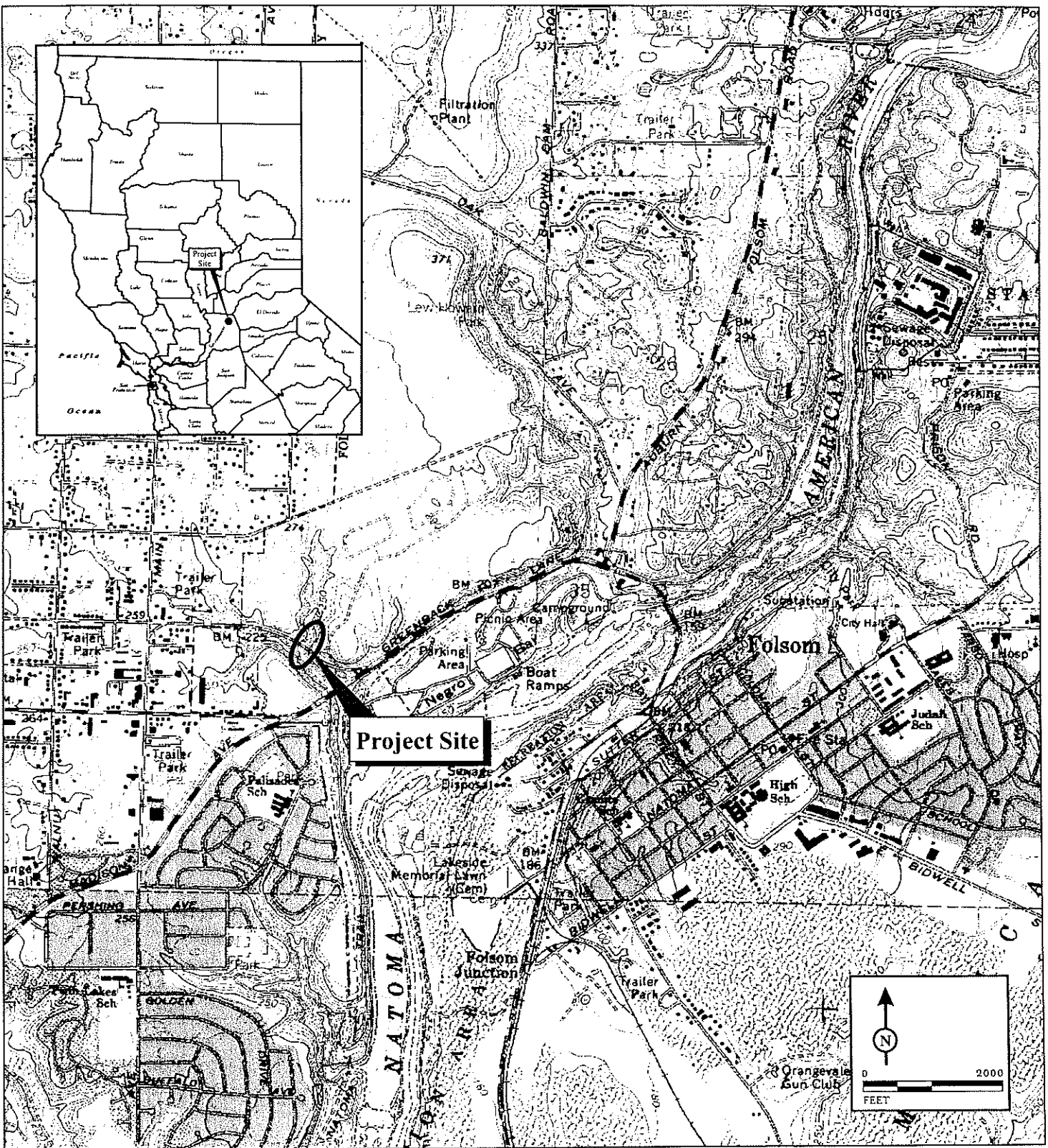
Please notify us if you or your organization has any information or concerns. To reach us, please contact me at the address and phone number above or via email (susan.huster@lsa-assoc.com). I look forward to hearing from you. Thank you.

Sincerely,

LSA ASSOCIATES, INC.

Susan Huster
Archaeologist
Cultural Resources Group

2/27/03(P:\Dec235\Cultural\Contacts\Orangevale Contacts\Maidu Elders Assoc.wpd)



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

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LSA ASSOCIATES, INC.
157 PARK PLACE
PT. RICHMOND, CALIFORNIA 94801

510.236.6810 TEL
510.236.3480 FAX

OTHER OFFICES:

BERKELEY
IRVINE

RIVERSIDE
ROCKLIN

February 27, 2003

Joe Marine
1025 35th Avenue, Apt 9
Sacramento, CA 95822

Subject: Orangevale Bridge Project, Folsom, Sacramento County, California
LSA Project # DEC 236

Dear Mr. Marine:

The City of Folsom is proposing to improve the deteriorating bridge deck and structure of Orangevale Avenue Bridge to meet current vehicular and structural standards. LSA Associates, Inc. is conducting a study to determine if the project might affect cultural resources. The study area is on Orangevale Avenue, west of Folsom in the un-sectioned lands of the Los Americanos Rancho as depicted on the accompanying portion of the USGS *Folsom, Calif. 7.5'* topographic quadrangle.

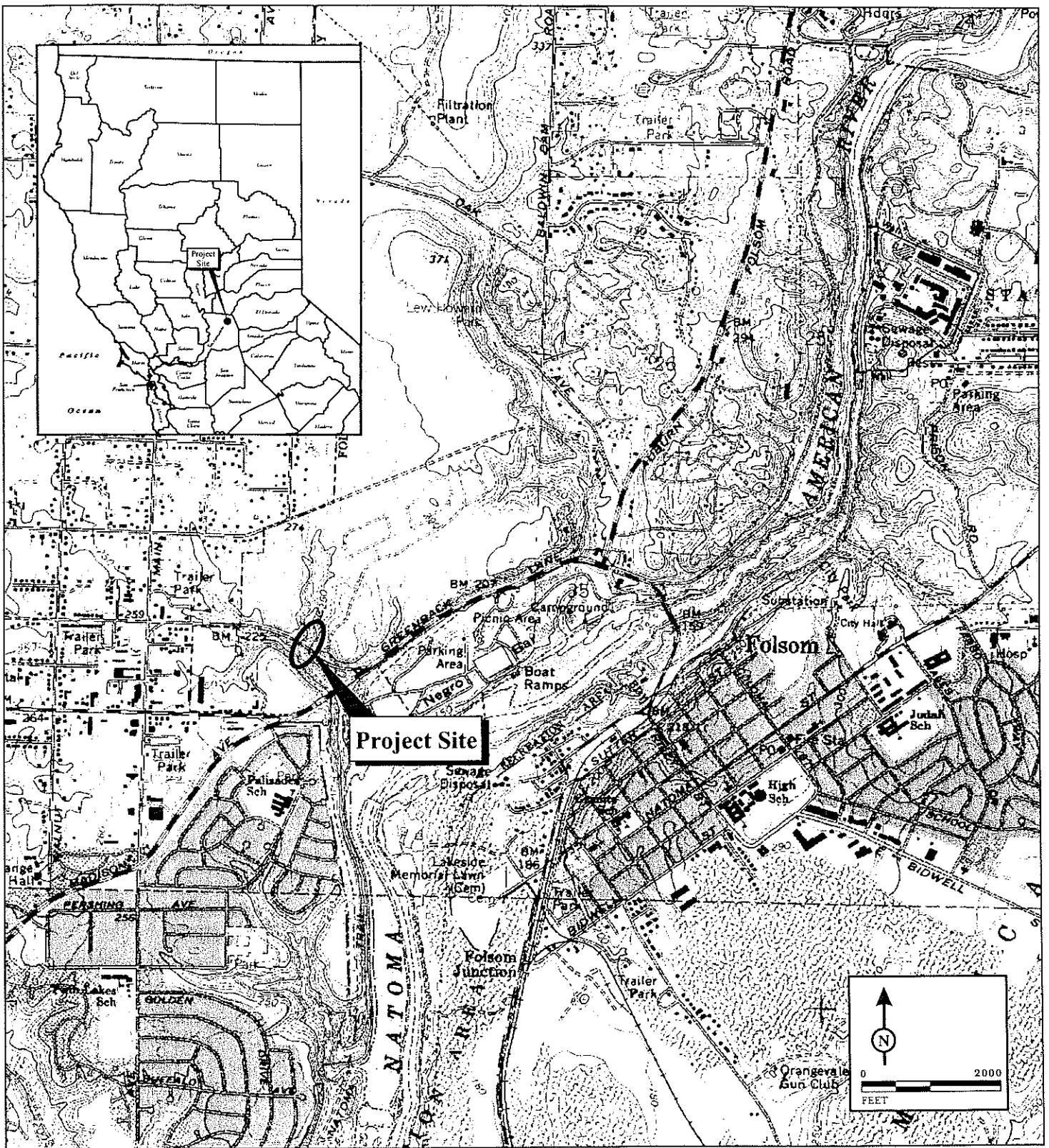
Please notify us if you or your organization has any information or concerns. To reach us, please contact me at the address and phone number above or via email (susan.huster@lsa-assoc.com). I look forward to hearing from you. Thank you.

Sincerely,

LSA ASSOCIATES, INC.

Susan Huster
Archaeologist
Cultural Resources Group

2/27/03(P:\Dec235\Cultural\Contacts\Orangevale Contacts\Joe Marine.wpd)



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

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LSA ASSOCIATES, INC.
157 PARK PLACE
PT. RICHMOND, CALIFORNIA 94801

510.236.6810 TEL
510.236.3480 FAX

OTHER OFFICES:
BERKELEY
IRVINE
RIVERSIDE
ROCKLIN

February 27, 2003

United Auburn Indian Community of the Auburn
Jessica Tavares, Chairperson
661 Newcastle Road, Suite 1
Newcastle, CA 95658

Subject: Orangevale Bridge Project, Folsom, Sacramento County, California
LSA Project # DEC 236

Dear Ms Tavares:

The City of Folsom is proposing to improve the deteriorating bridge deck and structure of Orangevale Avenue Bridge to meet current vehicular and structural standards. LSA Associates, Inc. is conducting a study to determine if the project might affect cultural resources. The study area is on Orangevale Avenue, west of Folsom in the un-sectioned lands of the Los Americanos Rancho as depicted on the accompanying portion of the USGS *Folsom, Calif. 7.5'* topographic quadrangle.

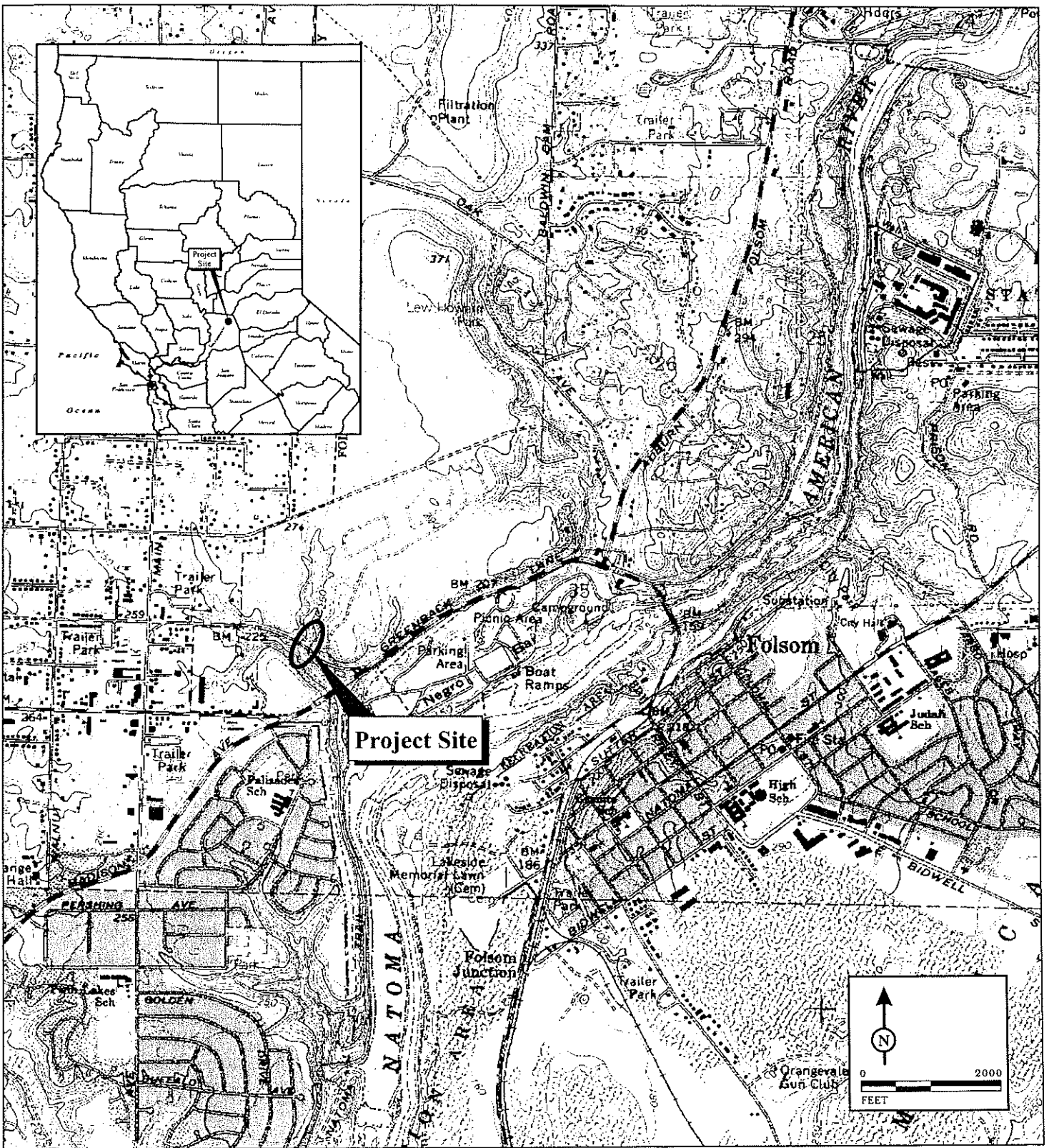
Please notify us if you or your organization has any information or concerns. To reach us, please contact me at the address and phone number above or via email (susan.huster@lsa-assoc.com). I look forward to hearing from you. Thank you.

Sincerely,

LSA ASSOCIATES, INC.

Susan Huster
Archaeologist
Cultural Resources Group

2/27/03(P:\Dec235\Cultural\Contacts\Orangevale Contacts\Jessica Tavares.wpd)



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

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LSA ASSOCIATES, INC.
157 PARK PLACE
PT. RICHMOND, CALIFORNIA 94801

510.236.6810 TEL
510.236.3480 FAX

OTHER OFFICES:
BERKELEY RIVERSIDE
IRVINE ROCKLIN

February 27, 2003

Shingle Springs Band of Miwok Indians
Jeff Murray, Cultural Resources Manager
P.O. Box 1340
Shingle Springs, CA 95682

Subject: Orangevale Bridge Project, Folsom, Sacramento County, California
LSA Project # DEC 236

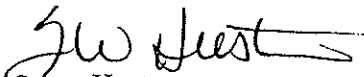
Dear Mr. Murray:

The City of Folsom is proposing to improve the deteriorating bridge deck and structure of Orangevale Avenue Bridge to meet current vehicular and structural standards. LSA Associates, Inc. is conducting a study to determine if the project might affect cultural resources. The study area is on Orangevale Avenue, west of Folsom in the un-sectioned lands of the Los Americanos Rancho as depicted on the accompanying portion of the USGS *Folsom, Calif. 7.5'* topographic quadrangle.

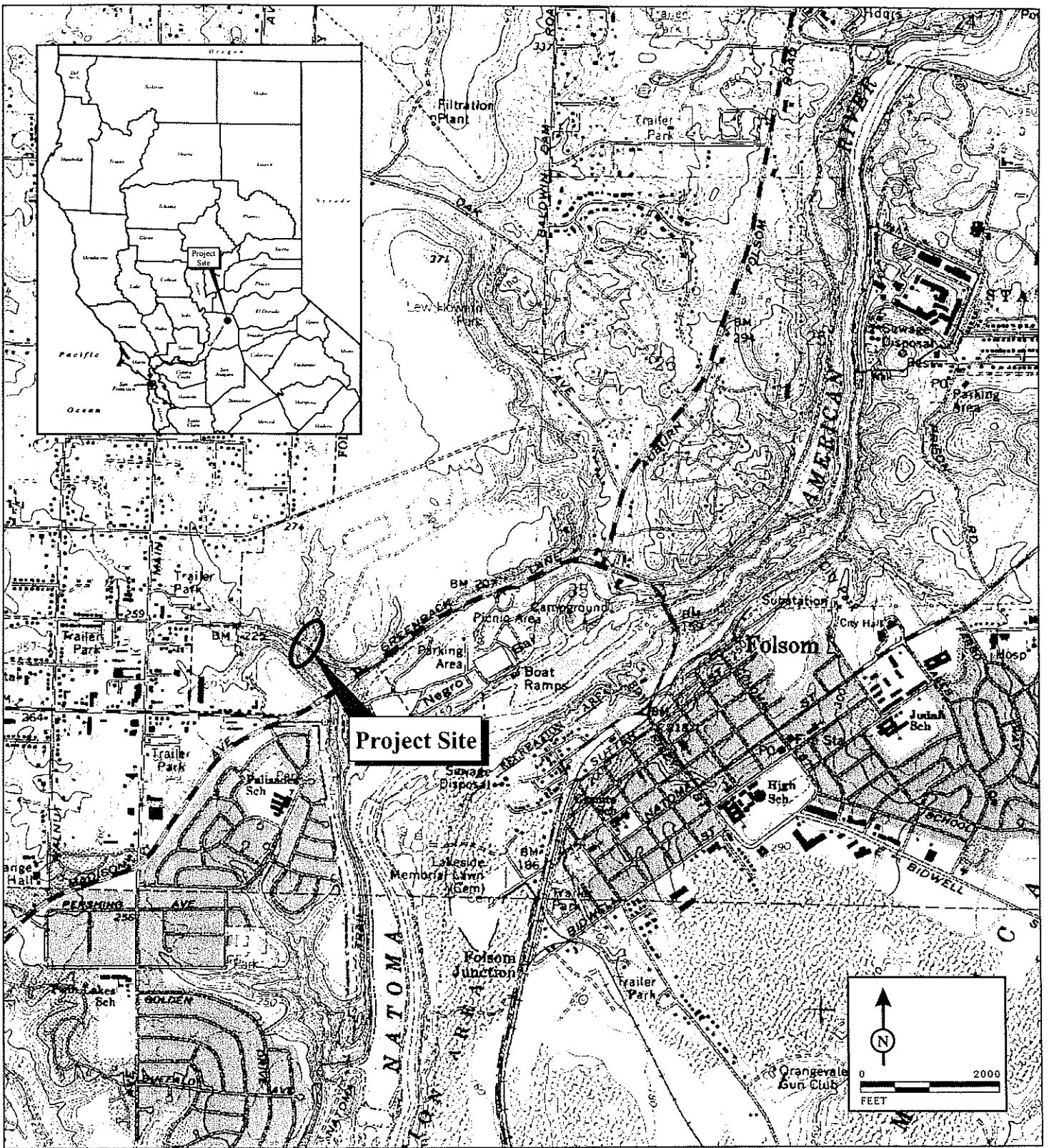
Please notify us if you or your organization has any information or concerns. To reach us, please contact me at the address and phone number above or via email (susan.huster@lsa-assoc.com). I look forward to hearing from you. Thank you.

Sincerely,

LSA ASSOCIATES, INC.


Susan Huster
Archaeologist
Cultural Resources Group

2/27/03(P:\Dec235\Cultural\Contacts\Orangevale Contacts\Jeff Murray.wpd)



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

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ATTACHMENT 10

**CORRESPONDENCE:
NORTH CENTRAL INFORMATION CENTER**

January 20, 2003

Attn: Dr. Lee Simpson
North Central Information Center
California State University, Sacramento
6000 J Street, Foley Hall #213
Sacramento, CA 95819-6106

Subject: Orangevale Bridge, City of Folsom, Sacramento County, California
(LSA Project # DEC235)

Dear Dr. Simpson:

Please conduct a 1-mile radius records search of the above referenced project depicted on the accompanying *Folsom 7.5-minute* USGS topographic map. The Caltrans Environmental Handbook requires that a "records search should identify previously recorded sites and surveys within a 1-mile radius and obtain copies of records for all recorded resources within a 1/4-mile". In addition to records, please provide copies of all reports within the 1/4-mile records search radius, and of the Historic Properties Data listings that are appropriate to our geographic location.

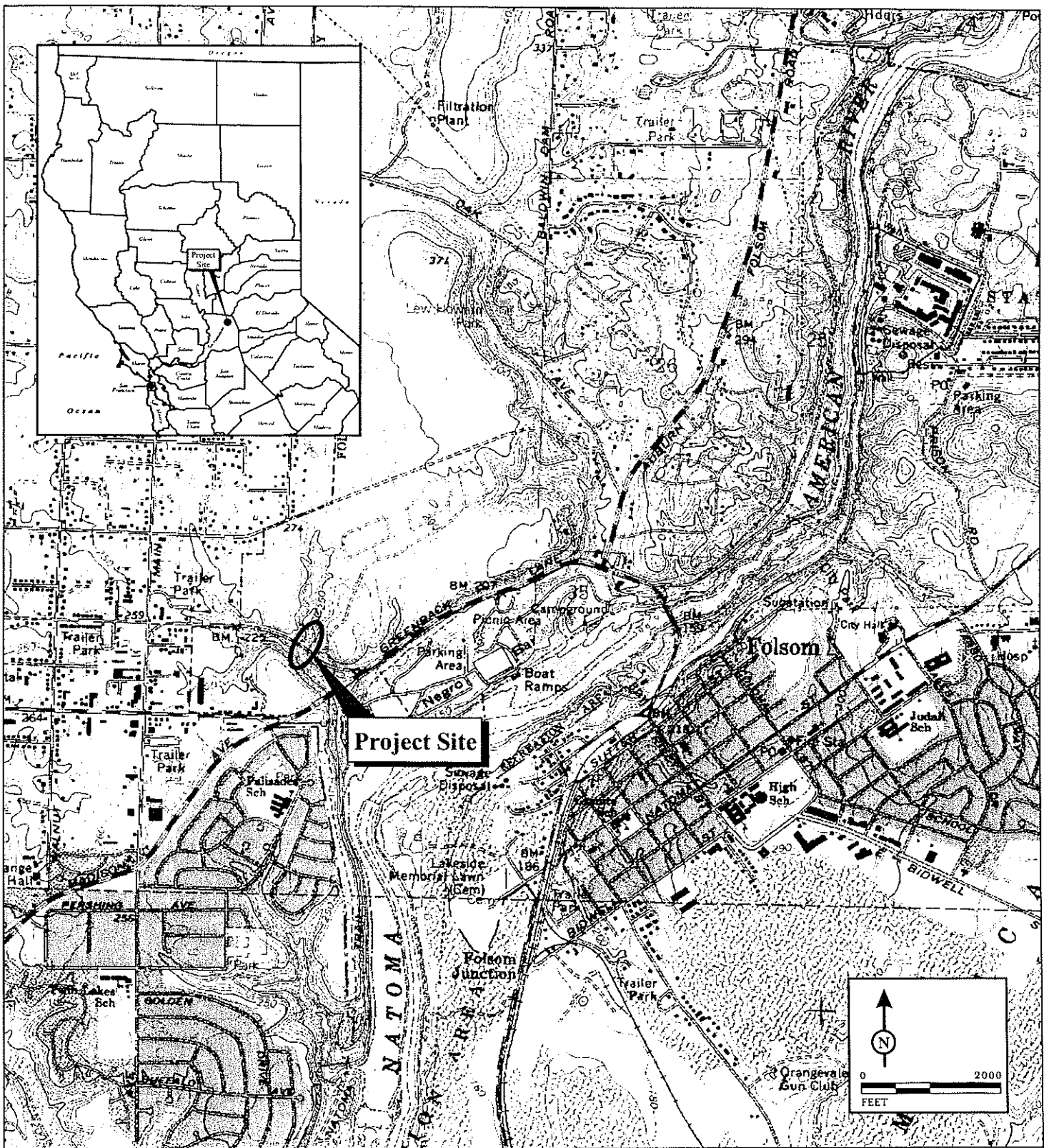
If you have any questions or concerns, you can contact me at the address and phone number above, or via e-mail at <pamela.bowler@lsa-assoc.com>. Thank you.

Sincerely,

LSA ASSOCIATES, INC.



Pamela Bowler
Archaeologist
Cultural Resources Group



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

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1-mile radius

NORTH CENTRAL INFORMATION CENTER

CSU-SACRAMENTO - 6000 J STREET, FOLEY HALL #213 - SACRAMENTO, CA 95819-6100
916-278-6217 FAX 916-278-5162

Summary of Results for Records Search

March 6, 2003

NCIC File No.: SAC-03-8

To: Pamela Bowler, Archeologist
LSA Associates, Inc.
157 Park Place
Pt. Richmond, CA. 94801

From: Michael Thornton, Researcher

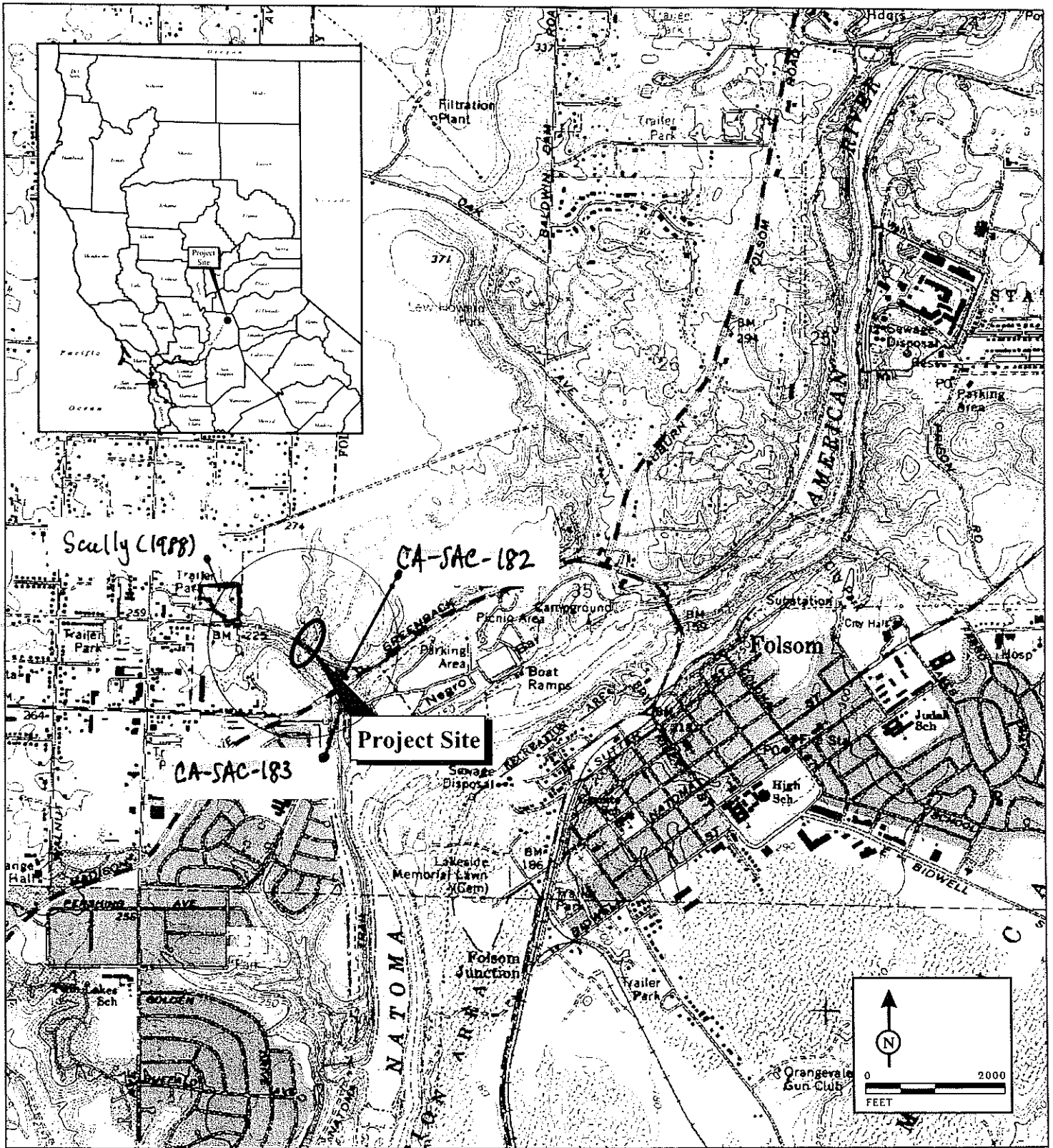
Project: Gold Creek
Orangevale Bridge, City of Folsom, Sacramento County, California
(LSA Project# DEC235)

- Sites Within Radius: CA-SAC-182, CA-SAC-183
- Studies Within Radius: Scully (1988)-(location mapped, bibliographic reference enclosed)
- OHP Historic Property Directory (HPD): Nothing Found 1/6/2003
- NCIC Historic Resources Map: Nothing Found
- California Inventory (1976): Nothing Found
- California Place Names (Gudde 1969): Nothing Found
- California Gold Camps (Gudde 1975): Nothing Found
- California Dept. of Transportation Bridge Inventory: 24C0268 Gold Creek Bridge- OHP rating 5-Not eligible for inclusion into the NRHP.
- California Historical Landmark (1996): Nothing Found
- Point of Historical Interest (1992): Nothing Found
- Historic Spots in California (1990): Nothing Found
- GLO Plat Map (T10N, R7E): 1865 survey map, 1858 "Rancho San Juan" survey map

Research notes: your project area is located in an area of moderate sensitivity due to bluff proximity.

As indicated on the attached agreement form, the charge for this record search is \$121.50. Payment instructions are included at the bottom of the form. Please sign where indicated and return the YELLOW copy with your payment.

Thank you for using our services. If you have any questions please do not hesitate to call 916/278-6217.



LSA

FIGURE 1

Orangevale Bridge
Project Location

SOURCE: USGS 7.5' QUAD - FOLSOM, 1980

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