

**SACRAMENTO-PLACERVILLE
TRANSPORTATION CORRIDOR
NATURE TRAIL IMPLEMENTATION PLAN**

CULTURAL RESOURCES INVENTORY AND EVALUATION

**IRON POINT ROAD (MP 116) TO LATROBE ROAD (MP 126.2)
SACRAMENTO AND EL DORADO COUNTIES, CALIFORNIA**

T.9N, R.8E, Secs. 8, 9, 15, 16, 22, 23, 25, 26, 36

T.9N, R.9E, Secs. 29, 30, 31, 32

T.8N, R.9E, Secs. 4, 5, 9

Clarksville, Folsom S.E. and Latrobe 7.5' USGS Quadrangles
Approximately 10.2 Miles Linear

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PREFACE

The Sacramento-Placerville Transportation Corridor (SPTC) is an approximately 100 foot wide corridor centered on the old Sacramento to Placerville Railroad. The 1998 Draft Program EIR for the El Dorado County Sacramento-Placerville Transportation Corridor concluded with a programmatic mitigation measure for cultural resources. The mitigation measure included the following tasks:

- Conduct surveys of unsurveyed areas. Before the implementation of project activities in the Master Plan corridor, complete pedestrian surveys should be conducted to locate and record cultural resources;
- Evaluate cultural resources within the project corridor. Cultural resources within the project corridor that cannot be avoided should be evaluated. Additional research and test excavations, where appropriate, should be undertaken to determine whether the resource(s) meets CEQA and/or National Register of Historic Places significance criteria. Impacts on significant resources that cannot be avoided will be mitigated in consultation with the lead agency for the project.

The purpose of the present study was to identify and evaluate cultural resources within the transportation corridor from Iron Point Road in Folsom at Mile Post 116 to Latrobe Road in Latrobe at Mile Post 126.2. The results of the present study will assist the SPTC Joint Power Authority members (El Dorado County, Sacramento County, City of Folsom and the Sacramento Regional Transit District) in meeting CEQA, NEPA and NHPA, Section 106 requirements.

The study included: a records search by the North Central Information Center, California Historical Resources Information System; sacred lands file search by the Native American Heritage Commission; contacts with Native Americans listed by the commission; literature review/historical research; consultation with knowledgeable others and pedestrian field survey of the 10.2 mile long railroad easement by archaeologists and an architectural historian.

The field team documented the railroad and 91 railroad-related features and two loci (sites) also related to the railroad. The most common feature is culverts. Locus A is the site of White Rock Station. Locus B: is the site of Latrobe Station. The field team also documented 21 non-railroad cultural resources including rock fence remnants, road and ditch remnants, among other minor historic resources. No Native American archaeological resources or traditional cultural properties were identified. No historic districts were identified.

An assessment of California Register of Historical Resources and National Register of Historic Places eligibility resulted in the identification of two historical resources/historic properties: The 10.2 mile long railroad segment is eligible for the California Register under criterion 1 and National Register under criterion A. In addition, Loci A and B of the railroad segment are eligible for the California Register under criterion 4 and National Register under criterion D. The segment of White Rock Road that crosses the railroad easement is eligible for the California Register under criterion 1 and National Register under criterion A as a segment of the Lincoln Highway.

As a result of these findings, the following are recommended:

1. The proposed trail and trail construction shall avoid the archaeologically sensitive areas at Locus A (White Rock Station site) and Locus B (Latrobe Station site) of the Sacramento and Placerville Railroad (P-34-00455/P-9-4794).
2. Construction of the proposed trail crossing of White Rock Road shall avoid any excavation that would disturb, damage or destroy the concrete pavement of the old Lincoln Highway that may underlie the existing asphalt.
3. An archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards shall monitor trail construction at the railroad's Locus A and Locus B, and any trail construction-related excavation into White Rock Road.
4. If any prehistoric or historic artifacts, or other indications of cultural deposits such as historic privy pits or trash deposits are found once ground-disturbing activities are underway, the find(s) shall be immediately evaluated by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards. If the find is determined to be a historic property, historical resource, or unique archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines §15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code §21083 and §21087). If federal regulations are triggered, then appropriate evaluation, finding of effect, memoranda of agreement, treatment plan and other appropriate measures must be implemented in consultation with the lead federal agency.
5. In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of §15064.5(e)(1) and (2) of the CEQA Guidelines has occurred.

The authors thank the Folsom, El Dorado & Sacramento Historical Railroad Association and members for providing rail transportation. Mr. Bill Anderson provided copies of historic maps and other unpublished railroad-related documents. Mr. Dana Supernowicz provided insights from his previous experiences documenting a small portion of the railroad and his long standing interest in historical research in western El Dorado and eastern Sacramento counties. Mr. Charles Mehrten discussed local history.

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INTRODUCTION

The Sacramento-Placerville Transportation Corridor (SPTC) is an approximately 100 foot wide corridor centered on the old Sacramento to Placerville Railroad. The 1998 Draft Program EIR for the El Dorado County Sacramento-Placerville Transportation Corridor concluded with a programmatic mitigation measure for cultural resources. The mitigation measure included the following tasks:

- Conduct surveys of unsurveyed areas. Before the implementation of project activities in the Master Plan corridor, complete pedestrian surveys should be conducted to locate and record cultural resources;
- Evaluate cultural resources within the project corridor. Cultural resources within the project corridor that cannot be avoided should be evaluated. Additional research and test excavations, where appropriate, should be undertaken to determine whether the resource(s) meets CEQA and/or National Register of Historic Places significance criteria. Impacts on significant resources that cannot be avoided will be mitigated in consultation with the lead agency for the project.

The SPTC Master Plan and associated programmatic Environmental Impact Report (EIR) were prepared over a period of five years from 1998 to 2003. The final approved plan allowed consideration of all trail uses throughout the entire 28.5 mile corridor. Due to the programmatic nature of the EIR, as SPTC projects are proposed for implementation, their scope needs to be compared against the EIR to see if all impacts have been addressed. If not, additional CEQA analysis is required. While SPTC Master Plan and EIR apply only to the portion of the corridor in El Dorado County, recommendations in the present study also apply to the approximately three mile portion of the corridor located in Sacramento County. Recommendations are also based on the evaluation of cultural resources in both counties for the National Register of Historic Places to meet National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA), Section 106 requirements.

The purpose of the present study is to identify and evaluate cultural resources within the transportation corridor from Iron Point Road in Folsom at Mile Post 116 to Latrobe Road in Latrobe at Mile Post 126.2. The results of the present study will assist the SPTC Joint Power Authority members (El Dorado County, Sacramento County, City of Folsom and the Sacramento Regional Transit District) in meeting CEQA, NEPA and NHPA, Section 106 requirements (see Figures 1 and 2, below).

Federal Regulatory Background

A Section 106 consultation is a federal review, separate from any environmental or planning reviews required by state and local laws and ordinances. The purpose of Section 106 is to avoid unnecessary harm to historic properties, which include any National Register of Historic Places listed or eligible prehistoric or historic objects, sites, buildings, structures or districts (National Park Service 1991: Appendix IV-2). Under federal regulations at 36 CFR Part 800, the basic steps in a Section 106 review include:

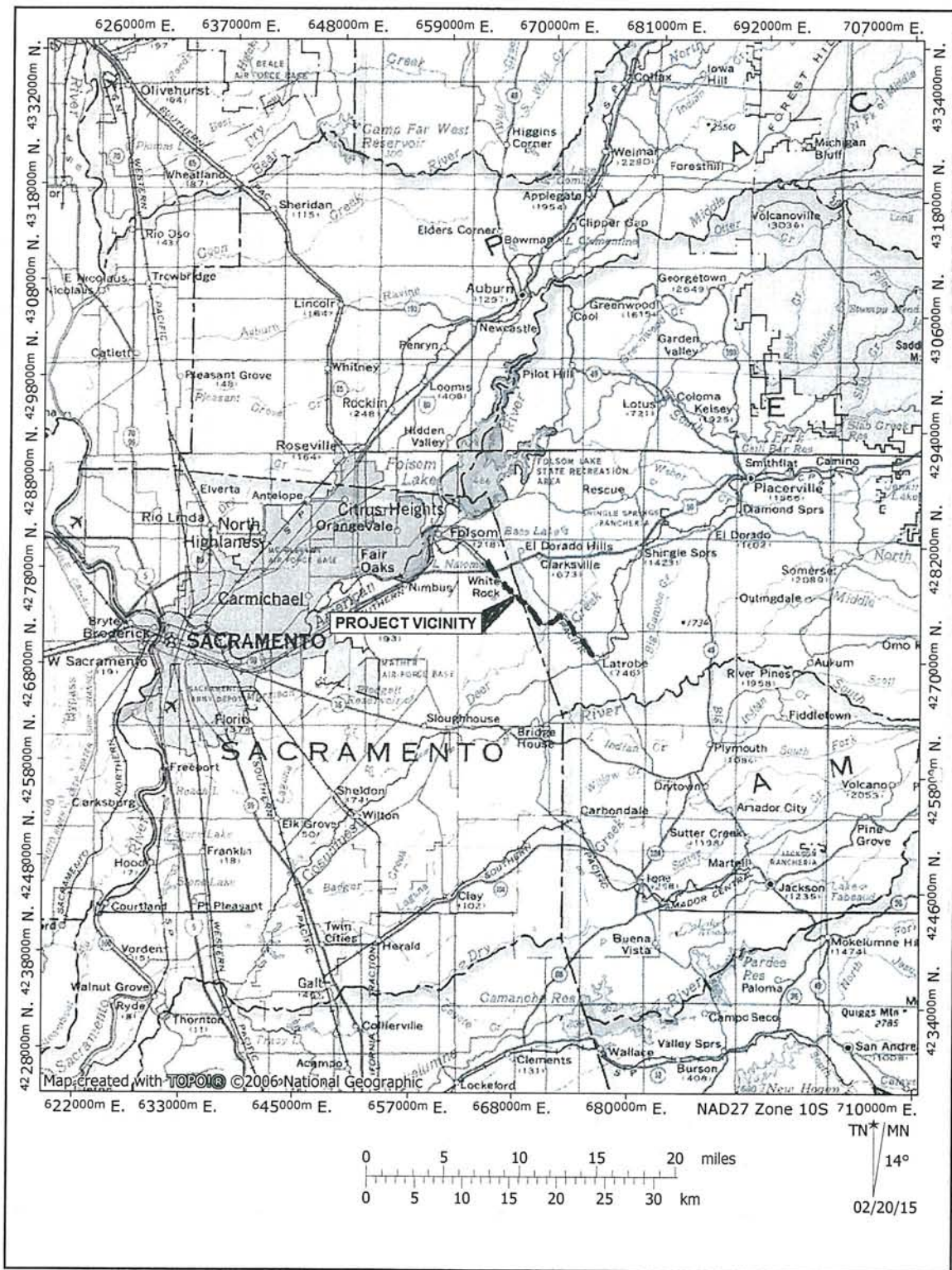


Figure 1. Project vicinity map.

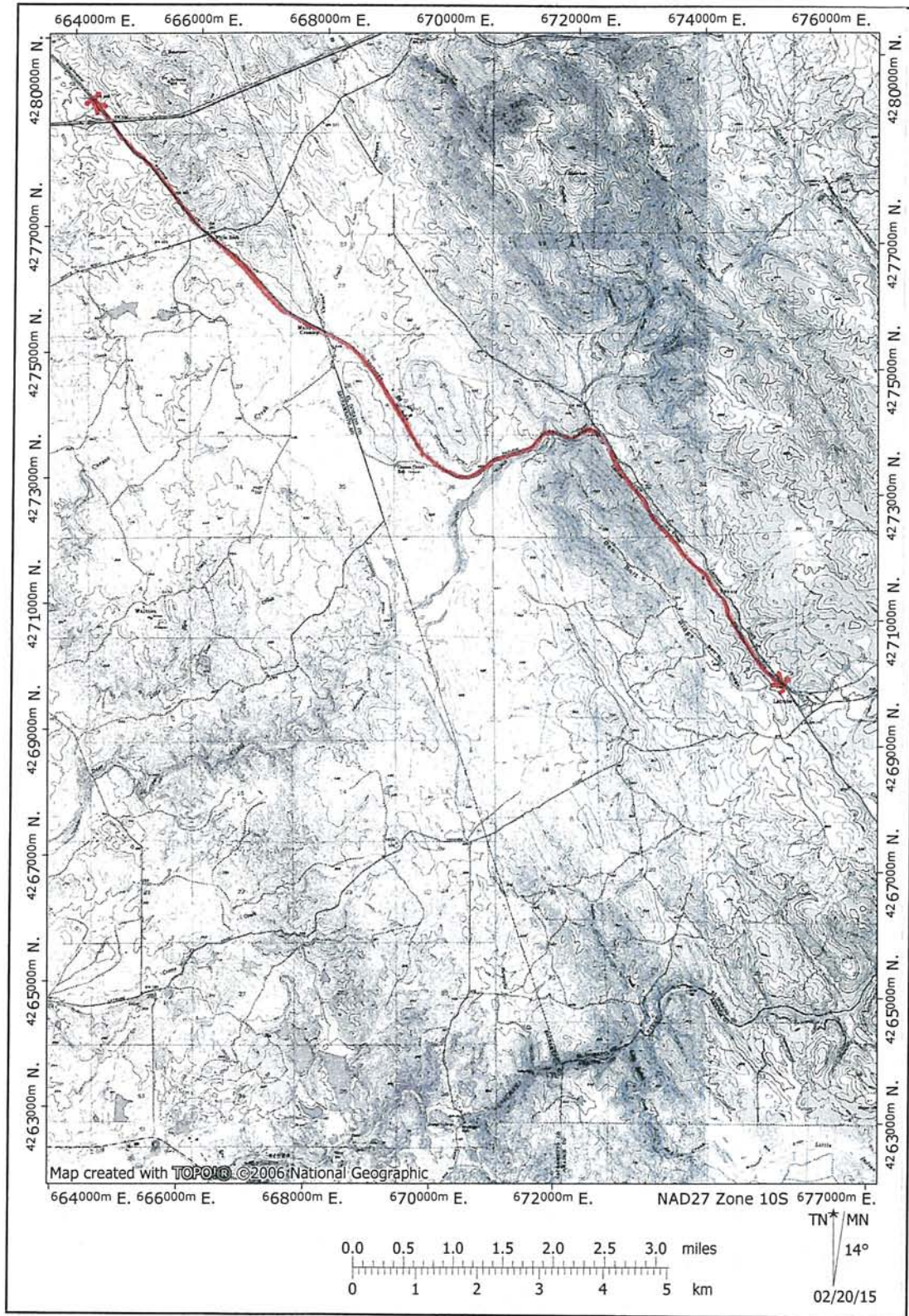


Figure 2. Project location

- **Initiating the Section 106 process** (This step was added in 1999 to encourage early consideration of the potential effects of the federal permitting or other action, to coordinate with other reviews, to identify consulting parties such as the State Historic Preservation Officer and federally recognized Indian tribes, and to make plans for other public involvement);
- **Identifying historic properties** (The federal agency is responsible for defining the Area or Areas of Potential Effects; also included in this step is the identification of cultural resources, evaluating the eligibility of those resources for the National Register, including sites to which Indian tribes attach religious and cultural significance, determining the eligibility of those resources for the National Register and determining whether or not historic properties will be affected);
- **Assessing Adverse Effects** (The federal agency must consider both direct and indirect effects, reasonably foreseeable effects that are cumulative, later in time or at a distance, and with respect to all qualifying characteristics of a historic property--*e.g.*, if an archaeological site is important for its scientific information potential and for its cultural or religious importance to an Indian tribe, then the adverse effects on both must be considered).
- **Resolving Adverse Effects** [The process of negotiating a Memorandum of Agreement (MOA) between the consulting parties is now streamlined and may involve only the federal agency and the State Historic Preservation Officer as signatories. However, the Advisory Council recommends that the federal agency should invite federally-recognized Indian tribes that attach religious and cultural significance to properties off tribal lands to concur with the findings in the MOA].

Under federal regulations, where there is a federal undertaking on non-federal land (*e.g.*, federal permitting, licensing or funding), a consultant may gather information necessary for the federal agency to meet its responsibilities under Section 106, but the agency official remains legally responsible for all required findings and determinations [36 CFR Part 800.2(a)(3)].

In accordance with 36 CFR Part 800.2(c)(ii)(A), (B) and (C), it is the agency official who has the responsibility to make a reasonable and good faith effort to identify Indian tribes that shall be consulted in the Section 106 process.

CEQA Regulatory Background

In 1992, the Public Resources Code was amended as it affects cultural resources. The amendments included creation of the California Register of Historical Resources (Public Resources Code §5020.4, §5024.1 and §5024.6). While the amendments became effective in 1993, it was not until January 1, 1998, that the implementing regulations for the California Register were officially adopted (Public Resources Code §4850 *et seq.*).

The purpose of the present study is also to identify any cultural resources eligible for the California Register of Historical Resources and archaeological resources that potentially meet criteria as “unique archaeological resources” under current CEQA statutes and

guidelines.

CEQA statutes [Public Resources Code §21001(b) *et seq.*] require planning agencies to carefully consider the potential effects of a project on historical resources. Under the revised and adopted CEQA guidelines in §15064.5, a "historical resource" includes: a resource listed in or eligible for the California Register of Historical Resources; or listed in a local register of historical resources; or identified in a historical resource survey and meeting requirements in §5024.1(g) of the Public Resources Code; or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines historically significant, provided the determination is supported by substantial evidence in light of the whole record; or a resource so determined by a lead agency as defined in Public Resources Code §5020.1(j) or §5024.1.

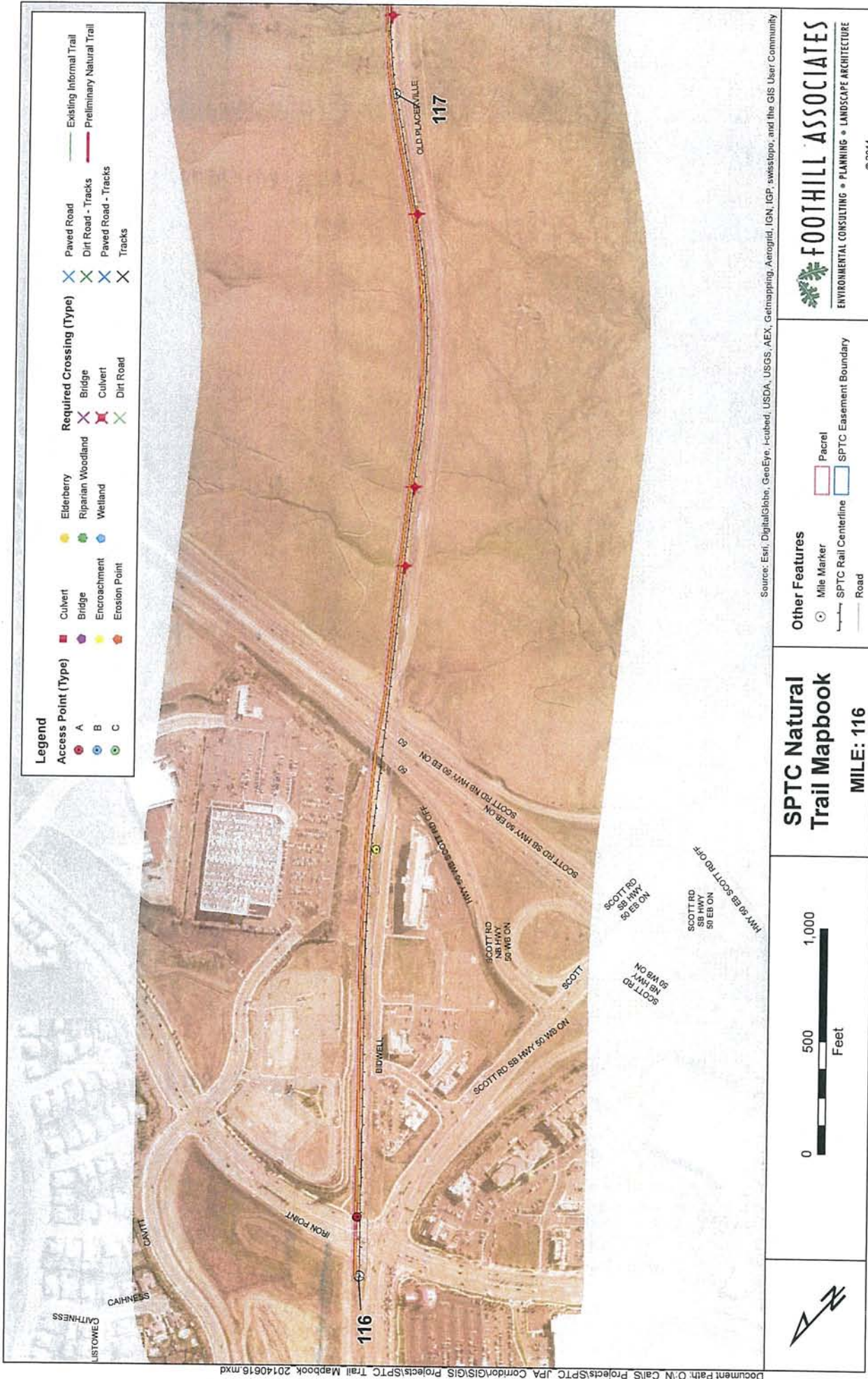
Under CEQA guidelines, "A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment [Public Resources Code §15064.5(b)]. "Substantial adverse change" is ". . . physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired [Public Resources Code §15064.5(b)(2)].

While alteration of the setting of an archaeological site that is eligible only for its information potential may not affect the site's significant characteristics, alteration of a property's location (*viz.*, removing or damaging all or part of the site) may have a significant adverse effect. CEQA's Guidelines §15126.4(b)(3) state, "Public agencies should, whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature." The guidelines further state that preservation in place is the preferred manner of mitigating impacts, and that preservation ". . . may be accomplished by, but is not limited to, the following":

1. Planning construction to avoid archaeological sites;
2. Incorporation of sites within parks, greenspace, or other open space;
3. Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site.
4. Deeding the site into a permanent conservation easement.

CEQA guidelines state, "when data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken" [CEQA Guidelines §15126.4(b)(3)(C)]. However, "data recovery shall not be required for a historical resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource . . ." [CEQA Guidelines §15126.4(b)(3)(D)].

CEQA also requires planning agencies to consider the effects of a project on "unique archaeological resources." If an archaeological site meets the definition of a unique archaeological resource (Public Resources Code §21083.2), then the site must be treated in



Legend

Access Point (Type)

- A
- B
- C

Required Crossing (Type)

- Bridge
- Culvert
- Dirt Road

Elderberry

- Riparian Woodland
- Welland

Culvert

- Bridge
- Encroachment
- Erosion Point

Paved Road

- Dirt Road - Tracks
- Paved Road - Tracks
- Tracks

Existing Informal Trail

- Preliminary Natural Trail

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerotrid, IGN, IGF, swisstopo, and the GIS User Community

SPTC Natural Trail Mapbook
MILE: 116

Other Features

- Mile Marker
- Parcel
- SPTC Rail Centerline
- SPTC Easement Boundary
- Road

0 500 1,000
Feet



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Figure 3. SPTC Nature Trail Mile 116.

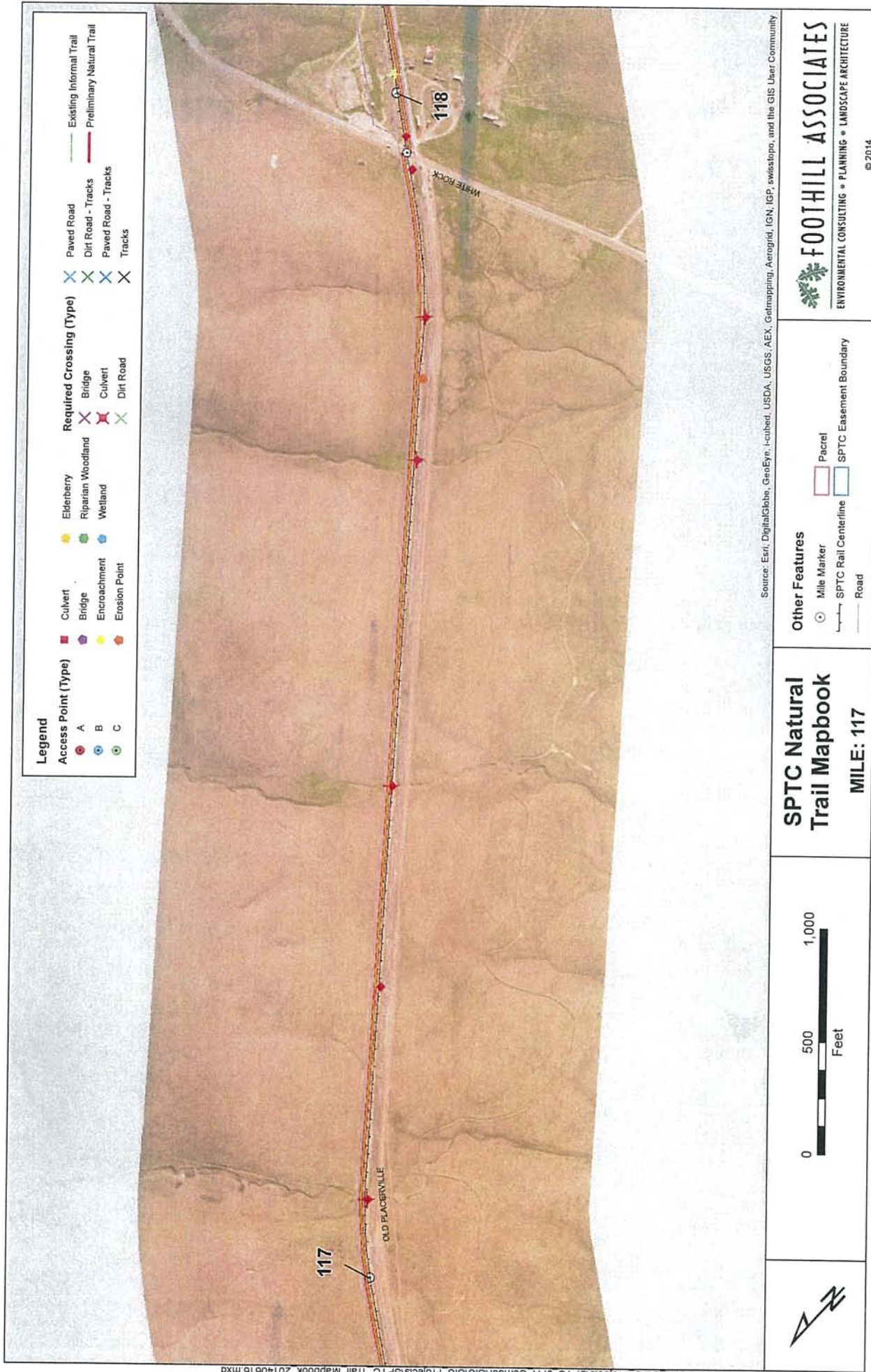
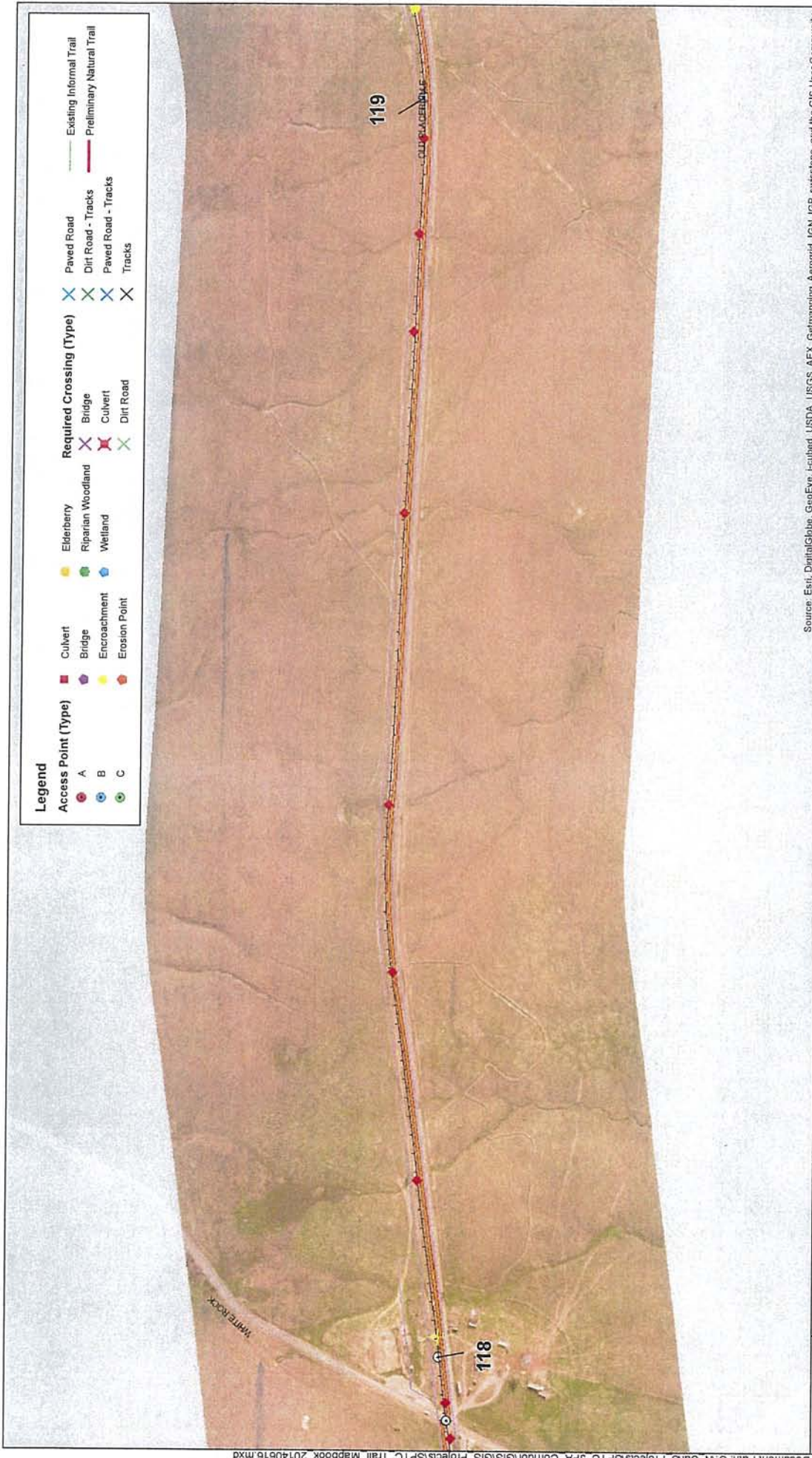


Figure 4. SPTC Nature Trail Mile 117.



Legend

Access Point (Type)

- A
- B
- C

Required Crossing (Type)

- Culvert
- Bridge
- Encroachment
- Erosion Point

Other Features

- Elderberry
- Riparian Woodland
- Welland

Required Crossing (Type)

- Bridge
- Culvert
- Dirt Road

Other Features

- Paved Road
- Dirt Road - Tracks
- Paved Road - Tracks
- Tracks
- Existing Informal Trail
- Preliminary Natural Trail

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aergrid, IGN, IGP, swisstopo, and the GIS User Community

SPTC Natural Trail Mapbook

MILE: 118

Other Features

- Mile Marker
- Parcel
- SPTC Rail Centerline
- SPTC Easement Boundary
- Road

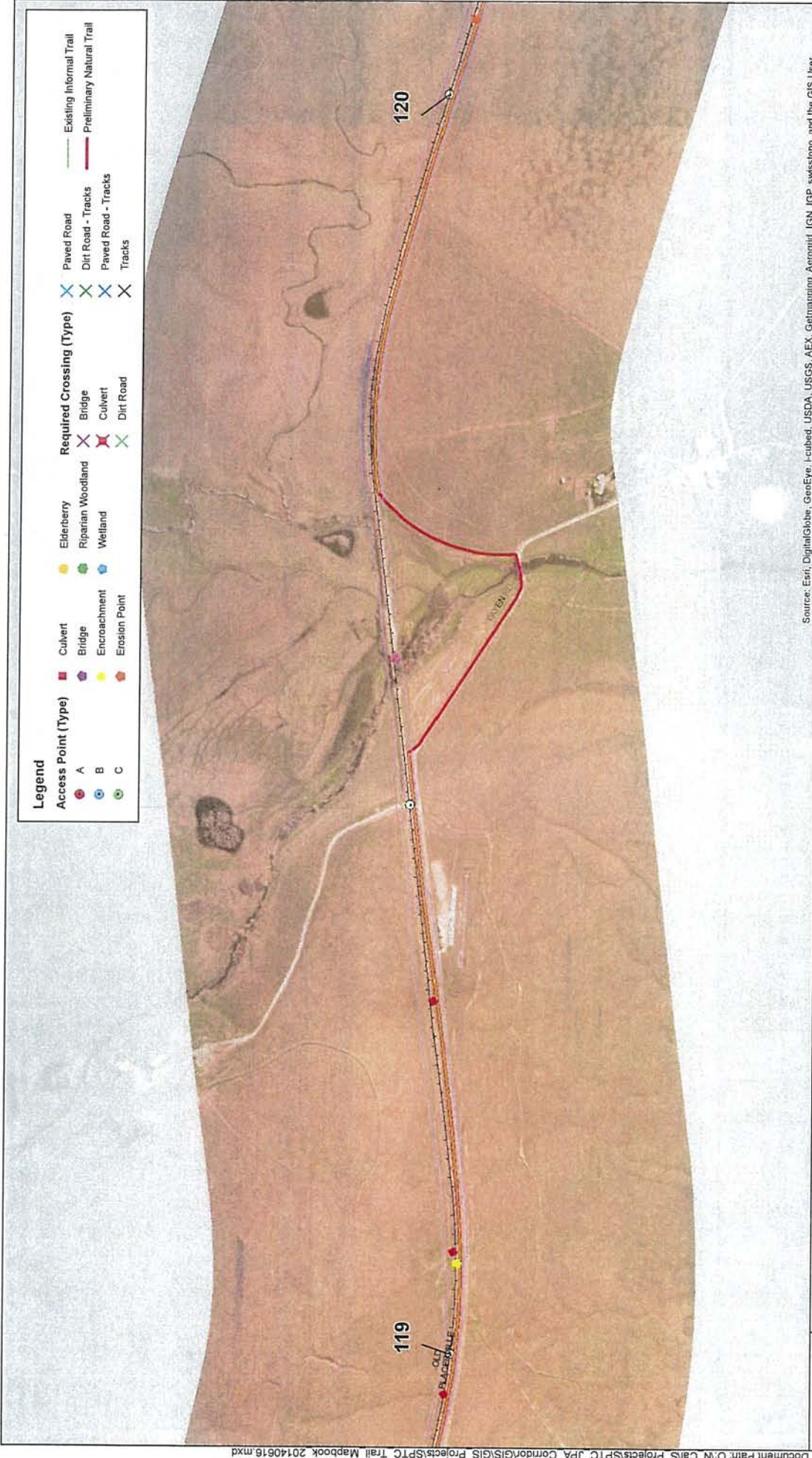
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Figure 5. SPTC Nature Trail Mile 118.



Legend

Access Point (Type)

- A
- B
- C

Required Crossing (Type)

- Bridge
- Culvert
- Dirt Road

Other Features

- Elderberry
- Riparian Woodland
- Wetland
- Culvert
- Bridge
- Encroachment
- Erosion Point

Other Features

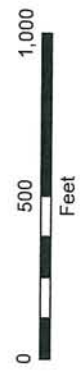
- Mile Marker
- SPTC Rail Centerline
- SPTC Easement Boundary
- Road
- Parcel

Other Features

- Paved Road
- Dirt Road - Tracks
- Paved Road - Tracks
>
- Tracks
- Existing Informal Trail
- Preliminary Natural Trail

Source: Esri, DigitalGlobe, GeoEye, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User

SPTC Natural Trail Mapbook
MILE: 119



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Figure 6. SPTC Nature Trail Mile 119.

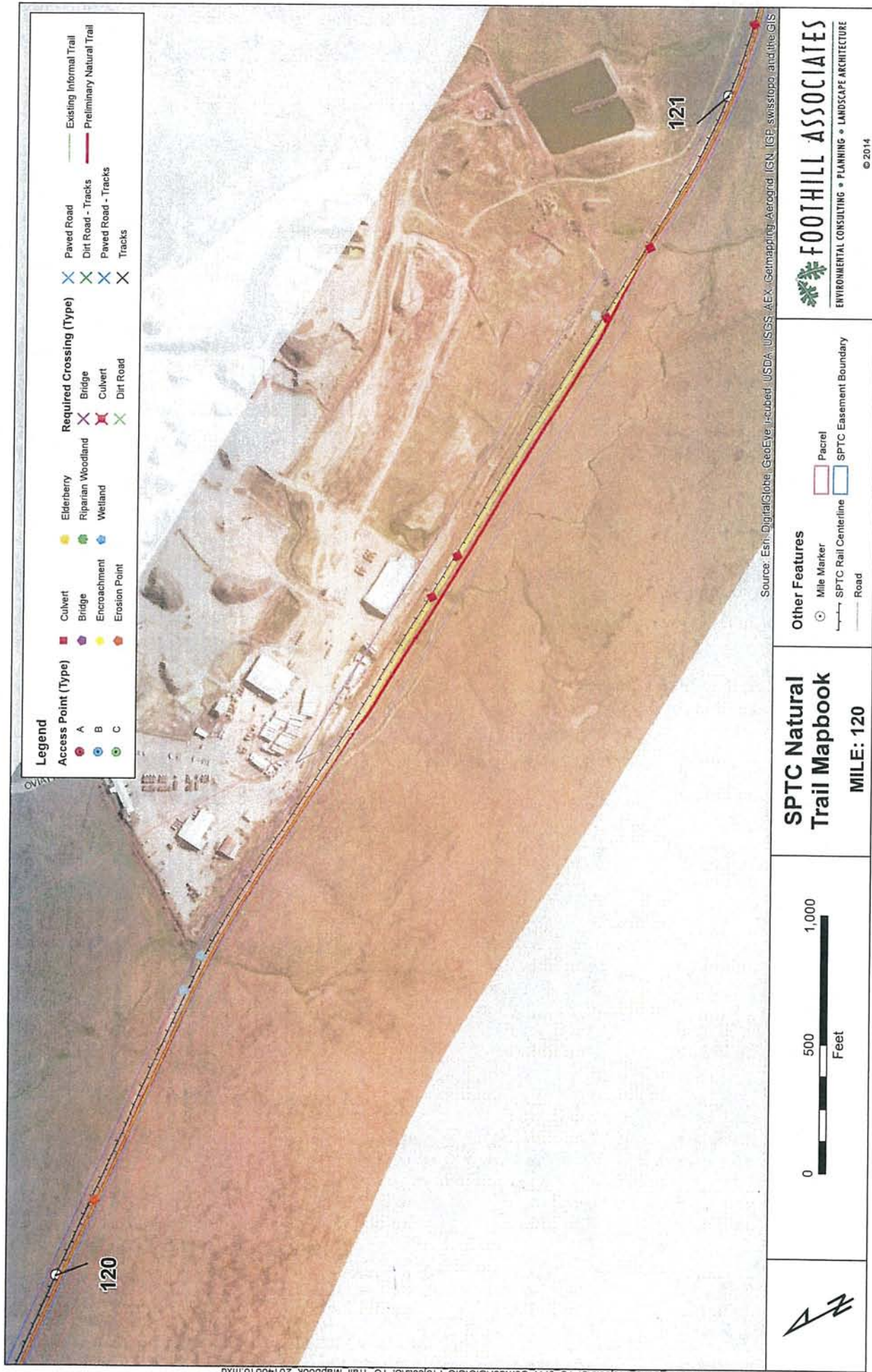
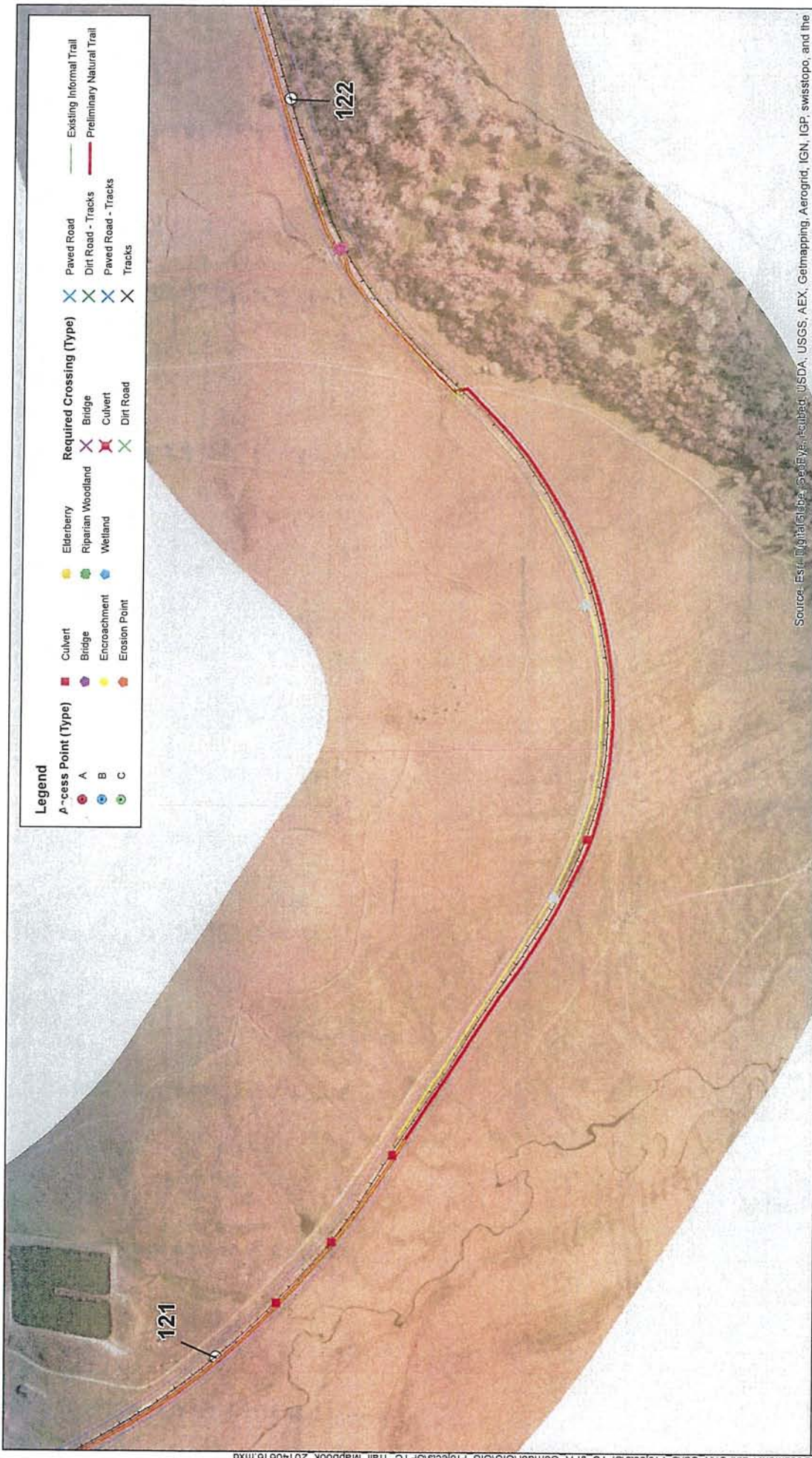


Figure 7. SPTC Nature Trail Mile 120.



Legend

A-access Point (Type)

- A
- B
- C

Required Crossing (Type)

- Culvert
- Bridge
- Encroachment
- Erosion Point

Other Features

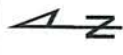
- Elderberry
- Riparian Woodland
- Welland

Required Crossing (Type)

- Bridge
- Culvert
- Dirt Road

Other Features

- Paved Road
- Dirt Road - Tracks
- Paved Road - Tracks
- Tracks
- Existing Informal Trail
- Preliminary Natural Trail



SPTC Natural Trail Mapbook
MILE: 121

Other Features

- Mile Marker
- Parcel
- SPTC Rail Centerline
- SPTC Easement Boundary
- Road

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Figure 8. SPTC Nature Trail Mile 121.

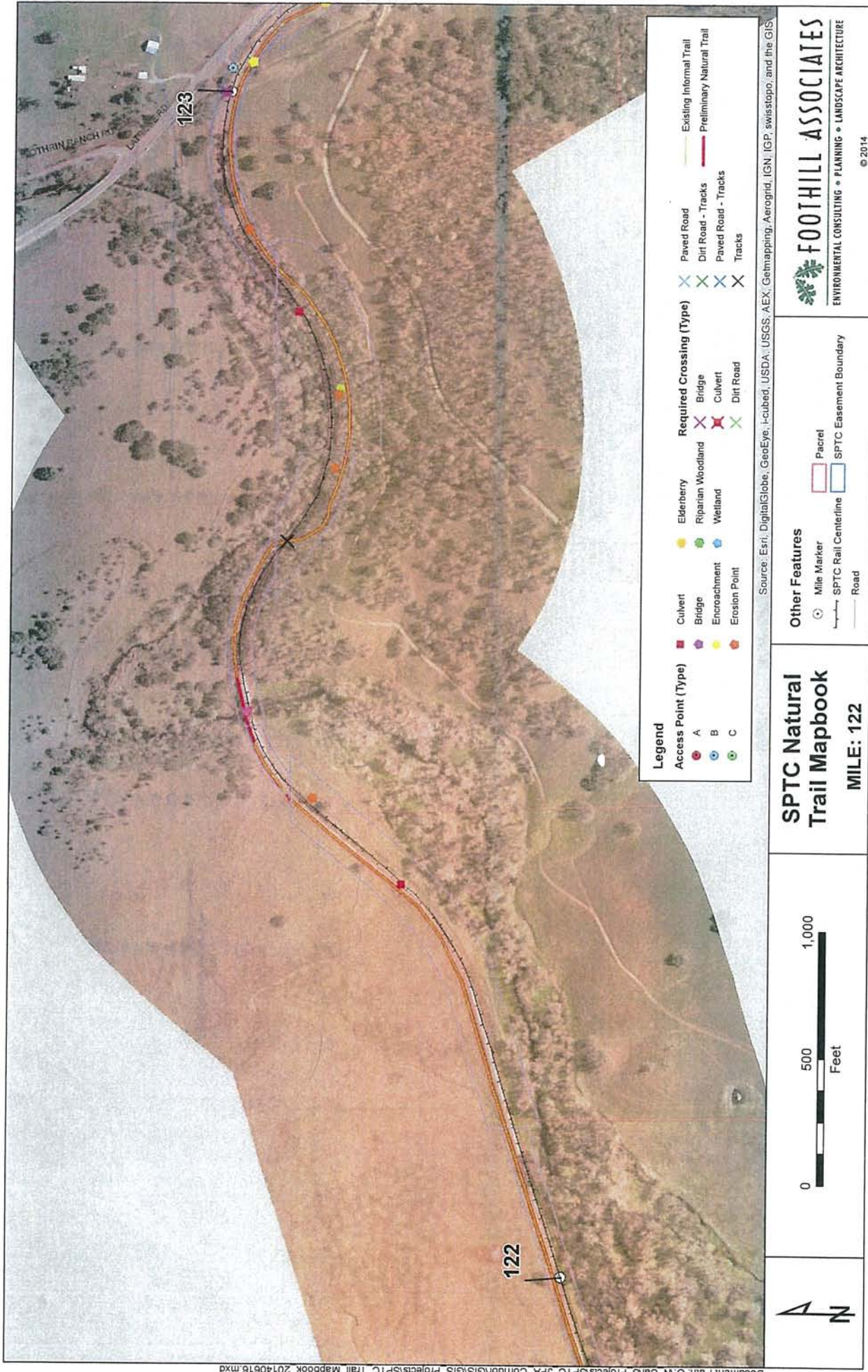
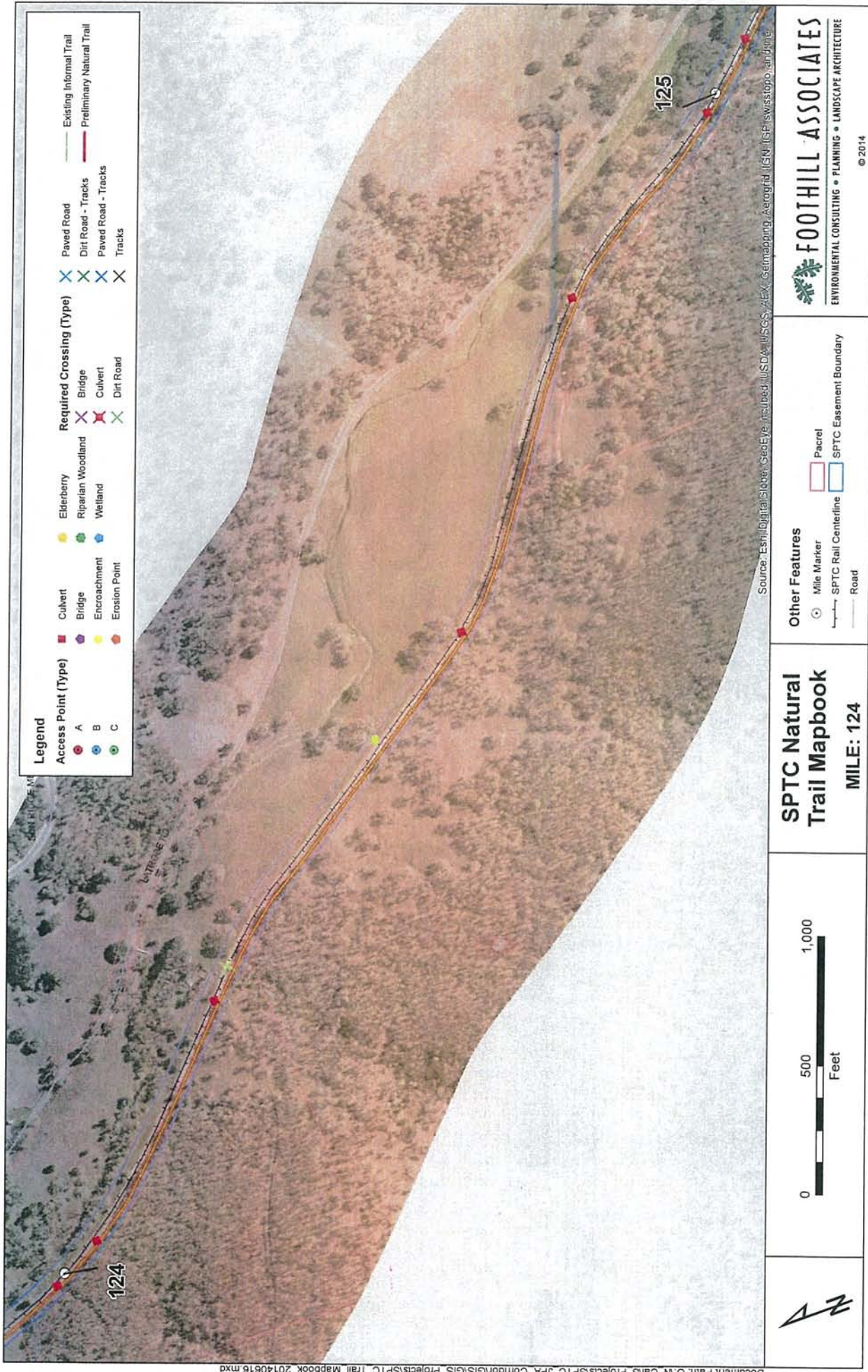


Figure 9. SPTC Nature Trail Mile 122.



Legend

● Access Point (Type) A	■ Culvert	● Elberberry	X Required Crossing (Type) Bridge	— Paved Road	— Existing Informal Trail
● Access Point (Type) B	■ Bridge	● Riparian Woodland	X Required Crossing (Type) Culvert	X Dirt Road - Tracks	— Preliminary Natural Trail
● Access Point (Type) C	■ Encroachment	● Wellland	X Required Crossing (Type) Dirt Road	— Paved Road - Tracks	
	■ Erosion Point			— Tracks	

Source: Esri, DigitalGlobe, GeoEye, iSatellite, USDA, USGS, AeroGRID, IGN, iSP, swisstopo, and more.

Other Features

- Mile Marker
- Parcel
- - - SPTC Rail Centerline
- SPTC Easement Boundary
- Road

SPTC Natural Trail Mapbook
MILE: 124

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Figure 11. SPTC Nature Trail Mile 124.

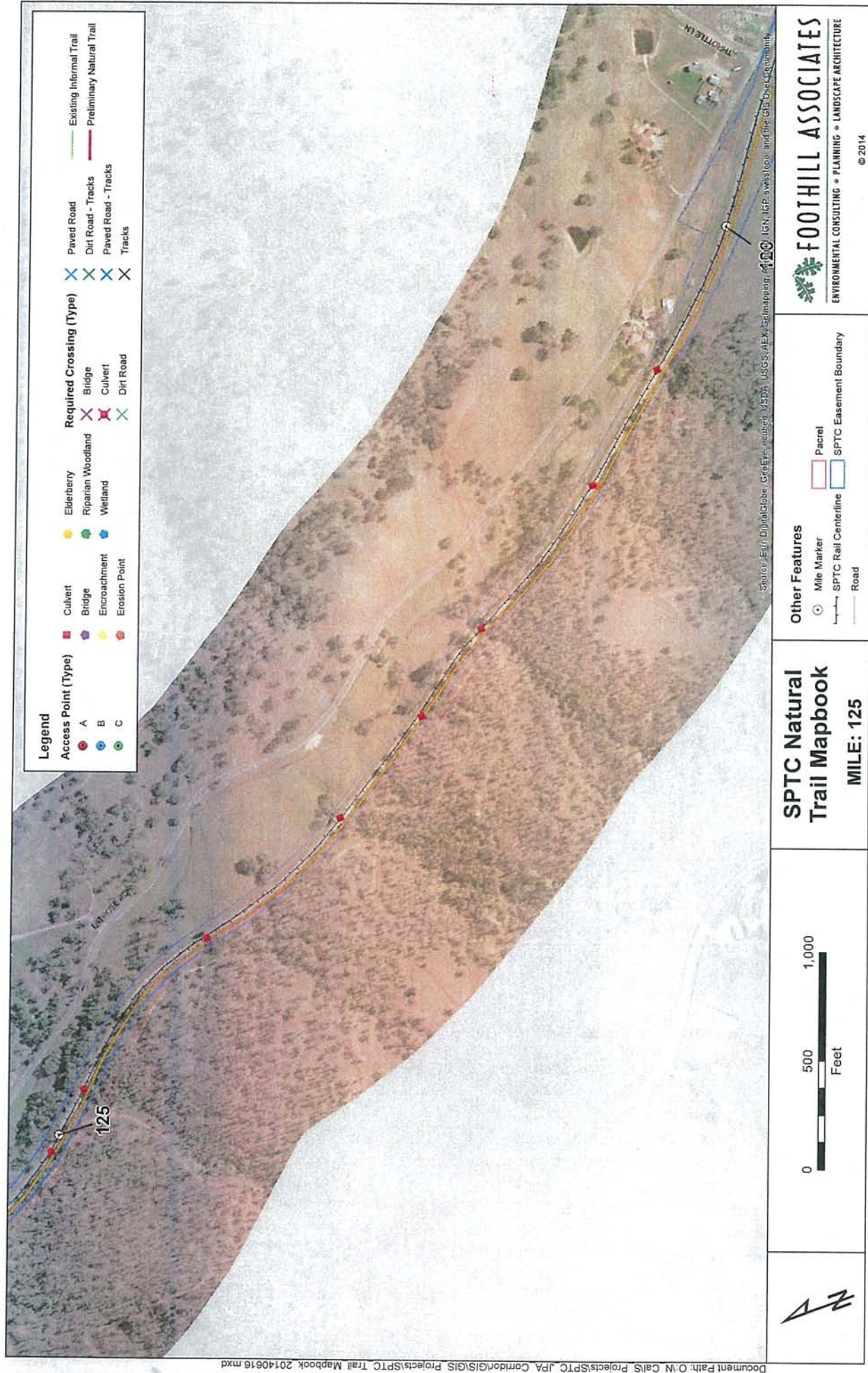


Figure 12. SPTC Nature Trail Mile 125.

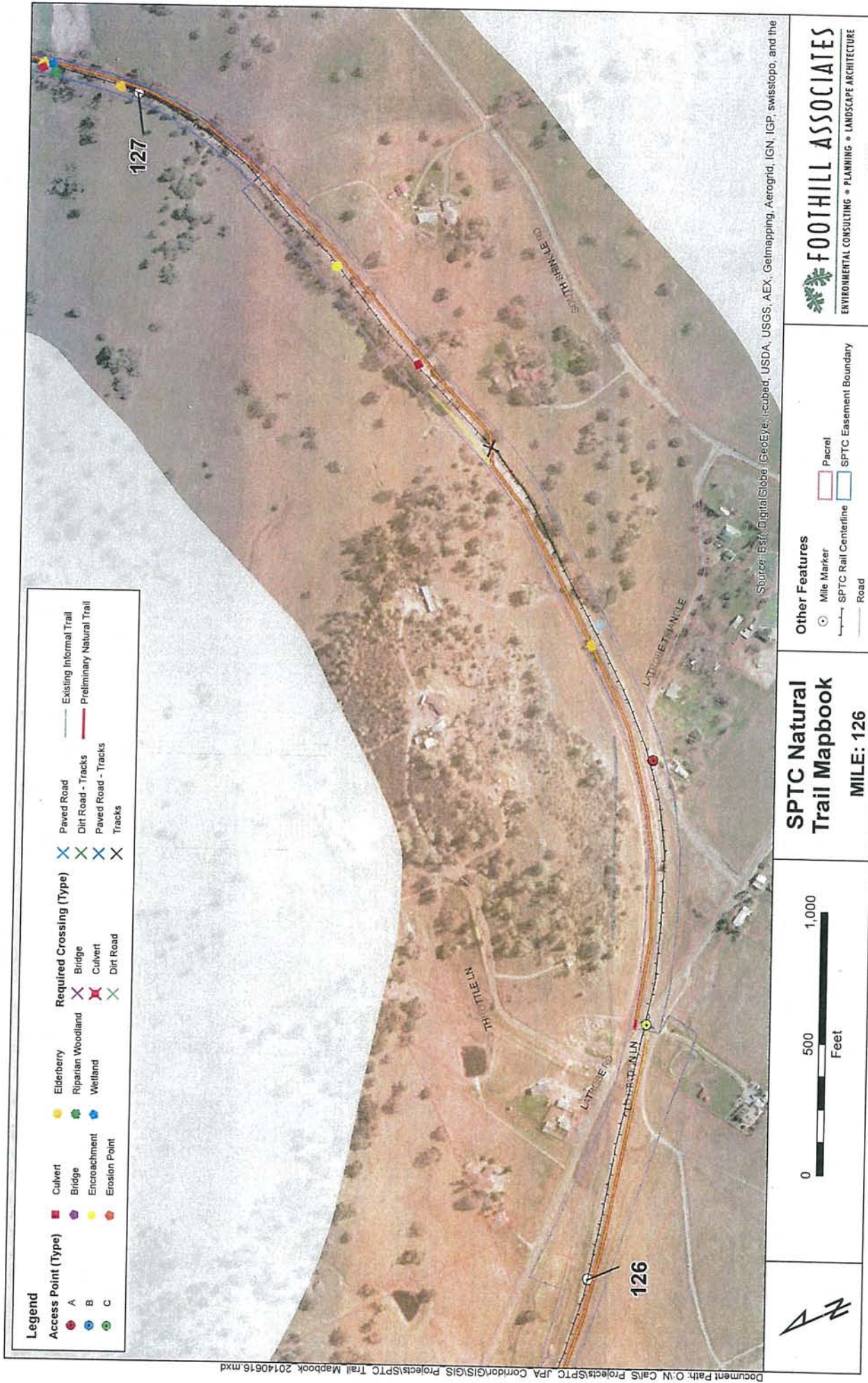


Figure 13. SPTC Nature Trail Mile 126.

accordance with the special provisions for such resources, which include time and cost limitations for implementing mitigation.

California law also protects Native American burials, skeletal remains and associated grave goods regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains (Health and Safety Code §7050.5, Public Resources Code §5097.94 *et seq.*).

PROJECT DESCRIPTION

The proposed project consists of constructing an unpaved trail approximately four feet wide within 50 feet of one side or the other from the centerline of the existing railroad track. The project is 10.2 miles long from the railroad's intersection with Iron Point Road in Folsom to the railroad's intersection with Latrobe Road in Latrobe. Construction would involve minimal grading.

AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for cultural resources coincides with the railroad easement, which is generally 100 feet wide between the railroad's intersection with Iron Point Road in Folsom (M.P. 116) and the railroad's intersection with Latrobe Road at Latrobe (M.P. 126.2). The easement is wider at several places along the route from Folsom to Latrobe (see Figures 3 to 14, above).

At Folsom, the railroad lies at the foot of the first hills of the west slope, Sierra Nevada. The railroad ascends approximately 384 feet in the 10.2 miles from its intersection at Iron Point Road to Latrobe Road. Along its route towards Latrobe, the railroad crosses an unnamed tributary to Alder Creek and passes by White Rock Station and then Malby Crossing at Carson Creek. The railroad crosses Deer Creek at the north end of Ben Bolt Ridge and continues southeast along the foot of Ben Bolt in the narrow valley of Latrobe Creek to Latrobe. The underlying geology along most of the route is Copper Hill Volcanics. Salt Springs Slate is mapped for a short segment of the route northwest of Ben Bolt Ridge. Ultramafic rocks occur adjacent to the Copper Hill Volcanics in the little valley of Latrobe Creek (Wagner *et al.* 1981) (see Appendix A: Photographs).

The vertical APE has not been established beyond the project description, which indicates minor grading for the four foot wide trail.

LITERATURE REVIEW

The literature review included a records search by the Central California Information Center, California Historical Resources Information System, a review of maps, data and references archived at the Folsom Railroad Museum and California State Library.

Historic Context

Identification, evaluation and treatment of historic properties are most reliable when there

is an understanding of the relationship between those properties and other similar cultural resources. Standard I of the Secretary of the Interior's Standards and Guidelines defines the concept of "historic context" as information on aspects of history, architecture, archaeology, engineering and culture that are collected and organized to define those relationships (National Park Service 1983:44717).

Historic contexts are based on cultural themes, their geographic extent and time period. Any particular historic context describes the "significant broad patterns of development in an area that may be represented by historic properties." The anticipated dominant themes for present study were Prehistory, Miwok/Nisenan ethnography/ethnohistory, historic mining, ranching and transportation based previously research experience in the general project area.

Prehistory

While the earliest human occupation of Central California is still debated, it can be argued that the close of prehistory coincided with the first evidence of European trade goods appearing in coastal Marin shell middens *circa* 1595 or earlier. However, it was not until two centuries later that Native Americans at the eastern edge of the Sacramento Valley experienced their first direct contact with Europeans, which signaled the end of isolation for these interior non-literate societies.

The earliest generally accepted evidence of human occupation in the Great Central Valley comes from finds of fluted projectile points found primarily in widely scattered surface contexts. Rosenthal and others listed only a single Clovis-like fluted point from the Sacramento Valley, which was found near Thomas Creek in Tehama County (Dillon and Murphy 1994 cited in Rosenthal *et al.* 2007:151).

However, the senior author of the present study found the basal portion of a Clovis-like fluted obsidian point back in the 1960s at the Windmill Mound, CA-SAC-107, near Elk Grove. In 1968, the author donated the fluted point base to the Anthropology Department, California State University, Sacramento for further study.

Since the early 1950s, stone tools of the so-called "Farmington Complex" have been unearthed periodically in the region where the Sacramento Valley meets the Sierra foothills (Moratto 1984:62). Archeologist Eric Ritter posited that the artifacts were contemporaneous with the late Pleistocene Modesto-Riverbank formations. This would place Farmington archaeological sites coeval with the Western Pluvial Lakes Tradition, an adaptation of hunter-gatherers to lake, marsh and grassland habitats along the eastern side of the Sierra Nevada as early as 9000 B.C. (Ritter *et al.* 1976; Moratto 1984:90-91). However, more recent research points to an association with later Holocene alluvial terraces and not the earlier Pleistocene glacial outwash (Dalldorf and Meyer 2004 cited in Rosenthal *et al.* 2007:151).

Archaeologists have tended to associate the Western Pluvial Lakes Tradition with the earlier Fluted Point Tradition and its ties to the initial peopling of North America via an interior ice-free corridor at the end of the last Ice Age (Moratto 1984:93). However, it is also possible that the makers of artifacts typical of the Western Pluvial Lakes Tradition descended from peoples who migrated much earlier from northeast Asia along a coastal route to North America (Erlandson 2012:28). Such early archaeological complexes may, as

Moratto suggested, correspond to the emergence and initial differentiation of Hokan languages (1984:544).

The Archaic Period, which in California lasted from about 8550 cal B.C. to cal A.D. 1100, is divided by archaeologists into three sub-periods: Lower, Middle and Upper (Fredrickson 1994:100, Figure 9.1). During the Lower Archaic, between 8550 and 5550 B.C., many of the pluvial lakes in California became dry playas as a result of the gradual warming and drying trend at the end of the last Ice Age. Early milling stone complexes of this sub-period have been identified by scholars at a number of sites in southern and northern California (*cf.* Moratto 1984:546-547 and Rosenthal *et al.* 2007:151).

At Marble Valley, five miles east of the railroad's intersection with Iron Point Road, archaeologists identified a site that yielded Pinto-like projectile points possibly of a period predating the Middle Archaic (*cf.* Archeo-Tec 1991; Windmiller 1996; Windmiller and Osanna 1999:6).

The Middle Archaic, dating between 5550 cal B.C. and 550 cal B.C., marked the beginning of the florescence of aboriginal cultures in California's Great Central Valley. The Windmiller Pattern of the Middle Archaic has been thought by archaeologists to represent immigrants from the Great Basin-Columbia Plateau region during the Altithermal period of intensified climatic warming in some areas, a hypothesis that is now supported to an extent by DNA studies (Johnson *et al.* 2012:67).

Concerted exploration of the Sacramento Delta's ancient village mounds including sites of the Windmiller Pattern was well underway by the 1930s. However, it was not until the 1940s-1950s when archaeologists salvaged sites in the Folsom Reservoir area that scientists began taking a systematic look at foothills archaeology in eastern Sacramento County, western El Dorado County (Fenenga 1950).

A number of dramatic cultural changes, including population movements, seem to have occurred in the Upper Archaic between 550 cal B.C.-cal A.D. 1100. Miwokan groups moved eastward from the Bay Area across the Central Valley, displacing other groups to the east and south. However, little is known of their impact on foothill people. The lower foothills between the American and Cosumnes rivers were apparently used by both ancestral Miwok and Nisenan at various times. Ancestors of the Nisenan, a Maiduan people who historically inhabited the region east of the Sacramento River and north of the American River immigrated to the region rather late in time.

The Emergent Period, cal A.D. 1100-Historic, was characterized by the consolidation of territories formed as a result of the migration of native groups, including the Nisenan. The territories formed during the Emergent probably remained in much the same locations as noted by early Spanish observers (*cf.* Fredrickson 1994:100, Figure 9.1). Interregional trade seems to have expanded greatly during the Emergent, up to the succeeding Mission Period when Spanish intrusions began tearing the fabric of native life in California.

Ethnography/Ethnohistory

The railroad APE is located within a boundary zone between traditional Nisenan and Miwok territories. James Bennyhoff's doctoral dissertation, which has become the definitive

work on Plains Miwok ethnogeography, indicated a broad boundary area located between Folsom on the north and Latrobe on the south (Bennyhoff 1977:165).

In both Valley Nisenan and Plains Miwok groups, the tribelet, a loose political organization, controlled specific districts usually bounded by the land between drainages (*cf.* Wilson 1995:2-36). Prior to the gold rush, the establishment of Sutter's Fort, and prior to the 1833 epidemic, villages were distributed along the banks and tributaries of major rivers such as the Sacramento, American and Cosumnes (Bennyhoff 1977:34).

Valley Nisenan communities ranged in size from small, extended families of 15 to 25 people to large villages with a population over 500 (Kroeber 1925:831). In the early 1800s, a large group could be found at a single village or a cluster of small camps around a large village. The Valley Nisenan built their villages on low, natural levees along rivers and streams, or on gentle slopes with southern exposure (Wilson and Towne 1978:388). The post-Sutter Nisenan village of *Kadema* (CA-SAC-192) excavated by John S. Clemmer in 1960 was situated on a low knoll along the American River about 17 miles west of Folsom.

The Native American villages varied in size from three to 40 or 50 houses. Living quarters were dome-shaped, 10-15 feet diameter, covered with earth, tule mats or grasses. Brush shelters supported by upright posts were constructed in summer and during seasonal rounds of food-gathering. Specialized structures included the semi-subterranean assembly house located at major villages, the sweat house used for curing and purification and the acorn granary. The women of most villages made mortar holes in exposures of bedrock to pulverize acorns.

According to the published literature, foothill Nisenan villages were located on ridges and large flats along major streams. These village sites were smaller than their valley counterparts. Littlejohn reported on the Nisenan village sites of *Bamon* at Shingle Springs, *Yo hi mu* and *Tu lul* near Shingle Springs, *Po lun kit* on the south side of Clarksville and *Wapumi* at Latrobe (Littlejohn 1928:44-46). In the foothills, it was common for families to live away from the main village. Other sites included seasonal camps, quarries, ceremonial grounds, trading sites, fishing locales, cemeteries, river crossings and battlefields (Wilson and Towne 1978:389).

Archaeological excavations at CA-ELD-451 and CA-ELD-452 located about three miles northeast of the Iron Point Road-railroad intersection revealed the presence of cremations, glass beads and other historic artifacts. The two archaeological sites, possibly the ruins of a pre-Sutter period Nisenan camp and post-Sutter cry site, are situated in a sheltered canyon (Windmiller and Starns 1998).

The 1833 epidemic, probably malaria brought south from Oregon by a party of trappers, decimated an estimated 75 percent of California's native population. By the 1840s, a number of the remaining Nisenan people settled around Sutter's Fort and worked for Sutter until the gold rush. Others pressed into traditional Miwok territory (Wilson 1995:2.46).

Archaeologist Louis A. Payen described a Nisenan group from Carson Creek (CA-ELD-80/H?) that moved five miles southwest of Clarksville to Walltown under pressure from miners on Carson Creek during the early part of the gold rush (Payen 1961:6). Payen indicated that the Walltown Nisenan group attended a "Big Time" (dances and ceremonies) at *Po lun kit* (CA-ELD-918/H and field no. V-45?), thereby retaining their connections with

the Clarksville area. In the 1870s, however, Walltown residents apparently forced the native people to move again. This time, the move was to *Palmul* at Michigan Bar on the Cosumnes River (Payen 1961:18).

Prior to 1848, members of another Nisenan tribelet, the *Wapumne*, were apparently located along the foothills portion of the American River drainage. The tribelet center may have been near Shingle Springs. However, the tribelet move southwest to Latrobe sometime between 1847 and 1864 (Bennyhoff 1977:92).

Based on Bennyhoff's exhaustive study and other sources mentioned above, the historical record illustrates a progressive movement of Nisenan southward, a movement that began during the Sutter period and was probably accelerated by the gold rush.

Prior to 1843, it is likely that Valley Nisenan held the territory along the American River and Plains Miwok "... held the entire valley drainage of the Cosumnes River from its juncture with the Mokelumne River to about the 500 foot contour in the foothills." The area between the two drainages may have been used by both groups and possibly also by Hill Nisenan people (Bennyhoff 1977:94).

Non-Native American History

The non-Native American historic context includes six themes: the Sacramento and Placerville Railroad; Keefe-McDerby Mine Ditch; White Rock, Cothrin, Latrobe and the Lincoln Highway. The principal theme is the historic context of the railroad. White Rock, and Cothrin, as well as Stone House/Harvey were stations associated with the railroad. Latrobe was a station, as well, but also an early settlement. The Lincoln Highway crossed the railroad. The Keefe-McDerby Mine Ditch predated the Rhoads Branch Ditch that brought water to the dry diggings of Rhoads Diggings and Prairie City. The Keefe-McDerby Mine Ditch was destroyed in two places when the railroad was constructed.

Sacramento & Placerville Railroad. The pioneering Sacramento Valley Railroad (SVRR) was the first passenger railroad in California. The first rail was laid on August 9, 1855. Construction of its 22 mile length from Sacramento to Folsom was completed on February 22, 1856. The young engineer, Theodore Judah was brought out from New York to build the railroad (Briggs 1950:24-25).

In the last five years of the railroad's life, 1861-1865, the Sacramento Valley Railroad worked closely with two independent railroads to extend their services: the California Central Railroad (Folsom to Marysville) and the Sacramento, Placer and Nevada Railroad (Nevada from Folsom via Auburn). The SVRR would supply the rolling stock; the independent railroads would lay the track (Briggs 1950:68).

Meantime, the Central Pacific Railroad was organized in 1861. By 1863, its directors settled on the Donner route to cross the Sierra and construction was completed from Sacramento to Roseville. This was a more direct and less expensive transportation route to the foothills than offered by the California Central Railroad. The CCRR could not compete and the Central Pacific bought it at a sheriff's sale. Central Pacific directors then turned to eliminating the proposed Sacramento and Placerville Railroad, which was another planned feeder line for the Sacramento Valley Railroad. The SVRR would provide the rolling stock

and financial aid. The line would connect Folsom, Latrobe, Placerville, Carson Valley and Virginia City via Johnston Pass (Briggs 1950:77).

S.W. Sanderson, an attorney from Coloma, acted as the company's president. The company's headquarters were located in Placerville. The objective was to secure the lucrative trade with the Nevada mining region by offering a more efficient service than the freighting business over dirt roads. The Central Pacific attempted to block these efforts by the Sacramento Valley Railroad and the Sacramento-Placerville Railroad by building a temporary wagon road from Dutch Flat on its rail line to Carson City. The Central Pacific ended up taking business away from the Sacramento, Placer and Nevada Railroad. The Sacramento, Placer and Nevada Railroad was sunk and the Sacramento Valley Railroad bought it at a sheriff's sale then started removing its rails to the Sacramento and Placerville Railroad (Briggs 1950:79).

The Sacramento Valley Railroad and the independent Sacramento and Placerville Railroad raced to complete their line to Virginia City. The Central Pacific directors stopped the removal of rails temporarily by a court injunction. War broke out between law enforcement and the Sacramento Valley Railroad. During the struggle, the railroad continued pulling track and by October, 1864, the line was finished to Latrobe (Briggs 1950:81).

Sacramento officials had long-standing grievances with the Sacramento Valley Railroad's policies and sided with the Central Pacific in a plot to further aggravate the SVRR's difficulties, not the least of which was damage to the line by flooding. Despite the Central Pacific's efforts, the Sacramento and Placerville Railroad laid track to Shingle Springs by June, 1865. However, little progress was made from that point, east. The Central Pacific was effectively luring away all of Sacramento's business from the Sacramento Valley Railroad. The new president of the SVRR, George Bragg, a secret agent of the Central Pacific, offered the SVRR stockholders a deal to cut their losses and sell out. In the end, the race to build a trans-Sierra railroad was lost to the Central Pacific (Briggs 1950:83-84).

In July, 1871, the Sacramento and Placerville Railroad was sold by Wells, Fargo & Co. via foreclosure to William Alvord of San Francisco, who in turn sold it that same day to Leland Stanford, Mark Hopkins and C. P. Huntington. Operation of the railroad nearly ceased, and in January, 1873, the three men leased the railroad to the SVRR, which had retained its name despite its earlier sale to the Central Pacific. In 1877, SVRR and the Folsom and Placerville Railroad Company consolidated into the Sacramento & Placerville Railroad Company. In 1888, the Sacramento & Placerville Rail Road Company was incorporated into the Northern Railway Company and by 1898 the Northern Railway Company was incorporated into Southern Pacific Railroad Company. Southern Pacific operated the railroad as its Placerville Branch Mainline until the 1970s. In 1991, the Sacramento-Placerville Joint Powers Authority purchased 53 miles of the railroad's right-of-way. Today, the Sacramento-Placerville Joint Powers Authority retains ownership and oversees the maintenance of the majority of the railroad (Robertson 1998:164, 187; Pomeroy 1885:318-319; Folsom, El Dorado & Sacramento Historical Railroad Association 2014).

Looking back to historic place names along the old Sacramento and Placerville Railroad, from northwest to southeast, the railroad stations located between Folsom and Latrobe included White Rock, Malby, Stone House/Harvey, Cothrin, and Latrobe. White Rock, Cothrin, and Latrobe were established for the Sacramento and Placerville Railroad in 1864.

Cothrin was little more than a platform. Malby and Stone House/Harvey stations were established by Southern Pacific in 1917; however, these two stations never accepted freight nor were there any associated buildings or structures. Both 1917 stations were abandoned in 1940 (Bill Anderson, personal communication 1-24-2015).

Keefe-McDerby Mine Ditch. The Folsom area was inundated with prospectors during the gold rush. The area witnessed so much mining activity that surface deposits and placer diggings were nearly exhausted by the 1850s. Dry diggings, which required manmade ditches and flumes in order to transfer local water to dry placer deposits, became prevalent and continued until the 1890s. One of the most prominent early mine ditches in the area, constructed *circa* 1851, is the Keefe-McDerby Mine Ditch. This ditch provided water to dry diggings around Folsom, most notably Willow Springs Hill and Rhoads Diggings before the advent of the Natomas Canal and the Rhoads Branch Ditch. The Keefe-McDerby Mine ditch is hand dug, measures approximately five miles long, and has an average top width of 10 feet and bottom width of three feet. The ditch eventually became part of the Diamond Ridge Ditch Company. By 1854, however, the company became insolvent. The company's properties were sold at auction to W.P. Scott, and became part of the Eureka Canal Company. Eureka continued to expand and by 1856 the company possessed the largest water conveyance system in California. By 1877, the water conveyance system was sold to Park Canal and Mining Company. At this time, most of the ditches were widened, deepened and properly maintained, as J. J. Crawford, the system's general manager promoted the development of orchards in El Dorado County. However, segments of the Keefe-McDerby Mine Ditch were destroyed probably by 1864 when the railroad was constructed to Latrobe (*cf.* Osanna 1997:2-5).

White Rock. Named after a conspicuous outcrop of white quartz near the hotel's freshwater spring, White Rock served originally as a stagecoach stop. White Rock is located on a trail that was established in 1849 by a group of Mormons who set out from Salt Lake City to discover a wagon route over the Sierra Nevada. The Mormon Emigrant Trail traversed Carson Pass and crossed El Dorado County. It served for 18 years as an emigrant road for thousands who headed west during the gold rush era. In 1860, White Rock Road was used by the first Central Overland Pony Express rider, Sam Hamilton, to ride eastbound. By 1864, when the P&SVRR established a flagging station at White Rock, the location supported a tavern and hotel. In 1891, White Rock Road was still a commonly used road between Sacramento and Placerville. It was so well established, in fact, that by 1913 the Lincoln Highway adopted the road as part of the original transcontinental highway system. Placerville Road and White Rock Road intersected with the railroad at White Rock Station.

White Rock Station consisted of a 16 by 36-foot depot in 1864. In 1917, the depot was replaced with a passenger shelter and loading platform. The station also consisted of a livestock corral that was enlarged in 1923 and then again in 1952. White Rock station also served as the track maintenance headquarters for section four (Folsom Junction to Deer Creek) and contained bunk houses, a cook house, a tool house and a foreman's house, which was constructed in 1901 (Sioli 1883:115-116; Bill Anderson, personal communication 1-24-2015; Lincoln Highway Association 2015).

Cothrin. In 1849, New Yorkers William S. Cothrin and his new wife, Caroline Anne Kipp, moved to Sacramento. In Sacramento the Cothrins started business running a store.

However, after it burned down and their second store was lost in a flood, they moved to El Dorado County to try their hand at ranching. In the late 1850s, the Cothrins raised sheep, grew barley and bran, and cut and sold wood. In 1864, the Sacramento and Placerville Railroad established a station on property donated by William Cothrin, hence the name Cothrin's station. The station consisted of a platform measuring 10 by 35 feet. It closed during World War II (Bill Anderson, personal communication 1-24-2015; Burkett 2012).

Latrobe. While under construction, the Sacramento and Placerville Railroad hired engineers to plan townsites at the location of their proposed railroad stations. The engineer responsible for planning the townsite at Latrobe named the town after American civil engineer Benjamin Henry Latrobe II, who was famous for his ground-breaking work on the Baltimore and Ohio Railroad in the 1830s and 1840s. The town of Latrobe served as the terminus of the Sacramento and Placerville Railroad from 1864 to 1865 and as a result, it's population rose to nearly 800. The town boasted of a railroad depot, three blacksmith shops, the Miller hotel, a carriage factory and a warehouse. Latrobe remained an active depot even after the railroad was extended to Shingle Springs in 1865. In the late 1860s through the 1880s, Latrobe served primarily as a shipping point for the copper and chromium mines located in the area. In 1891, the railroad constructed a livestock corral and chute at Latrobe. The depot also served as the railroad's section three (Deer Creek to Dugan) track maintenance headquarters, which included a tool house, bunk houses, cook house and a foreman's house. The Latrobe depot burned down in 1915 and Southern Pacific replaced it with a single-story standard freight and passenger combination station. In 1960, siding tracks and the other facilities were removed (Hoover 1933: 91; Jerrett 1915:96; Bill Anderson, personal communication 1-24-2015).

Lincoln Highway. The Lincoln Highway was established in 1913 as the first transcontinental automobile road in the United States. The highway was a product of the Good Roads Movement in the United States – a movement where bicyclists and eventually automobile owners, advocated for better maintenance and improvement of country roads throughout the United States. When initially constructed, the Lincoln Highway was primarily a collection of existing paved roads linked to form a continuous all-weather route. Although the Lincoln Highway Association was a private organization, the organization eventually joined the National Highway Association along with other organizations promoting tourist routes throughout the United States. The original 1913 Lincoln Highway route split in California and consisted of two original routes: the northern Donner route and the southern Pioneer branch. The Pioneer branch extended south from Carson City, Nevada and basically followed the current route of Highway 50. This branch extended southwest and included a segment of White Rock Road to White Rock, where it turned west onto Placerville Road and then to Folsom. These roads were already well-used, established roads in the area. The Lincoln Highway was advertised throughout the United States as a road for tourists. By the 1940s and 1950s, it was one of the most prominent highways in the United States (Wells 2012:78; Lincoln Highway Association 2015).

Records Search Results

On January 9, 2015, the North Central Information Center, California Historical Resources Information System completed a records search of the transportation corridor and a one-quarter mile radius around the corridor. The records search commenced at

Mile Post (M.P.) 116 at the railroad's intersection with Iron Point Road in Sacramento County and ended at M.P. 126.2 at the railroad's intersection with Latrobe Road in El Dorado County.

The records search included a detailed resource database printout, a detailed report database printout, copies of resource records, digital copies of the OHP Historic Properties Directory, Archaeological Determinations of Eligibility, California Inventory of Historic Resources, Caltrans Bridge Survey, historic maps and General Land Office plat(s).

Fifty-eight cultural resources were identified by information center staff within the records search area. Twenty-eight reports of previous studies were identified by staff within the same area. The most intensively studied portion of the area immediately adjacent to the transportation corridor was between Iron Point Road and White Rock. Few previous studies were noted between White Rock and Malby Crossing at the Sacramento County line. However, from Malby Crossing to Deer Creek, most of the land on the east side of the transportation corridor has been studied. The west side of the transportation corridor at the big bend in the transportation corridor where it meets Deer Creek was the object of one of the studies. A small area incorporating a portion in the bend of the transportation corridor at Cothrin's Station where the corridor crosses Latrobe Creek was the object of one previous study. Otherwise, less than half of the corridor route from Cothrin's to Latrobe has been studied and that area was on the west side of the corridor at Ben Bolt Ridge.

The location of the stations at White Rock and Latrobe have not been studied, according to the records search results. The information center provided records for only two short segments of the railroad between Iron Point Road and Latrobe.

The California Inventory of Historic Resources-1976 had no relevant listings for the transportation corridor between M.P. 116 and 126.2 in Sacramento County or in El Dorado County. No relevant listings from the Caltrans bridge inventory were provided by the information center. The Office of Historic Preservation's Archaeological Determinations of Eligibility for Sacramento County listed the Keefe-McDerby Mine Ditch (P-34-1745) as an individual property determined eligible for the National Register by a consensus through the Section 106 process and noted that the property is listed on the California Register of Historical Resources. The ditch originates at a reservoir in the Carson Creek drainage of western El Dorado County where it appears that a portion of the ditch has been previously recorded as Feature CC-LF-1 of P-9-1691.

The Office of Historic Preservation's Archaeological Determinations of Eligibility for El Dorado County lists a segment of White Rock Road (CA-ELD-721H) as determined not eligible for the National Register by consensus through the Section 106 process, though not evaluated for the California Register or local listing (see Appendix B: Confidential Records Search Results).

NATIVE AMERICAN COORDINATION

On December 5, 2014, the Native American Heritage Commission responded to a request for a sacred lands file search and list of Native American contacts. Commission staff reported that the file search failed to indicate the presence of Native American cultural

resources in the immediate project area. Staff recommended contacting all of those named in the attached list.

On January 9, 2015, each of the 13 contacts were apprized of the proposed project by U.S. Mail. Included with the descriptive letter was a map showing the location of the proposed project.

In a letter dated January 26, 2015, Mr. Daniel Fonseca, Tribal Historic Preservation Officer, Shingle Springs Band of Miwok Indians responded to the sub-consultant's letter. In that response, Mr. Fonseca indicated that he would like to initiate consultation for, among other unstated reasons, to address cultural and historic resource issues pursuant to the National Historic Preservation Act, Section 106 review process. Mr. Fonseca also requested all completed records searches, surveys, including environmental, archaeological and cultural reports. Mr. Fonseca formally requested that the Shingle Springs Band of Miwok Indians be added as a consulting party in identifying any Traditional Cultural Properties that may exist within the project's Area of Potential Effect.

On January 26, 2015, Mr. Coney responded to the letter by telephone. He asked if we had completed the field survey. We indicated that it was partially completed. Mr. Coney asked if we had found anything. To this we responded that we had not identified any Native American archaeological resources; mostly historic railroad-related features. Mr. Coney indicated that he had no concerns regarding the project.

On February 16, 2015, a further attempt was made to solicit information from the remaining contacts listed by the commission. Where only a telephone number was provided for an individual, the attempted contact was by telephone. If email or a fax number was included, contact was attempted by email or fax.

As a result of these efforts, there was one additional response. Ms. Rose Enos stated that she had no information regarding Native American cultural resources along the railroad route between Folsom and Latrobe. However, she did voice her usual concern in the event that Native American burials are encountered during construction (see Appendix C: Native American Coordination).

FIELD METHODS

The field strategy consisted of walking each side of the railroad easement, which was generally 100 feet wide (50 feet on either side of the existing railroad tracks). In several places, the easement was much wider than the 100 foot corridor. In those instances, the area was walked along transects approximately 15 meters apart. At Malby Crossing, the proposed trail follows the existing Payen Road on the north side of Carson Creek to the vehicle bridge that crosses Carson Creek, then circles back to the railroad on the south side of Carson Creek. Both the proposed trail route and the railroad easement crossing Carson Creek were inspected by the archaeologists.

Visibility of the ground surface was variable. Generally, new grasses and annuals were well under a foot in height. Most of the area surveyed by the archaeologists was grassy,

although it is unlikely that significant archaeological or historic resources were overlooked.

The first mile of the survey (M.P. 116 to M.P. 117) was walked on both sides of the railroad tracks by Ric Windmiller, M.A., Registered Professional Archaeologist on January 13, 2015. The remaining 9.2 miles were walked on both sides of the tracks on January 24, 25 and 29, 2015 by architectural historian/ archaeologist, Katherine Vallaire, M.A. and archaeologist Theadora Fuerstenberg, M.A. Windmiller served as the field supervisor.

The field team documented the railroad and associated railroad features such as culverts on DPR 523 series record forms. The field team also documented non-railroad features such as historic ditches, road crossings and rock fence remnants as separate sites, or updated DPR record forms if the sites had been previously recorded.

Ric Windmiller has more than 38 years experience conducting and/or directing archaeological research in the western United States, Canada and Mexico. He is a former staff archaeologist with the University of Arizona, University of Colorado and National Park Service, western and southwest regions. In 1975, he was elected a Fellow of the Explorers Club for his leadership in scientific expeditions. He has been the principal of Ric Windmiller Consulting Archaeologist since 1987. His ancestors settled in the White Rock area in 1857.

Katherine Vallaire holds a Master's degree in history and has more than 10 years experience as an architecture historian and archaeologist. Theadora Fuerstenberg holds a Master's degree in Cultural Resources Management and has 10 years experience in archaeology.

DESCRIPTION OF CULTURAL RESOURCES

Five previously recorded historic sites/structures were identified within the railroad easement including the railroad. Twenty-one historic objects, sites and structures not directly associated with the railroad were identified and documented on DPR forms for the first time. Five additional cultural resources were also documented as not directly associated with the railroad. However, further study indicated that the five resources were indeed features associated with the railroad. The same explanation is printed under Field Numbers 04, 05, 09, 12 and 20, below.

As the railroad has been recorded elsewhere as P-34-455 in Sacramento County and P-9-4794 in El Dorado County, the field team recorded the 10.2 mile railroad segment in a series of 43 DPR updated continuation sheets including a photograph and brief description of each associated feature. No Native American archaeological resources or traditional cultural properties were identified during the study. Most of the cultural resources were related to the railroad/transportation, agriculture or mining (see Appendix D: Confidential Location of Cultural Resources and Appendix E: Confidential Record Forms).

Prehistoric Cultural Resources

No prehistoric cultural resources were identified within the railroad easement during the present study.

Historic Cultural Resources

P-34-00455/P-9-4794 (Sacramento and Placerville Railroad, Iron Point Road to Latrobe Road Segment)

This 10.2 mile segment of the Sacramento and Placerville Railroad consists of intact roadbed, rails, ties, culverts, bridges and station sites between the railroad's intersection with Iron Point Road, Folsom and its intersection with Latrobe Road, Latrobe. The field survey identified 91 railroad related features including culverts, bridges, signs and sign posts, telegraph poles, hand car derailing features, borrow areas, concrete default detector box, electric signal facilities, crossing guards and a cored anchor rock. Ballast varies between common stream rolled gravel to smelter slag and crushed greenstone. Rails vary from 70 pounds per yard to 120 pounds per yard. The oldest observed rails were rolled in 1905. Several concrete culverts were impressed with the date, "1910."

There are two principal bridges of concrete and steel. One crosses Carson Creek and the other crosses Deer Creek. The remaining bridges are relatively small timbered structures.

Two loci representing the archaeological remains of railroad stations were identified during the field survey. Locus A encompasses the railroad's White Rock Station site. The site measures approximately 370 feet east-west and 120 feet north-south. Brick and mortar rubble may be the remains of a building foundation or foundations. A portion of the area is an old graveled/paved surface.

Locus B is the site of the Latrobe station located at the intersection of Latrobe Road and the railroad at the town of Latrobe. An elongated mound of earth and rubble was probably the location of the principal station building(s). The mound measures 100 feet northwest-southeast and 49 feet northeast-southwest. An elongated flat area adjacent to the mound was probably the location of a siding. One hundred eighty feet northwest of the mound lies a pile of corrugated rusted metal that may be part of a boxcar's siding.

P-34-1745 (Keefe-McDerby Mine Ditch, Payen Road Segment)

This approximately 200 foot long segment of the Keefe-McDerby Mine Ditch parallels Payen Road on the fence line at the east side of the railroad. The ditch was first identified as field number AF-34-24H on the north side of Highway 50. Other segments of the ditch identified as P-34-1482 were subsequently identified on the south side of Highway 50. The P-34-1482 records have been subsequently merged with P-34-1745, so that all records pertaining to the ditch in Sacramento County are now identified under that primary number (P-34-1745). In its entirety, the ditch crosses the El Dorado County line near Malby Crossing and extends northward to a reservoir in the Carson Creek drainage. The ditch is typically 10 feet wide across the top. Original construction of the railroad bisected the ditch in two places: one between Highway 50 and White Rock

Station and; one between White Rock Station and Malby Crossing. The latter is identified here as the northern point of the Payen Road Segment of the ditch.

P-9-001691 (Two Ditch Segments)

This minor historic archaeological resource was recorded in 1995 as two earthen ditches, Field Numbers CC-LF-1 and CC-LF-3. No evidence of CC-LF-3 could be found within the railroad easement. However, a small portion of CC-LF-1 is located within the easement. Contrary to the 1995 record, the ditch CC-LF-1 occurs on both east and west sides of the railroad. Obviously, the original construction of the railroad bisected the ditch. Largely in-filled, the ditch averages six feet wide across the top.

P-34-001555 (White Rock Road, Sacramento and Placerville Railroad Segment)

White Rock Road crosses the railroad at the site of White Rock Station. Here, White Rock Road, a two lane roadway, is newly re-paved with asphalt presumably over the concrete identified as the old Lincoln Highway. One hundred linear feet of White Rock Road lies within the railroad easement.

P-9-004800 (Rock Fence)

This rock fence remnant was originally recorded in 1995 by the El Dorado Irrigation District. The record indicated that the dry laid rock fence was 1.5 to 2.0 feet high and 300-500 feet long. During the present study, use of a laser range finder indicated that the old fence remnant was 800-1,000 feet long paralleling the north side of the railroad. Condition of the rock fence remnant appears to be the same as originally recorded.

Field No. SPTC 01 (Coast & Geodetic Survey Marker)

This isolated historic object is a brass 1949 U.S. Coast and Geodetic Survey Benchmark set in concrete. The entire object including the concrete encircling the brass marker measures 12 inches diameter.

Field No. SPTC 02 (Coast & Geodetic Survey Marker)

This isolated historic object is a brass 1932 U.S. Coast and Geodetic Survey Benchmark set in concrete. The brass marker is set in a concrete railroad culvert. The marker is stamped "1932" in the center along with the identification "V 127."

Field No. SPTC 03 (Payen Road)

This linear historic resource was in use prior to 1941. The single lane, asphalt paved road closely parallels the railroad from the Old Placerville Road-White Rock Road junction at White Rock Station to Malby Crossing. The road continues onward to the Mehrten Ranch and beyond a locked gate, is the back road entrance to the Louis Payen Ranch.

The segment recorded during the present study is 2.5 miles long. There are 10 associated features, all corrugated iron culverts.

Field No. SPTC 04

The field team originally attached this field designation to a site that was later identified as a feature of the railroad. See P-34-00455/P-9-4794, above.

Field No. SPTC 05

The field team originally attached this field designation to a site that was later identified as a feature of the railroad. See P-34-00455/P-9-4794, above.

Field No. SPTC 06 (Foot Bridge)

This object is a small six foot wide bridge made of railroad ties laid on two iron rails across a small drainage next to the railroad. The bridge provides a crossing for small vehicles or foot traffic along side the railroad.

Field No. SPTC 07 (Bridge)

This historic structure is a concrete three-span beam bridge constructed in 1949. The bridge is supported by two cap and column piers and has concrete abutments, poured concrete railings and rectangular decorative panels. The bridge spans Carson Creek on Payen Road between Malby Crossing and Mehrten's ranch.

Field No. SPTC 08 (Road Remnant)

This short segment of road is asphalt paved from Latrobe Road on the east side of Deer Creek to the railroad tracks, graveled across the tracks, then a dirt track to a driveway in current use. The road was depicted on maps at least by 1891 and connected Cothrins with the railroad. The paved access to Latrobe Road is closed.

Field No. SPTC 09

The field team originally attached this field designation to a site that was later identified as a feature of the railroad. See P-34-00455/P-9-4794, above.

Field No. SPTC 10 (Road Remnant)

This dirt road remnant parallels the south side of the railroad for approximately 266 feet west of Latrobe Creek. This 14 foot wide gouge in a north-facing hill slope may have been a borrow area for railroad or road construction.

Field No. SPTC 11 (Road Remnant)

This old dirt road trace crosses the railroad between two gated and fenced acreages in hilly terrain on the east side of the railroad bridge that crosses Deer Creek. Length of the road segment between gates is approximately 100 feet.

Field No. SPTC 12

The field team originally attached this field designation to a site that was later identified as a feature of the railroad. See P-34-00455/P-9-4794, above.

Field No. SPTC 13 (Road Remnant)

This dirt road trace crosses the railroad at the east foot of Ben Bolt Ridge. The 100 foot long road segment is about 12 feet wide and appears to connect with a historic residence located to the northeast that is shown on historic USGS maps. The road remnant is overgrown with vegetation.

Field No. SPTC 14 (Rock Alignment)

This historic feature is an 80 foot long, single course wide rock alignment that is parallel to the railroad tracks. The rock alignment lies at the precipitous edge at the top of a railroad cut. The top is flattened as if it was cleared for the purpose of a narrow access route along the railroad. The rock alignment may have functioned as a retaining wall.

Field No. SPTC 15 (Road Segment)

This historic resource is a 100-foot long gravel and dirt track that crosses the railroad. The 12 foot wide road is overgrown with grasses and annuals and appears to be sparingly used.

Field No. SPTC 16 (Road Segment)

This historic resource is a segment of an asphalt-paved road that connects with Field No. SPTC 8 and appears to be a historically later alignment of an access to Latrobe Road where it crosses the railroad tracks approximately 150 feet southeast of where Field No. SPTC 8 crosses the railroad. The asphalt paved road is 14 feet wide.

Field No. SPTC 17 (Ditch)

This historic linear resource is an earthen ditch that follows the 500 foot contour above the northwest side of Deer Creek. The ditch is partly in-filled. At it's widest, the ditch measures 14 feet across the top with a depth of two feet. The ditch was cut through by

construction of the railroad. This segment of the ditch lies adjacent to a dredge field, which is illustrated on the 1954 Folsom SE USGS quadrangle along both sides of Deer Creek.

Field No. SPTC 18 (Tailings)

This historic resource is a tailings pile approximately 47 feet long, 2-3 feet high and nine feet wide. The tailings are located adjacent to the railroad easement and are part of a larger placer mined area illustrated on the 1954 USGS quadrangle.

Field No. SPTC 19 (Road Remnant)

This linear resource is an abandoned dirt road with rock pushed to either side of the road. The road remnant is 375 feet long and 20 feet wide. The rock pushed to one side adjacent to the railroad consists of large angular chunks along a fence line. Two historic period axe heads and a band of ferrous strip metal were observed among the same rock. The road lies at the north edge of the dredge field depicted on the 1954 USGS quadrangle.

Field No. SPTC 20

The field team originally attached this field designation to a site that was later identified as a feature of the railroad. See P-34-00455/P-9-4794, above.

Field No. SPTC 21 (Road Segment)

This single lane gravel road crosses the railroad on the north side of the dredge field, both of which are illustrated on the 1954 USGS Folsom SE quadrangle. The road appears to be well maintained. The road is nine feet wide where it crosses the railroad easement.

Field No. SPTC 22 (Rock alignment)

This linear feature is a single course of cobbles and boulders along an existing modern fence line. The alignment parallels the north and east side of the railroad with intermittent gaps for a distance of 1.9 miles. The rocks are embedded in some places.

Field No. SPTC 23 (Road Remnant)

This linear feature is and gravel and dirt road remnant that crosses the railroad between two fields. The road crossing remnant is approximately 100 feet long and nine feet wide.

Field No. SPTC 24 (Debris Scatter)

This resource is a historic period debris scatter on the west southwest facing slope of a push berm. The scatter includes hog wire and flat strip wire, milled wood with steel

bolts, large fragments of cement with rusted rebar and miscellaneous metal fragments. The scatter is 30 feet long and 20 feet wide. The scatter is located on the southwest corner of the former Wetsel-Oviatt Sawmill along the east side of the railroad.

Field No. SPTC 25 (Ditch)

This historic resource is a 125 foot long segment of an earthen ditch, which was bisected by construction of the railroad. Cattle have created a trail on the downslope berm of the ditch. The ditch is washed out in places. Beyond the railroad easement, the ditch follows the contour of the hills.

Field No. SPTC 26 (Road Remnant)

This historic feature is a single lane gravel and dirt remnant of a road crossing the railroad between two fields. The crossing is near Mile Post 117 on the railroad. The road remnant is 12 feet wide and appears unused.

EVALUATION

Generally, a historic site, object, building, structure or district is eligible for listing on the National Register of Historic Places if it is 50 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling and association, and meets at least one of the following criteria (National Park Service 1991):

- A. Association with events that have made significant contributions to the broad patterns of United States history.
- B. Association with the lives of people important in United States history.
- C. Embodies the distinctive characteristics of a type, period, or method of construction; or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. Has yielded or is likely to yield information important in prehistory or history.

National Register eligibility is equally dependent on the condition or integrity of the cultural resource. Integrity, in this sense, is the authenticity of the cultural resource's historic identity, meaning the survival of those physical characteristics that existed during the historic or prehistoric period from which it dates. The integrity of archaeological resources is generally based on the degree to which the remaining cultural deposit, artifacts or features can provide information important to our understanding of history or prehistory.

Integrity is a composite of seven qualities, some of which are more germane than others, depending on the type of cultural resource under evaluation and the criterion of National Register eligibility for which the evaluation is made. The aspects of integrity are:

location, design, setting, materials, workmanship, feeling and association (National Park Service 1991:4).

Under the California Environmental Quality Act (CEQA), historical resources are recognized as a part of the environment [Public Resource Code §21001(b), §21083.2, §21084(e), §21084.1]. A "historical resource" includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant, or important in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California (Public Resources Code §5021.1).

The California Register is an authoritative listing and guide for state and local agencies and private groups and citizens in identifying historical resources. The criteria used for determining the eligibility of a cultural resource for the California Register are similar to those developed by the National Park Service for the National Register of Historic Places. However, criteria of eligibility for the California Register were reworded to better reflect California history.

Any building, site, structure, object or historic district meeting one or more of the following criteria may be eligible for listing in the California Register:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Eligibility for the California Register also depends on the integrity, or the survival of characteristics of the resource that existed during its period of significance. Eligible historic resources must not only meet one of the above criteria, but also they must retain enough of their historic character or appearance to convey the reasons for their importance, or retain the potential to yield significant scientific or historical information or specific data.

Like the process of evaluating historical resources for National Register eligibility, California Register evaluations include the consideration of seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association. The evaluation of integrity must be judged with reference to the particular criterion or criteria under which a resource may be eligible for the California Register.

Most often, historical resources eligible for the California Register will be 50 years old or older. However, the new implementing regulations stipulate that "a resource less than

fifty (50) years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance." If an archaeological resource does not meet the definition of a "historical resource," it may meet the definition of a "unique archaeological resource" under Public Resource Code §21083.2. An archaeological resource is "unique" if it:

1. Is associated with an event or person of recognized significance in California or American history or recognized scientific importance in prehistory;
2. Can provide information that is of demonstrable public interest and is useful in addressing scientifically consequential and reasonable research questions;
3. Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;
4. Is at least 100 years old and possesses substantial stratigraphic integrity;
5. Involves important research questions that can be answered only with archaeological methods.

Prehistoric Cultural Resources

No prehistoric cultural resources were identified within the railroad easement during the present study.

Historic Cultural Resources

P-34-00455/P-9-4794 (Sacramento and Placerville Railroad, Iron Point Road to Latrobe Road Segment)

This 10.2 mile segment of the Sacramento and Placerville Railroad consists of intact roadbed, rails, ties, culverts, bridges and station sites between the railroad's intersection with Iron Point Road, Folsom and its intersection with Latrobe Road, Latrobe. The field survey identified 91 features including culverts, bridges, signs and sign posts, telegraph pole, hand car derailing feature, borrow areas, concrete default detector box, electric signal facilities, crossing guards and a cored anchor rock. Ballast varies between common stream rolled gravel to smelter slag and crushed greenstone. Rails vary from 70 pounds per yard to 120 pounds per yard. The oldest observed rails were rolled in 1905. Several concrete culverts were impressed with the date, "1910."

There are two principal bridges of concrete and steel. One crosses Carson Creek and the other crosses Deer Creek. The remaining bridges and relatively small timbered structures.

Two loci representing the archaeological remains of railroad stations were identified during the field survey. Locus A encompasses the railroad's White Rock Station site. Locus B is the site of the Latrobe station located at the intersection of Latrobe Road and the railroad at the town of Latrobe. There were apparently other stations such as one at

Malby Crossing, Stone House/Harveys and another at Cothrin's. However, no physical evidence of additional stations appears to have survived.

Back in 1994, architectural historian Dana Supernowicz recorded and evaluated a 1.2 mile segment of the railroad between Malby Crossing and Deer Creek in El Dorado County. In his DPR record forms, the railroad was identified by the Primary Number, P-9-4794. Supernowicz evaluated the railroad as "Appears eligible for the National Register." Supernowicz indicated a construction date of 1864-1866, modified-maintained from 1870 to 1950. Supernowicz noted the railroad's period of significance as 1864-1980. Supernowicz's applicable historic contexts included industry, railroad development, transportation history, economic development in El Dorado County and the State of California. Supernowicz noted that the Sacramento and Placerville Railroad was among the oldest and first railroads built in the state (Supernowicz 1994).

In 2012, Pappas and Quivey updated records for a 1.5 mile reach of the railroad from Highway 50 to White Rock Station in Sacramento County. The record identified the segment of the Sacramento and Placerville Railroad with the Primary Number, "P-9-455" and trinomial, "CA-SAC-428H," which are the same permanent primary number and trinomial as the Sacramento Valley Railroad, the first passenger railroad built in California (Pappas and Quivey 2012).

The California Office of Historic Preservation's Directory of Properties in the Historic Property Data File for El Dorado County has a listing for the Sacramento-Placerville Railroad with the National Register status of: "Submitted to OHP for action – withdrawn."

The Office of Historic Preservation's Archaeological Determinations of Eligibility for El Dorado County dated April 5, 2012 lists CA-ELD-971H, a 2.7 mile segment of the "Shingle Springs-Placerville Railroad" as "determined ineligible for the National Register by consensus through the Section 106 process—not evaluated for the California Register or local listing.

To evaluate the 10.2 mile segment of the railroad for the California Register of Historical Resources—the segment from Iron Point Road in Sacramento County to Latrobe Road in El Dorado County—each of the four criteria for California Register eligibility and each of the four criteria for National Register eligibility was considered.

Under California Register criterion 1 and National Register criterion A, the railroad must be associated with significant historic events. Indeed the Placerville-Sacramento Railroad was linked to the state's first passenger railroad, the Sacramento Valley Railroad both physically and operationally. There was the physical linkage at Folsom and also a political/economic linkage in the sense that both railroads became involved in a fight for survival against the Big Four, Stanford, Hopkins, Huntington and Crocker and the Central Pacific Railroad. The Central Pacific's directors were determined to stop the Sacramento and Placerville Railroad from extending its line to the silver mining region around Carson City, Nevada. Legal battles and violent confrontations followed. Sacramento officials joined the fight against the Sacramento Valley Railroad.

The company's president, George Bragg, took up negotiations with share-holders to cut their losses by selling out to the Central Pacific. Unknown at the time, Bragg was

working secretly as an agent for the Central Pacific. In 1865, Bragg handed control of the Sacramento Valley Railroad to the chief officers of the Central Pacific: Stanford, Crocker and Hopkins (Briggs 1950).

Though the Sacramento-Placerville Railroad was the loser in the race against the Central Pacific to build a line over the Sierra Nevada, it is nonetheless eligible for the California Register and the National Register under criterion 1/A for playing a key role in that race, as well as in the early transformation of northern California transportation from wagon roads to railroads.

Under criterion 2/B, the railroad must be associated with an important person's productive life. However, the most notable person associated with the Sacramento-Placerville Railroad appears to have been the engineer responsible for planning the townsite at Latrobe, who named the town after Benjamin Henry Latrobe II, famous for his ground-breaking work on the Baltimore and Ohio Railroad in the 1830s and 1840s. Although Latrobe was a railroad town, it was not the railroad per se. Therefore, the railroad does not appear eligible under criterion 2/B.

Under criterion 3/C, eligibility would depend on the railroad's engineering or design values. While the original construction of the railroad was a pioneering effort, physical obstacles that would require innovation in engineering and design appear to have been minor compared to the obstacles encountered by the Central Pacific's construction of the Donner Route during the same time period. For example, the line from Folsom to Latrobe encountered no tunnels and the topography, though hilly, was not unusually formidable. Therefore, the railroad does not appear eligible under criterion 3/C.

Under criterion 4/D, the railroad must have the potential to yield important information not available from other sources. Both Locus A (White Rock Station) and Locus B (Latrobe Station) have the potential to yield information by means of archaeology. Buried features such as privies and their associated artifacts may provide physical evidence by means of quantitative and qualitative analysis that could add to our knowledge of day to day life at an early railroad station—information not available in written records.

P-34-1745 (Keefe-McDerby Mine Ditch, Payen Road Segment)

This approximately 200 foot long segment of the Keefe-McDerby Mine Ditch parallels Payen Road on the fence line along the east side of the railroad. The ditch's origin lies at a reservoir in the Carson Creek drainage. Prior to completion of the Natomas Canal and its Rhoads Branch Ditch, the Keefe-McDerby Mine Ditch provided water for the dry diggings at Willow Spring Hill and probably also to Rhoads Diggings—to the latter by means of spilling water down natural drainages. The segment of the Keefe-McDerby Mine Ditch north of Highway 50 was determined eligible for the National Register by consensus through the Section 106 process back in 1997. It is listed on the California Register of Historical Resources. The Payen Road segment of the ditch has been disturbed to some extent by the original construction of the railroad and much later fence building. Railroad construction destroyed the northernmost point of the Payen Road segment of the ditch where the railroad crossed the ditch. Considering the significant impacts to the Payen Road segment of the ditch and its concomitant loss of integrity of

location, design, materials and workmanship, this short portion of the ditch is not eligible for the California Register or National Register under criterion 1/A, 2/B, 3/C or 4/D.

P-9-001691 (Two Ditch Segments)

This minor historic archaeological resource was recorded in 1995 as two earthen ditches, Field Numbers CC-LF-1 and CC-LF-3. No evidence of CC-LF-3 could be found within the railroad easement. However, a small portion of CC-LF-1 is located within the easement. Contrary to the 1995 record, the ditch CC-LF-1 occurs on both east and west sides of the railroad. Obviously, the original construction of the railroad destroyed approximately 100 feet of the ditch.

Following the contour along the lower portion of a north-trending ridge, this ditch roughly parallels the Keefe-McDerby Mine Ditch (Osanna 1997; Windmiller *et al.* 1997). The Keefe-McDerby Mine Ditch follows the contour of the south end of the ridge at a higher elevation than CC-LF-1 and connected with a reservoir. Feature CC-LF-1 may have been a lateral of the Keefe-McDerby Mine Ditch, or it may have drawn water directly from Carson Creek. The Keefe-McDerby Mine Ditch provided water to the dry diggings at Willow Springs Hill and probably also to Rhoads' Diggings prior to completion of the Natomas Canal and its lateral, the Rhoads Branch Ditch. The record of feature CC-LF-1 does not specify the origin of CC-LF-1, or its destination.

In evaluating the ditch segment located within and immediately adjacent to the railroad easement, the first consideration is eligibility under Criterion 1/A. Undoubtedly constructed prior to the railroad, the ditch is early and most likely associated with mining and later, possibly ranching. However, the ditch segment is largely destroyed, therefore it lacks integrity of location, workmanship, design and feeling. Under Criterion 2/B, the ditch must be associated with an important person's productive life. Such association was not made during the present study. Under Criterion 3/C, the ditch must be eligible for its engineering or design values. Apparently hand-dug, the ditch does not appear to differ in engineering or design from the many other ditches of the period in the surrounding foothills. Under Criterion 4/D, the ditch must yield or have the potential to yield important information that cannot be ascertained from other sources. However, the ditch segment located within the easement is largely destroyed and it is unlikely that it could yield important information. Therefore, the ditch segment is not eligible for the National Register, California Register nor does it appear to meet any criteria as a "unique archaeological resource" under CEQA Guidelines.

P-34-001555 (White Rock Road)

White Rock Road crosses the railroad at the site of White Rock Station. Here, White Rock Road, a two lane roadway, is newly re-paved with asphalt presumably over the concrete identified as the old Lincoln Highway. Approximately 100 linear feet of White Rock Road lies within the railroad easement.

On the east side of White Rock Hill just over the county line in El Dorado County, White Rock Road has been recorded as P-9-809 (CA-ELD-721H). There, the old Lincoln Highway's concrete surface has also been paved over with asphalt. Three segments of

the old concrete highway still farther east in the Clarksville locality have been determined eligible for the National Register under Criterion A (e.g., U.S. Army Corps of Engineers *et al.* 2013). It is likely that the old concrete segment of White Rock Road underlying new asphalt and located within the railroad easement is also eligible for the California Register under criterion 1 and the National Register under criterion A. However, the highway segment identified during the present study does not meet criterion 2/B, 3/C or 4/D.

P-9-004800 (Rock Fence)

This rock fence remnant was originally recorded in 1995 by the El Dorado Irrigation District. The fence remnant parallels the north side of the railroad. Condition of the rock fence remnant appears to be the same as originally recorded.

For eligibility under criterion 1/A, the fence must be associated with one or more events important within the historic context. However, we do not know unequivocally the period to which the rock fence remnant belongs—whether it was built by an early homesteader of the area, his employees or even later in time. Under criterion 2/B, the fence can be eligible only if there is a direct association between an individual important in history, and only if we know the length and nature of his association and we are able to identify other properties associated with that individual. No such association or identification could be made during the present study.

Under criterion 3/C, the fence remnant must embody the distinctive characteristics of a type, period or method of construction. As the fence could date to any of several periods and its integrity of materials is somewhat diminished, it is unlikely that it would be eligible under criterion 3/C.

For eligibility under criterion 4/D, the fence must be or must have been the principal source of the important information. However, the fence remnant is not the principal source of such elements as historic use of local stone in fence building. Many historic ranches in northern California retain rock fence remnants. Therefore, it is our opinion that the fence is not eligible for the California Register or National Register under this or any other criterion of eligibility.

Field No. SPTC 01 (Coast & Geodetic Survey Marker)

This isolated historic object is a brass 1949 U.S. Coast and Geodetic Survey Benchmark set in concrete. While the marker is at least 50 years old, This particular marker does not appear to be associated with important events or persons (criterion 1/A or 2/B), nor is it significant with respect to design or engineering under criterion 3/C or have potential to yield important historical information (criterion 4/D).

Field No. SPTC 02 (Coast & Geodetic Survey Marker)

This isolated historic object is a brass 1932 U.S. Coast and Geodetic Survey Benchmark set in concrete. While the marker is at least 50 years old, This particular marker does not

appear to be associated with important events or persons (criterion 1/A or 2/B), nor is it significant with respect to design or engineering under criterion 3/C or have potential to yield important historical information under criterion 4/D.

Field No. SPTC 03 (Payen Road)

This 2.5 mile-long linear historic resource was in use prior to 1941. The single lane, asphalt paved road segment closely parallels the railroad from the Old Placerville Road-White Rock Road junction at White Rock Station to Malby Crossing. The road continues onward to the Mehrten Ranch. Beyond Mehrten's is a locked gate entrance to the back road to the Louis Payen Ranch. The segment recorded during the present study is 2.5 miles long. There are 10 associated features, all corrugated iron culverts, some of which may be less than 50 years old.

Louis Payen, a French immigrant, was in the restaurant business in Sacramento from 1876 to 1889. In 1900, he purchased the Herman D. Barton ranch south of Folsom near the gold rush mining camp of Walltown. The ranch remains in the Payen family (*cf.* Wilson 1986:164-165).

Although the road is at least 50 years old, it does not appear to be associated with events important within the historic context nor directly associated with an individual important in history. Therefore, the road does not appear to be eligible under criterion 1/A or 2/B. Under criterion 3/C, the road must embody the distinctive characteristics of a type, period or method of construction, more specifically engineering or design. It is a common asphalt paved narrow country lane and therefore not eligible under criterion 3/C. For eligibility under criterion 4/D, the road must be or must have been the principal source of the important information. It does not. Therefore, the road is not eligible under any criterion.

Field No. SPTC 04

The field team originally attached this field designation to a site that was later identified as a feature of the railroad. See P-34-00455/P-9-4794, above.

Field No. SPTC 05

The field team originally attached this field designation to a site that was later identified as a feature of the railroad. See P-34-00455/P-9-4794, above.

Field No. SPTC 06 (Foot Bridge)

This object is a small six foot wide bridge made of railroad ties laid on two iron rails across a small drainage next to the railroad. The bridge provides a crossing for small vehicles or foot traffic along side the railroad.

The ties appear to be of recent manufacture and, therefore the principal elements of the bridge appear to be less than 50 years old. The National Register criteria exclude properties that achieved significance within the last 50 years unless they are of *exceptional* importance. The bridge feature lacks integrity of association, a most important aspect of integrity for a resource of its type under any criterion considered for National Register eligibility or California Register eligibility. The bridge also does not appear directly associated with an important event or person (criterion 1/A or 2/B), nor does it reflect significant engineering or design (criterion 3/C) or have the potential to yield important information (criterion 4/D).

Field No. SPTC 07 (Payen Road at Carson Creek Bridge)

This historic structure is a concrete three-span beam bridge constructed in 1949, according to the date inscribed in the concrete. The bridge is supported by two cap and column piers and has concrete abutments, poured concrete railings and rectangular decorative panels. The bridge spans Carson Creek on Payen Road between Malby Crossing and Mehrten's ranch headquarters.

On November 2, 2012, the Advisory Council on Historic Preservation issued a Program Comment exempting from the National Historic Preservation Act, Section 106 consultation, common bridges and culverts constructed of concrete or steel after 1945 providing the bridge in question is not determined eligible for or listed in the National Register or located adjacent to a historic district that has been determined eligible for or listed in the National Register (Federal Register 2012: 68790 *ff*). Therefore, the Payen Road at Carson Creek Bridge appears to be exempt from National Register evaluation.

However, in evaluating eligibility for the California Register, each of the four criteria of eligibility were applied to the bridge. Under criteria 1 and 2, the bridge must be associated with events important within the historic context or directly associated with an individual important in history. As neither appears to be the case, bridge does not appear to be eligible under either criterion. Under criterion 3, the bridge must embody the distinctive characteristics of a type, period or method of construction, more specifically engineering or design. It is a common concrete bridge and therefore not eligible under criterion 3. For eligibility under criterion 4, the bridge must be or must have been the principal source of the important information. The bridge does not appear to have unique structural or decorative elements. Therefore, the bridge is not eligible under any criterion.

Field No. SPTC 08 (Road Remnant)

This short segment of road is asphalt paved from Latrobe Road on the east side of Deer Creek to the railroad tracks, graveled across the tracks, then a dirt track to a driveway in current use. The road was depicted on maps at least by 1891 and connected Cothrin's with the railroad. Although Cothrin Station was established in 1864, the associated structure was a small platform. No sign of the platform remains today. The road may have had differing uses over time. Access to the railroad from Latrobe Road is apparent by the presence of the paved portion of the road. However, the dirt track that parallels the

railroad between the railroad and Latrobe Creek to the next lane to the south may simply be a later access route.

Although the road is physically associated with the purported location of Cothrin Station, its association with events important within the historic context or directly associated with an individual important in history is more speculative. The paved road is obviously recent, probably post-World War II. Therefore, the existing paved road and the track connecting with a neighboring lane to the south do not appear to be eligible under criterion 1/A or 2/B. Under criterion 3/C, the road must embody the distinctive characteristics of a type, period or method of construction, more specifically engineering or design. It is a common asphalt paved road segment and what appears to be an information track to a neighboring lane and therefore not eligible under criterion 3/C. For eligibility under criterion 4/D, the road must be or must have been the principal source of the important information. It does not. Therefore, the road is not eligible under any criterion.

Field No. SPTC 09

The field team originally attached this field designation to a site that was later identified as a feature of the railroad. See P-34-00455/P-9-4794, above.

Field No. SPTC 10 (Road Remnant)

This dirt road remnant parallels the south side of the railroad for approximately 266 feet west of Latrobe Creek. This 14 foot wide gouge in a north-facing hill slope may have been a borrow area for railroad or road construction. Lacking integrity of association, this “road” segment, or to be descriptively more accurate, “graded” area, would not be eligible under criterion 1 or 2 of the California Register or criterion A or B of the National Register. Under criterion 3/C, the graded area must be an important example of a particular event or trend in engineering or design. However, the site is a simple graded area lacking definitive historical associations. Under criterion 4/D, the site must be the sole source of important information, which it is not. Therefore, the site is not eligible under any criterion, nor does it qualify as a “unique archaeological resource” under CEQA Guidelines.

Field No. SPTC 11 (Road Remnant)

This old dirt road trace crosses the railroad between two gated and fenced acreages in hilly terrain on the east side of the railroad bridge that crosses Deer Creek. Length of the road segment is approximately 100 feet centered on the railroad. The road trace is a crossing of the railroad between two fenced rural properties. Judging by the condition of the crossing, the road trace is well over 50 years old. However, lacking a direct association with an individual, event or series of events important in local history, the road trace is not eligible under criterion 1/A or 2/B. As the road trace shows no evidence of importance in engineering or design or other aspect of road construction, it is not eligible under criterion 3/C. Under criterion 4/D, the road trace must have the potential to yield or have yielded important information that could not be obtained from other

sources. It does not. Therefore, the road crossing is not eligible for either the California Register or the National Register under any criterion of eligibility.

Field No. SPTC 12

The field team originally attached this field designation to a site that was later identified as a feature of the railroad. See P-34-00455/P-9-4794, above.

Field No. SPTC 13 (Road Remnant)

This dirt road trace crosses the railroad at the east foot of Ben Bolt Ridge. The 100 foot wide road segment is about 12 feet wide and appears to connect with a historic residence located to the northeast that is shown on historic USGS maps. The road remnant is overgrown with vegetation. As a rural railroad crossing, the road trace appears to lack direct historical association with important person(s) or events and therefore is not eligible under criterion 1/A or 2/B. As the road trace shows no evidence of importance in engineering or design or other aspect of road construction, it is not eligible under criterion 3/C. Under criterion 4/D, the road trace must have the potential to yield or have yielded important information that could not be obtained from other sources. It does not. Therefore, the road crossing is not eligible for either the California Register or the National Register under any criterion of eligibility.

Field No. SPTC 14 (Rock Alignment)

This historic feature is an 80 foot long, single course wide rock alignment that is parallel to the railroad tracks. The rock alignment lies at the precipitous edge at the top of a cut. The top is flattened as if it was cleared for the purpose of a narrow access route along the railroad. The rock alignment may have functioned as a retaining wall or part of a fence. For eligibility under criterion 1/A or 2/B, the rock alignment must be associated with one or more events important within the historic context or directly associated with a person or person's important in history. No such association or identification could be made during the present study.

Under criterion 3/C, the rock alignment must embody the distinctive characteristics of a type, period or method of construction. As the alignment could date to any of several periods and its origin and function obscure, it is unlikely that it would be eligible under criterion 3/C.

For eligibility under criterion 4/D, the alignment must be or must have been the principal source of the important information. However, the rock alignment does not appear to contain information that could be deemed important within any of the above historic contexts.

Field No. SPTC 15 (Road Segment)

This historic resource is a 100-foot long gravel and dirt track that crosses the railroad. The 12 foot wide road is overgrown with grasses and annuals and appears to be sparingly

used. The road is illustrated on a 1954 USGS topographic map connecting Latrobe Road with an unidentified location across the railroad at the foot of Ben Bolt Ridge.

As a rural railroad crossing, the road trace appears to lack direct historical association with important person(s) or events and therefore is not eligible under criterion 1/A or 2/B. As the road trace shows no evidence of importance in engineering or design or other aspect of road construction, it is not eligible under criterion 3/C. Under criterion 4/D, the road trace must have the potential to yield or have yielded important information that could not be obtained from other sources. It does not. Therefore, the road crossing is not eligible for either the California Register or the National Register under any criterion of eligibility.

Field No. SPTC 16 (Road Segment)

This segment of an asphalt-paved road connects with Latrobe Road on the east and a gated dirt access road on the west. The paved segment crosses the railroad southeast of the road crossing at Cothrin Station (Field No. SPTC 08). The asphalt paved road crossing is 14 feet wide.

As a rural railroad crossing, the road appears to lack direct historical association with important person(s) or events and therefore is not eligible under criterion 1/A or 2/B. As the road shows no evidence of importance in engineering or design or other aspect of road construction, it is not eligible under criterion 3/C. Under criterion 4/D, the road trace must have the potential to yield or have yielded important information that could not be obtained from other sources. It does not. Therefore, the road crossing is not eligible for either the California Register or the National Register under any criterion of eligibility.

Field No. SPTC 17 (Ditch)

This historic linear resource is an earthen ditch that follows the 500 foot contour above the northwest side of Deer Creek. The ditch is partly in-filled. At its widest, the ditch measures 14 feet across the top with a depth of two feet. Elsewhere, the ditch averages about six feet wide across the top. It probably drew water from Deer Creek, upstream from the railroad. The ditch was cut through by construction of the railroad.

For eligibility under criteria 1/A and 2/B, the ditch must have a direct association with an important event, pattern of events or historic trends and the association with such an important event or trend must also be important. While the associated historic context is likely to be early mining and marginal agriculture, the importance of any such association would be speculative. For eligibility under criterion 2/B, association with an important person or persons, the ditch must not only be important within the historic context, but the length and nature of the association and relationship with that person's productive life must be evaluated.

Under criterion 3/C, the ditch must be eligible for its engineering, design or similar values. Apparently hand-dug, the ditch does not appear to differ in engineering or design from the many other ditches of the period in the surrounding foothills. Under Criterion

4/D, the ditch must yield or have the potential to yield important information that cannot be ascertained from other sources. However, a portion of the ditch segment located within the easement was destroyed by construction of the railroad and it is unlikely that it could yield important information. Therefore, the ditch segment is not eligible for the National Register, California Register nor does it appear to meet any criteria as a “unique archaeological resource” under CEQA Guidelines

Field No. SPTC 18 (Tailings)

This historic resource is a tailings pile approximately 47 feet long, 2-3 feet high and nine feet wide. The tailings are located adjacent to the railroad and appear to be a part of a larger placer mined area illustrated on the 1954 USGS quadrangle. The tailings do not appear to be the direct result of dredging, rather the movement of tailings either during or after dredging operations. If such is the case, then the tailings would have suffered a loss of integrity of location.

With respect to the evolution of a placer mining operation, the tailings represent either remnants of the extraction process, specifically mine development/ exploitation. However, if the tailing were moved after the extraction process ceased, then the tailings may be related to post-mining reclamation. Either conclusion would be speculative.

The relatively small portion of the mining landscape included in the railroad easement has questionable integrity of location, design and workmanship. It’s historical relationship to the overall landscape illustrated on the 1954 USGS quadrangle is unknown and may be unknowable.

Lacking specific historical association with individuals or events, and considering the relative lack of integrity within the railroad easement, it is unlikely that the tailings are eligible under criterion 1/A or criterion 2/B. There is no evidence of how the tailings piles were formed (*e.g.*, bulldozed *vs.* stacked by a dredge), therefore, eligibility under criterion 3/C cannot be assessed, but is unlikely. Under criterion 4/C, it is unlikely that the tailings contain information important in history. Therefore, the tailings identified specifically in relation to the railroad easement do not appear eligible for the California Register or the National Register under any criterion. The tailings do not appear to meet criteria as “unique archaeological resource(s).”

Field No. SPTC 19 (Road Remnant)

This linear resource is an abandoned dirt road with rock pushed to either side of the road. The road remnant is 375 feet long and 20 feet wide. The rock pushed to one side adjacent to the railroad consists of large angular chunks along a fence line. Two historic period axe heads and a band of ferrous strip metal were observed among the same rock. The road lies at the north edge of the dredge field depicted on the 1954 USGS quadrangle.

The rocks and road remnant may be related to the mined area along Deer Creek, but may also be related to other post-mining activities such as extraction of rock for other purposes or land reclamation. Lacking specific historical association, the features located within the railroad easement do not appear eligible under either criterion 1/A or 2/B.

Under criterion 3/C, mining properties are most often eligible for their architecture or engineering. Neither aspect applies to the mining-related resources located within the railroad easement. Under criterion 4/D, information potential, exploration among the rocks produced two axe heads and iron strapping. These finds appear to have been discarded either during or after the mining operations. The finds do not suggest that there is any significant information potential. The finds within the railroad easement do not appear eligible for either the California Register or National Register, nor do they meet criteria for a “unique archaeological resource.”

Field No. SPTC 20

The field team originally attached this field designation to a site that was later identified as a feature of the railroad. See P-34-00455/P-9-4794, above.

Field No. SPTC 21 (Road Segment)

This single lane gravel road crosses the railroad on the north side of the dredge field, both of which are illustrated on the 1954 USGS Folsom SE quadrangle. The road connects with Latrobe Road, bears south, connects with ranch buildings, crosses the railroad, then forks. One fork crosses the dredge field and Deer Creek to the south while the other fork continues west to the abandoned Carson Creek School and beyond. That portion of the road located within the railroad easement appears well-maintained.

As another rural railroad crossing, the road appears to lack direct historical association with important person(s) or events and therefore is not eligible under criterion 1/A or 2/B. As the road shows no evidence of importance in engineering or design or other aspect of road construction, it is not eligible under criterion 3/C. Under criterion 4/D, the road trace must have the potential to yield or have yielded important information that could not be obtained from other sources. It does not. Therefore, the road crossing is not eligible for either the California Register or the National Register under any criterion of eligibility.

Field No. SPTC 22 (Rock alignment)

This linear feature is a single course of cobbles and boulders along an existing modern fence line. The alignment parallels the north and east side of the railroad with intermittent gaps for a distance of 1.9 miles. The rocks are embedded in some places. There may be a physical relationship between a graded firebreak immediately adjacent to the rocks and the fence line that separates the railroad from livestock grazing land. The local ground is naturally rocky. A grader may simply push rocks out of its path when renewing a firebreak each year, which results in the alignment.

The alignment lacks integrity of association and explicit evidence of workmanship. As such the alignment does not appear eligible under criterion 1/A or 2/B, nor 3/C. It is unlikely that the alignment would be eligible under 3/C or for information potential, 4/D. Therefore, it is not eligible for the National Register, California Register or as a unique archaeological resource under CEQA Guidelines.

Field No. SPTC 23 (Road Remnant)

This linear feature is a gravel and dirt road remnant that crosses the railroad between two fields. The road crossing remnant is approximately 100 feet long and nine feet wide.

As a rural railroad crossing, the road appears to lack direct historical association with important person(s) or events and therefore is not eligible under criterion 1/A or 2/B. As the road shows no evidence of importance in engineering or design or other aspect of road construction, it is not eligible under criterion 3/C. Under criterion 4/D, the road trace must have the potential to yield or have yielded important information that could not be obtained from other sources. It does not. Therefore, the road crossing is not eligible for either the California Register or the National Register under any criterion of eligibility.

Field No. SPTC 24 (Debris Scatter)

This resource is a historic period debris scatter on the west southwest facing slope of a push berm. The scatter includes hog wire and flat strip wire, milled wood with steel bolts, large fragment of cement with rusted rebar and miscellaneous metal fragments. The scatter is located on the southwest corner of the former Wetsel-Oviatt Sawmill along the east side of the railroad. It is likely that it was either associated with the sawmill, which would be less than 50 years old, or potentially earlier or later ground-disturbing activity. The debris scatter may be less than 50 years old, or if just 50 years old, sufficient time has not yet passed for the site to have achieved any historical importance.

Lacking specific historical association, the debris scatter is not eligible under criterion 1/A or 2/B. As the debris scatter does not embody any important distinctive characteristics other than those reflected by the recent sawmill, it is not eligible under criterion 3/C. Under criterion 4/D, the debris scatter must have the potential to yield or have yielded important information that could not be obtained from other sources. Such potential is unlikely. Therefore, the debris scatter, which has been pushed to the edge of the railroad right of way is not eligible for either the California Register or the National Register under any criterion of eligibility, nor does it appear to qualify as a “unique archaeological resource.”

Field No. SPTC 25 (Ditch)

This historic resource is a 125 foot long segment of an earthen ditch, which was bisected by construction of the railroad. Cattle have created a trail on the downslope berm of the ditch. The ditch is washed out in places. Beyond the railroad easement, the ditch follows the contour of the hills.

For eligibility under criteria 1/A and 2/B, the ditch must have a direct association with an important event, pattern of events or historic trends and the association with such an important event or trend must also be important. While the associated historic context is likely to be early mining and marginal agriculture, the importance of any such association would be speculative lacking identification of the entire ditch from origin to destination. For eligibility under criterion 2/B, association with an important person or

persons, the ditch must not only be important within the historic context, but the length and nature of the association and relationship with that person's productive life must be evaluated.

Under criterion 3/C, the ditch must be eligible for its engineering, design or similar values. Apparently hand-dug, the ditch does not appear to differ in engineering or design from the many other ditches of the period in the surrounding foothills. Under Criterion 4/D, the ditch must yield or have the potential to yield important information that cannot be ascertained from other sources. However, the ditch segment located within the easement is largely destroyed and it is unlikely that it could yield important information. Therefore, the ditch segment is not eligible for the National Register, California Register nor does it appear to meet any criteria as a "unique archaeological resource" under CEQA Guidelines.

Field No. SPTC 26 (Road Remnant)

This historic feature is a single lane gravel and dirt remnant of a road crossing the railroad between two fields. The crossing is near Mile Post 117 on the railroad. The road remnant is 12 feet wide and appears unused.

As a rural railroad crossing, the road appears to lack direct historical association with important person(s) or events and therefore is not eligible under criterion 1/A or 2/B. As the road shows no evidence of importance in engineering or design or other aspect of road construction, it is not eligible under criterion 3/C. Under criterion 4/D, the road trace must have the potential to yield or have yielded important information that could not be obtained from other sources. It does not. Therefore, the road crossing is not eligible for either the California Register or the National Register under any criterion of eligibility.

POTENTIAL EFFECTS

Under federal review, "effect" is defined as "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register" [36 CFR Part 800.16(I)].

Adverse effects may include reasonably foreseeable effects caused by an undertaking that may occur later in time or removed by distance or cumulative. Adverse effects are found when an undertaking "... may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location design, setting, materials, workmanship, feeling, or association: (36 CFR Part 800.5(a)(1)).

Under current CEQA regulations, "A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment [Public Resources Code §15064.5(b)]. The significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a resource that

Table 1. Identified cultural resources and their National Register/California Register eligibility.

Ref. #	Description	NR/CR Eligibility	
		Yes	No
P-34-455/P-9-4794	Sacramento and Placerville Railroad Iron Point Road-Latrobe Road segment	✓	
P-34-1745	Keefe-McDerby Mine Ditch Payen Road Segment		✓
P-9-1691	Two Ditch Segments		✓
P-34-1555	White Rock Road--Sacramento and Placerville Railroad Segment	✓	
P-9-4800	Rock Fence		✓
SPTC 01	Coast & Geodetic Survey Marker		✓
SPTC 02	Coast & Geodetic Survey Marker		✓
SPTC 03	Payen Road		✓
SPTC 04	Intentionally blank		
SPTC 05	Intentionally blank		
SPTC 06	Foot Bridge		✓
SPTC 07	Payen Road at Carson Creek Bridge		✓
SPTC 08	Road Remnant		✓
SPTC 09	Intentionally blank		
SPTC 10	Road Remnant		✓
SPTC 11	Road Remnant		✓
SPTC 12	Intentionally blank		
SPTC 13	Road Remnant		✓
SPTC 14	Rock Alignment		✓
SPTC 15	Road Segment		✓
SPTC 16	Road Segment		✓
SPTC 17	Ditch		✓
SPTC 18	Tailings		✓
SPTC 19	Road Segment		✓

Ref. #	Description	NR/CR Eligibility	
		Yes	No
SPTC 20	Intentionally blank		
SPTC 21	Road Segment		✓
SPTC 22	Rock Alignment		✓
SPTC 23	Road Remnant		✓
SPTC 24	Debris Scatter		✓
SPTC 25	Ditch		✓
SPTC 26	Road Remnant		✓

convey its historical significance, unless the evidence demonstrates that the resource is not historically or culturally significant [Public Resources Code §15064.5(b)(2)(A-C)].

Five previously recorded historic sites/structures were identified within the Sacramento and Placerville Railroad easement from M.P. 116 at Iron Point Road to M.P. 126.2 at Latrobe Road, including the railroad. Ninety-one features were identified as associated with the railroad between and including the two mile posts. The features include culverts, bridges, signs and sign posts, telegraph poles, hand car derailing features, borrow areas, concrete default detector box, electric signal facilities, crossing guards and a cored anchor rock. Twenty-one historic objects, sites and structures not directly associated with the railroad were also identified and documented during the present study (see Table 1, above).

An assessment of the National Register of Historic Places eligibility and significance under CEQA including eligibility for the California Register of Historical Resources and eligibility as a unique archaeological resource under CEQA Guidelines concluded with two significant resources:

P-34-00455/P-9-4794 The Sacramento and Placerville Railroad, Iron Point Road to Latrobe Road

The Sacramento and Placerville Railroad Iron Point Road to Latrobe Road Segment is eligible for the National Register of Historic Places under criterion A. As such it is automatically eligible for the California Register of Historical Resources under criterion 1. In addition two features of the railroad identified as “Locus A: the site of White Rock Station” and “Locus B: the site of Latrobe Station” are eligible for the National Register under criterion D for their potential to yield information through archaeology that is important in history.

P-34-001555/P-9-000809 White Rock Road/Lincoln Highway, Sacramento and Placerville Railroad Segment

Segments of White Rock Road in the Clarksville area are identified as a portion of the historic Lincoln Highway. These segments were recently determined eligible for the National Register of Historic Places under criterion A through the Section 106 review process. Therefore, they are also eligible for the California Register of Historical Resources. The Sacramento and Placerville Railroad, Iron Point Road to Latrobe Road segment crosses another segment of White Rock Road/Lincoln Highway. The present study has concluded that this latter segment of White Rock Road/Lincoln Highway is also eligible for the National Register under criterion A and automatically eligible for the California Register under criterion 1.

Construction of the proposed trail along the Sacramento-Placerville Transportation Corridor between Iron Point Road (M.P. 116) and Latrobe Road (M.P. 126.2) could alter the characteristics of historic properties qualifying them for National Register eligibility. Under CEQA, the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a resource that convey its historical significance.

RECOMMENDATIONS

1. The proposed trail and trail construction shall avoid the archaeologically sensitive areas at Locus A (White Rock Station site) and Locus B (Latrobe Station site) of the Sacramento and Placerville Railroad (P-34-00455/P-9-4794).
2. Construction of the proposed trail crossing of White Rock Road shall avoid any excavation that would disturb, damage or destroy the concrete pavement of the old Lincoln Highway that may underlie the existing asphalt.
3. An archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards shall monitor trail construction at the railroad's Locus A and Locus B, and any trail construction-related excavation into White Rock Road.
4. If any prehistoric or historic artifacts, or other indications of cultural deposits such as historic privy pits or trash deposits are found once ground-disturbing activities are underway, the find(s) shall be immediately evaluated by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards. If the find is determined to be a historic property, historical resource, or unique archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines §15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code §21083 and §21087). If federal regulations are triggered, then appropriate evaluation, finding of effect, memoranda of agreement, treatment plan and other appropriate measures must be implemented in consultation with the lead federal agency.

5. In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of §15064.5(e)(1) and (2) of the CEQA Guidelines has occurred.

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APPENDIX A: PHOTOGRAPHS



Figure 14. White Rock Station (site) looking north.

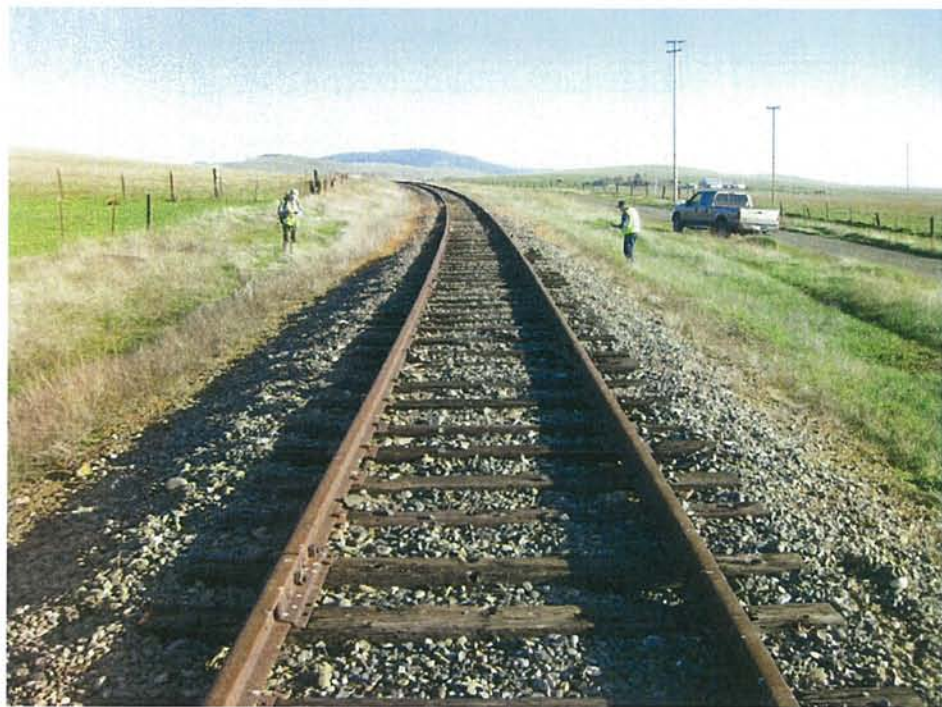


Figure 15. Looking south towards Malby Crossing.



Figure 16. Deer Creek Bridge looking east at north end of Ben Bolt Ridge.

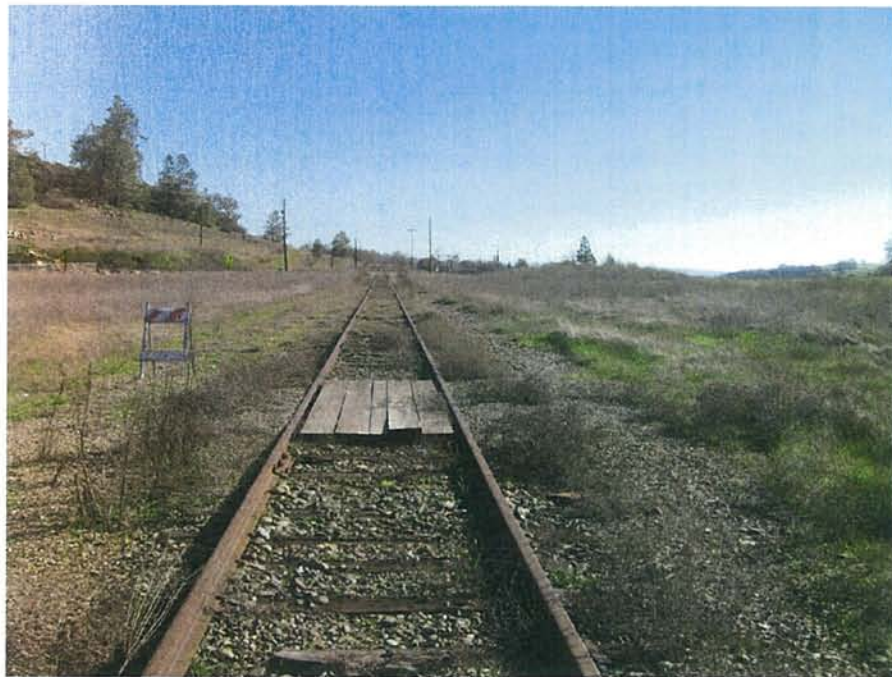


Figure 17. Latrobe Station (site) looking southeast..

APPENDIX B: RECORDS SEARCH RESULTS

This appendix contains information on the specific location of archaeological resources. This information is not for publication or release to the general public. It is for planning, management and research purposes only. Information on the locations of prehistoric and historic sites are exempted from the California Freedom of Information Act, as specified in Government Code §6254.10.



1/9/2015

NCIC File No.: SAC-14-162

Ric Windmiller
Consulting Archaeologist
2280 Grass Valley Highway #205
Auburn, CA 95603

Re: SPTC MP116 (Iron Point Road) to MP 126.2 (Latrobe Road)

The North Central Information Center received your record search request for the project area referenced above, located on the Clarksville, Folsom SE, and Latrobe USGS 7.5' quads. The following reflects the results of the records search for the project area and a ¼-mile radius:

As indicated on the data request form, the locations of reports and resources are provided in the following format: custom GIS maps shapefiles hand-drawn maps

Resources within search area:	See attached list
Reports within search area:	See attached list

- Resource Database Printout (list):** enclosed not requested nothing listed
- Resource Database Printout (details):** enclosed not requested nothing listed
- Resource Digital Database Records:** enclosed not requested nothing listed
- Report Database Printout (list):** enclosed not requested nothing listed
- Report Database Printout (details):** enclosed not requested nothing listed
- Report Digital Database Records:** enclosed not requested nothing listed
- Resource Record Copies:** enclosed not requested nothing listed
- Report Copies:** enclosed not requested nothing listed

- OHP Historic Properties Directory:** enclosed not requested nothing listed
- Archaeological Determinations of Eligibility:** enclosed not requested nothing listed
- CA Inventory of Historic Resources (1976):** enclosed not requested nothing listed
-
- Caltrans Bridge Survey:** enclosed not requested nothing listed
- Ethnographic Information:** enclosed not requested nothing listed
- Historical Literature:** enclosed not requested nothing listed
- Historical Maps:** enclosed not requested nothing listed
- Local Inventories:** enclosed not requested nothing listed
- GLO and/or Rancho Plat Maps:** enclosed not requested nothing listed
- Shipwreck Inventory:** enclosed not requested nothing listed
- Soil Survey Maps:** enclosed not requested nothing listed

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

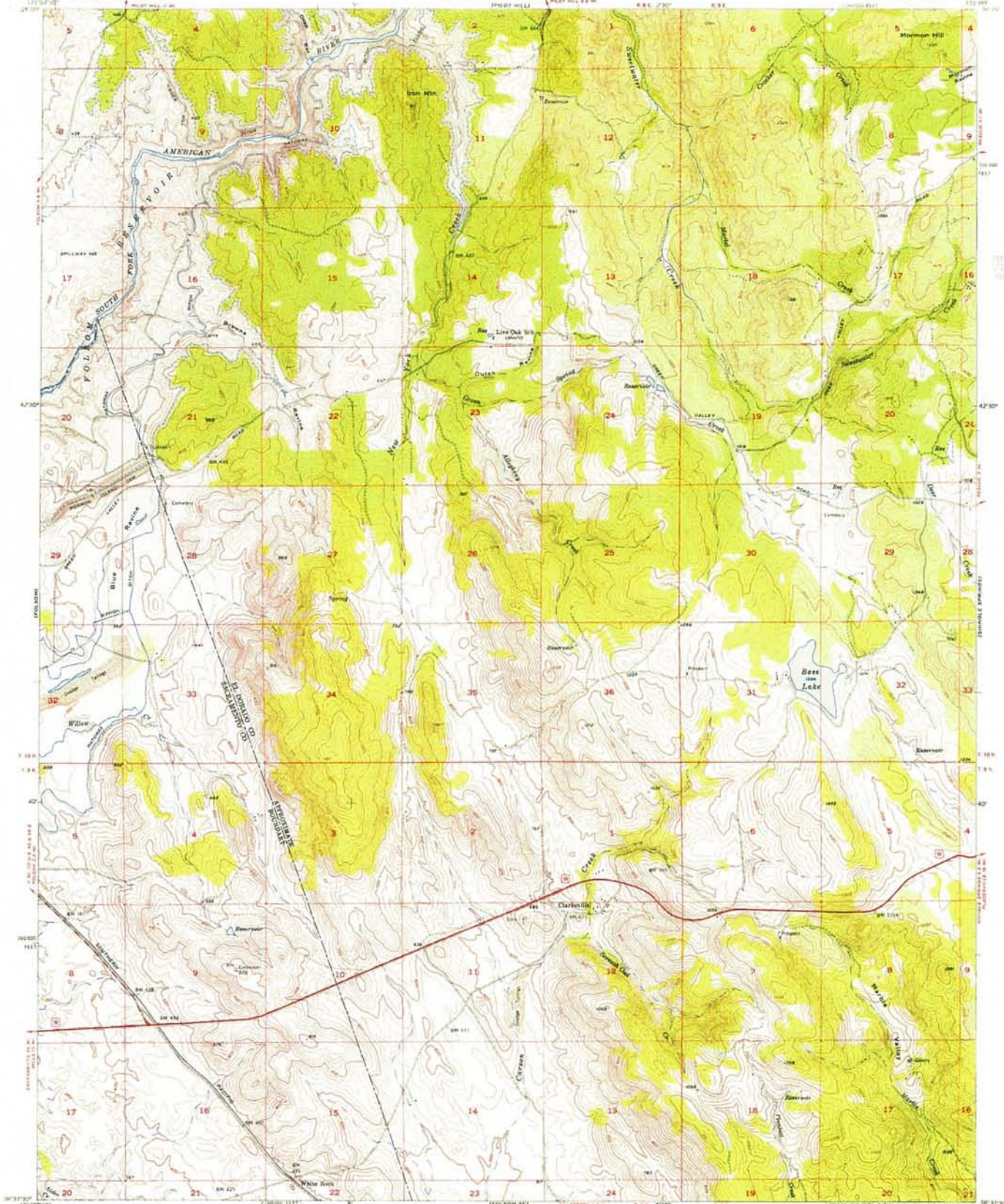
The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,

Nathan Hallam
 Coordinator, North Central Information Center



USGS
TOPOGRAPHIC DIVISION

Mapped, edited, and published by the Geological Survey
Control by USGS and USCGS
Topography from aerial photographs by photogrammetric methods
Aerial photographs taken 1953. First check 1953
Polyconic projection, 1927 North American datum
10,000 foot grid based on California coordinate system, zone 2
Dashed grid lines indicate approximate locations
Unchecked elevations are shown in brown
Blue hatching indicates area to be submerged
by Falcon Reservoir during maximum water elevation of 466 feet



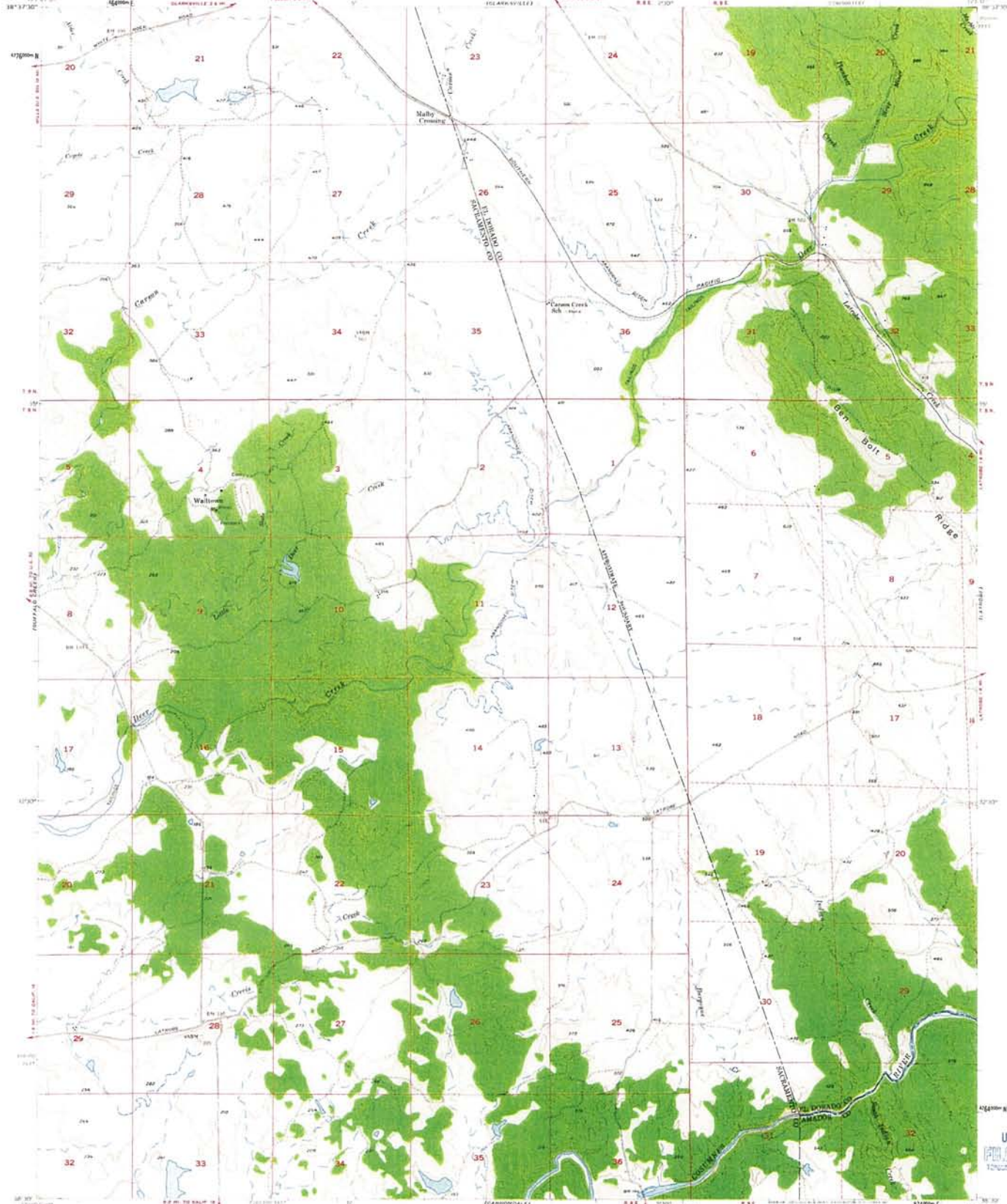
USGS
Historical File
Topographic Division

ROAD CLASSIFICATION
Heavy-duty ————— Light duty
Medium-duty ———— Unimproved dirt
□ U.S. Route ○ State Route

CLARKVILLE, CALIF.
7.5 MINUTE QUADRANGLE
14 37 5 - W 12 00 / 7.5
1953

U.S.G.S.
TOPOGRAPHIC DIVISION

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Mapped, edited, and published by the Geological Survey
Compiled by 1923 and 1924
Topographic lines and contours by G.A.G. (order method)
Aerial photography, 1952. Field data, 1954
Projection, 1927 North American datum
1:25,000 scale and based on 1:62,500 contour system, zone 2
1:62,500 contour, Tarpeter, Marston and Sims,
June 10, 1924 in blue
Dashed lines indicate approximate locations



USGS
Historical File
Topographic Division

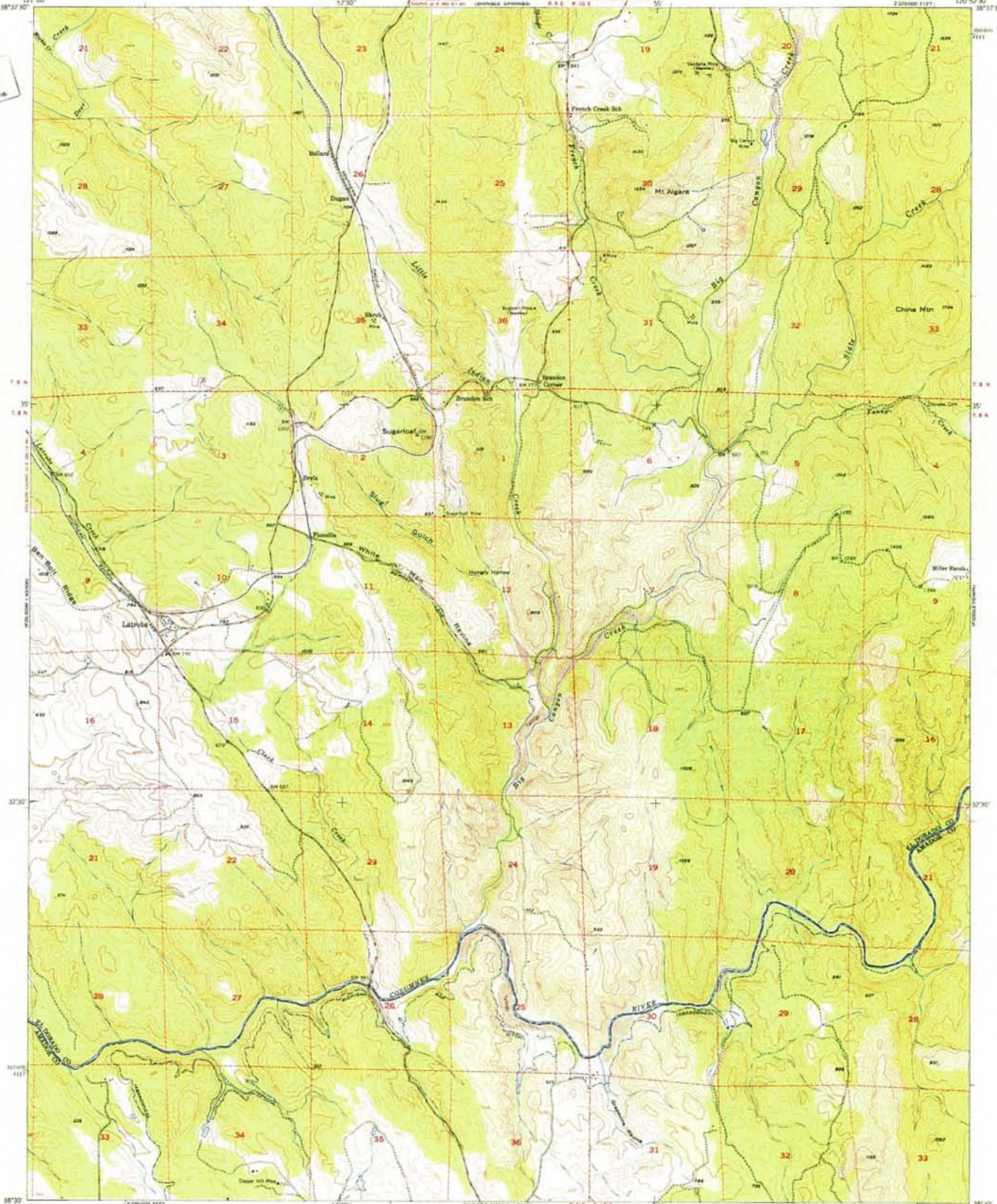
ROAD CLASSIFICATION
Light duty Unimproved dirt

FOLSOM S.E. CALIF.
1:25,000 (1:62,500)
4 800 W 1230 N 25

THIS MAP COMPLETES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASHINGTON 25, D.C.
A FOLDER DESCRIBING TOPOGRAPHIC MAPS SYMBOLS IS AVAILABLE ON REQUEST

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Mapped, edited, and published by the Geological Survey
Control by USGS
Topography from aerial photographs by multiple methods
Aerial photographs taken 1946. Field check 1949
Polyconic projection 1927 North American datum
10,000 foot grid based on California coordinate system,
zone 2
Dashed land lines indicate approximate location
Unchecked elevations are shown in brown



USGS
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ROAD CLASSIFICATION
 Heavy-duty ———— Improved dirt
 Medium-duty ———— Unimproved dirt
 Loose surface, graded, or narrow hard surface
 U. S. Route State Route
 LATROBE, CALIF.
 N 3830-W 12002 5/75
 EDISON OF 1946

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO OR WASHINGTON 25, D. C.

California Historical Resource Status Codes

- 1 Properties listed in the National Register (NR) or the California Register (CR)**
- 1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
 - 1S Individual property listed in NR by the Keeper. Listed in the CR.

 - 1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
 - 1CS Listed in the CR as individual property by the SHRC.
 - 1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.
- 2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)**
- 2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
 - 2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
 - 2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
 - 2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
 - 2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
 - 2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
 - 2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
 - 2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
 - 2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

 - 2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
 - 2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
 - 2CS Individual property determined eligible for listing in the CR by the SHRC.
- 3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation**
- 3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
 - 3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
 - 3S Appears eligible for NR as an individual property through survey evaluation.

 - 3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
 - 3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
 - 3CS Appears eligible for CR as an individual property through survey evaluation.
- 4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation**
- 4CM Master List - State Owned Properties – PRC §5024.
- 5 Properties Recognized as Historically Significant by Local Government**
- 5D1 Contributor to a district that is listed or designated locally.
 - 5D2 Contributor to a district that is eligible for local listing or designation.
 - 5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

 - 5S1 Individual property that is listed or designated locally.
 - 5S2 Individual property that is eligible for local listing or designation.
 - 5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

 - 5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.
- 6 Not Eligible for Listing or Designation as specified**
- 6C Determined ineligible for or removed from California Register by SHRC.
 - 6J Landmarks or Points of Interest found ineligible for designation by SHRC.
 - 6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
 - 6T Determined ineligible for NR through Part I Tax Certification process.
 - 6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
 - 6W Removed from NR by the Keeper.
 - 6X Determined ineligible for the NR by SHRC or Keeper.
 - 6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
 - 6Z Found ineligible for NR, CR or Local designation through survey evaluation.
- 7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Reevaluation**
- 7J Received by OHP for evaluation or action but not yet evaluated.
 - 7K Resubmitted to OHP for action but not reevaluated.
 - 7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
 - 7M Submitted to OHP but not evaluated - referred to NPS.
 - 7N Needs to be reevaluated (Formerly NR Status Code 4)
 - 7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
 - 7R Identified in Reconnaissance Level Survey: Not evaluated.
 - 7W Submitted to OHP for action – withdrawn.

ELD-000017	6Y 05/10/01	ADOE-09-01-001-000	CCPR FS# 05-03-56-0001, SAND FLAT CAMPGROUND
	6Y 05/10/01	USFS010410A	CCPR
B 00058	2S 05/10/76	65000525	KPNP WINJE SITE
	2S 11/28/78	078 0050081	
ELD-000083/H	2D2 08/04/94	ADOE-09-94-0001-0	GRPR FS# 05-03-56-0054, MEISS MEADOW CAMP
	2D2 08/04/94	USFS940623B	GRPR 4-ELD-128 B
ELD-000084	2D2 08/04/94	ADOE-09-94-0001-0	GRPR FS# 05-03-56-0050, BUCKSKIN T.S. TEMP.
	2D2 08/04/94	USFS940623B	GRPR SITE #2 4-ELD-127 B
ELD-000145	2S2 08/26/98	ADOE-09-98-003-00	JWPR 09-001248, 09-000233
	2S2 08/26/98	FHWA980804B	JWPR
ELD-000146	6Y 10/22/91	ADOE-09-91-001-00	HKPR MOTHER WELTY'S PLACE
	6Y 10/22/91	FHWA910829A	HKPR
ELD-000166H	6Y 10/09/01	ADOE-09-01-011-000	AMPR FS# 05-19--0119, SLTAS SITE NO. 1
	6Y 10/09/01	USFS010920B	AMPR
ELD-000168	6Y 11/14/03	USFS030423A	JDPR SLTAS SITE #9
ELD-000174	6Y 10/09/01	ADOE-09-01-010-000	AMPR FS# 05-03-54-0061
	6Y 10/09/01	USFS010920B	AMPR
ELD-000182	6Y 10/09/01	ADOE-09-01-005-000	AMPR FS# 05-03-54-0070
	6Y 10/09/01	USFS010913B	AMPR
ELD-000184	6Y 07/11/02	ADOE-09-02-001-000	JSPR FS# 05-03-54-0072, TALLAC POINT SITE
	6Y 07/11/02	USFS011119B	JSPR
ELD-000186	6Y 10/09/01	ADOE-09-01-006-000	AMPR FS# 05-03-54-0074
	6Y 10/09/01	USFS010913B	AMPR
ELD-000191H	6Y 11/29/01	ADOE-09-01-014-000	AMPR FS# 05-03-54-0079
	6Y 11/29/01	USFS011107C	AMPR
ELD-000260	6Y2 10/19/09	BUR091013A	WEPR EDH-FFS 2 F-6-P (SF), F-6-P
ELD-000263	2S2 01/09/92	ADOE-09-92-001-00	NDPR
	2S2 01/09/92	BUR910822A	NDPR
ELD-000275H	6Y 06/18/97	USFS970423A	CCPR FS# 05-03-56-0017, BALTIC TIMBER SALE T.S. #1
ELD-000276H	6Y 06/18/97	USFS970423A	CCPR FS# 05-03-56-0018, BALTIC TIMBER SALE T.S. #2
ELD-000305	2D2 08/04/94	ADOE-09-94-0001-0	GRPR FS# 05-03-56-0049, BUCKSKIN T.S. TEMP SITE #1
	2D2 08/04/94	USFS940623B	GRPR
ELD-000306	2D2 08/04/94	ADOE-09-94-0001-0	GRPR FS# 05-03-56-0051, BVCHSKIN T.S. TEMP SITE #3
	2D2 08/04/94	USFS940623B	GRPR
E 00307	2D2 08/04/94	ADOE-09-94-0001-0	GRPR FS# 05-03-56-0052, BUCKSKIN T.S. TEMP SITE #4
	2D2 08/04/94	USFS940623B	GRPR
ELD-000308	2D2 08/04/94	ADOE-09-94-0001-0	GRPR FS# 05-03-56-0053, BUCKSKIN T.S. TEMP SITE #5
	2D2 08/04/94	USFS940623B	GRPR
ELD-000355	6Y 02/06/91	USFS910116A	LHPR FS# 05-03-55-0024
ELD-000405	2S 03/02/82	65000513	KPNP FS# 05-03-51-0043, TEMPORARY SITE NO. 1, FORMERLY ELD-Z00001
ELD-000457H	2S2 08/28/95	ADOE-09-95-001-000	CCPR FS# 05-03-56-0335
	2S2 08/28/95	USFS950216K	CCPR
ELD-000558H	6Y 01/15/04	ADOE-09-002-000	CCPR ALBERT FINCH HOUSE RUIN
	6Y 01/15/04	COE031016C	CCPR
ELD-000619	7J 06/12/90	FHWA900208A	TVPR
ELD-000639H	1S 10/21/91	91001522	KPNP CRAWFORD DITCH
	2S2 03/28/90	USFS891006C	CLEAR CREEK SEGMENT, 09-000727
ELD-000656	6Y 03/09/95	ADOE-09-95-002-00	GRPR FS# 05-03-56-0370
	6Y 03/09/95	USFS950124A	GRPR
ELD-000674	6Y 02/23/90	USFS900126A	
ELD-000676	6Y 02/23/90	USFS900126A	COX CNYN TS CA-ELD-6
ELD-000681	6Y 06/12/90	FHWA900208A	TVPR
ELD-000682	6Y 06/12/90	FHWA900208A	TVPR
ELD-000685H	2S2 02/01/06	DOE-09-06-0001-999	CFPR LOGTOWN HISTORIC MINING DISTRICT, POCAHONTAS MINE
	2S2 02/01/06	FHWA051117A	CFPR
ELD-000688	6Y 03/26/91	USFS910304A	LHPR FS #55-271
ELD-000689	6Y 03/26/91	USFS910304A	LHPR FS #55-272
ELD-000695	6Y 03/26/91	USFS910304A	LHPR FS#55-278
ELD-000712/H	2D2 08/04/94	ADOE-09-94-0001-0	GRPR
	2D2 08/04/94	USFS940623B	GRPR
ELD-000713	2D2 08/04/94	ADOE-09-94-0001-0	GRPR
	2D2 08/04/94	USFS940623B	GRPR
ELD-000721H	6Y 01/15/04	ADOE-09-04-001-000	CCPR WHITE ROCK ROAD (SEGMENT PLACERVILLE RD, LINCOLN HWY, HWY 50
	6Y 01/15/04	COE031016C	CCPR
ELD-000728	2S2 09/08/06	BUR030226A	MMPR SLY PARK PICNIC GROUND SITE
ELD-000736	2D2 08/04/94	ADOE-09-94-0001-0	GRPR
	2D2 08/04/94	USFS940623B	GRPR
F 00737/H	2D2 08/04/94	ADOE-09-94-0001-1	GRPR
	2D2 08/04/94	USFS940623B	GRPR
ELD-000738	2D2 08/04/94	ADOE-09-94-0001-1	GRPR
	2D2 08/04/94	USFS940623B	GRPR
ELD-000836H	6Y 09/14/93	ADOE-09-93-001-00	CCPR
	6Y 09/14/93	FHWA930624A	CCPR

SITE-NUMBER. PRIMARY-NUM NRS EVL-DATE PROGRAM REF. EVAL OTHER NAMES AND NUMBERS.....

	6Y	08/26/97	COE970728A	JWPR	
SAC-Z00024	6Y	08/26/97	ADOE-34-97-006-00	JWPR	KIMBALL-ISO-2
	6Y	08/26/97	COE970728A	JWPR	
0025H	2S2	10/22/97	ADOE-34-97-007-00	JWPR	FOLSOM HISTORIC TURNTABLE
	2S2	10/22/97	FHWA970915A	JWPR	
SAC-Z00026H	6Y	11/17/97	ADOE-34-97-012-01	JWPR	FENCE LINE 1 - WOODARD AND GOULD RANCH FENCE LINES
	6Y	11/17/97	COE971107A	JWPR	AF-34-23H
SAC-Z00027H	6Y	11/17/97	ADOE-34-97-012-99	JWPR	WOODARD & GOULD RANCH FENCE LINES
	6Y	11/17/97	COE971107A	JWPR	AF-34-23H
SAC-Z00028H	6Y	11/17/97	ADOE-34-97-012-02	JWPR	FENCE LINE 2 - WOODARD & GOULD RANCH FENCE LINES
	6Y	11/17/97	COE971107A	JWPR	AF-34-23H
SAC-Z00029H	6Y	11/17/97	ADOE-34-97-012-03	JWPR	FENCE LINE 3 - WOODARD & GOULD RANCH FENCE LINES
	6Y	11/17/97	COE971107A	JWPR	AF-34-23H
SAC-Z00030H	6Y	11/17/97	ADOE-34-97-012-04	JWPR	FENCE LINE 4 - WOODARD & GOULD RANCH FENCE LINES
	6Y	11/17/97	COE971107A	JWPR	AF-34-23H
SAC-Z00031H	6Y	11/17/97	ADOE-34-97-012-05	JWPR	FENCE LINE 5 - WOODARD & GOULD RANCH FENCE LINES
	6Y	11/17/97	COE971107A	JWPR	AF-34-23H
SAC-Z00032H	6Y	11/17/97	ADOE-34-97-012-06	JWPR	FENCE LINE 6 - WOODARD & GOULD RANCH FENCE LINES
	6Y	11/17/97	COE971107A	JWPR	
SAC-Z00033H	6Y	11/17/97	ADOE-34-97-012-07	JWPR	FENCE LINE 7 - WOODARD & GOULD RANCH FENCE LINES
	6Y	11/17/97	COE971107A	JWPR	AF-34-23H
SAC-Z00034H	6Y	11/17/97	ADOE-34-97-012-08	JWPR	FENCE LINE 8 - WOODARD & GOULD RANCH FENCE LINES
	6Y	11/17/97	COE971107A	JWPR	AF-34-23H
SAC-Z00035H	2S2	11/17/97	ADOE-34-97-013-00	JWPR	WOODARD DITCH SYSTEM
	2S2	11/17/97	COE971107A	JWPR	KEEFE-MCDERBY MINE DITCH
					AF-34-24H
SAC-Z00036H	6Y	04/09/97	ADOE-34-97-014-000	SGPR	GRANITE VINYARD RESOURCE #1
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00037H	6Y	04/09/97	ADOE-34-97-015-000	SGPR	GRANITE VINYARD RESOURCE
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00038H	6Y	04/09/97	ADOE-34-97-016-000	SGPR	GRANITE VINYARD RESOURCE #3
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00039H	6Y	04/09/97	ADOE-34-97-017-000	SGPR	GRANITE VINYARD RESOURCE #6
	6Y	04/09/97	COE970311A	SGPR	
00040H	6Y	04/09/97	ADOE-34-97-018-000	SGPR	GRANITE VINYARD RESOURCE #7
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00041H	6Y	04/09/97	ADOE-34-97-019-000	SGPR	GRANITE VINYAD RESOURCE #8
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00042H	6Y	04/09/97	ADOE-34-97-020-000	SGPR	GRANITE VINYARD RESOURCE #10
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00043H	6Y	04/09/97	ADOE-34-97-021-000	SGPR	GRANITE VINYARD RESOURCE #11
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00044H	6Y	04/09/97	ADOE-34-97-022-000	SGPR	GRANITE VINYARD RESOURCE #12
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00045H	6Y	04/09/97	ADOE-34-97-023-000	SGPR	GRANITE VINYARD RESOURCE #13
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00046H	6Y	04/09/97	ADOE-34-97-024-000	SGPR	GRANITE VINYARD RESOURCE #14
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00047H	6Y	04/09/97	ADOE-34-97-025-000	SGPR	GRANITE VINYARD RESOURCE #15
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00049H	6Y	04/09/97	ADOE-34-97-026-000	SGPR	MODERN TRASH DEPOSIT RESOURCE #5
	6Y	04/09/97	COE970311A	SGPR	
SAC-Z00051H	6Y	03/09/99	ADOE-34-99-001-00	JWPR	NICHOLSON RESIDENCE SITE
	6Y	03/09/99	BUR990217A	JWPR	AFN #069-0070-006
SAC-Z00056	6Y	04/23/02	ADOE-34-02-001-000	BWPR	SEGMENT SACRAMENTO NORTHERN RAILROAD
	6Y	04/23/02	COE020419A	BWPR	
SAC-Z00057	6Y	09/14/00	ADOE-34-00-002-000	JWPR	SACRAMENTO NORTHERN RR BALLAST AND WOOD
	6Y	09/14/00	COE000822A	JWPR	
SAC-Z00058	6Y	06/12/02	ADOE-34-02-002-000	CCPR	SLATE BAR BRANCH DITCH, FOLSOM-AUBURN RD SEGMENT
	6Y	06/12/02	FHWA020425D	CCPR	
SAC-Z00060	6Y	12/28/02	ADOE-34-02-010-000	MMPR	RIO LINDA DEPOT SITE
	6Y	12/28/02	FHWA021028G	MMPR	
SAC-Z00061	6Y	12/28/02	ADOE-34-02-011-000	MMPR	SACRAMENTO NORTHERN RAILWAY
	6Y	12/28/02	FHWA021028G	MMPR	
SAC-Z00062H	6Y	11/06/03	ADOE-34-03-002-000	NTPR	IRRIGATION PUMP STATION, PIPE, CISTERN, FOUNDATION
	6Y	11/06/03	COE030908C	NTPR	
S00063H	6Y	11/06/03	ADOE-34-003-000	NTPR	TRAILER CONCRETE PADS
	6Y	11/06/03	COE030908C	NTPR	
SAC-Z00064H	6Y	11/06/03	ADOE-34-03-004-000	NTPR	SHED/BARN REMNANTS, 34-701
	6Y	11/06/03	COE030908C	NTPR	
SAC-Z00065H	6Y	12/01/04	ADOE-34-04-0001-00	JHPR	EC-04-01
	6Y	12/01/04	COE041101A	JHPR	

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
095872	728	PYTHIAN CT		PLACERVILLE	P	1920	PROJ.REVM.	HUD950320F	05/17/95	6Y	
046464	768	SPRING ST		PLACERVILLE	P	1860	HIST.SURV.	5667-0051-0001		7N	
046466	787	SPRING ST		PLACERVILLE	P	1900	HIST.SURV.	5667-0051-0003		7N	
046465	800	SPRING ST		PLACERVILLE	P	1860	HIST.SURV.	5667-0051-0002		7N	
046467	811	SPRING ST		PLACERVILLE	P	1890	HIST.SURV.	5667-0051-0004		7N	
046468	855	SPRING ST		PLACERVILLE	P	1900	HIST.SURV.	5667-0051-0005		7N	
046469	861	SPRING ST		PLACERVILLE	P	1910	HIST.SURV.	5667-0051-0006		7N	
149641	SR 49		SACRAMENTO-PACERVILLE RAILROAD BRI	PLACERVILLE	M	1888	NAT.REG.	09-0014	12/01/04	7W	
072842	SR 50		SPANISH HILL MINE COMPLEX	PLACERVILLE	P	1849	HIST.RES.	SPHI-ELD-010	05/30/95	7L	
117679	2860	SR 50		PLACERVILLE	U		HIST.RES.	09-0007	12/13/94	7J	
090774	1031	THOMPSON WY	METHODIST EPISCOPAL CHURCH	PLACERVILLE	P	1851	PROJ.REVM.	FHWA980804B	08/26/98	6Y	
088782	3107	WASHINGTON ST		PLACERVILLE	P	1906	PROJ.REVM.	SHL-0767-0000	11/03/61	7L	
172604	3457	WEDGE HILL RD		PLACERVILLE	P	1926	PROJ.REVM.	HUD940218C	03/28/94	6Y	
117681			SNOW ROAD UNDERCROSSING AT KP 40.6	(VIC) PLACERVILLE	S	1956	HIST.RES.	DOE-09-98-0004-0000	09/16/98	6Y	
103513			PINE HILL FIRE LOOKOUT STATION	(VIC) PLACERVILLE	S	1936	ST.AG.5024	ST.AG.-3540-0076	09/16/98	6Y	
161866			SITE SP-3/CELLAR	(VIC) PLACERVILLE	P	1870	PROJ.REVM.	CO991229A	09/19/96	4CM	AD
123630			CORNETT LUMBER MILL	(VIC) PLACERVILLE	U	1940	HIST.RES.	DOE-09-99-0002-0000	01/27/00	6Y	
133156			LEEK SPRING HILL LOOKOUT	(VIC) PLACERVILLE	F		PROJ.REVM.	FHWA990928A	10/19/99	6Y	
133157			BIG HILL LOOKOUT	(VIC) PLACERVILLE	F	1934	HIST.RES.	DOE-09-02-0026-0000	08/13/02	6Y	
151807			WEBBER DAM SIESMIC RETROFIT PROJEC	(VIC) PLACERVILLE		1920	PROJ.REVM.	USFS020725A	08/13/02	6Y	
117682			SAWMILL UNDERCROSSING AT KP 46.4 /	(VIC) PLACERVILLE	S	1962	HIST.RES.	DOE-09-02-0027-0000	08/13/02	6Y	
046410	09-005059	1709 CARSON RD	LOMBARDO RANCH/FOSSATTI'S WINERY/BO	(VIC) PLACERVILLE	P	1856	HIST.RES.	DOE-09-98-0005-0000	03/26/99	6Y	
139157		GREEN VALLEY RD	DRY CREEK BRIDGE 25C0059	(VIC) PLACERVILLE	S	1923	HIST.SURV.	FERC990223A	03/26/99	6Y	
090646		PONY EXPRESS TRAIL	SPORTMAN'S HALL-CA OVERLAND PONY E	(VIC) PLACERVILLE	U		PROJ.REVM.	FHWA010508A	09/16/98	6Y	
090705	2021	SMITH FLAT RD	THE SMITH FLAT HOUSE	(VIC) PLACERVILLE	U	1853	HIST.RES.	SHI-0704-0000	09/11/59	7L	
046502	SR 193		CHILEAN BAR, CHILI BAR	(VIC) PLACERVILLE	P	1849	HIST.SURV.	SPHI-ELD-007	02/11/91	7L	
090355	SR 49		DIAMOND SPRINGS	(VIC) PLACERVILLE	P		HIST.RES.	5667-0065-0000	08/07/51	7L	
155130	SR 50			(VIC) PLACERVILLE	P		PROJ.REVM.	SHL-0487-0000	07/10/05	6Y	
073450	0	BUCKS BAR RD	CRAWFORD DITCH,CLEAR CREEK SEG, JO	PLEASANT VALLEY	M	1852	HIST.RES.	NPS-91001522-0000	10/21/91	1S	AC
077624			CRAWFORD DITCH, CAMP CREEK SEGMENT	(VIC) PLEASANT VA	U		NAT.REG.	09-0004	09/04/91	3S	AC
077627			CRAWFORD DITCH, NORTH FORK EXTENSI	(VIC) PLEASANT VA	U		PROJ.REVM.	USFS891006C	02/14/90	2S2	ABC
170981			MILL RUN ROAD ABANDONED HIGHWAY SE	POLLOCK PINES	S		PROJ.REVM.	USFS891006C	02/14/90	6Y	
170979			US 50 15 MILESTONE GRANITE MARKER	POLLOCK PINES	S	1908	PROJ.REVM.	FHWA080215A	03/24/08	6Y	
170885	2924	POLARIS ST		POLLOCK PINES	P	1946	PROJ.REVM.	HUD080321A	04/11/08	6Y	
135918			EL DORADO POWERHOUSE	(VIC) POLLOCK PIN	C	1923	HIST.RES.	DOE-09-02-0030-0000	06/20/02	6Y	
047512	SR 50		BRIDGE #25-08	(VIC) POLLOCK PIN	S	1930	PROJ.REVM.	USFS020515A	06/20/02	6Y	
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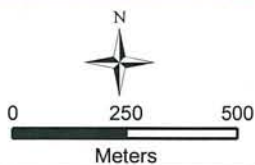
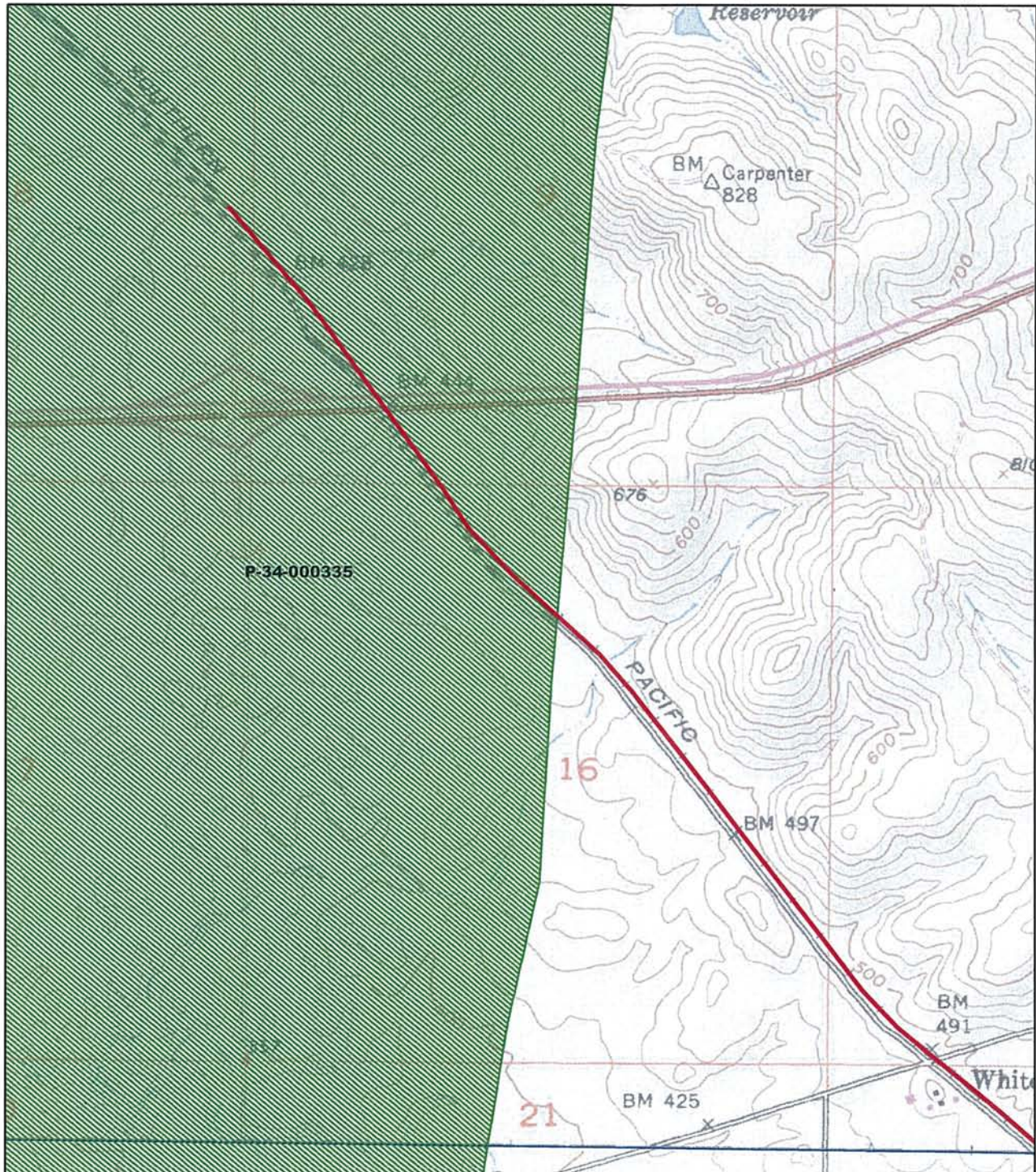
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P-09-003424	CA-ELD-002427H
P-09-003781	CA-ELD-002463H
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P-09-004793	
P-09-004794	
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P-09-004800	
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Reports within search area:

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SPTC MP116 (Iron Point Road) to MP 126.2 (Latrobe Road)



North Central Information Center Records Search Results

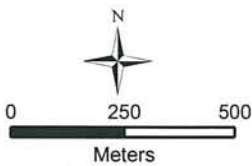
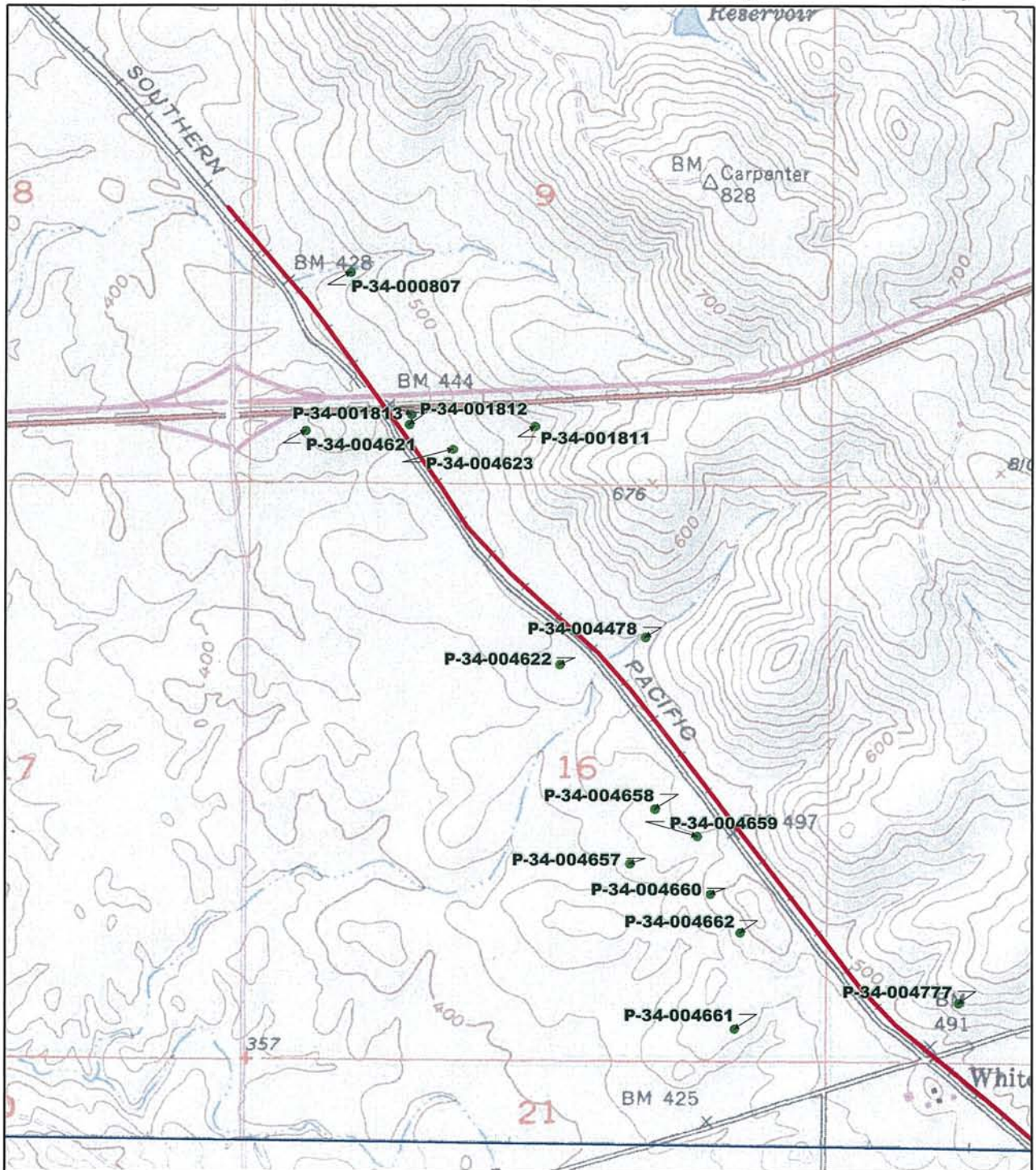
Clarksville, Folsom SE, and Latrobe 7.5' Quadrangle

May depict confidential cultural resource locations.
Do not redistribute.

Findings:

59 resources
26 survey reports

SPTC MP116 (Iron Point Road) to MP 126.2 (Latrobe Road)



North Central Information Center Records Search Results

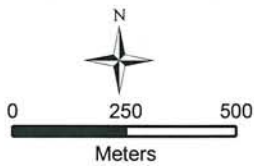
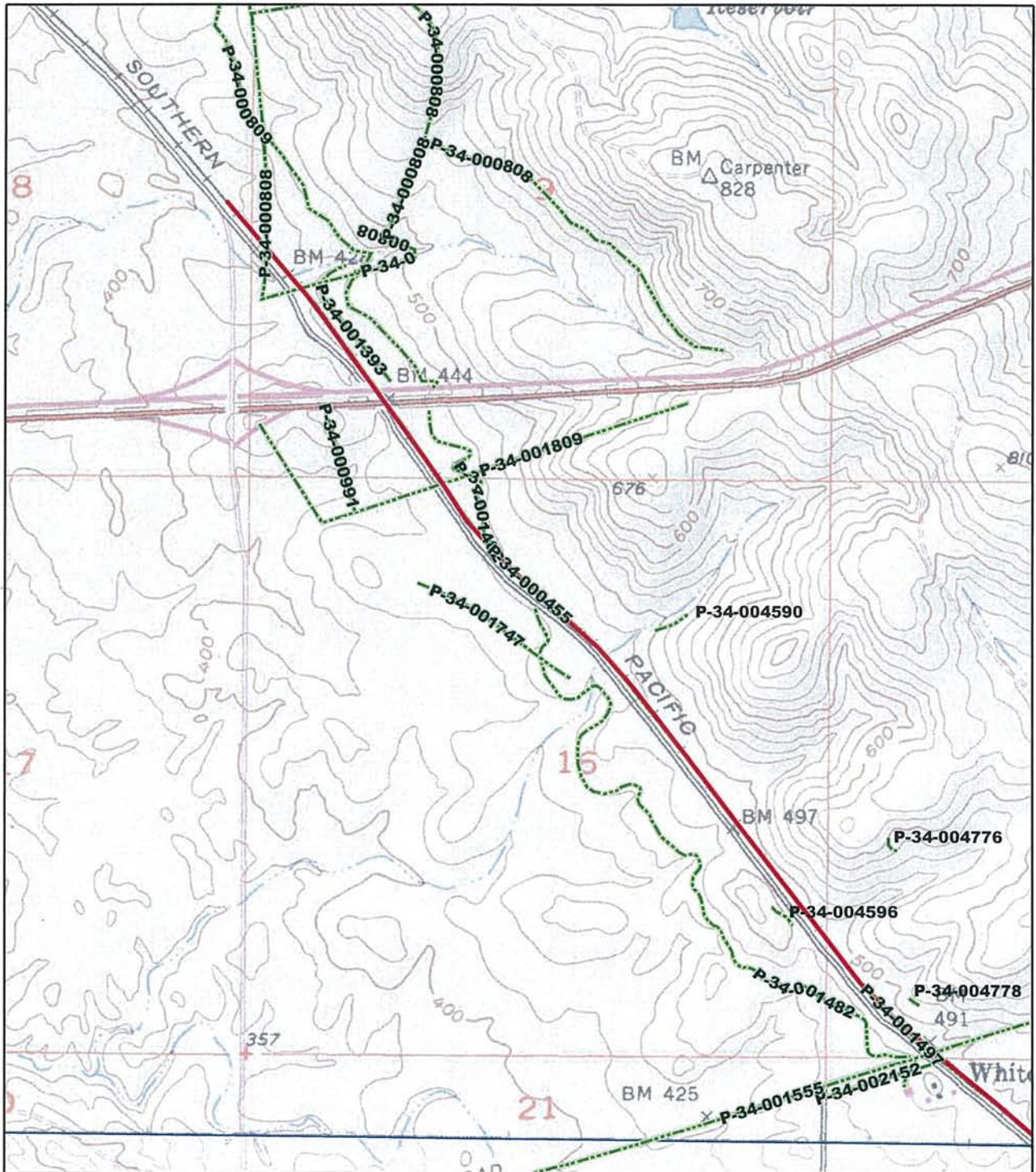
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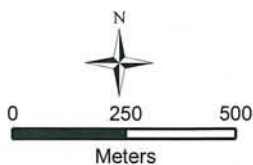
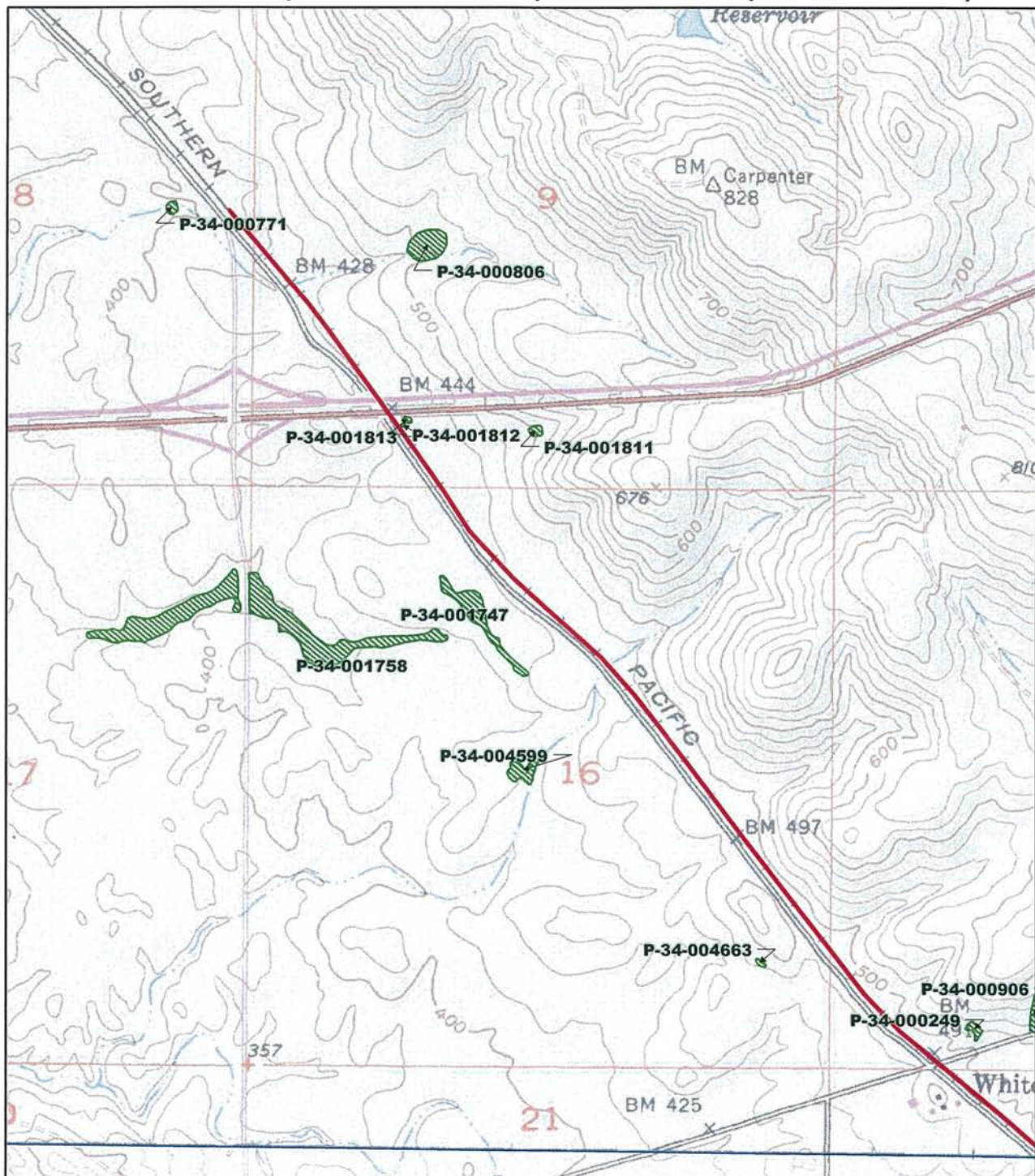
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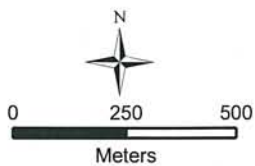
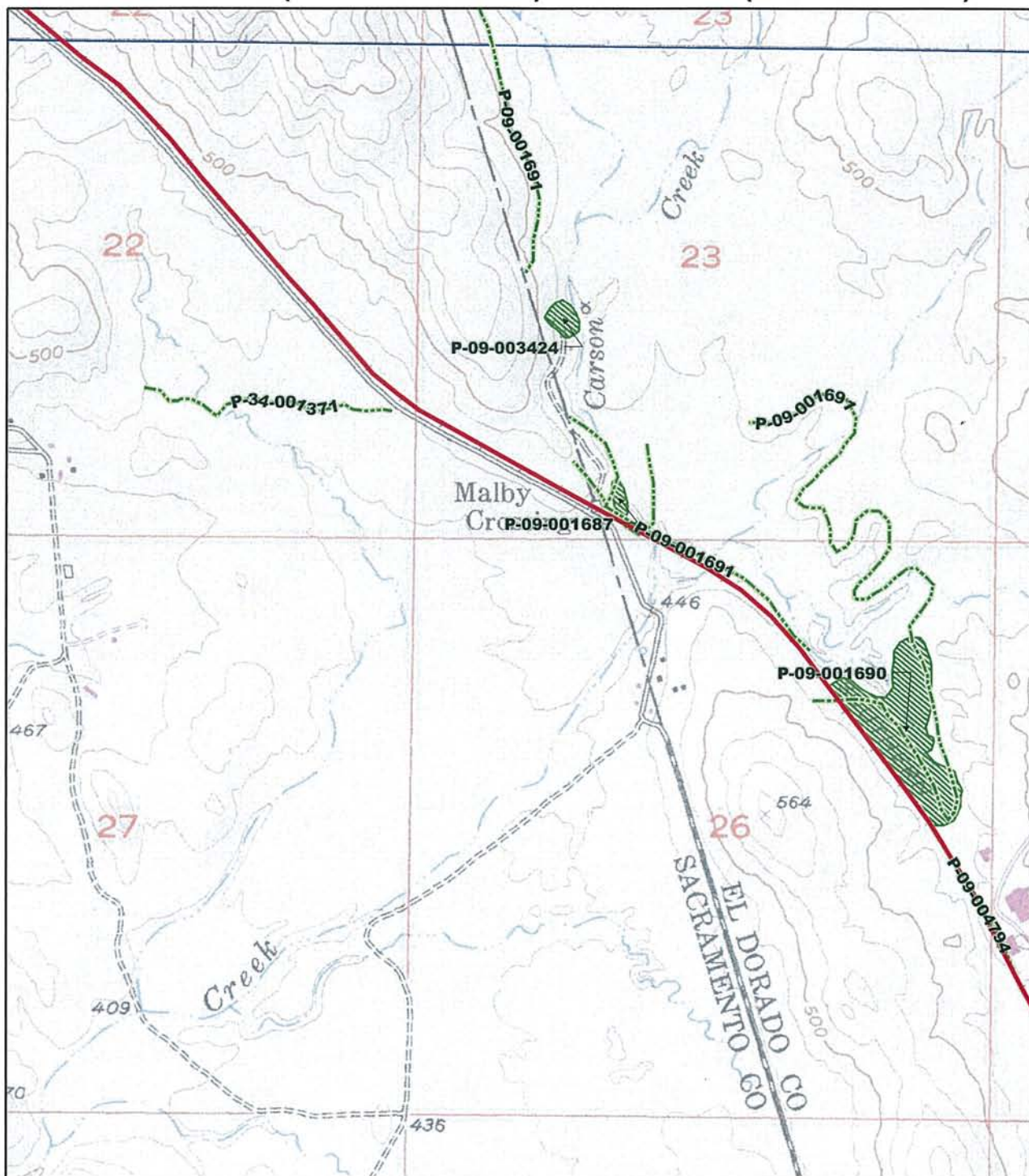
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North Central Information Center
Records Search Results

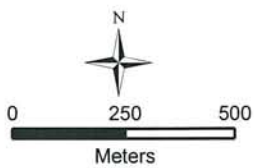
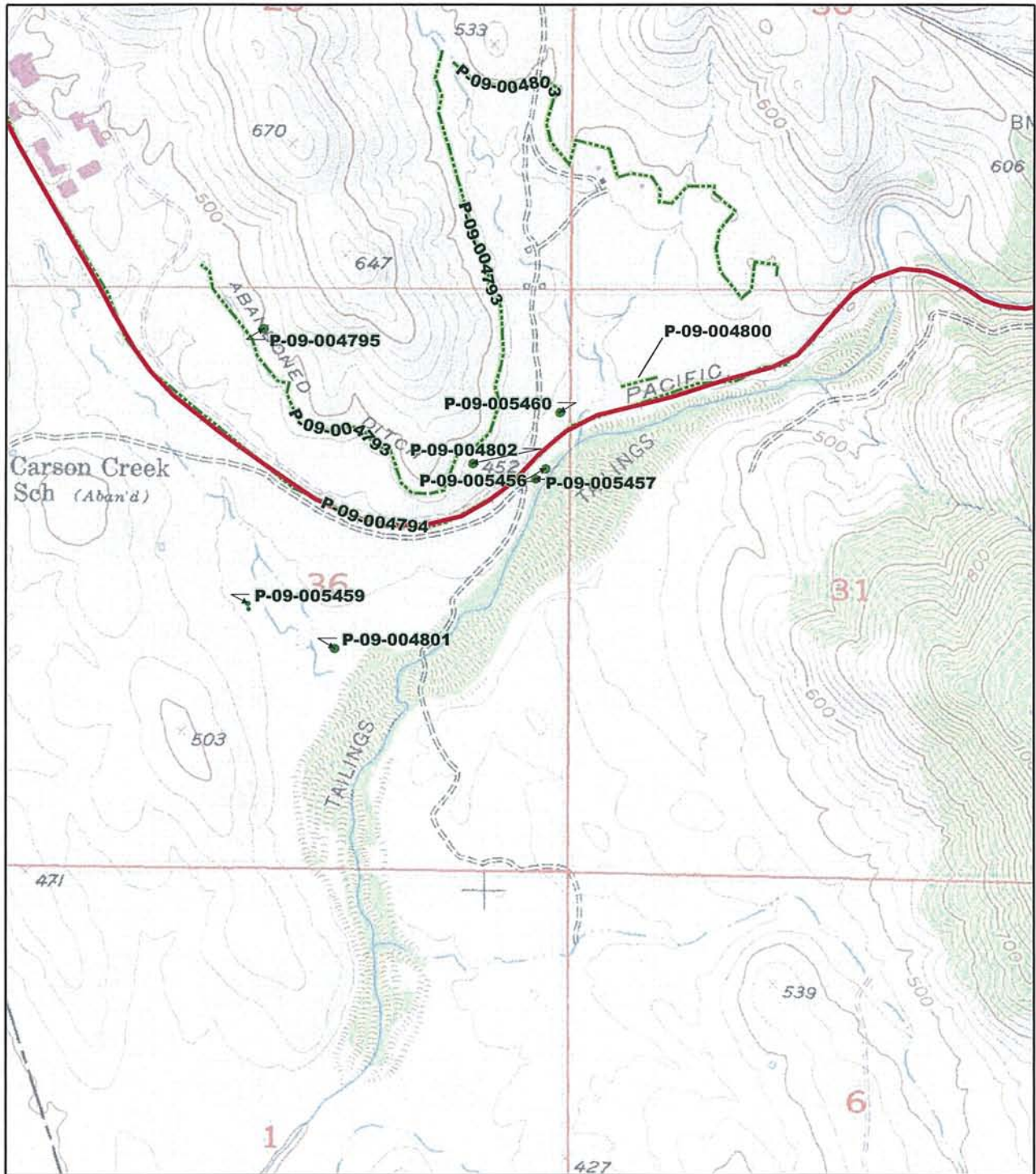
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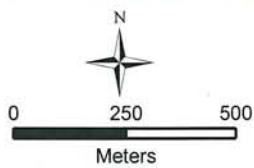
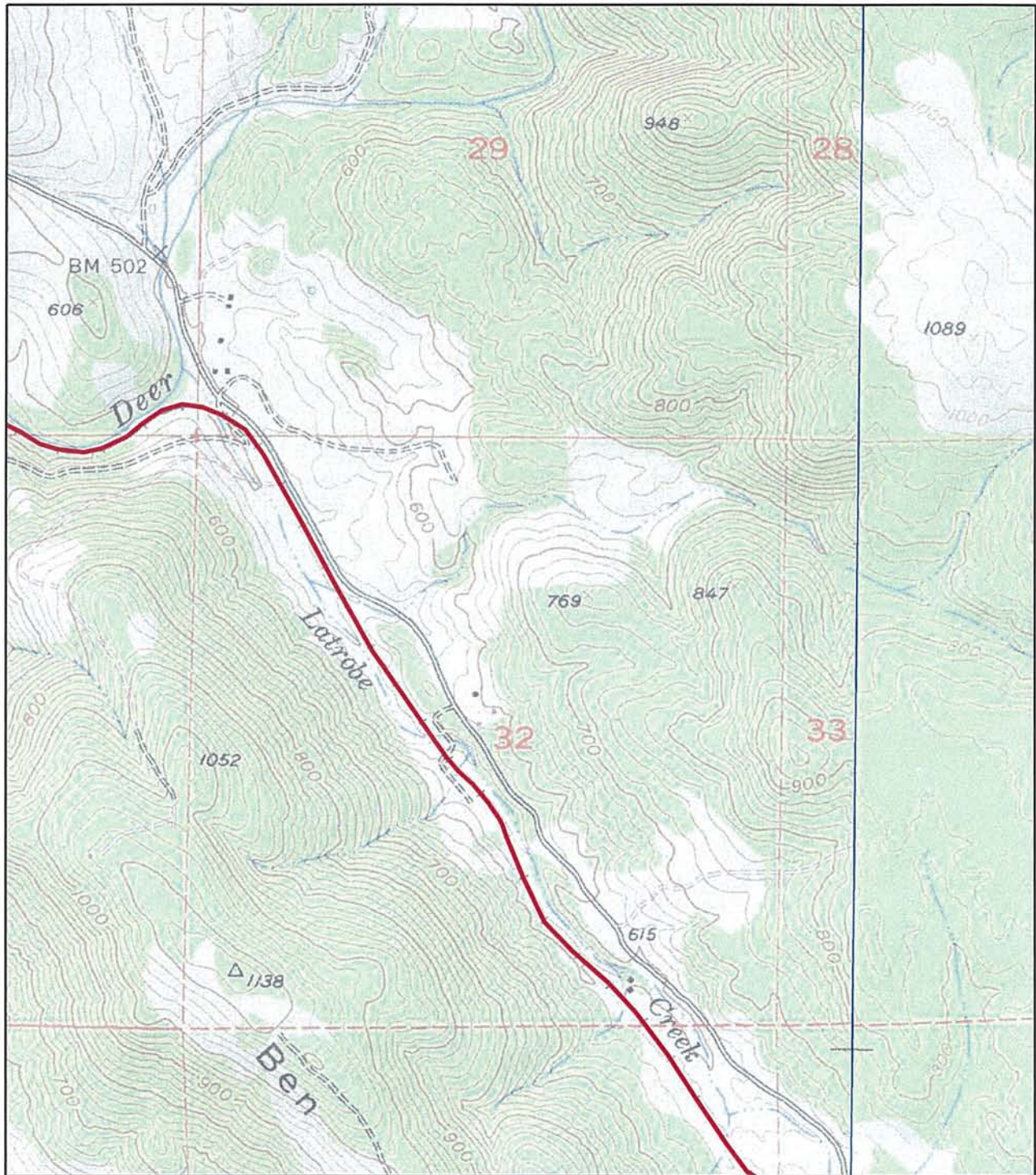
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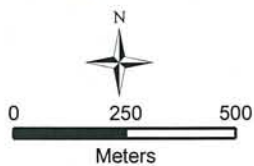
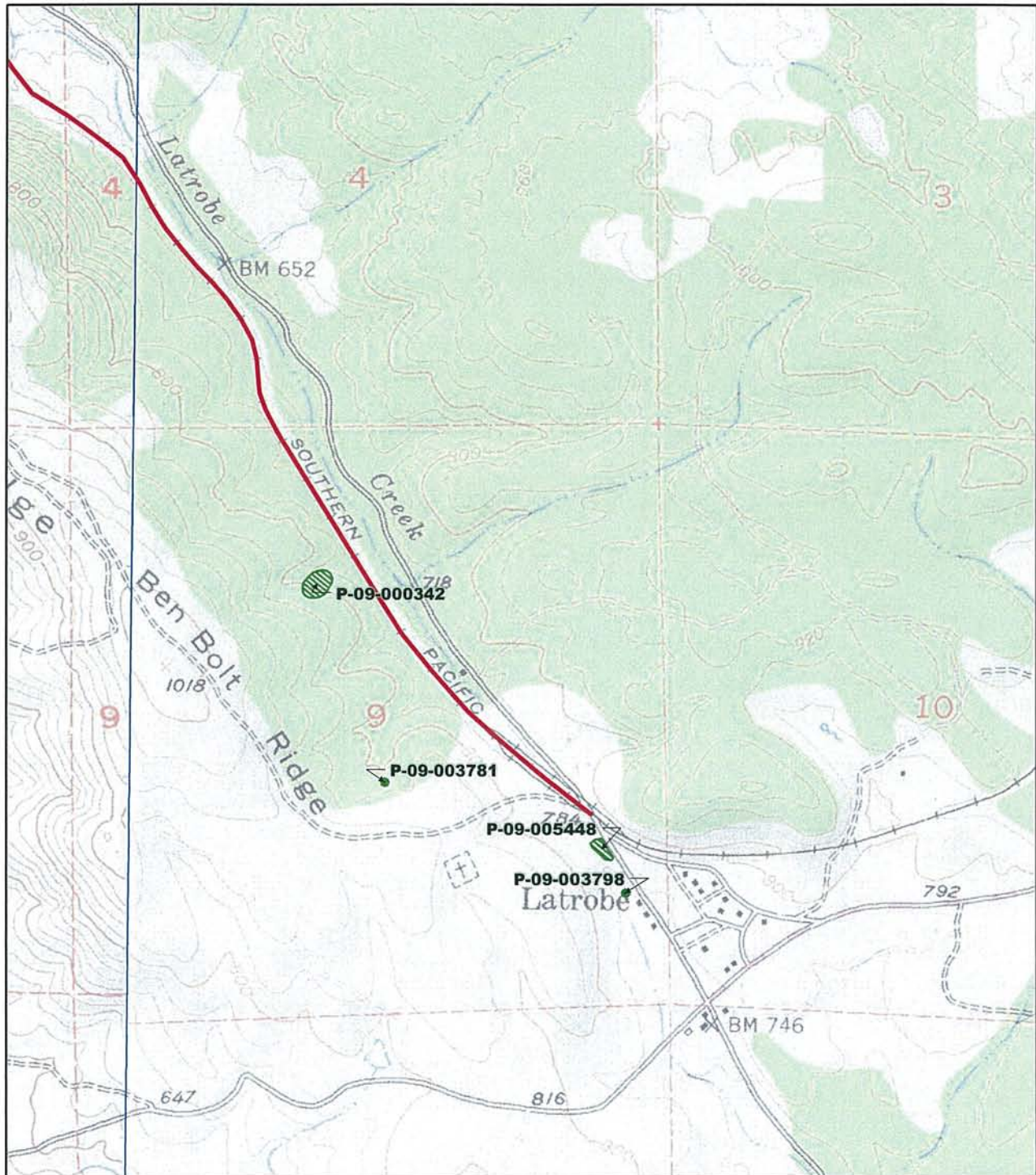
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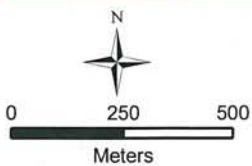
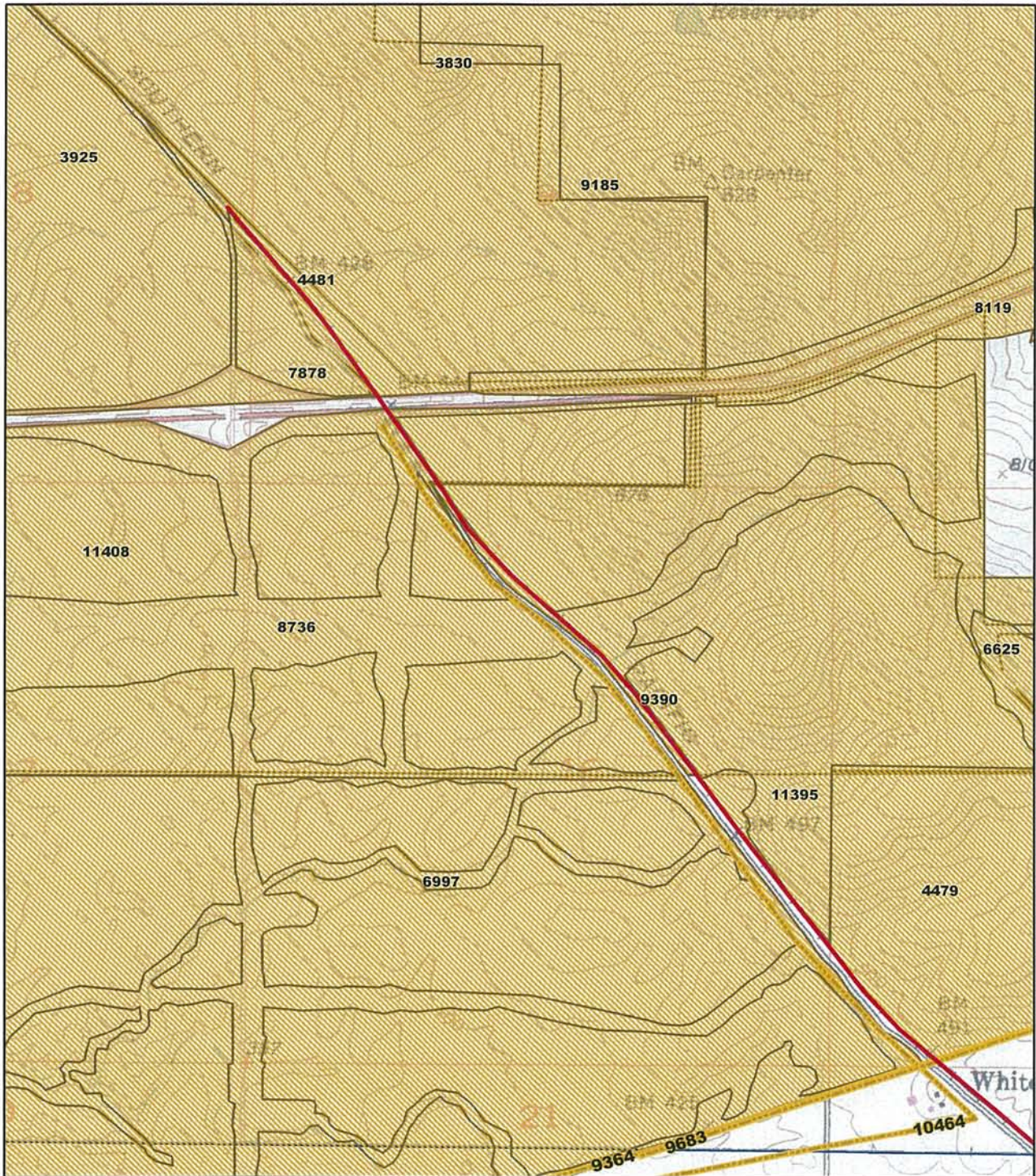
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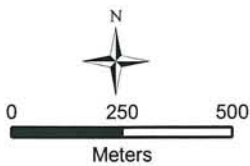
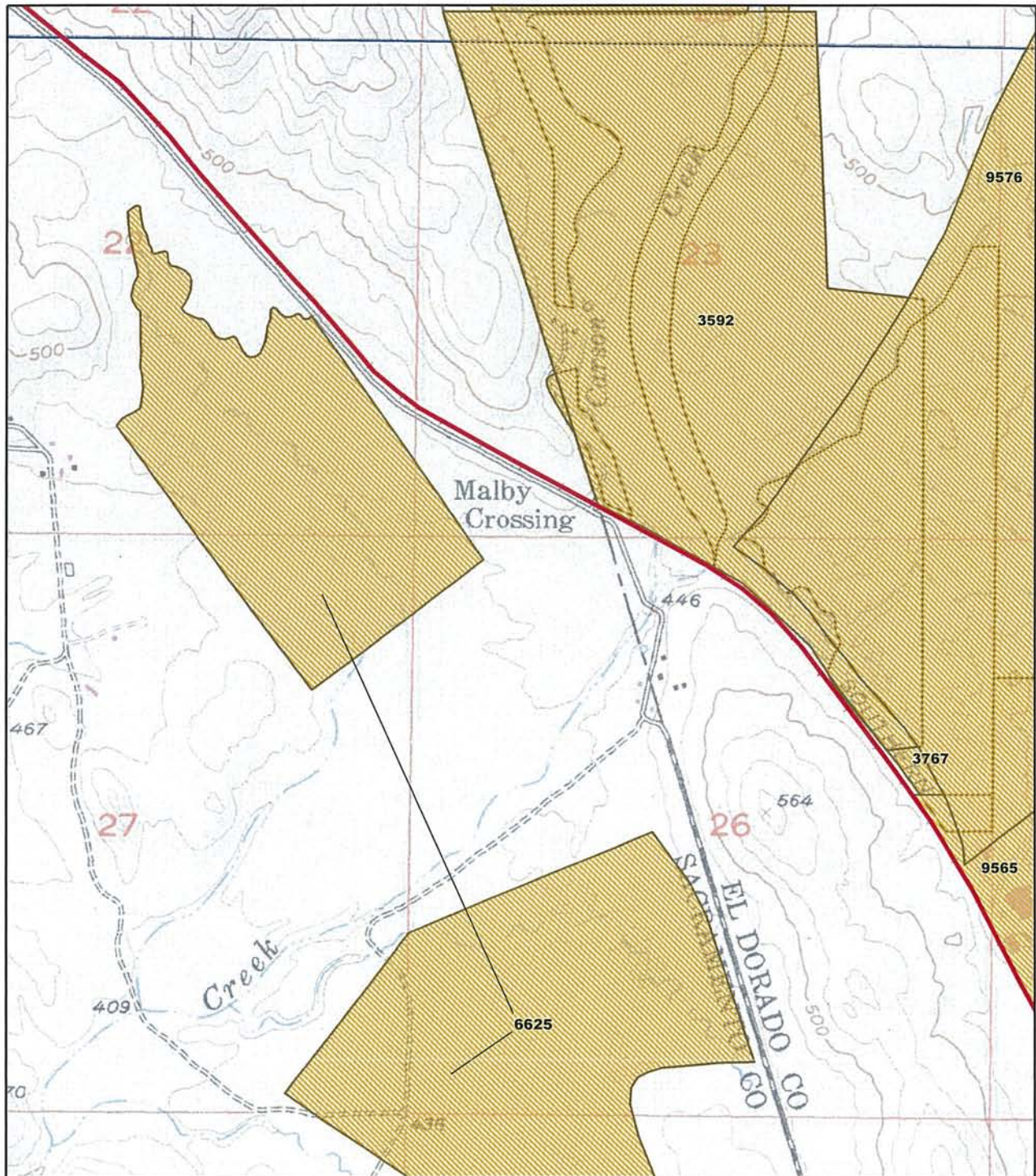
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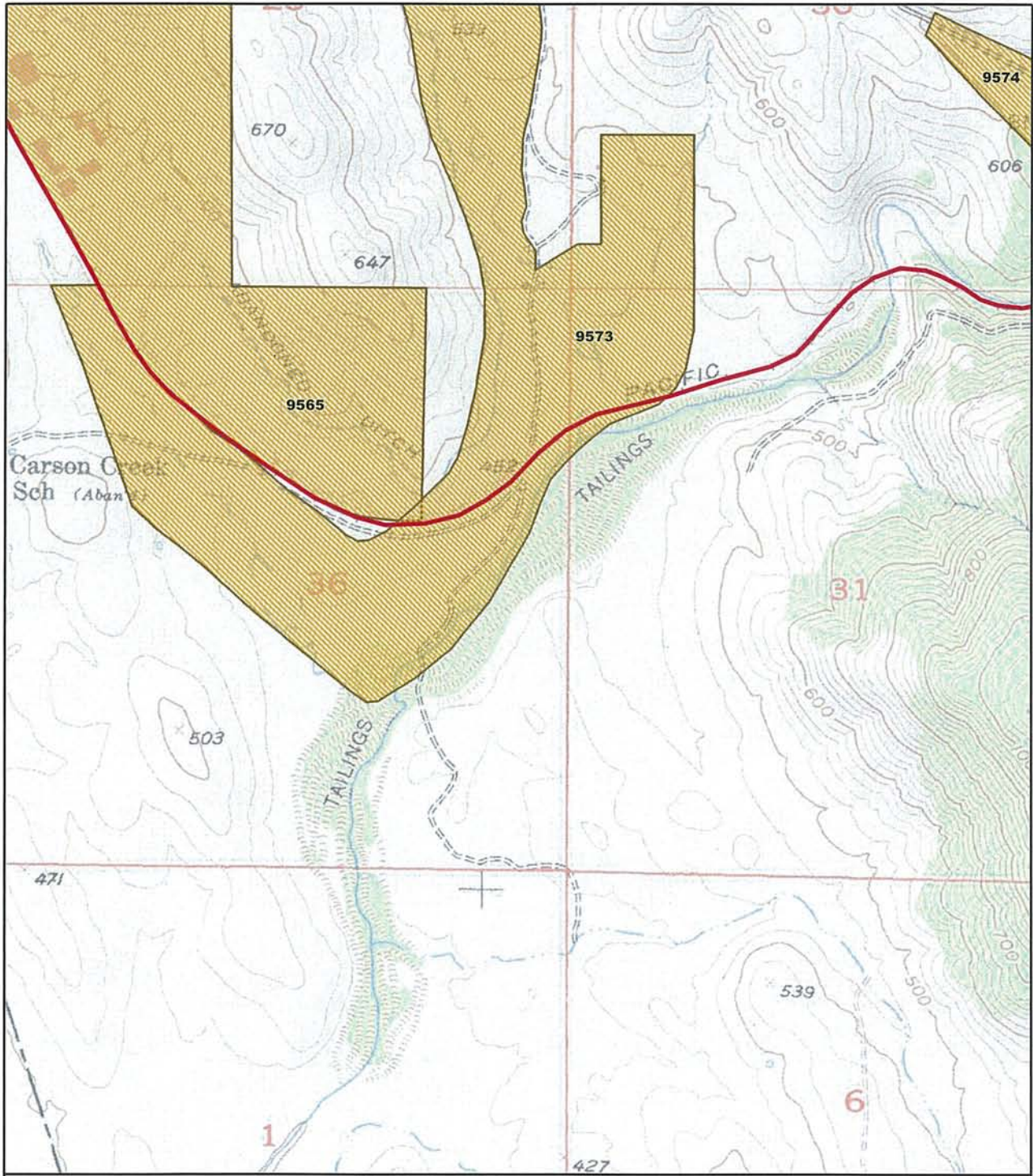
Clarksville, Folsom SE, and Latrobe 7.5' Quadrangle

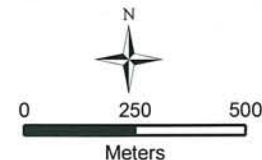
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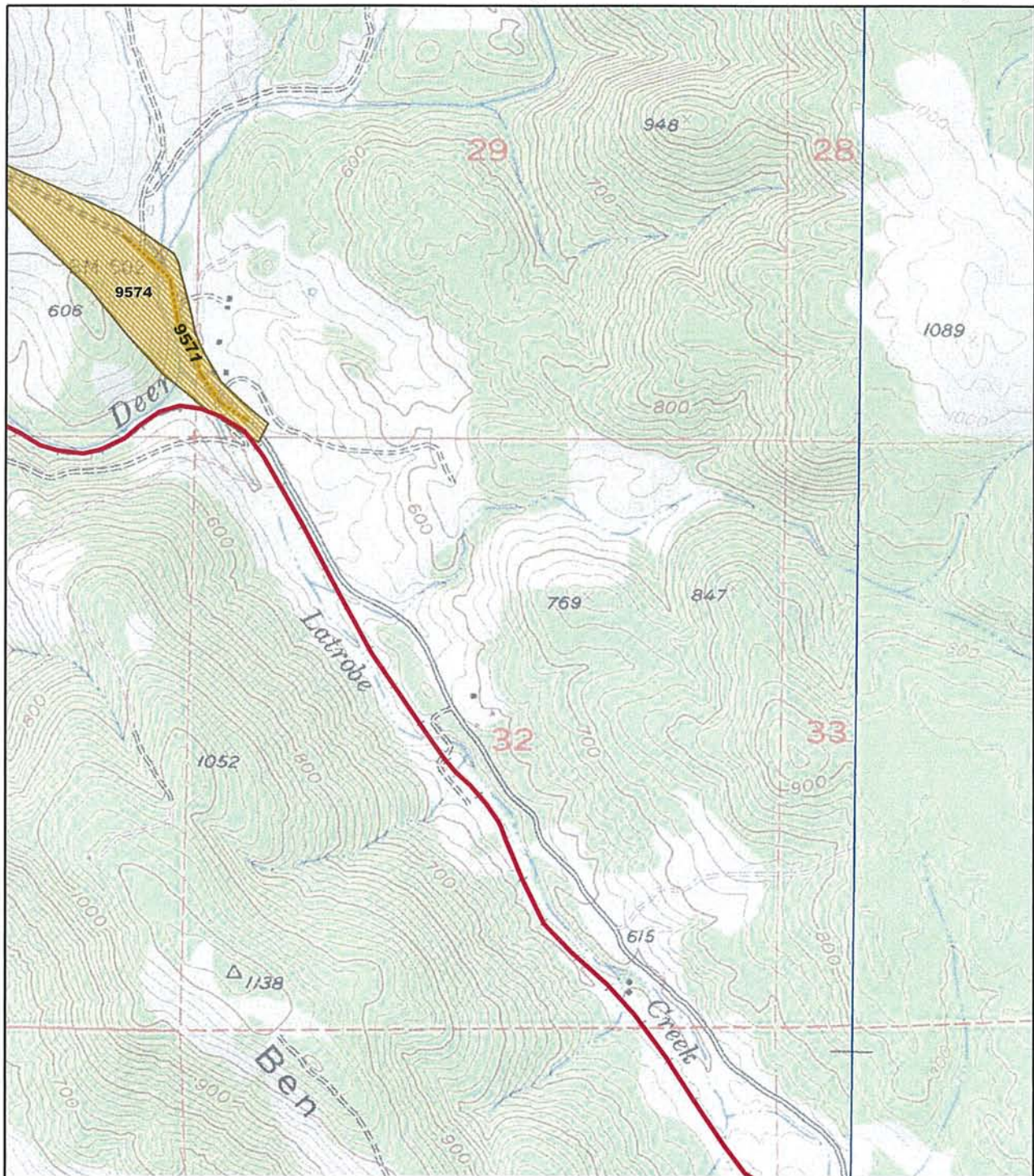
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SPTC MP116 (Iron Point Road) to MP 126.2 (Latrobe Road)



 <p>0 250 500 Meters</p>	<p>North Central Information Center Records Search Results</p> <p>Clarksville, Folsom SE, and Latrobe 7.5' Quadrangle</p> <p>May depict confidential cultural resource locations. Do not redistribute.</p>	<p>Findings:</p> <p>59 resources 26 survey reports</p>
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SPTC MP116 (Iron Point Road) to MP 126.2 (Latrobe Road)



North Central Information Center
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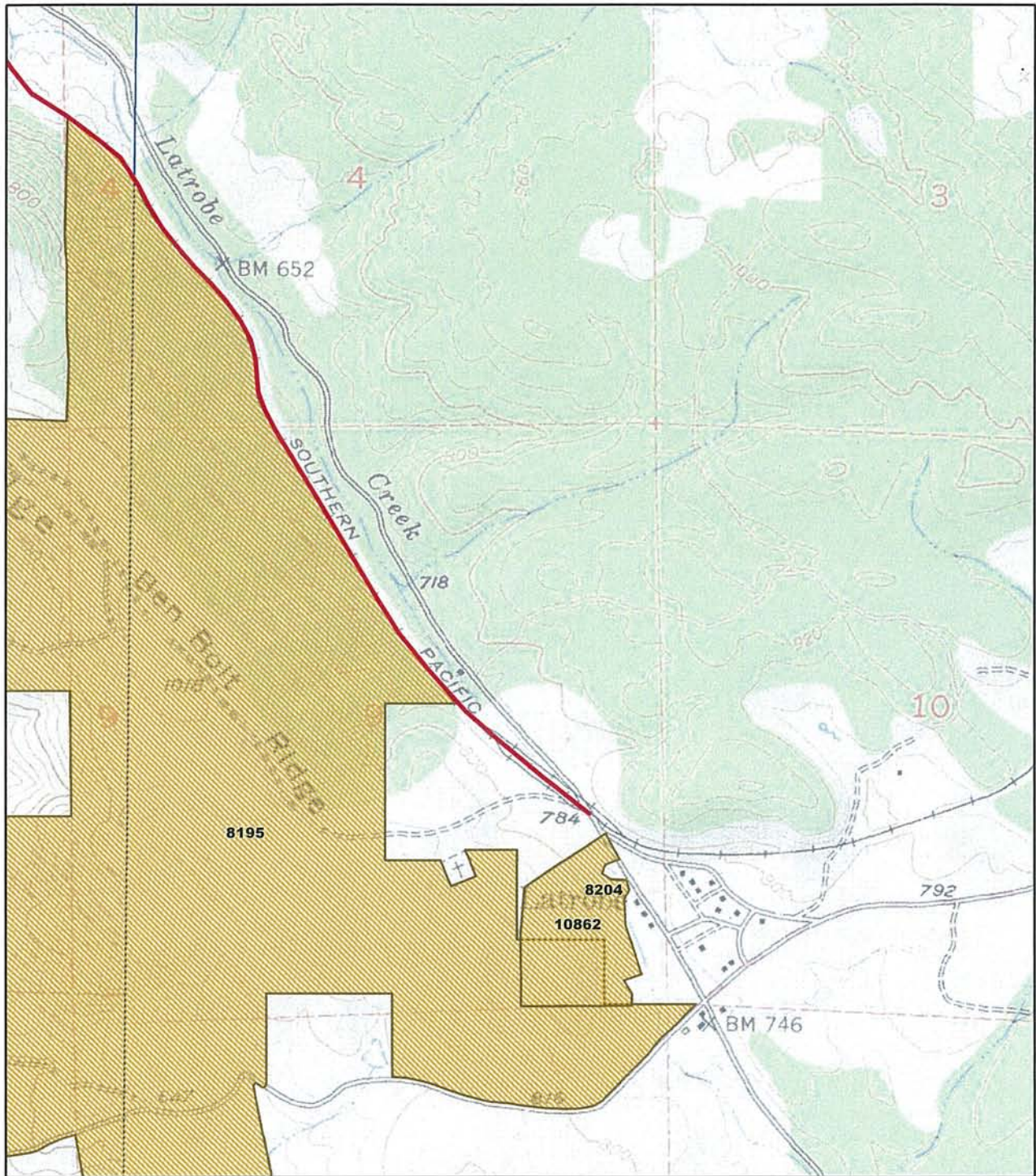
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APPENDIX C: NATIVE AMERICAN COORDINATION

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd.
West Sacramento, CA 95891
(916) 373-3710
Fax (916) 373-5471



December 5, 2014

Ric Windmiller
CONSULTING ARCHAEOLOGIST
2280 Grass Valley Hwy #205
Auburn, CA 95603

3 Pages
FAX: 530-878-0915

RE: Sacramento-Placerville Transportation Corridor Trails project, Sacramento and El Dorado Counties

Mr. Windmiller;

A record search of the sacred land 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 others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. 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 of 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) 373-3713.

Sincerely,

A handwritten signature in cursive script, appearing to read "Debbie Pilas-Treadway".

Debbie Pilas-Treadway
Environmental Specialist III

**Native American Contacts
Sacramento and El Dorado Counties
December 5, 2014**

- | | | | |
|---|---|---|------------------------|
| <p>✓ Rose Enos
15310 Bancroft Road
Auburn, CA 95603
(530) 878-2378</p> | <p>Maidu
Washoe</p> | <p>✓ Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340
Shingle Springs, CA 95682
nfonseca@ssband.org
(530) 676-8010 Office
(530) 676-8033 Fax</p> | <p>Miwok
Maidu</p> |
| <p>✓ April Wallace Moore
19630 Placer Hills Road
Colfax, CA 95713
(530) 637-4279</p> | <p>Nisenan - So Maidu
Konkow
Washoe</p> | <p>✓ Shingle Springs Band of Miwok Indians
Daniel Fonseca, Cultural Resource Director
P.O. Box 1340
Shingle, CA 95682
(530) 676-8010 Office
(530) 676-8033 Fax</p> | <p>Miwok
Maidu</p> |
| <p>✓ Colfax-Todds Valley Consolidated Tribe
Judith Marks
1068 Silverton Circle
Lincoln, Ca 95648
(916) 580-4078</p> | <p>Miwok
Maidu</p> | <p>✓ T' si-Akim Maidu
Eileen Moon, Vice Chairperson
P.O. Box 1246
Grass Valley, CA 95945
(530) 274-7497</p> | <p>Maidu</p> |
| <p>✓ Colfax-Todds Valley Consolidated Tribe
Pamela Cubbler
P.O. Box 734
Foresthill, Ca 95631
(530) 320-3943
(530) 367-2093 home</p> | <p>Miwok
Maidu</p> | <p>✓ T' si-Akim Maidu
Grayson Coney, Cultural Director
P.O. Box 1316
Colfax, CA 95713
akimmaidu@att.net
(530) 383-7234</p> | <p>Maidu</p> |
| <p>✓ Shingle Springs Band of Miwok Indians
Herma Olanio, Vice Chairperson
P.O. Box 1340
Shingle Springs, CA 95682
holanio@ssband.org
(530) 676-8010 Office
(530) 676-8033 Fax</p> | <p>Miwok
Maidu</p> | <p>✓ T' si-Akim Maidu
Don Ryberg, Chairperson
P O Box 1246
Grass Valley, CA 95945
(530) 274-7497</p> | <p>Maidu</p> |

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 Resource Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Sacramento-Placerville Transportation Corridor Trails project, Sacramento and El Dorado Counties

Native American Contacts
Sacramento and El Dorado Counties
December 5, 2014

✓ United Auburn Indian Community of the Auburn Rancheria
Gene Whitehouse, Chairperson
10720 Indian Hill Road Maidu
Auburn CA 95603 Miwok
(530) 883-2390 Office
(530) 883-2380 Fax

✓ United Auburn Indian Community of the Auburn Rancheria
Marcos Guerrero, Tribal Preservation Committee
10720 Indian Hill Road Maidu
Auburn CA 95603 Miwok
mguerrero@auburnrancheria.com
(530) 883-2364 Office
(530) 883-2320 Fax

✓ United Auburn Indian Community of the Auburn Rancheria
Jason Camp, THPO
10720 Indian Hill Road Maidu
Auburn CA 95603 Miwok
jcamp@auburnrancheria.com
(916) 316-3772 Cell
(530) 883-2390
(530) 888-5476 - Fax

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Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

EXAMPLE OF LETTER

January 9, 2015

Mr. Daniel Fonseca
Cultural Resource Director
Shingle Springs Band of Miwok Indians
P.O. Box 1340
Shingle Springs, CA 95682

Re: Sacramento-Placerville Transportation Corridor Trails Project, MP 116-MP 126.2

Dear Mr. Fonseca:

The Sacramento-Placerville Transportation Corridor Joint Powers Authority plans to construct trail(s) within the 100-foot wide corridor centered on the old Sacramento-Placerville Railroad. That portion of the corridor in the current project area begins at the railroad's intersection with Iron Point Road in Folsom and ends at the railroad's intersection with Latrobe Road at Latrobe (see attached map).

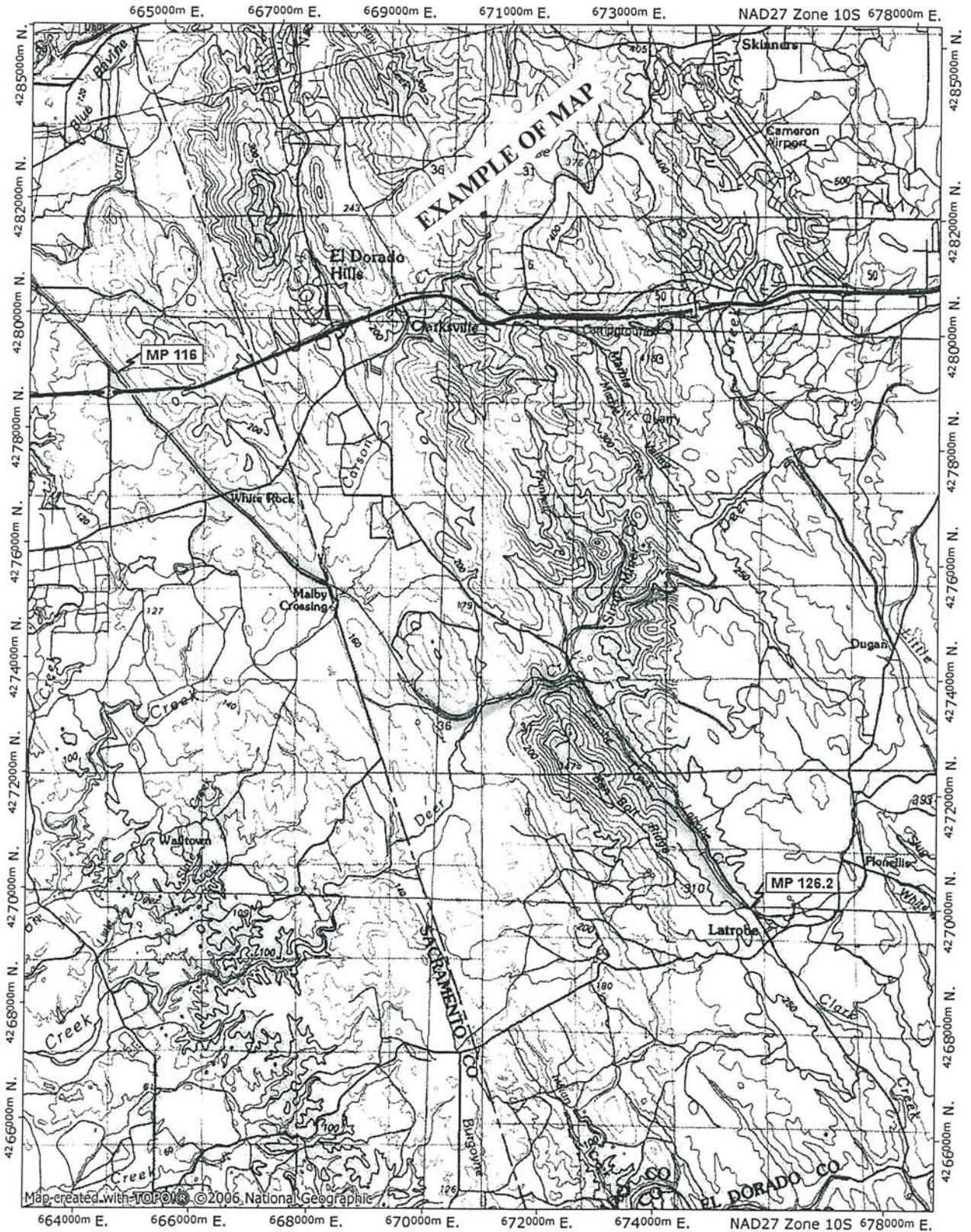
We are conducting research on archaeological resources to meet mitigation measures in a draft program EIR. Permitting from the U.S. Army Corps of Engineers may also be anticipated. The Native American Heritage Commission listed your name as one who may have knowledge of Native American cultural resources in the project area. If you have any information regarding known or suspected sacred, ceremonial or other sites of Native American importance that may be impacted by the proposed project, please contact Cathryn Chatterton at the above address. You may also respond by telephone (530-878-0979), fax (530-878-0915) or email: windmiller-consult@sbcglobal.net. We would appreciate a response at your earliest convenience, if you wish to comment at this time.

Yours sincerely,

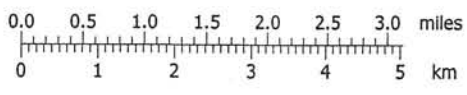


Ric Windmiller
Registered Professional Archaeologist

Enclosure



Map created with TOPO! © 2006 National Geographic



TN MN
14°
01/09/15



SHINGLE SPRINGS RANCHERIA

Shingle Springs Band of Miwok Indians,
Shingle Springs Rancheria
(Verona Tract), California
5281 Honpie Road, Placerville, CA 95667

January 26, 2015

Ric Windmiller
2280 Grass Valley Highway #205
Auburn, CA 95603

Dear Ric Windmiller

The Most likely Descendant, Daniel Fonseca would like to initiate consultation process with you in regard to the Sacramento-Placerville transportation corridor trails project, MP 116-MP 126.2. Among other things, we would like this consultation to address the cultural and historic resource issues, pursuant to the regulations implementing Section 106 of the National Historic Preservation Act.

Prior to meeting we would like to request any and all completed record searches and or surveys that were done in or around the project area up to and including environmental, archaeological and cultural reports.

Please let this letter serve as a formal request for the Shingle Springs Band of Miwok Indians to be added as a consulting party in identifying any Traditional Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE).

Please contact Kara Perry, Administrative Assistant, (530)488-4049 kperry@ssband.org, or Cynthia Franco, Administrative Assistant, cfranco@ssband.org to schedule a consultation meeting pursuant to Section 106 of the NHPA.

Sincerely,

Daniel Fonseca
Cultural Resources Director
Tribal Historic Preservation Officer (THPO)
Most Likely Descendent (MLD)

NATIVE AMERICAN COORDINATION LOG

Name/Affiliation	Date	Comments
Debbie Pilas-Treadway Native American Heritage Commission	12-5-14	Sacred lands file search failed to show presence of Native American cultural resources in the immediate project area (list of contacts enclosed)
Mr. Hermo Olanio Shingle Springs Band of Miwok Indians	1-9-15 2-16-15	Sub-consultant contacted Mr. Olanio by US Mail. No response. Sub-consultant attempted to reach Mr. Olanio by telephone. Call was transferred to voice mail. Sub-consultant left a detailed voice mail message. No response to date.
Ms. Rose Enos	1-9-15 2-6-15	Sub-consultant contacted Ms. Enos by US Mail. No response. Sub-consultant reached Ms. Enos by telephone. Ms. Enos had no knowledge of the area, but expressed concern in the event that burials are found.
Mr. Gene Whitehouse United Auburn Indian Community of the Auburn Rancheria	1-9-15 2-6-15	Sub-consultant contacted Mr. Whitehouse by U.S. Mail. No response. Sub-consultant attempted to reach Mr. Whitehouse by fax. There was no response to date.
Ms. Eileen Moon T'si-Akim Maidu	1-9-15 1-26-15	Sub-consultant contacted Ms. Moon by U.S. Mail. No response; letter was returned to sender. Mr. Grayson Coney responded for the tribe. See comments under "Mr. Grayson Coney."
Mr. Nicholas Fonseca Shingle Springs Band of Miwok Indians	1-9-15 1-26-15	Sub-consultant contacted Mr. Fonseca by U.S. Mail. No response Mr. Daniel Fonseca responded by letter for the tribe. See comments under "Mr. Daniel Fonseca."
Mr. Grayson Coney T'si-Akim Maidu	1-9-15 1-26-15	Sub-consultant contacted Mr. Coney by U.S. Mail. Mr. Coney responded by telephone. He asked if any Native American resources had been discovered. The sub-consultant responded, "none." Mr. Coney indicated he had no concerns regarding the project.
Mr. Marcos Guerrero United Auburn Indian Community of the Auburn Rancheria	1-9-15 2-16-15	Sub-consultant contacted Mr. Guerrero by U.S. Mail. No response. Sub-consultant attempted to elicit a response from Mr. Guerrero by sending another request for comments, this time by FAX. There has been no response to date.

Name/Affiliation	Date	Comments
Ms. April Wallace Moore	1-9-15 2-16-15	Sub-consultant contacted Ms. Moore by U.S. Mail. Sub-consultant followed up with the telephone call to Ms. Moore and left a detailed voice mail message. There has been no response to date.
Mr. Daniel Fonseca Shingle Springs Band of Miwok Indians	1-9-15 1-26-15	Sub-consultant contacted Mr. Fonseca by U.S. Mail. No response. Mr. Fonseca responded by U.S. mail. He asked to initiate consultation to address Native American issues. He asked that the Shingle Springs Band be a consulting party in identifying Native American traditional cultural properties. He also requested copies of studies. His requests were passed along to the consultant in the form of the present technical report.
Ms. Pamela Cubbler Colfax-Todds Valley Consolidated Tribe	1-9-2015 2-16-15	Sub-consultant contacted Ms. Cubbler by U.S. Mail. No response. Sub-consultant attempted to reach Ms. Cubbler by telephone. There was no response. The sub-consultant left a detailed message; no response has been received to date.
Ms. Judith Marks Colfax-Todd's Valley Consolidated Tribe	1-9-15 2-16-15	Sub-consultant contacted Ms. Marks by U.S. Mail. No response. Sub-consultant attempted to reach Ms. Marks by telephone. There was no response. The sub-consultant left a detailed voice mail message. However, there has been no response to date.
Mr. Jason Camp United Auburn Indian Community of the Auburn Rancheria	1-9-15 2-16-15	Sub-consultant contacted Mr. Camp by U.S. Mail. No response. Sub-consultant sent a FAX to Mr. Camp in an additional effort to elicit a response. None has been received to date.
Mr. Don Ryberg T'si-Akim Maidu	1-9-15 2-16-15	Sub-consultant contacted Mr. Ryberg by U.S. Mail. No response. Mr. Grayson Coney responded for the tribe (see response under "Mr. Grayson Coney.").

APPENDIX C: CONFIDENTIAL LOCATION OF CULTURAL RESOURCES

This appendix contains information on the specific location of archaeological resources. This information is not for publication or release to the general public. It is for planning, management and research purposes only. Information on the locations of prehistoric and historic sites are exempted from the California Freedom of Information Act, as specified in Government Code §6254.10.

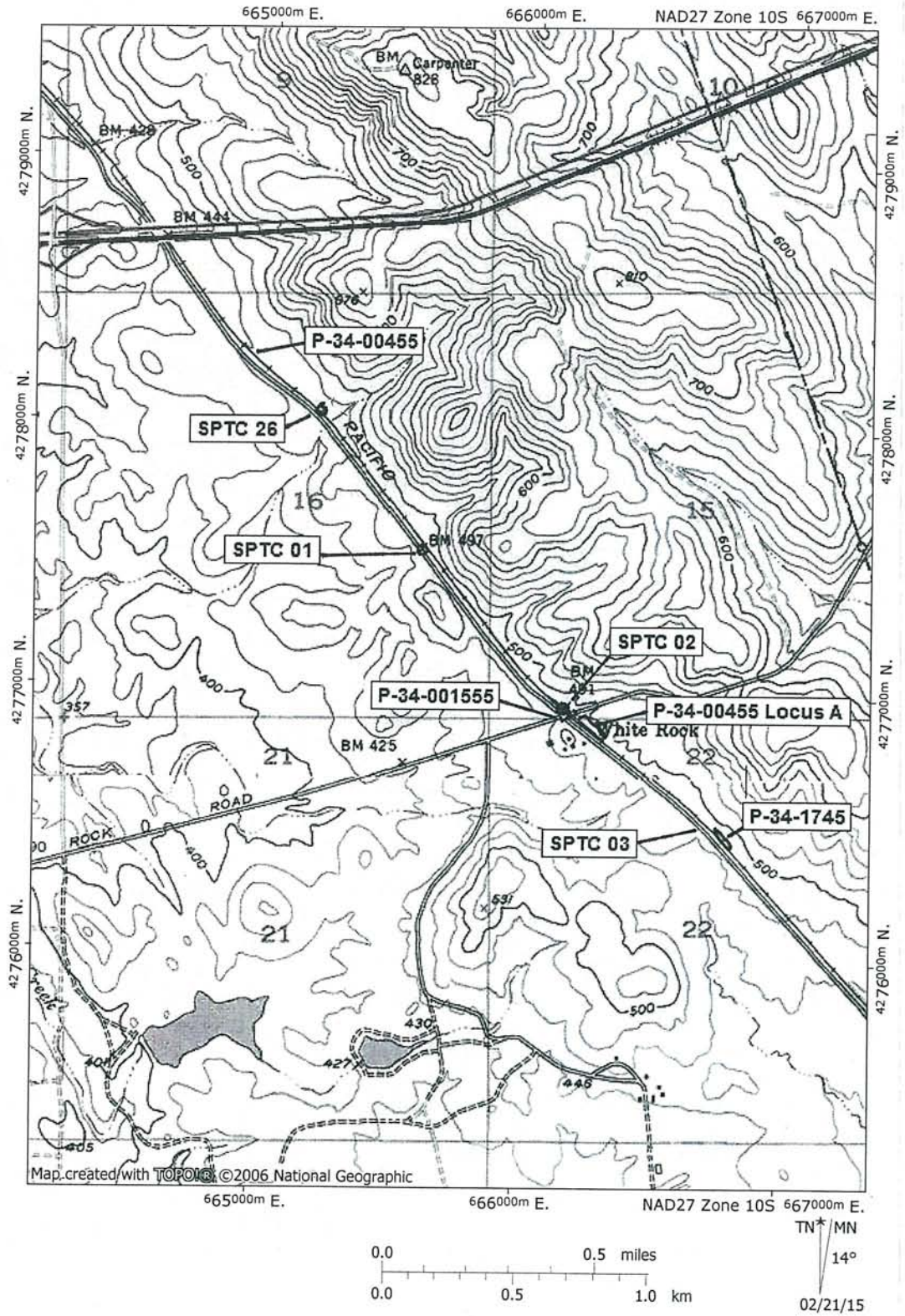


Figure 18. Confidential location of cultural resources.

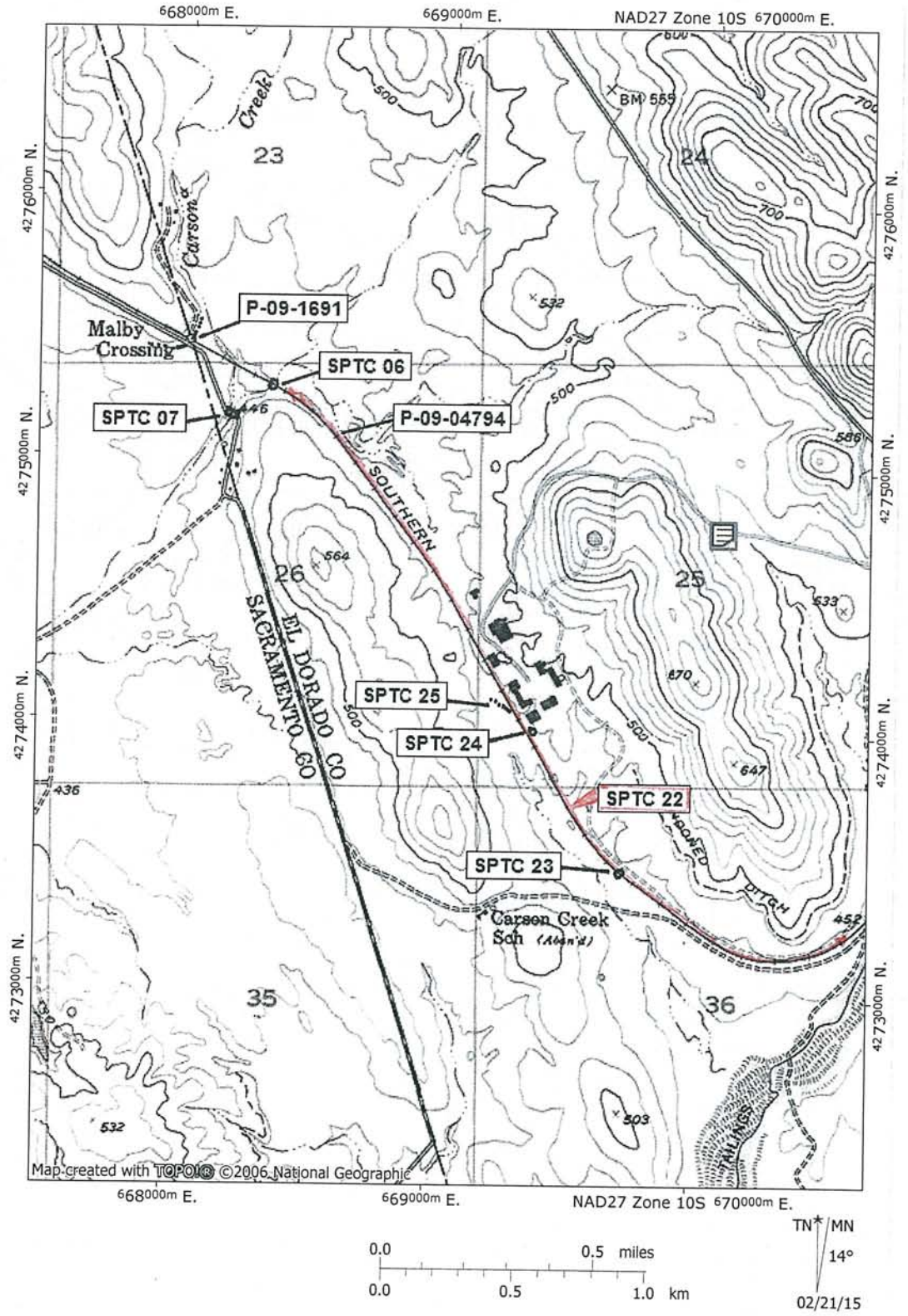


Figure 19. Confidential location of cultural resources.

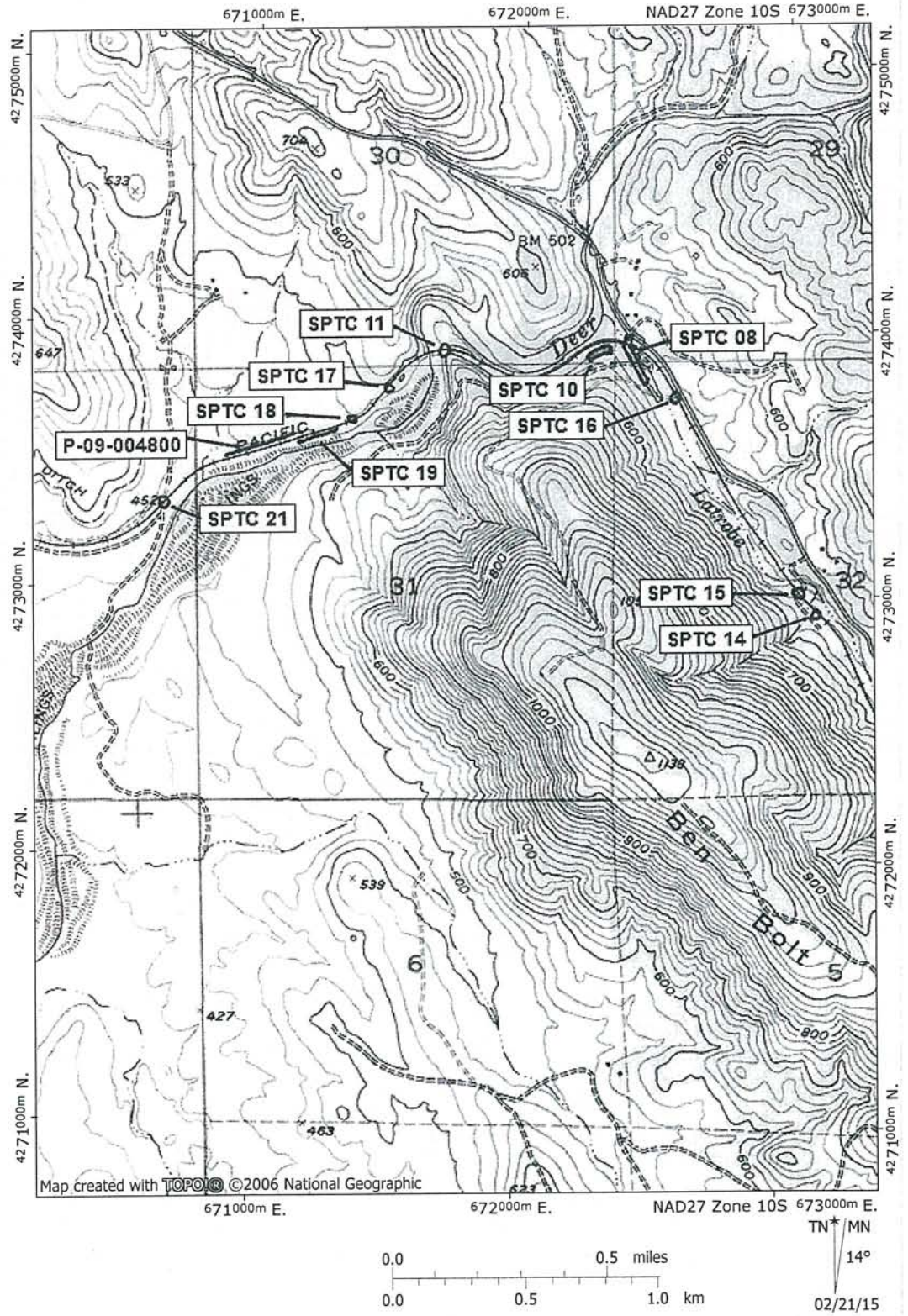


Figure 20. Confidential location of cultural resources.

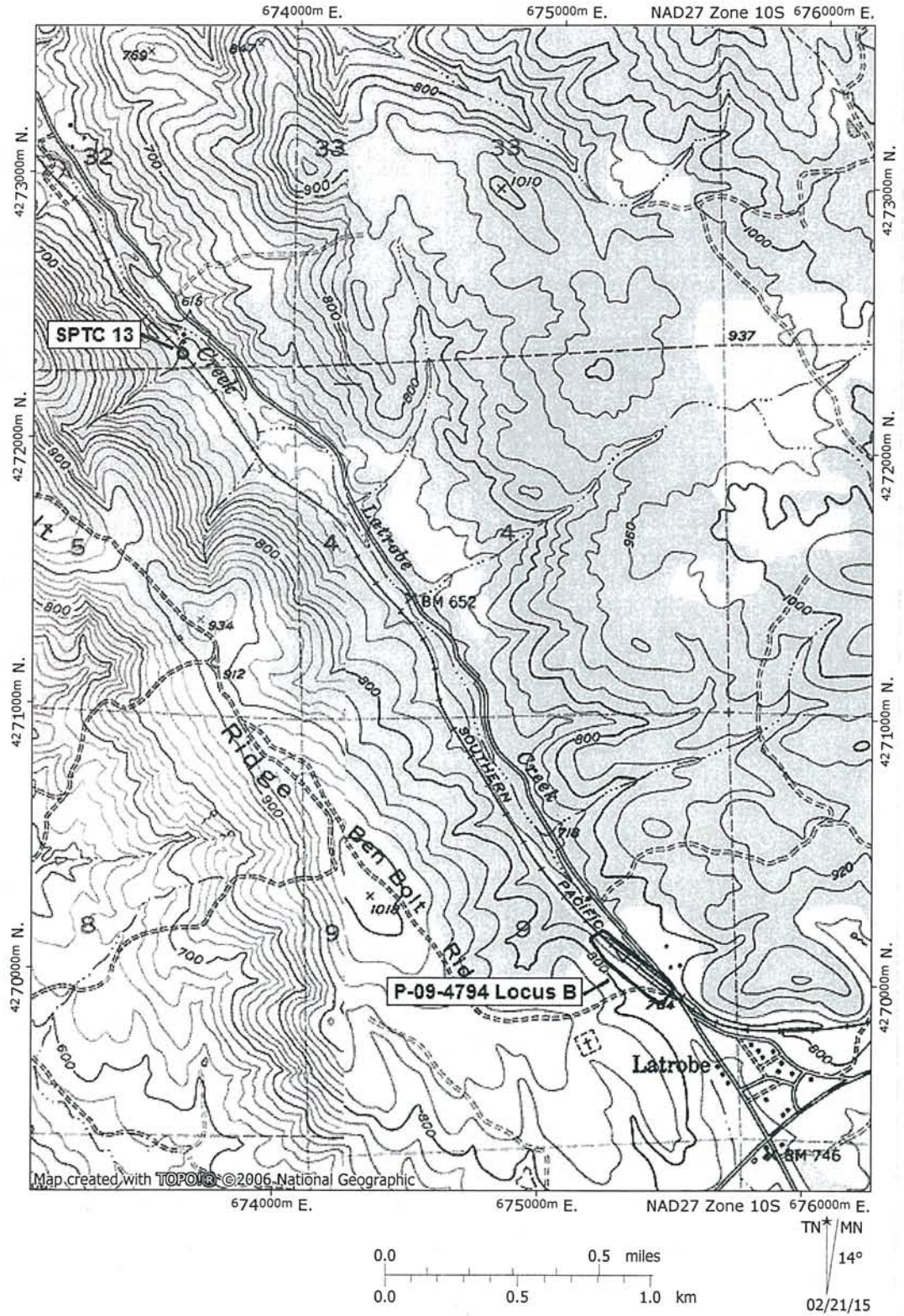


Figure 21. Confidential location of cultural resources.

APPENDIX E: CONFIDENTIAL RECORD FORMS

This appendix contains information on the specific location of archaeological resources. This information is not for publication or release to the general public. It is for planning, management and research purposes only. Information on the locations of prehistoric and historic sites are exempted from the California Freedom of Information Act, as specified in Government Code §6254.10.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015 Continuation Update

This record serves as an update to a 9-mile segment of P-9-004794 (also known as P-34-00455), the 22 mile long Placerville and Sacramento Valley Rail Road. This resource has been recorded multiple times at many locations under multiple designations. A portion within our current survey corridor was first recorded in 1995 by Dana E. Supernowicz of Historic Resource Associates in 1994. The original record described only the southern 1.2-mile portion of the railroad segment within our current survey corridor. It was described as a standerd gauge railroad with five identified culverts. With the exception of the grade, many of the rails, ties, culverts and other features have been replaced within the last 125 years. The resource was described as in good condition.

In 2012, S. Pappas and D. Quivey updated a 1.5 mile section of the railroad from Highway 50 to White Rock Station under the designation P-34-00455. They described it as in good to fair condition and concurred with the previous records.

The current survey found the previously recorded sections in the same condition, and the archaeologists are in concurrence with the findings of the previous records. During the current 9-mile inventory, 91 features and two loci were identified. Descriptions and photos of these features and loci are on the attached continuation sheets.



Photo at mile post 116 from US HWY 50 undercrossing.
Facing N. Frame 3298



Overview of railroad near feature 31. Facing NW. Frame 3357.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 1: This feature is a concrete capped corrugated metal culvert. Facing E. Frame 3297.



Feature 2: This feature is a concrete capped culvert. Facing SE. Frame 3299.



Feature 3: This feature is a sawed-off 8x8 redwood post 45 feet east of the railroad centerline. Facing SW. Frame 3301.



Feature 4: This feature is a timber culvert. Facing W. Frame 3302.



Feature 5: This feature is a concrete culvert "1910".
Facing E. Frame 3303.



Feature 6: This feature is rock and steel pipe culvert.
Facing W. Frame 3305.



Feature 7: This feature is 8x8 redwood posts on a berm.
Facing W. Frame 3308.



Feature 9: This feature is a corrugated steel culvert surrounded by rock. Facing north



Feature 10: This feature is a USS copper steel corrugated culvert with "6/2/83" stamped on it.



Feature 11: This feature is a wooden culvert constructed of railroad ties with erosion control of railroad ties above. Facing South. Frame 3314.



Feature 12: This feature is a poured concrete culvert. Facing NNW. Frame 3316.



Feature 13: This feature is a concrete default detector box with attached wiring in background, and plastic sheathed wiring attached to the railroad track. There are wire nails and wood at the bottom of the box. Facing N. Frame 3317.



Feature 14: This feature is a copper steel corrugated metal culvert surrounded by rocks with mortar between the rocks and over the pipe itself. Facing SW. Frame 3319.



Feature 15: This feature is a brown glazed ceramic culvert surrounded by brick. Facing WSW. Frame 3320.



Feature 16: This feature is a poured concrete culvert with a date of "1910" stamped into the face of the concrete. Facing S. Frame 3321.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 17: This feature is a train signal light. Facing SW. Frame 3324.



Feature 18: This feature is a concrete foundation and distribution pole for an electrical signal. Facing SW. Frame 3325



Feature 19: This feature is a box containing electrical signal reader. Facing N. Frame 3326.



Feature 20: This feature is an electric box with a modern solar panel attached. Facing NW. Frame 3327.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 21: This feature is the crossing guard at White Rock Road. Facing S. Frame 3323.



Feature 22: This feature is a metal culvert inside a poured concrete case. Facing N. Frame 3329.



Feature 23: This is a copper steel galvanized culvert. Facing W. Frame 3331.



Feature 24: This feature is a culvert of brick encased in mortar surrounding a brown glazed ceramic culvert with "...LINCOLN, CA" stamped on the mouth of the ceramic. Facing S. Frame 3332.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 25: This feature is a wooden culvert surrounded by brick. Facing S. Frame 3336.



Feature 26: This feature is a poured concrete culvert with a date of "1910" stamped onto the face of the concrete. Facing S. Frame 3338.



Feature 27: This feature is a wooden culvert and an absent culvert separated by a concrete diversion. Facing W. Frame 3347.



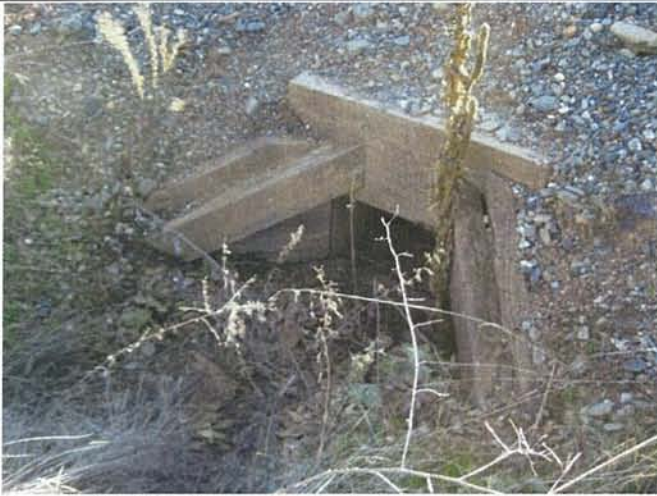
Feature 28: This feature is a large square wooden culvert. Facing S. Frame 3349.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 29: This feature is a Small square wooden culvert. Facing S. Frame 3351.



Feature 30: This feature is a concrete cylindrical culvert. Facing E. Frame 3353.



Feature 31: This feature is a square wooden culvert with fragments of clay pipe adjacent to it. Facing E. Frame 3356.



Feaure 32: This feature is a hexagonal railroad sign of metal. Unknown purpose. Facing N. Frame 3359.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 33: This feature is a square wooden culvert. Facing W. Frame 3360.



Feature 34: This feature is a poured concrete arched culvert. Facing N. Frame 3389.



Feature 35: This feature is a large kidney shaped borrow pit for the railroad. It is 36 feet wide south east to north west, and 63 feet long south west to north east. Facing E. Frame 3390.



Feature 36: This is a large kidney shaped borrow pit for the railroad. It is 27 feet wide south east to north west, and 75 feet long south west to north east. Facing E. Frame 3392.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 37: This feature is a vertically embedded wooden post with wire nails, it is 6 inches in diameter at base height, but tapers thinner towards the top. There are at least two more non-embedded similar posts lying at the base of the berm slope below the railroad in the same vicinity. Facing NNW. Frame 3394.



Feature 38: This feature is a wooden de-railer track at which hand cars come off the track. It is comprised of one set of parallel embedded railroad ties in between the tracks themselves that are nine feet long, and two parallel embedded railroad ties 5 feet apart coming jutting out from the track for 14 feet. Facing ESE. Frame 3396.



Feature 39: This feature is comprised of a pile of creosote soaked railroad associated wooden material with large metal bolts attached. Facing NE. Frame 3408.



Feature 40: This feature is a corrugated metal culvert. Facing W. Frame 3409.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 41: This feature is a square greenstone culvert.
Facing E. Frame 3410.



Feature 42: This feature is a square greenstone culvert.
Facing ESE. Frame 3411.



Feature 43: This feature is a square greenstone culvert.
Facing N. Frame 3412.



Feature 44: This feature is a greenstone and concrete sandbag culvert.
Facing NE. Frame 3413.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 45: This feature is a stacked greenstone culvert. Facing ESE. Frame 3314.



Feature 46: This feature is a large stacked greenstone culvert. Facing NE. Frame 3415.



Feature 47: This feature is a large, stacked greenstone culvert. Facing NE. Frame 3416.



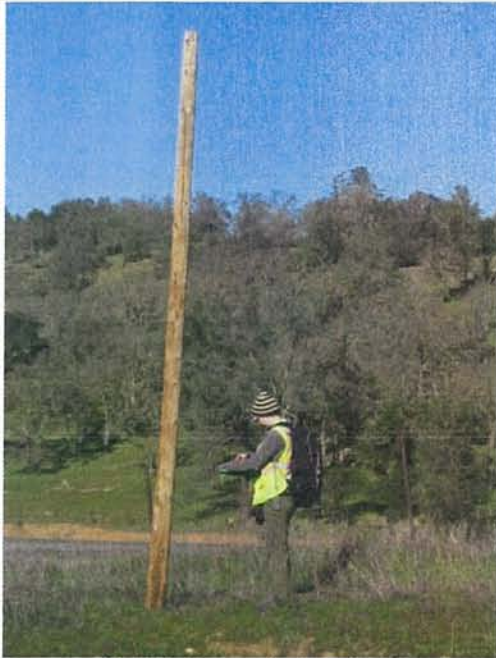
Feature 48: This feature is a rectangular stacked greenstone culvert. Facing NE. Frame 3417.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 49: This feature is a vertically embedded wooden post, 6 inches in diameter at breast height, but tapers thinner towards the top. Facing NNE. Frame 3418.



Feature 50: This feature is a vertically embedded wooden post, 6 inches in diameter and 4 feet tall with fence staples in the wood. Facing N. Frame 3419.



Feature 51: Large rectangular stacked greenstone culvert. Facing N. Frame 3420.



Feature 52: This feature is a vertical wooden post with 3 wire nails in the wood. It is 6 inches diameter at breast height. Facing N. Frame 3421.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 53: This feature is a small square stacked greenstone culvert. Facing SE. Frame 3422.



Feature 54: This feature is a very small wooden culvert. Facing E. Frame 3423.



Feature 55: This feature is a stacked greenstone culvert. Facing N. Frame 3327.



Feature 56: This feature is a greenstone culvert. Facing N. Frame 3430.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 57: This feature is a stacked greenstone culvert with multiple courses of greenstone stacked on top. Facing N. Frame 3432.



Feature 58: This feature is a greenstone culvert with multiple courses of greenstone stacked on top. Facing N. Frame 3433.



Feature 59: This feature is a very small greenstone culvert. Facing NE. Frame 3434.



Feature 60: This feature is a stacked greenstone culvert. Facing N. Frame 3435.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 61: This feature is a concrete and wooden culvert. Facing N. Frame 3438.



Feature 62: This feature is a very large corrugated metal culvert with cement sandbag support. Facing NE. Frame 3441.



Feature 63: This feature is a double corrugated metal culvert. Facing NE. Frame 3443.



Feature 64: This feature is a double corrugated metal culvert with concrete sandbags. Facing N. Frame 3444.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 65: This feature is a corrugated metal culvert encased in mortared courses of angular rocks. Facing NE. Frame 3445.



Feature 66: This feature is an anchor point drilled into a local boulder. Facing NNW. Frame 3453.



Feature 67: This feature is a tiny collapsed culvert. Facing SSE. Frame 3454.



Feature 68: This feature is a stone culvert. Facing S. Frame 3457.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 69: This feature is an old railroad sign of unknown purpose. Plan. Frame 3461.



Feature 70: This feature is a concrete culvert with a round opening. Facing S. Frame 3469.



Feature 71: This feature is a poured concrete culvert. Facing SW. Frame 3470.



Feature 72: This feature is a small square wooden culvert. Facing WSW. Frame 3471.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 73: This feature is a corrugated metal culvert. Facing SW. Frame 3472.



Feature 74: This feature is a corrugated metal culvert with railroad ties above for erosion control. Facing W. Frame 3474.



Feature 75: This feature is a greenstone culvert with railroad ties. Facing N. Frame 3475.



Feature 76: This feature is a corrugated metal culvert. Facing N. Frame 3476.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 77: This feature is an old railroad sign with bullet holes through it that says "5". Facing S. Frame 3477.



Feature 78: This feature is a stacked greenstone culvert. Facing NW. Frame 3478.



Feature 79: This feature is poured concrete culvert. Facing NW. Frame 3479.



Feature 80: This feature is a stone culvert. Facing E. Frame 3482.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 81: This feature is a wooden culvert. Facing N. Frame 3484.



Feature 82: This feature is a shallow greenstone culvert. Facing N. Frame 3485.



Feature 83: This feature is a shallow wooden culvert. Facing E. Frame 3487.



Feature 84: This feature is a clay culvert surrounded by brick and mortar. Facing ENE. Frame 3491.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 85: This feature is stacked greenstone surrounded an iron pipe culvert. Facing E. Frame 3493.



Feature 86: This feature is a burnt out wooden culvert. Facing ENE. Frame 3494.



Feature 87: This feature is fieldstone and loose mortar around a corrugated metal culvert. Facing ENE. Frame 3495.



Feature 88: Bridge #07 unnamed creek bridge. This feature is an open deck timber stringer span bridge without walkways on reinforced poured concrete abutments, built in 1904. Track ties of 7 inches x 9 inches x 8 feet rest directly atop the stringers and support in turn tie plates and the two running rails. The track is of conventional bolted rail construction. It is 8 feet wide and 15.5 feet long. Photo facing SSW. Frame 3463.



Feature 89: Bridge #08 Deer Creek Bridge. This feature is an historic era bridge built in 1913. It is constructed of two simple span steel plate girders with an open timber deck and steel open grate walkways on reinforced concrete abutments. Track ties of 10 inches x 12 inches x 10 feet rest directly atop the steel stringers and support in turn tie plates and the two running rails. The track is of conventional bolted rail construction. Stone masonry wing walls protect the upstream and downstream ends of both abutments. It is 72.5 feet long and 16 feet wide. Photo facing W. Frame 3400.



Feature 90: Bridge #9 Deer Creek Bridge. This feature is an open deck timber stringer span without walkways on a stone masonry struted abutments. Trackties of 7 inches x 9 inches x 8 feet rest directly atop the stringers and support in turn tie plates and the two running rails and 3x8 timber gaurds. Timber 12x12 struts and ledgers brace each abutment breast wall. It is 20.8 feet long and 7.5 feet wide. Photo facing NW, frame 3382.



Feature 91: This feature is a concrete bridge 134 feet long and 17 feet wide with a 2.5 foot wide concrete foot path on either side, and a railing made of 3.5 foot tall metal posts strung through with thick wire. It has 4 concrete piers and is supported by concrete abutments. Photo facing NW. Frame 3364.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update

Locus A: White Rock Station

Locus A is the site of the Placerville and Sacramento Valley Rail Road's White Rock Station. The land is overgrown with seasonal and native grasses and appears derelict. The area is part of a flat valley, open aspect, just downhill from the white rock outcrop. The area measures 370 feet E/W and 120 feet N/S. It currently has seemingly random piles of cut fieldstone and various types of boulders strewn across the land in no discernable pattern. A portion of the land is paved in the NE corner of the property, and much of the site appears to have once been covered with gravel.

Adjacent to the tracks, there are intermittently placed vertical railroad ties, some with barbed wire attached, and many concrete fragments falling down the berm. The center of the locus is sparse except for various rocks, boulders, a pile of railroad ties, and some pallets. On the eastern edge of the locus, there is a gravel driveway which spurs off from Payen Road and enters the site through a wooden gate constructed of railroad ties and modern material.

The eastern half of the site has the remains of structures of unknown purpose. There is a single palm tree and a few patches of daffodils. There is a man-made pool of relatively modern materials such as blue tarps and carpet fragments surrounded by various tiers of rip-rap and stone. It is of haphazard construction and measures 20 feet E/W x 15 feet N/S and approx. 4 feet deep.

West of the palm tree and the terminus of the gravel driveway is the remains of what was possibly a house, evidenced by piles of brick and mortar rubble surrounding two oval depressions (approx. 9 feet x 5 feet x 2 feet deep), overgrown with local vegetation, daffodils, and two unknown leafless trees. Directly 10 feet SW of this is a shallow square poured concrete cistern (3.5 feet squared) with T-steaks on each of the four corners, protruding 1 foot from the ground.

North of our current survey corridor there is a corral that is likely part of the original station. It is constructed of railroad ties and modern materials.

Locus A is in overall poor condition. Impacts include movement of original material, general dereliction, modern dumping events (rock piles), overgrowth of vegetation, and modern trash.



Manmade pool . Photo facing W. Frame 3342.



Possible house site. Photo facing E. Frame 3343.



Cistern. Photo facing E. Frame 3344.



Overview of gravel driveway. Photo facing W. Frame 3345.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

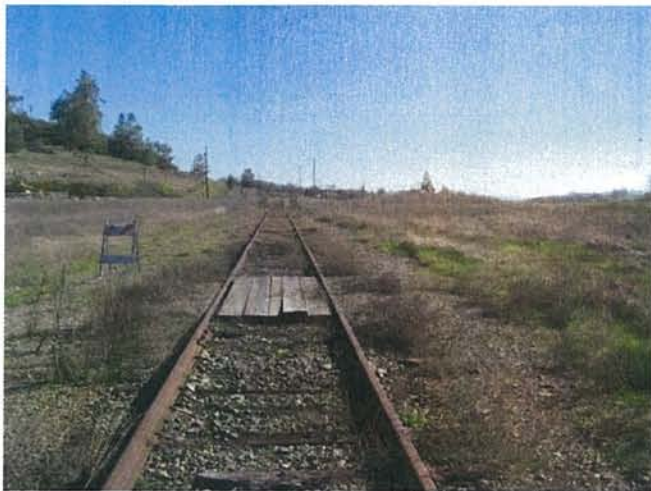
Continuation

Update

Locus B: Latrobe Station

Locus A is the site of the Placerville and Sacramento Valley's Latrobe Station. It is located on a bare swath of grassland with a 0-5 degree northerly trending slope. The area is heavily disturbed, and the only visible evidence of the station is an earthen mound between the railroad tracks and the dirt access road. The mound is overgrown with vegetation and although it is earthen in appearance, there are items of historic era refuse and rubble within it. These include large wire rope fragments, ferrous metal pipe fragments, flat banded metal fragments, rubble from concrete and asphalt, unembedded footing of square concrete, ceramic pipe fragments, and gravel. The mound itself is 100 feet NW/SE and 49 feet NE/SW, but the scattered concrete and asphalt refuse continues southwards, scattered along the berm of Latrobe Road.

The only other evidence that may have been associated with the station is a siding bed along the north side of the tracks, and 180 feet northwest of the mound, there is a pile of corrugated and uncorrugated rusted sheet metal and hogwire. The locus is in poor condition.



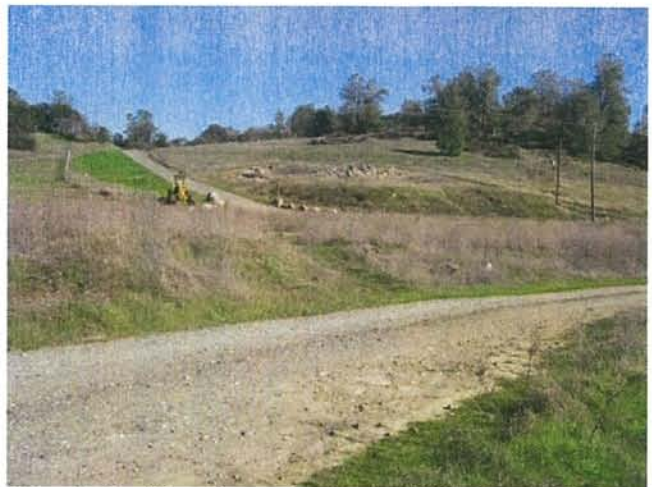
Modern derailer and mound. Facing SE. Frame 3403.



Siding bed on the N side of the track. Facing SE. Frame 3404.



Mound site of Latrobe Station. Facing N. Frame 3405.



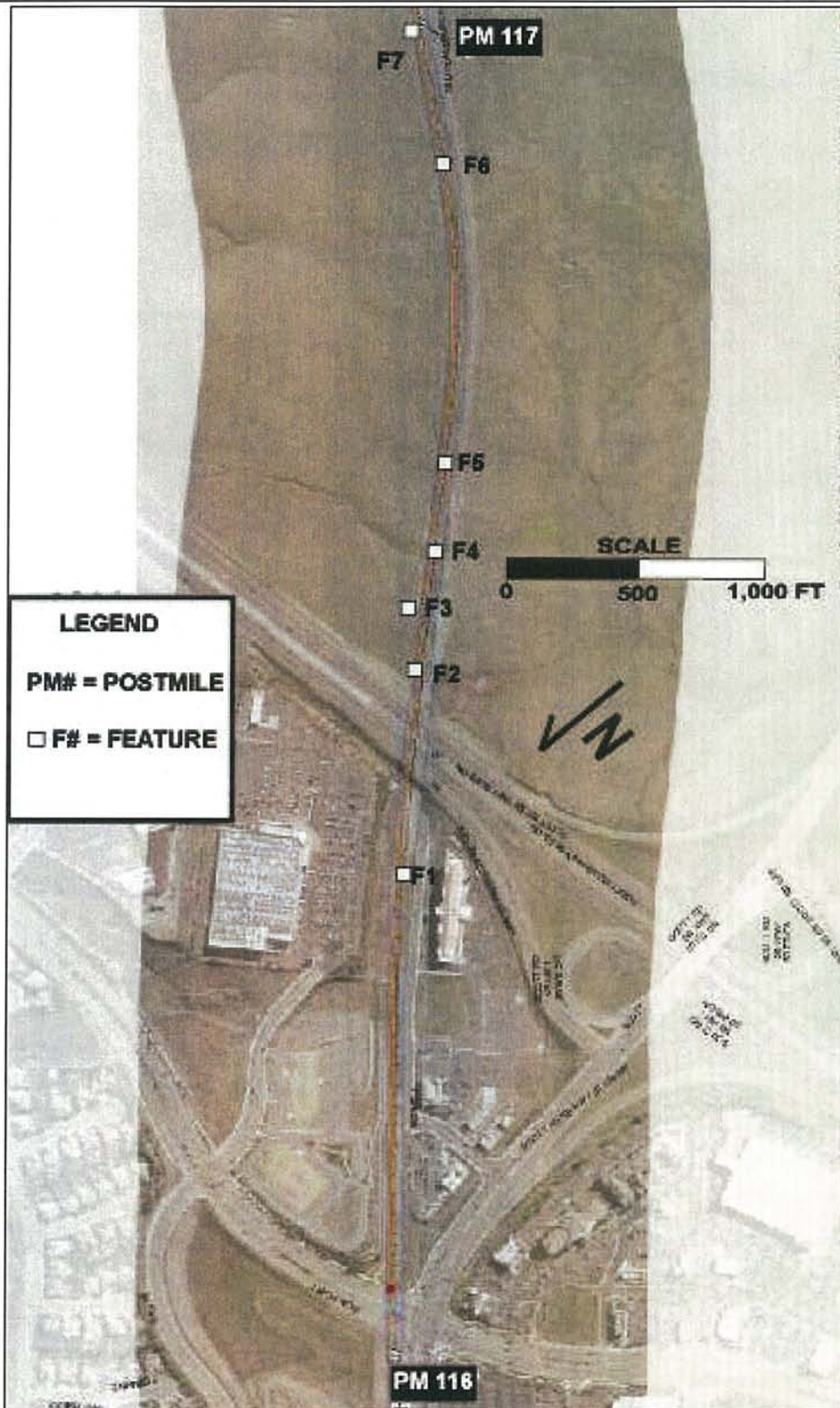
Mound site of Latrobe station. Facing NNE. Frame 3406.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

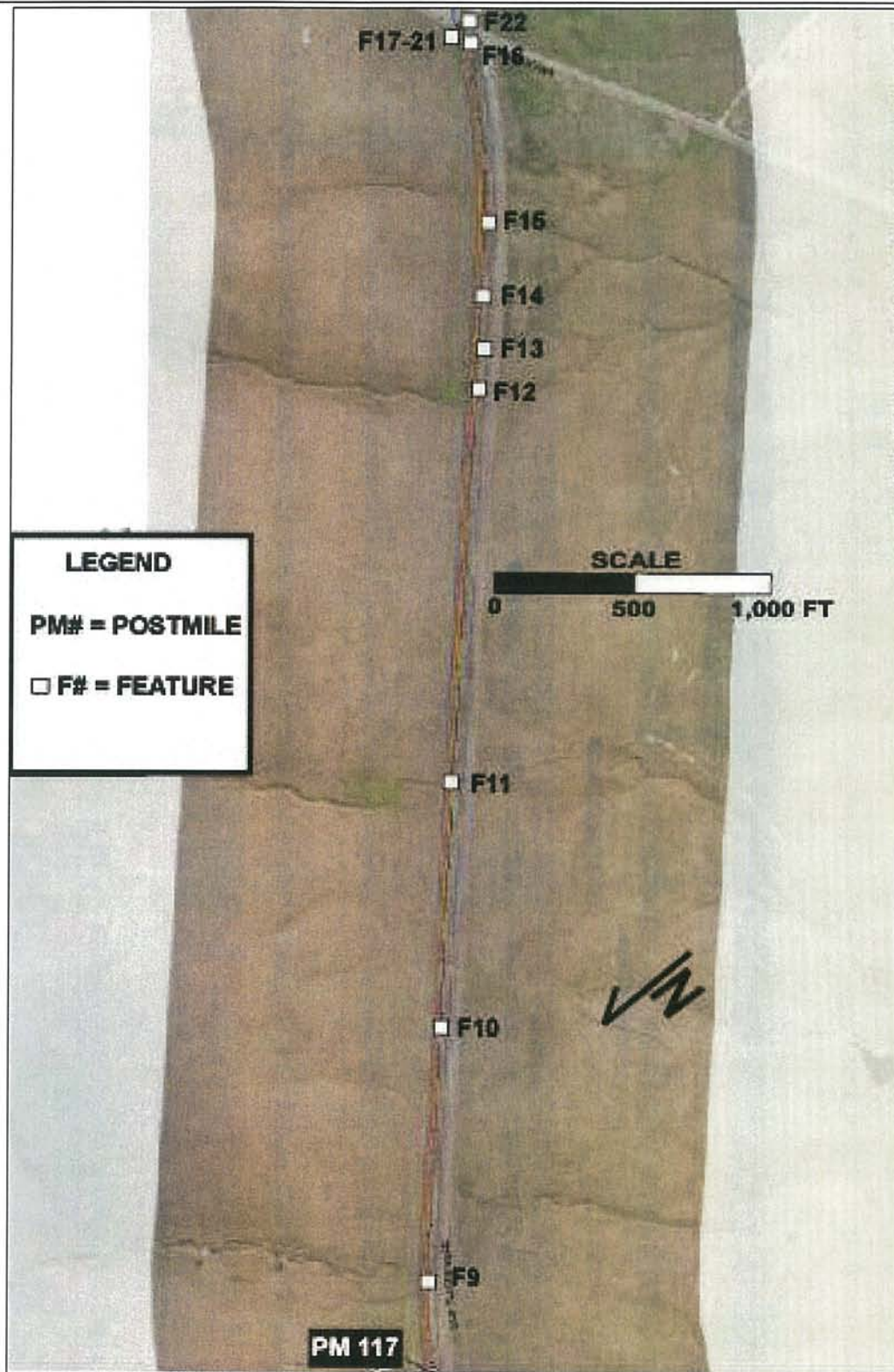
*Date: January 27, 2015

Continuation

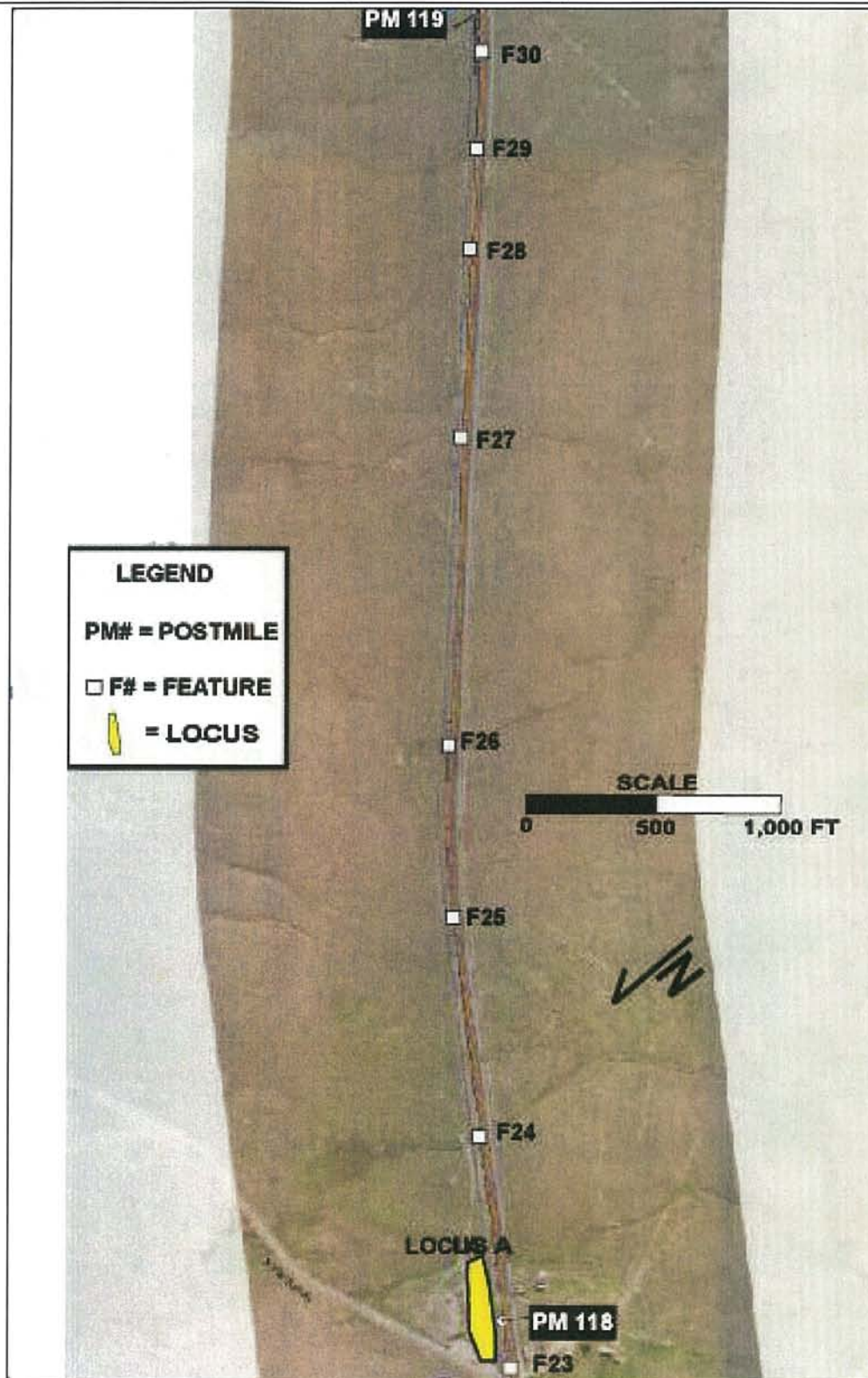
Update



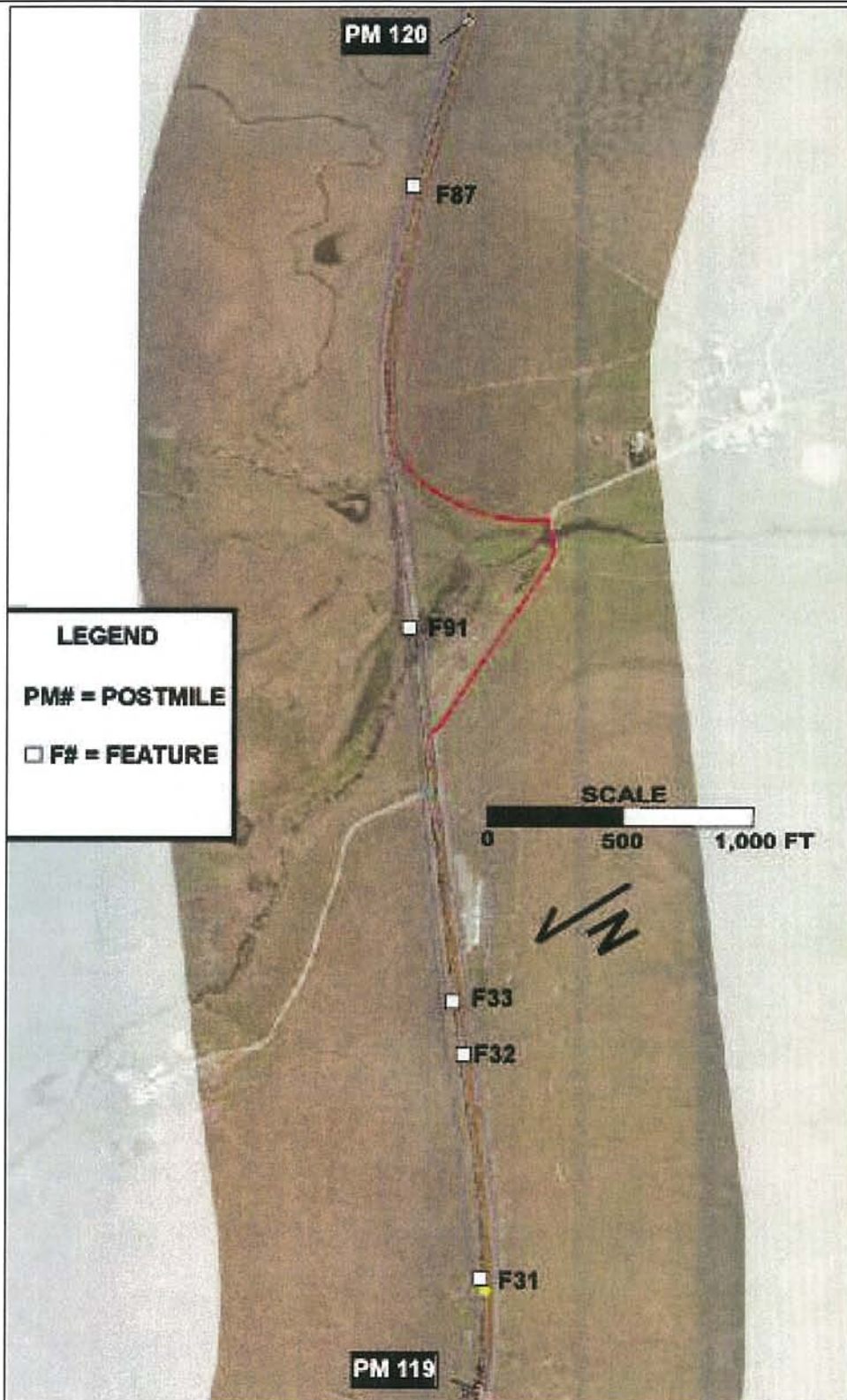
P&SVRR Feature map, Postmile 116 – 117.



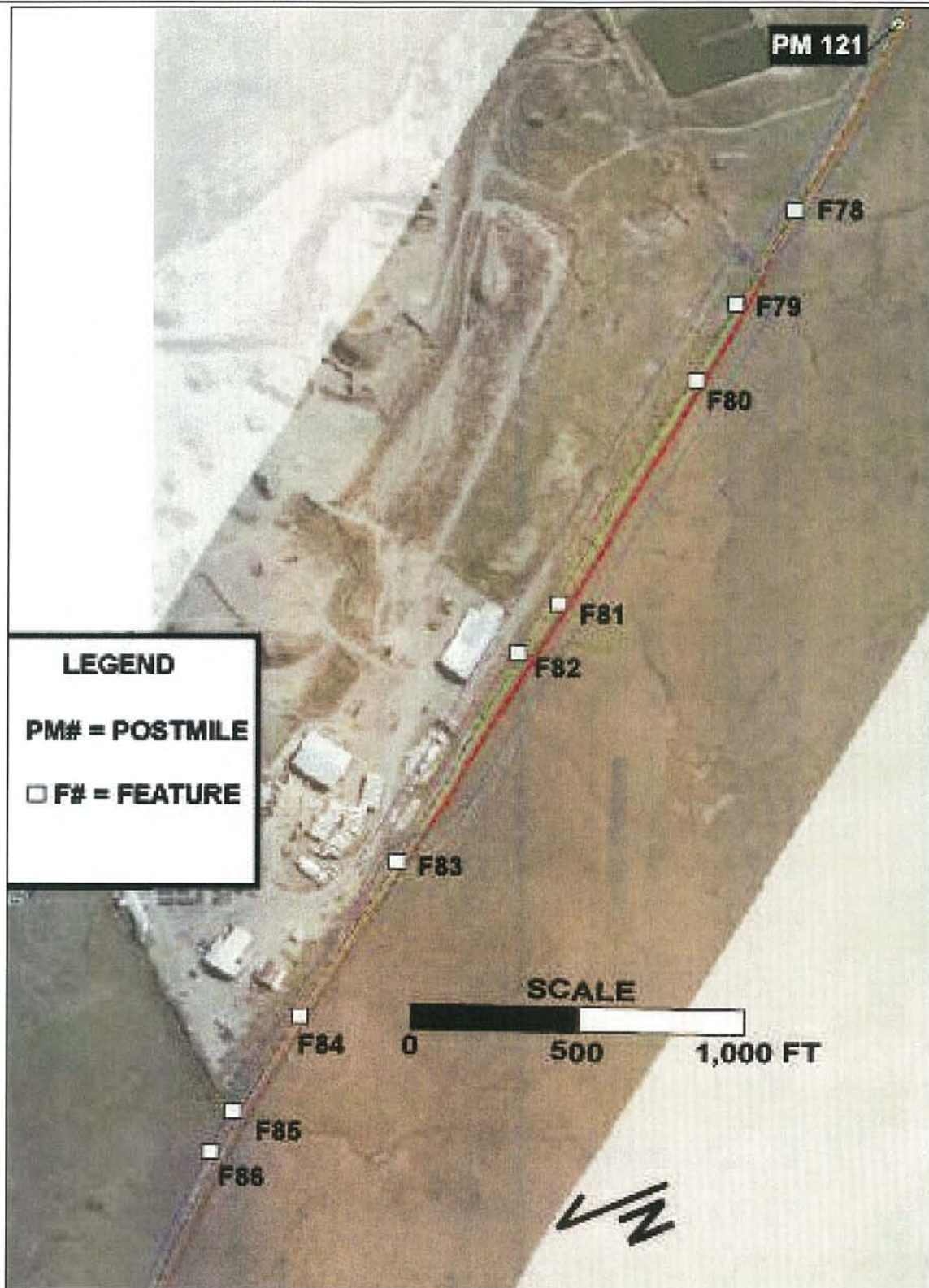
P&SVRR Feature map, Postmile 117-118.



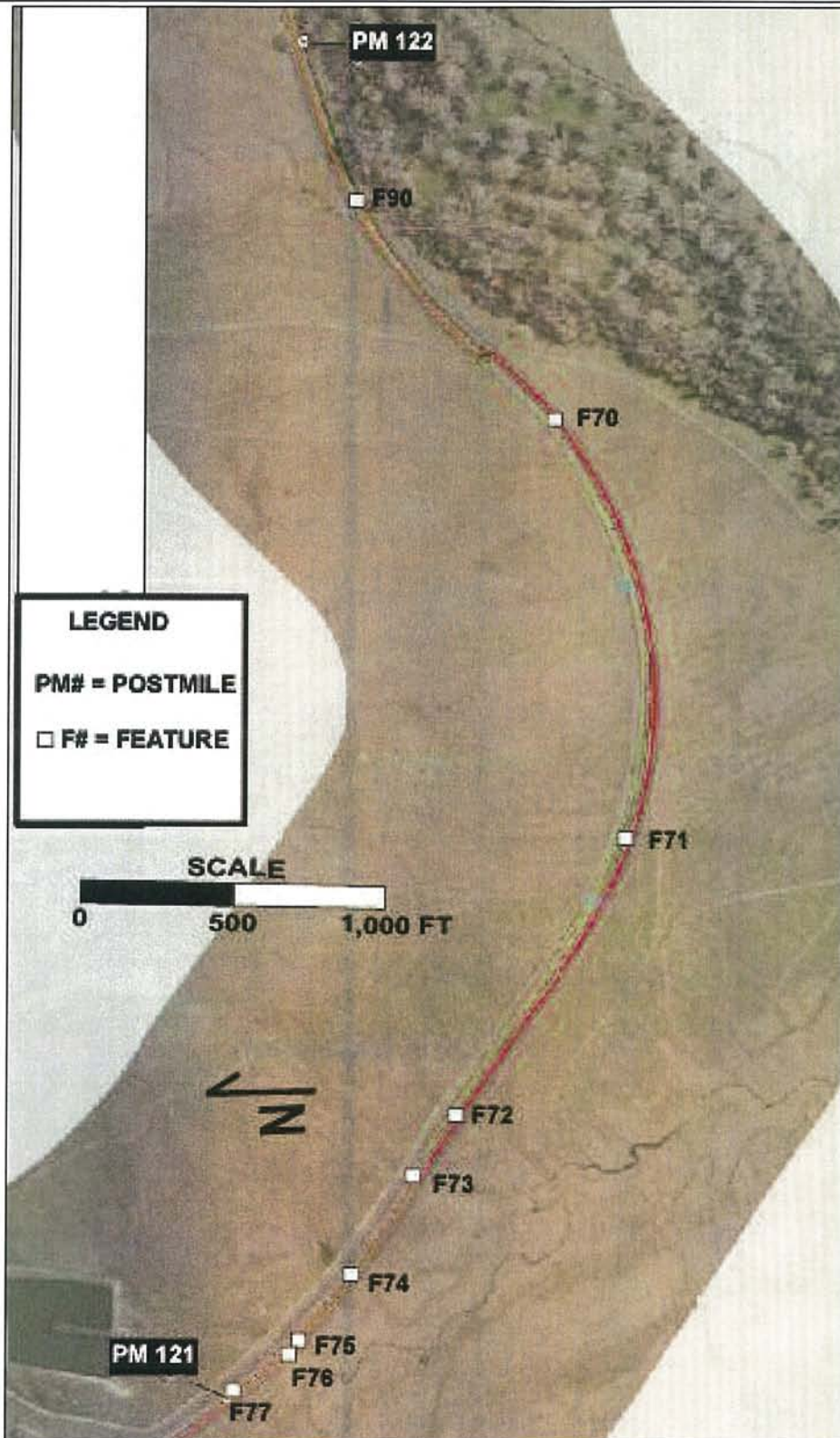
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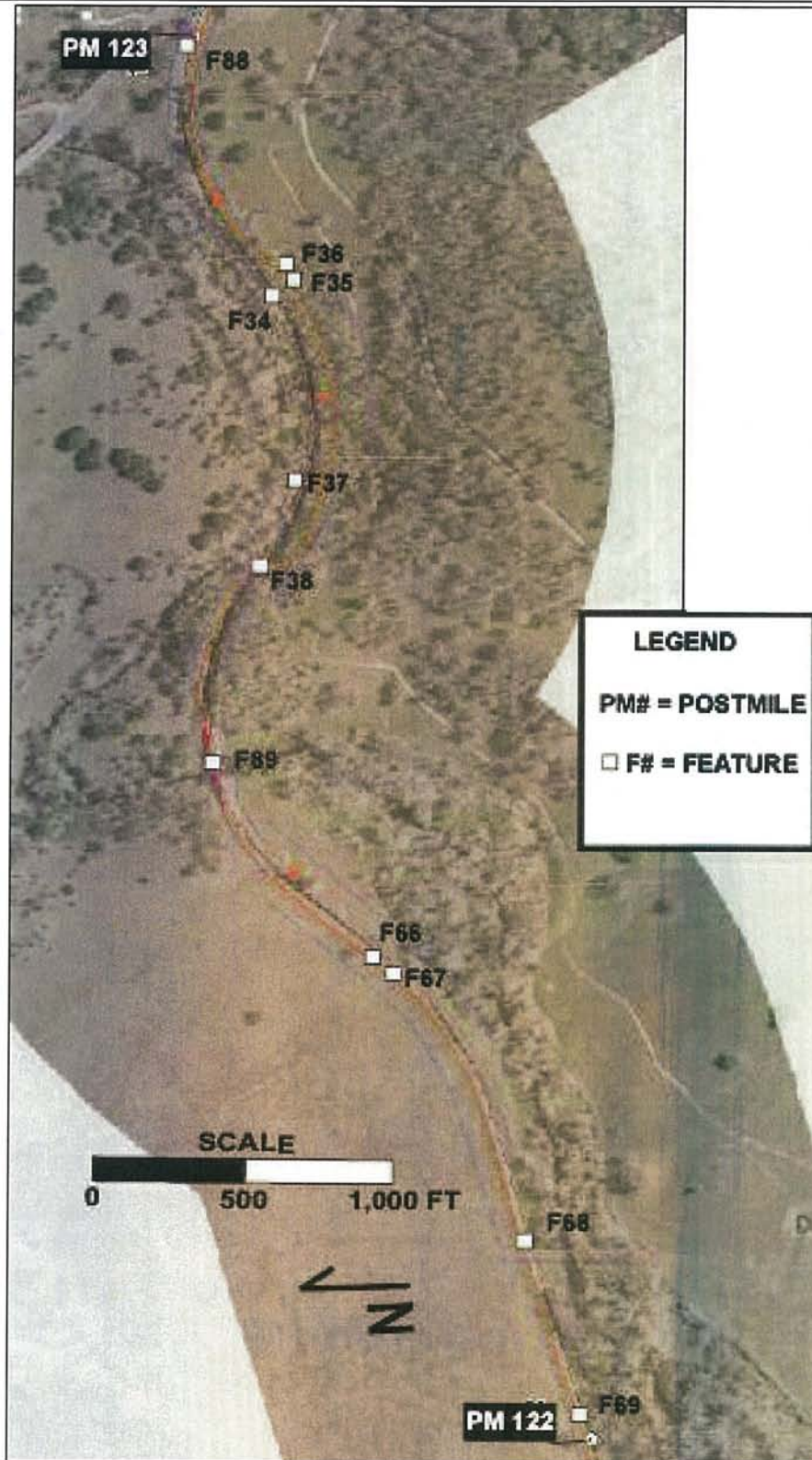
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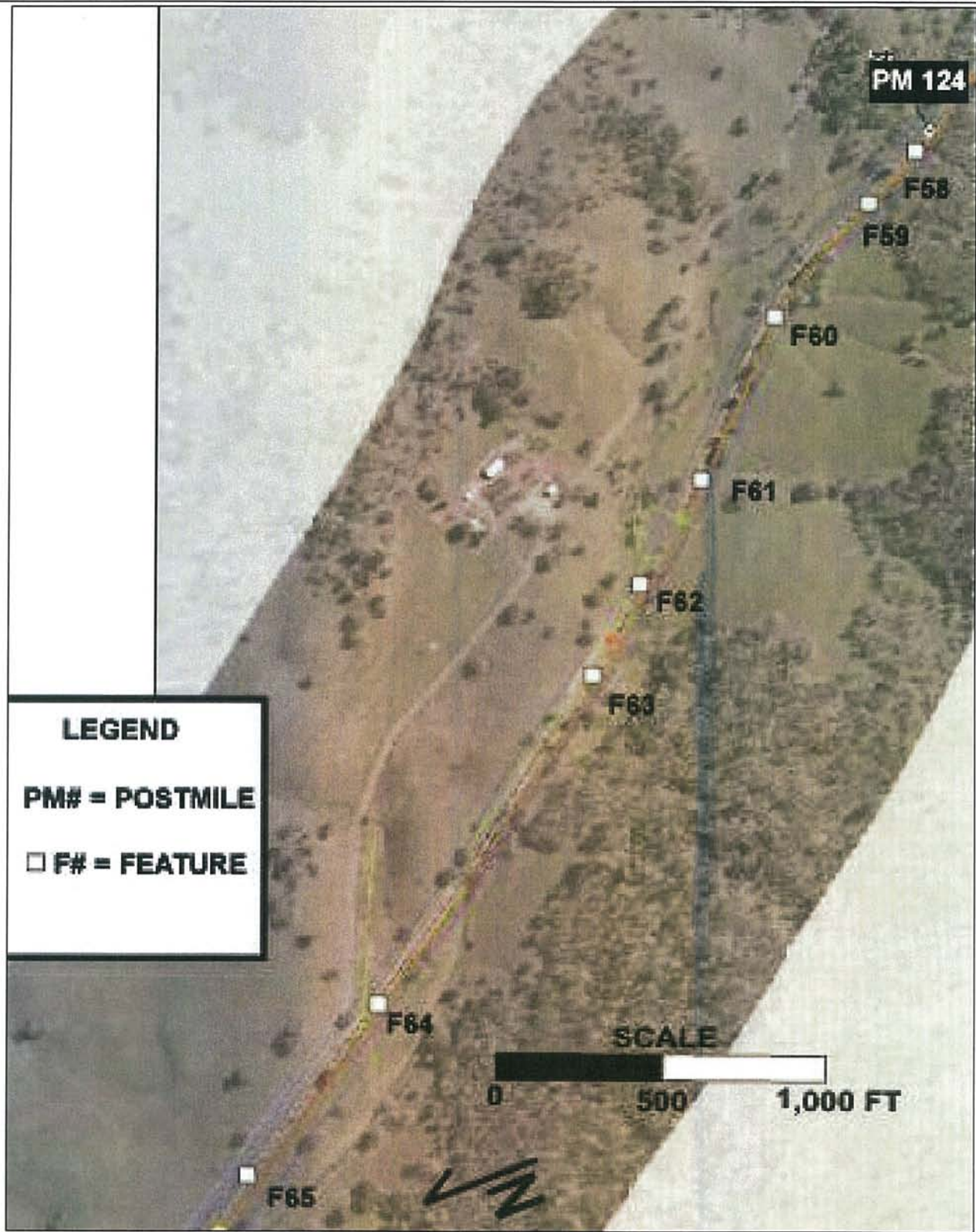


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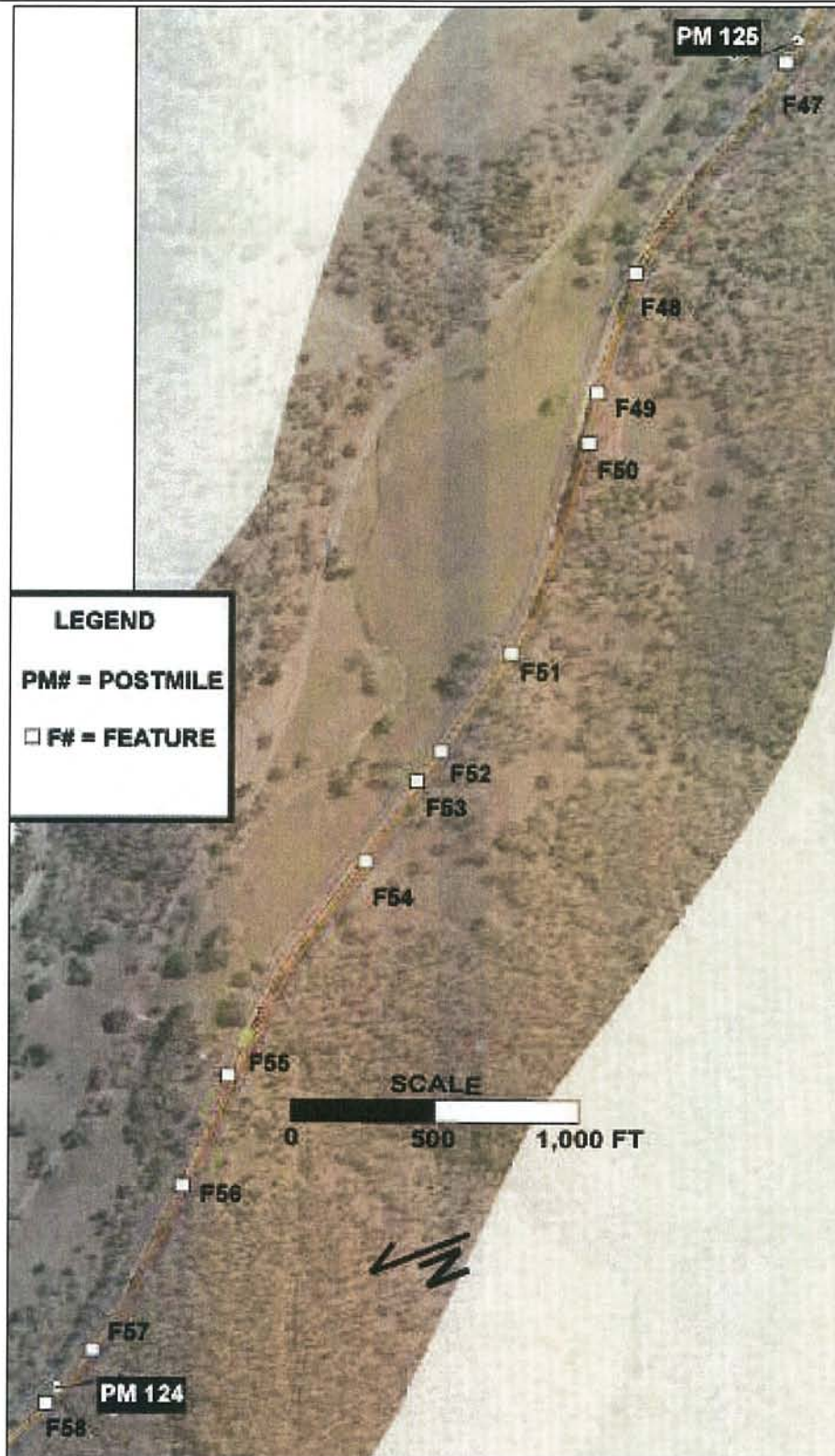


P&SVRR Feature map, Postmile 121-122.

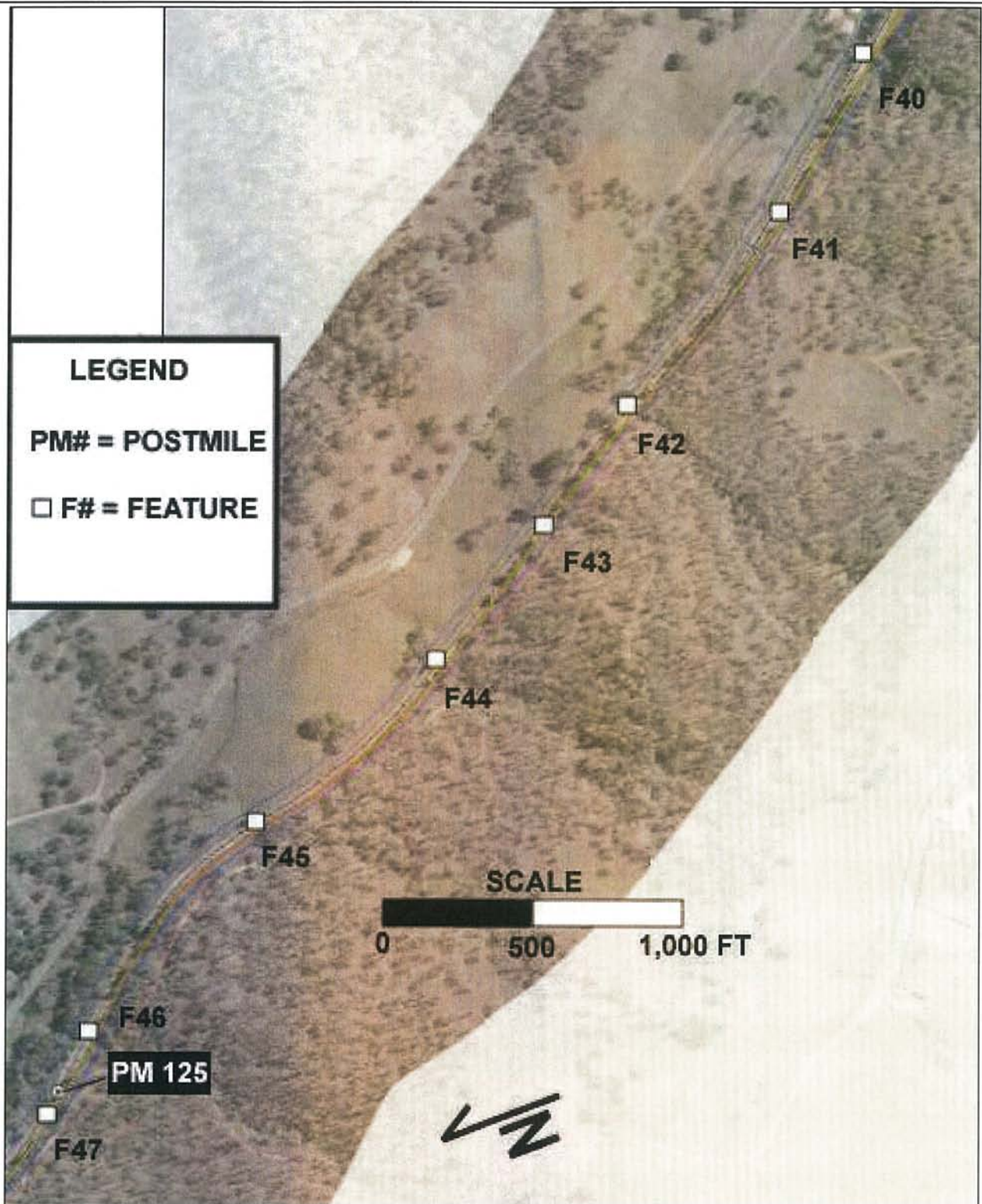




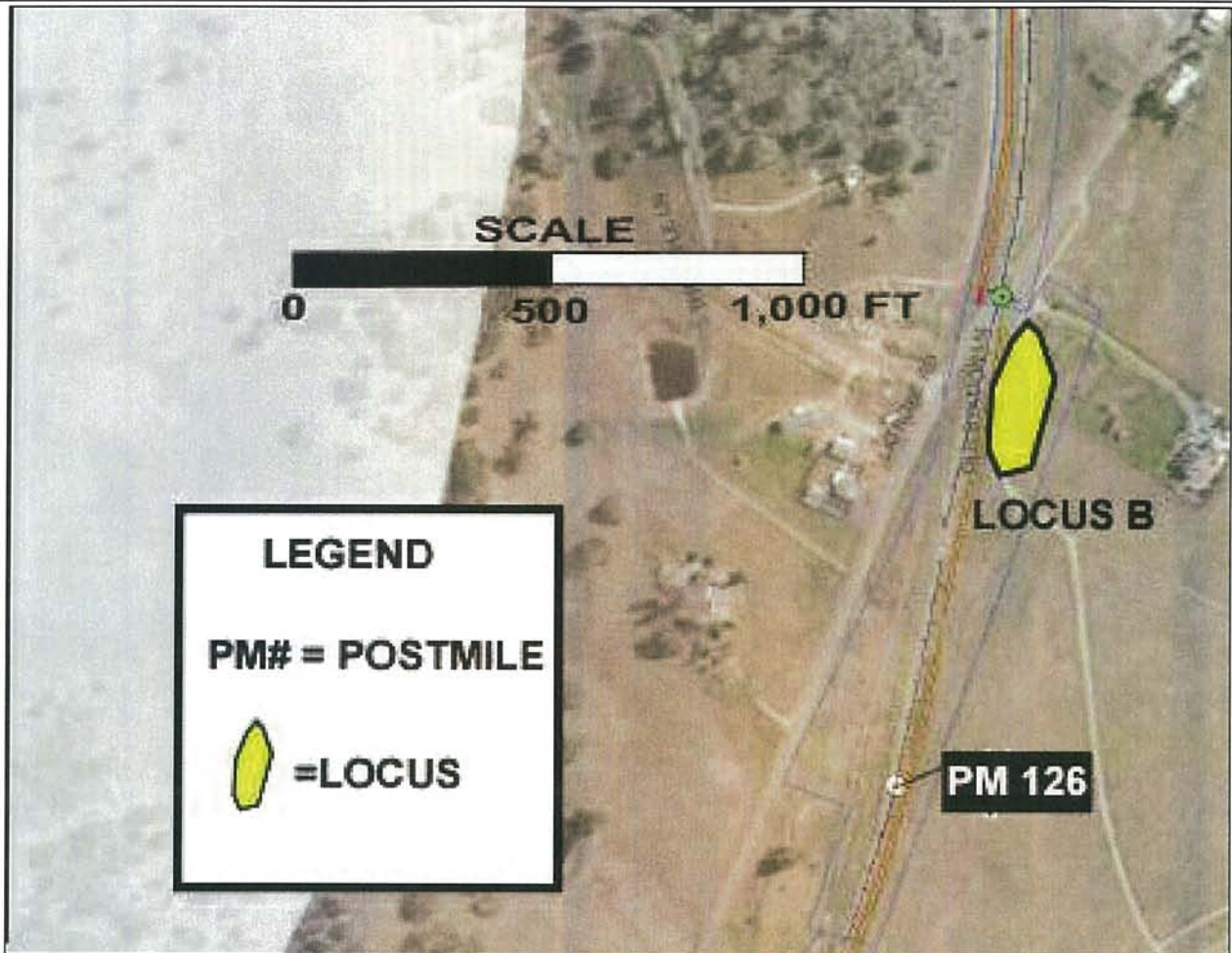
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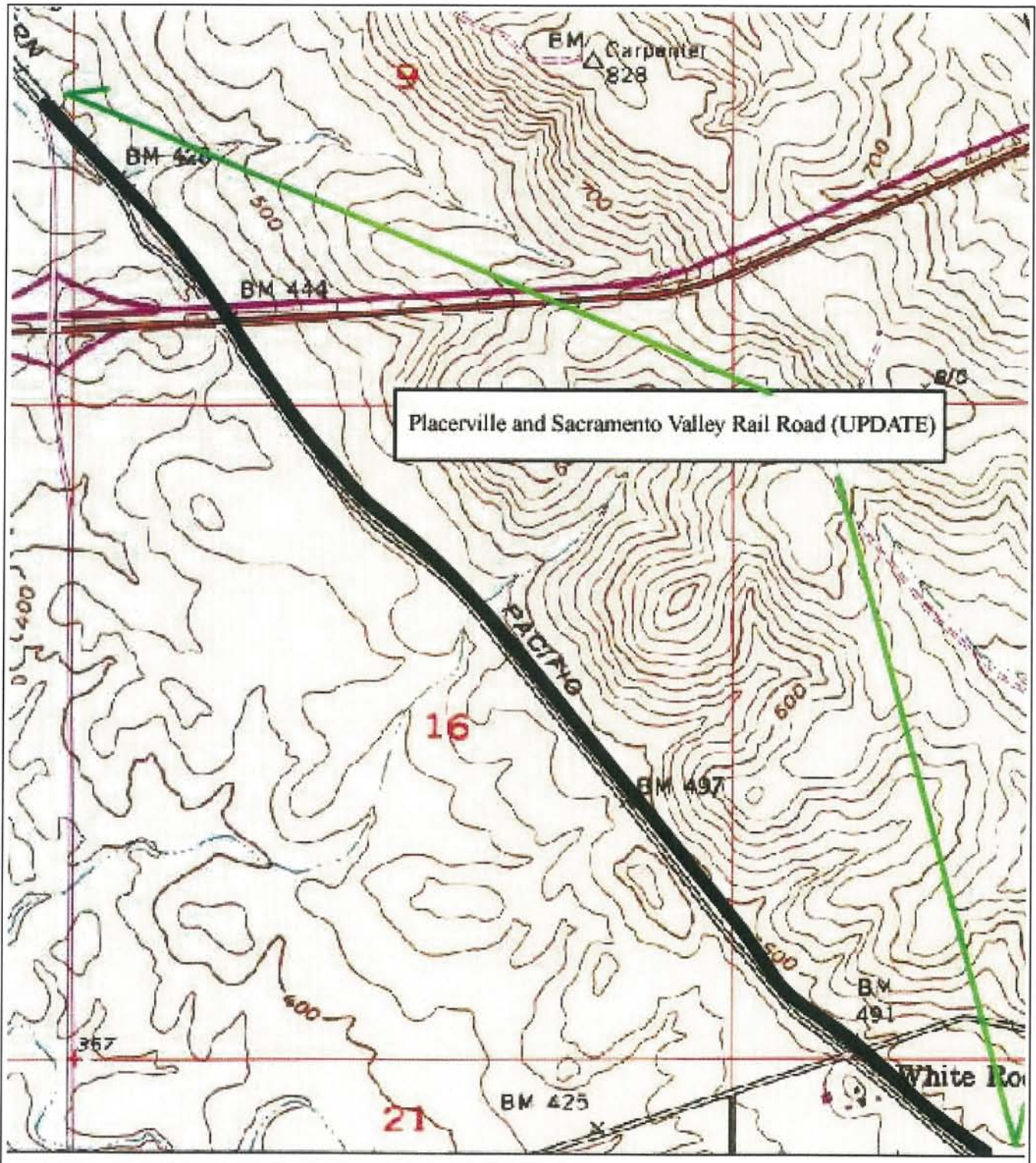
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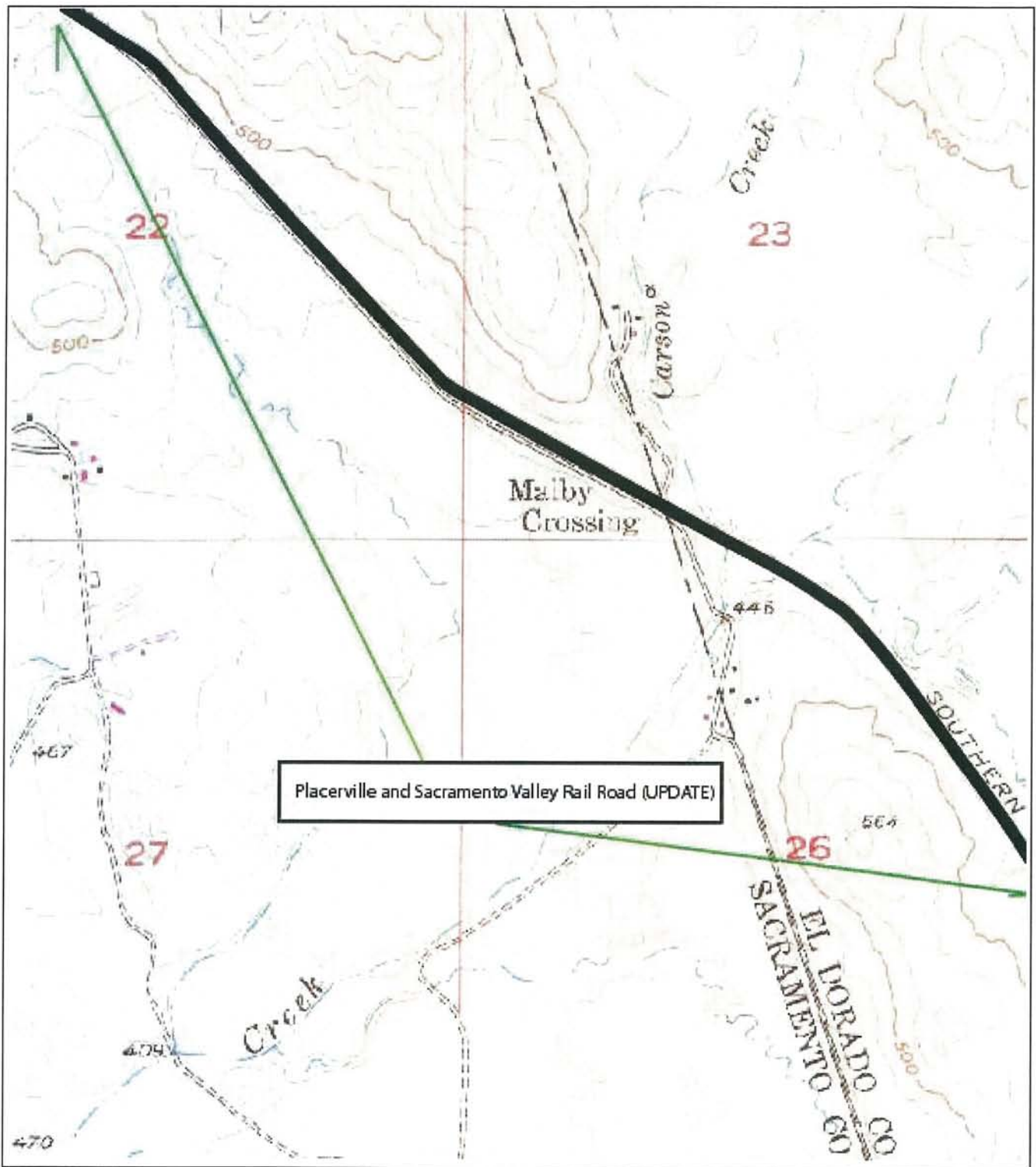


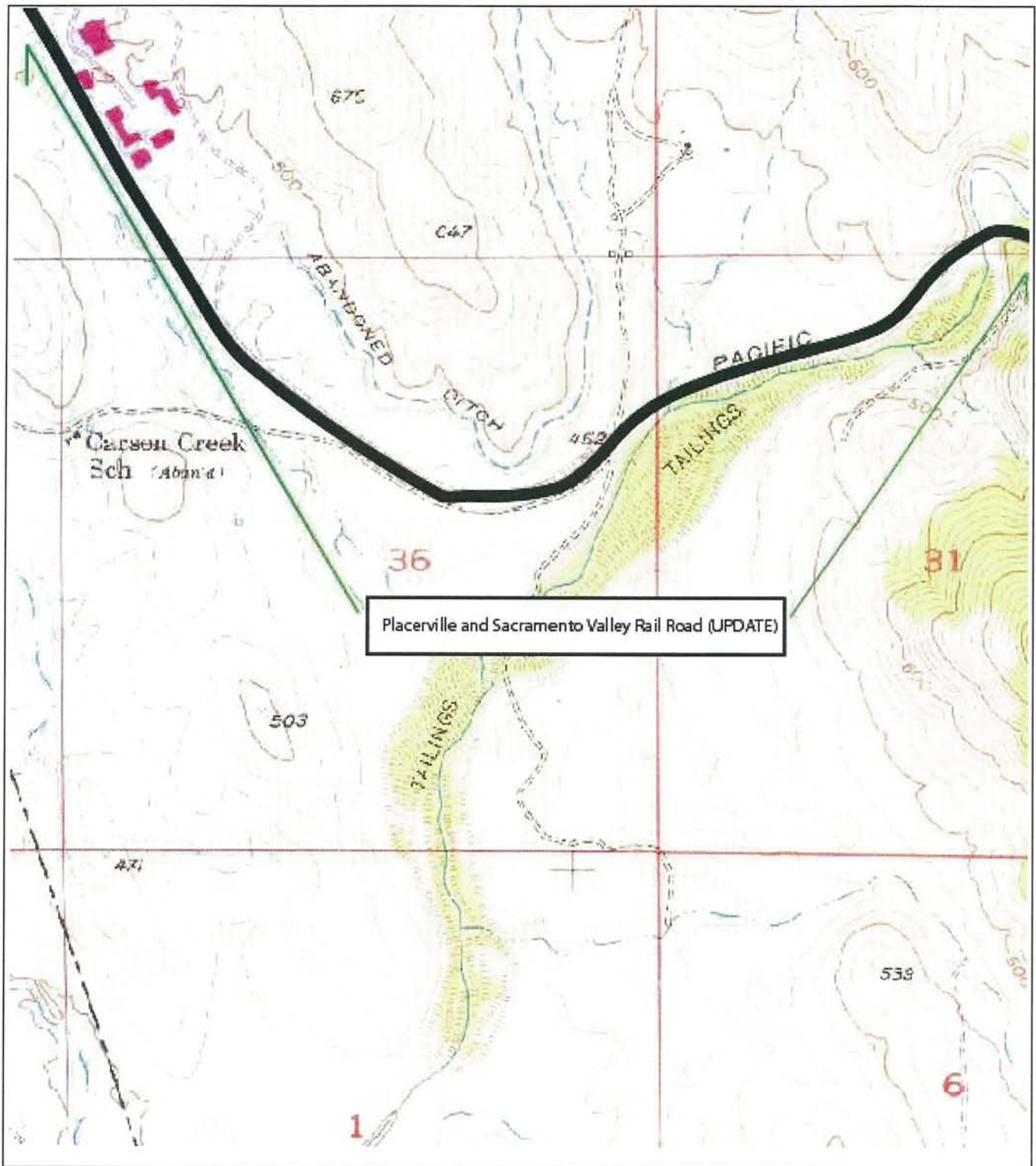
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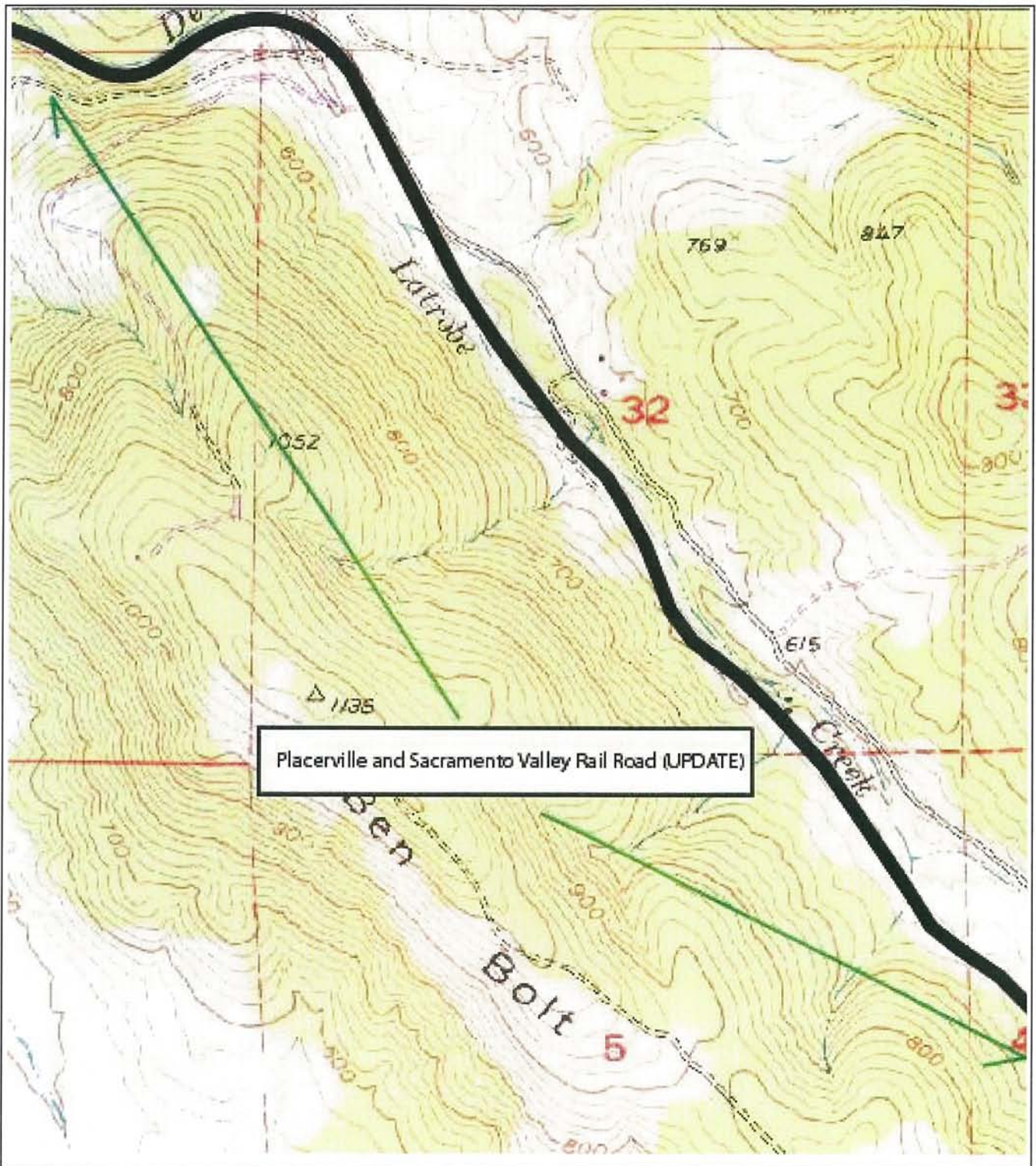


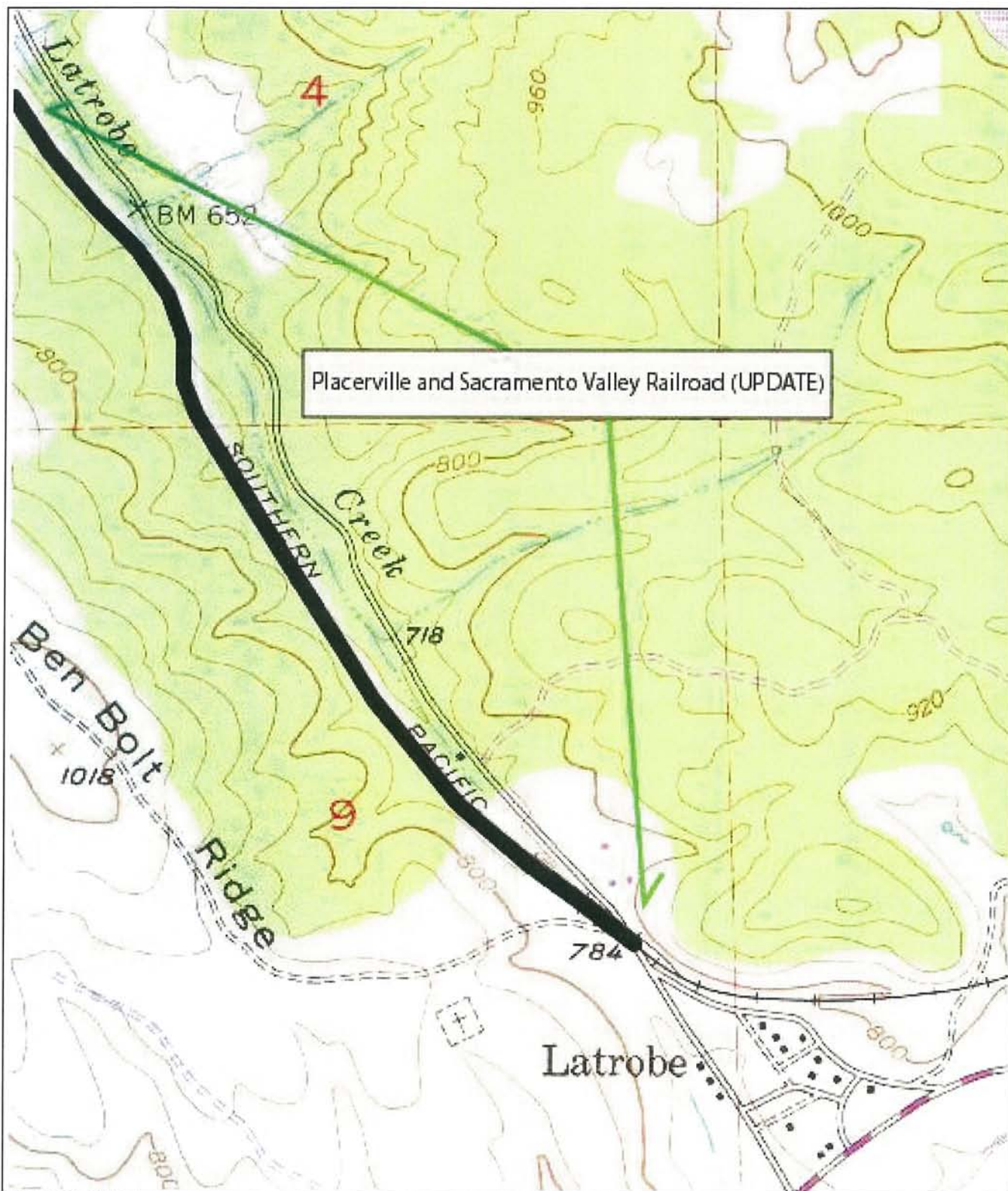
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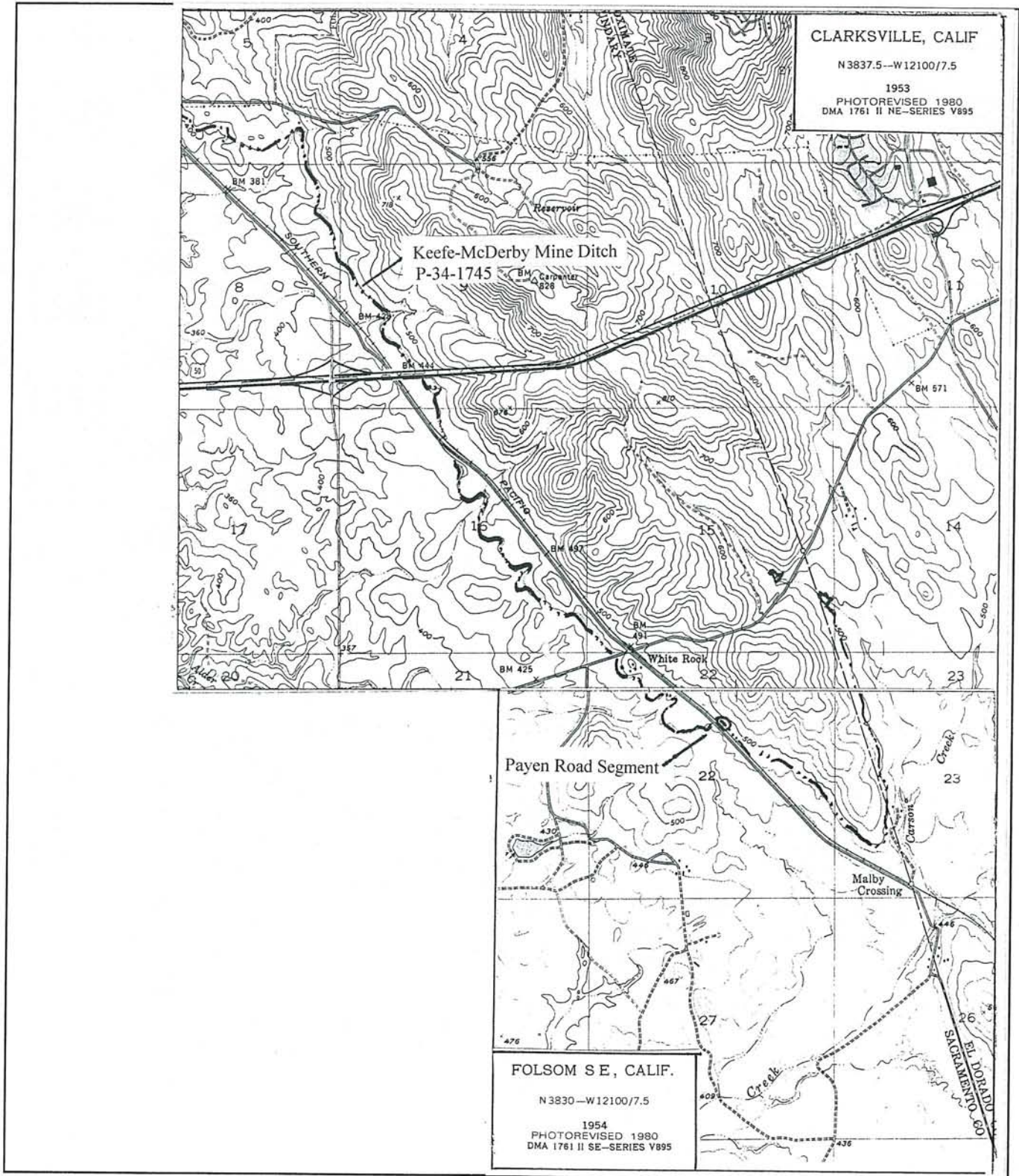


Page 1 of 2 *Resource Name or # (Assigned by recorder) Keefe McDerby Mine Ditch
*Recorded by: Ric Windmiller *Date 1-24-2015 Continuation Update

This approximately 200 foot long segment of the Keefe-McDerby Mine Ditch parallels Payen Road on the fence line at the east side of the railroad. Condition of this segment of the ditch is poor. The Keefe-McDerby Mine Ditch was first identified as field number AF-34-24H on the north side of Highway 50 (see also HAER No. CA-195 (1997). Segments identified as P-34-1482 were subsequently identified on the south side of Highway 50. The P-34-1482 records were eventually merged with P-34-1745, so that all records pertaining to the ditch in Sacramento County are now identified under that primary number (P-34-1745).

Back in 1997, I flew the route of the ditch on an early morning when the shadows were long. The ditch was clearly marked on the landscape. The route of the ditch was drawn on the map (location map, attached) from aerial photos I took on that morning. The ditch originated at a small reservoir in the Carson Creek drainage. It may have extended farther east from the reservoir and ultimately tapped into Carson Creek. However, it was not clear from the aerial view probably due to in-filling and other disturbances. The northwest end of the ditch was apparently flumed west to Willow Springs Hill. However, construction has since obliterated that northwest portion of the water system.

Prior to construction of the Rhoads Branch Ditch, the Keefe-McDerby Mine Ditch apparently provided water to Rhoads Diggings by spilling into an unnamed drainage diggings are evident, but a sufficient natural source of water would seem unlikely..



*Recorded by: Katie Vallaire, Thea Fuerstenberg

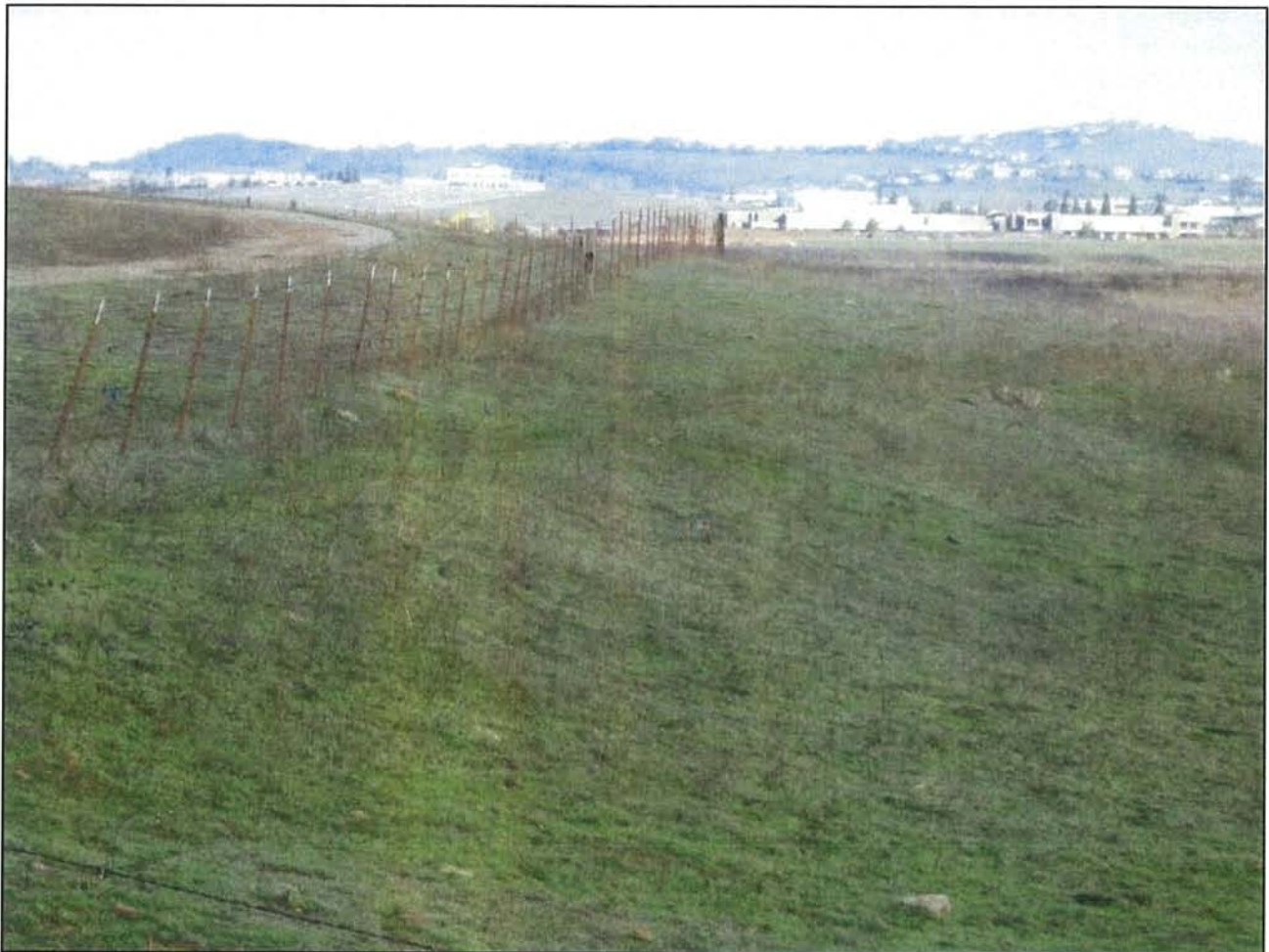
*Date: January 27, 2015

Continuation

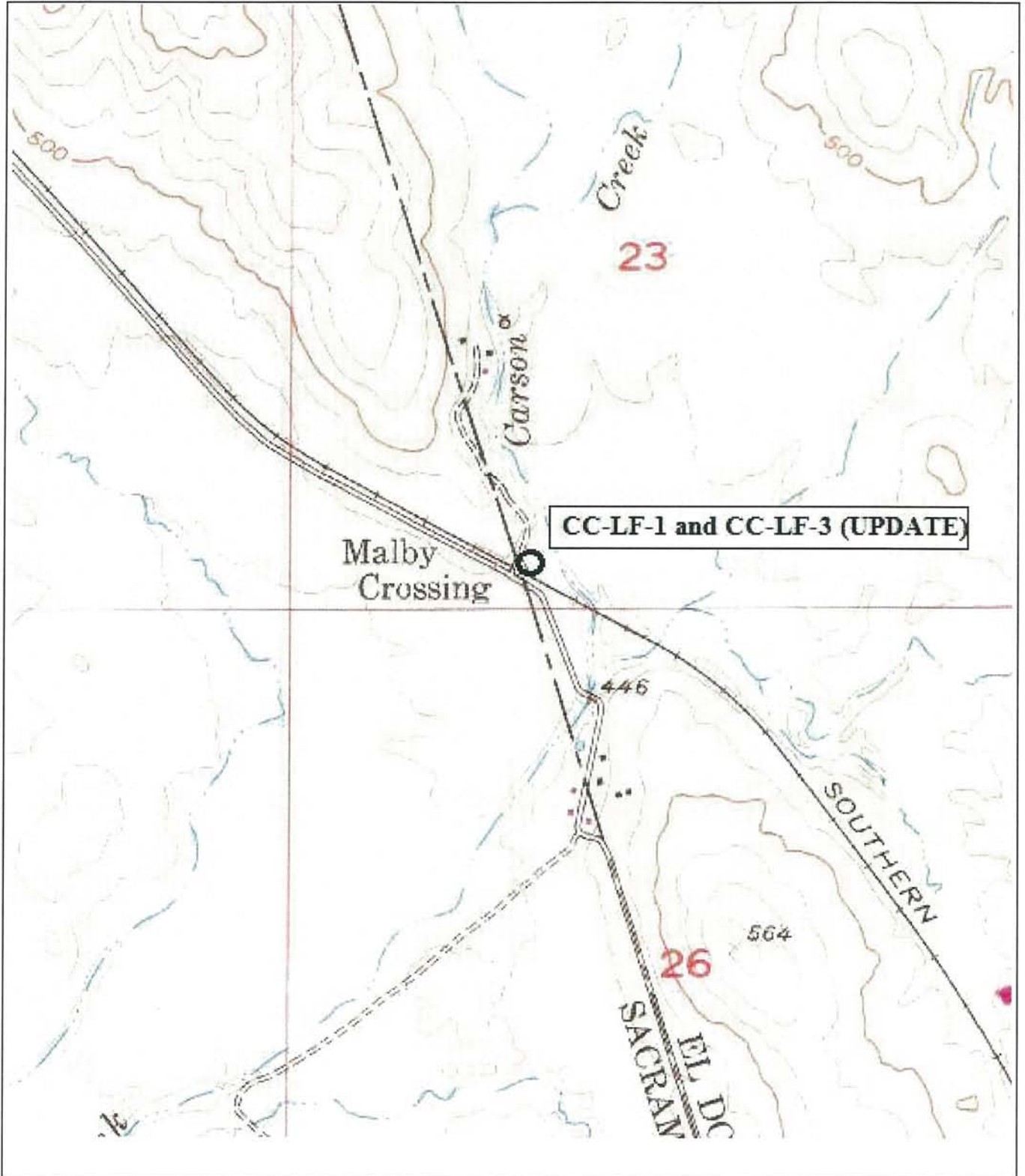
Update

This resource was originally recorded in 1995 as two earthen ditches, CC-LF-1 and CC-LF-3, most likely associated with placer mining circa 1852 to 1864. This continuation is an update for the segment of CC-LF-1 located in our survey corridor: approximately 25 feet of its southern terminus. CC-LF-3 was not relocated; either it has been completely eroded or washed out, or it was incorrectly plotted on the original record. This record does not include an update for the entirety of both ditches as they were recorded in 1995. CC-LF-1 appears to be in the same condition and location as it was in the original record. Aside from the washouts, erosion, and overgrowth, as well as the discontinuity of the ditch due to the construction of the railroad in 1864, CC-LF-1 appears to be in good condition.

Photographs:



Southern terminus of CC-LF-1 (earthen ditch), facing north.



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Information Center Reference
Number:

ISOLATE RECORD

Other Designations: CC-LF-1 & 3

Page 1 of 3

1. County: El Dorado

2. USGS Quad: Clarksville 1953 (PV 1980) edition
Folsom SE 1954 (PV 1980)

3. UTM Coordinates: Zone 10	m Easting	m Northing
<u>LF-1</u> N: 668050mE/4275440mN		
S: 667520mE/4277710mN		
<u>LF-3</u> N: 668430mE/4275690mN		
S: 669030mE/4274590mN		

4. Township T9N Range R8E	of Section	Base MDM
<u>LF-1</u> N: NW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ S 14		
S: SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ S23		
<u>LF-3</u> N: NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ S23		
S: SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ S26		

5. Map Coordinates:	mmS	mmE (from NW corner of map)
<u>LF-1</u> N: 533mmS/180mmE		
S: 53mmS/199mmE		
<u>LF-3</u> N: 43mmS/215mmE		
S :	8	9 m m S / 2 3 9 m m E

6. Elevation: LF-1: 480'510'; LF-3: 470'

7. Location: The ditches are located near Clarksville, near White Rock, south of White Road and behind the Euer Ranch and due east of a business park complex; LF-1 is located along the W. Br. of Carson Creek; LF-3 is located along the S. Br. of Carson Creek along the Southern Pacific right-off-way;

8. Artifact Description: **CC-LF-1** This linear feature consists of a ditch which courses along the western periphery of the project area above the West Branch of Carson Creek (as referenced within the project area). Its southernmost segment is discontinuous with the northern segment and contains several blow-outs and is washed

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Information Center Reference
Number:

ISOLATE RECORD

Other Designations: CC-LF-1 & 3

Page 2 of 3

out by Carson Creek at one point. The ditch appears to traverse an old homestead (currently occupied), but its location here was not confirmed due to an unfriendly dog. Maximum height of the downslope berm is approximately three feet and the maximum width is about six feet. The ditch crosses the West Branch of the West Branch of Carson Creek and proceeds eastward towards Euer's Ranch. A concentration of placer tailings (CC-3) and a possible small earthen berm reservoir (about 30 feet diameter) occur at the creek crossing. The ditch may have augmented water naturally available in Carson Creek. This ditch is most probably associated with placer mining. Additional survey may ultimately reveal that ditch segments CC-LF-1 and CC-LF-3 are part of the same system once fed by the Ohio Canal. This main canal originated from the South Fork of the American River and was constructed soon after 1852.

CC-LF-3 This ditch is most evident as a continuous segment in the southern part of the project. Its dimensions are similar to CC-LF-1 (three feet deep by six feet wide). This ditch is most probably associated with placer mining. Additional survey may ultimately reveal that ditch segments CC-LF-1 and CC-LF-3 are part of the same system once fed by the Ohio Canal. This main canal originated from the South Fork of the American River and was constructed soon after 1852. A segment of this ditch is breached by the SVR, which passed through the area ca. 1864. Therefore, is probably ceased to function after than time.

9. Collected:n/a

10. Curated at: n/a

11. Nearest Water (type, distance and direction): ditches tap creek water

12. Vegetation Community (site vicinity): annual grassland

13. Landform: alluvial fan

14. Geology: east edge of Great Valley Geomorphic Province

16. Exposure: variable

16. Slope: 1-2°

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Information Center Reference
Number:

ISOLATE RECORD

Other Designations: CC-LF-1 & 3

Page 3 of 3

17. Landowner(s) (and/or tenants) and Address: Euer and Mosher families

18. Remarks: none

19. References: none **3767**

20. Name of Project: Carson Creek Specific Plan EIR

21. Photos: none

Clarksville

BM 573

Trailer Park

SCALE 1:2400

1 MIL

BM 571

0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMET

CLARKSVILLE, CALIF

N3837.5--W12100/7.5

1953
PHOTOREVISED 1980
DMA 1761 II NE--SERIES V895

T9N;R8E

project area

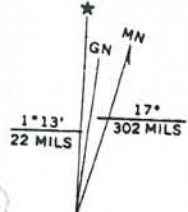
CC-LF-1

CC-LF-3

Malby Crossing

CC-LF-3

QUADRANGLE LOCATION



FOLSOM SE, CALIF.

38121-E1-TF-024

1954
PHOTOREVISED 1980
DMA 1761 II SE--SERIES V895

CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1925

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

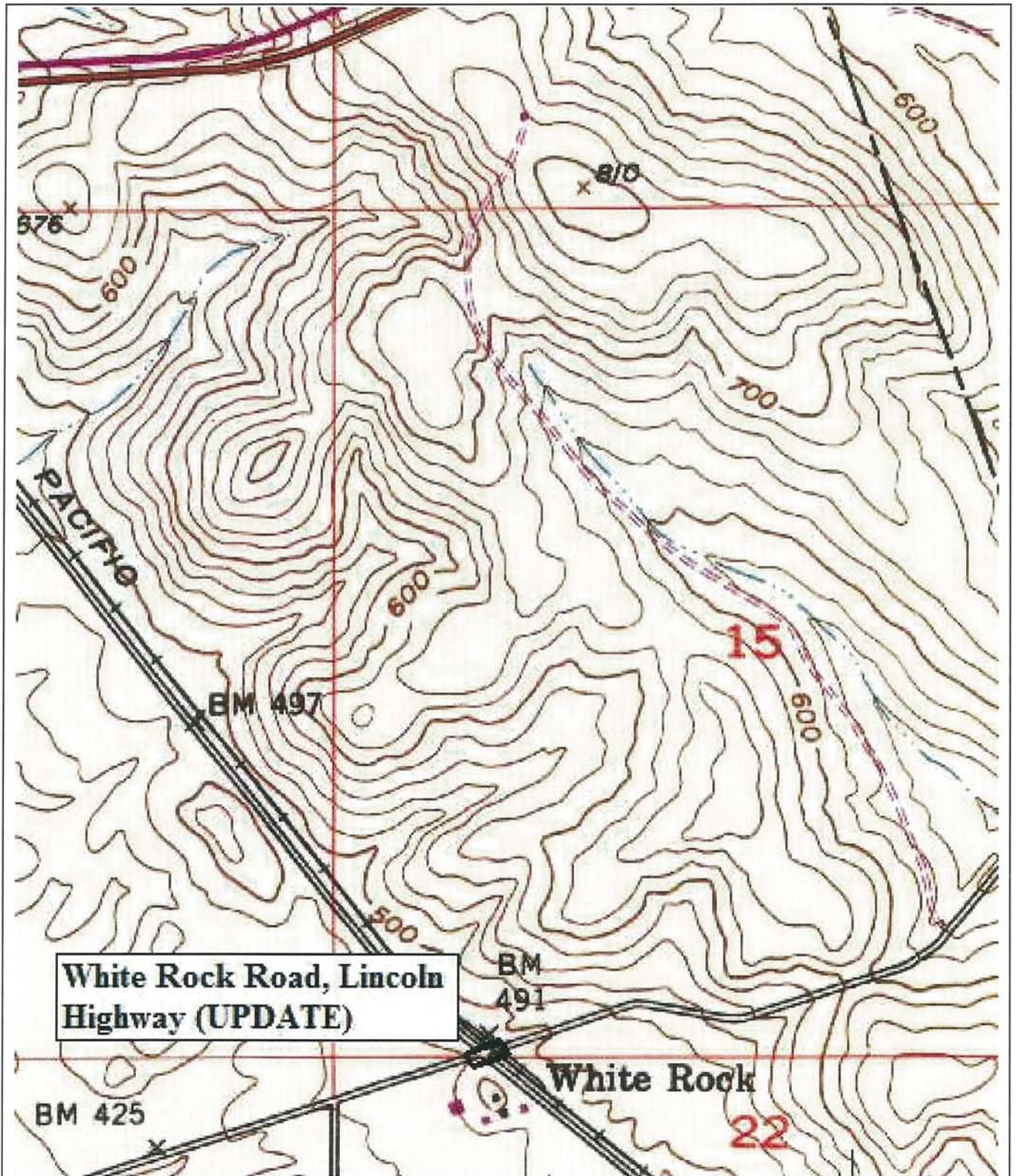
Update

This resource is a segment of White Rock Road, Lincoln Highway. White Rock Road was established in 1849 as part of the Mormon Emigrant Trail. The road is also associated with the Central Overland Pony Express, the Placerville & Sacramento Valley Rail Road's White Rock station and community, and the Lincoln Highway. Unspecified segments of this road were recorded by B. Ludwig in 2006 and N. Summerlin in 2008. In 2012, a portion of this road was updated by S. Pappas. This current record is an update for a 100-foot long segment of the road; 50 feet on either side of the Placerville & Sacramento Valley Rail Road. This record does not include an update for the entirety of the road as it was previously recorded. The road is a two-way highway and appears to be in the same location and condition since 2012. It has been recently paved and is heavily used by modern traffic. It is in good condition.

Photographs:



White Rock Road (P-34-001555) at Placerville and Sacramento Valley Railroad crossing, facing east.



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

Primary # P-34-1555
HRI#
Trinomial CA-SAC-721-H

update

Page 1 of 2

*Resource Name or # White Rock Road, Lincoln Highway

*Recorded by: B. Ludwig (EDAW) (Update by: S. Pappas 3/29/2012)

*Date: 6/2006

Continuation

Update

*Recorded by: N. Summerlin, et al. (Solano)

*Date: 8/30/2008

1. Impacts Observed Since Site Formation/Use:

- Constructed trail Wildlife path Grading Recreational Use by Humans (campfire ring, etc.) Fire
 Erosion Vandalism/Potheadunting/Artifact Collection New vegetation growth Modern trash deposits
 Fire break Construction Vegetation removal None Other (explain)

2. Is the site location narrative accurate?

- Yes No (explain)

3. Is the site description narrative accurate?

- Yes No (explain)

4. Were new photos taken?

- Yes (attach Photograph Record) No (explain)

5. Date of Site Revisit: 3/29/2012

6. Revisited by: S. Pappas, D. Quivey; ECORP Consulting, Inc., 2525 Warren Drive, Rocklin, California 95677

7. Reason for Revisit:

- USACE 2-year requirement Collect GPS data/Impact Mapping Evaluation of Eligibility
 Change in project area conditions (fire, flood, etc.) Other (explain)

8. Report Citation: Westwood, et al. 2013. *Cultural Resources Testing and Evaluation Report for the Backbone Infrastructure Permit Area, Folsom South of U.S. Highway 50 Specific Plan Project, Sacramento County, California*

9. Were resource grade UTM coordinates gathered? Location data obtained from aerial photography and USGS quadrangle maps.

- Yes No

10. Remarks:

In 2006 EDAW recorded an unspecified length of the White Rock Road/Lincoln Highway. Later in 2008 Solano recorded additional unspecified lengths of the road. During ECORP's revisit of the resource, it was found that the road had been paved over several times, and is currently in use.

The historic Lincoln Highway passes through the project area. From the east, it follows White Rock Road and turns north along Old Placerville Road, where it crosses U.S. Highway 50. The Lincoln Highway was established ca. 1913-1914 as America's first transcontinental highway. Additionally, historic White Rock Road borders the project area on the south. This is the approximate route of the old freight wagon road between Sacramento and Placerville. During the 1850s and 1860s, there was enormous traffic along this road and a chain of way stations and inns were constructed to accommodate travelers. A portion of White Rock Road follows part of the Lincoln Highway. Where the two diverge—at the intersection of White Rock Road and Old Placerville Road—the White Rock Road continues west along the southern boundary of the Specific Plan Area.

Historically White Rock Road was a major thoroughfare for traffic going to and leaving from the placer diggings within the FSOI Project Area. Additionally, it was a major route for people traveling into California from other states and eventually became part of the Lincoln Highway, until the highway was later moved north to what would become U.S. Highway 50. As a result, White Rock Road played a major role in the development of the local economy and contributed to the broad patterns of history and cultural heritage. Therefore, this site was found eligible under NRHP Criterion A and CRHR Criterion 1.

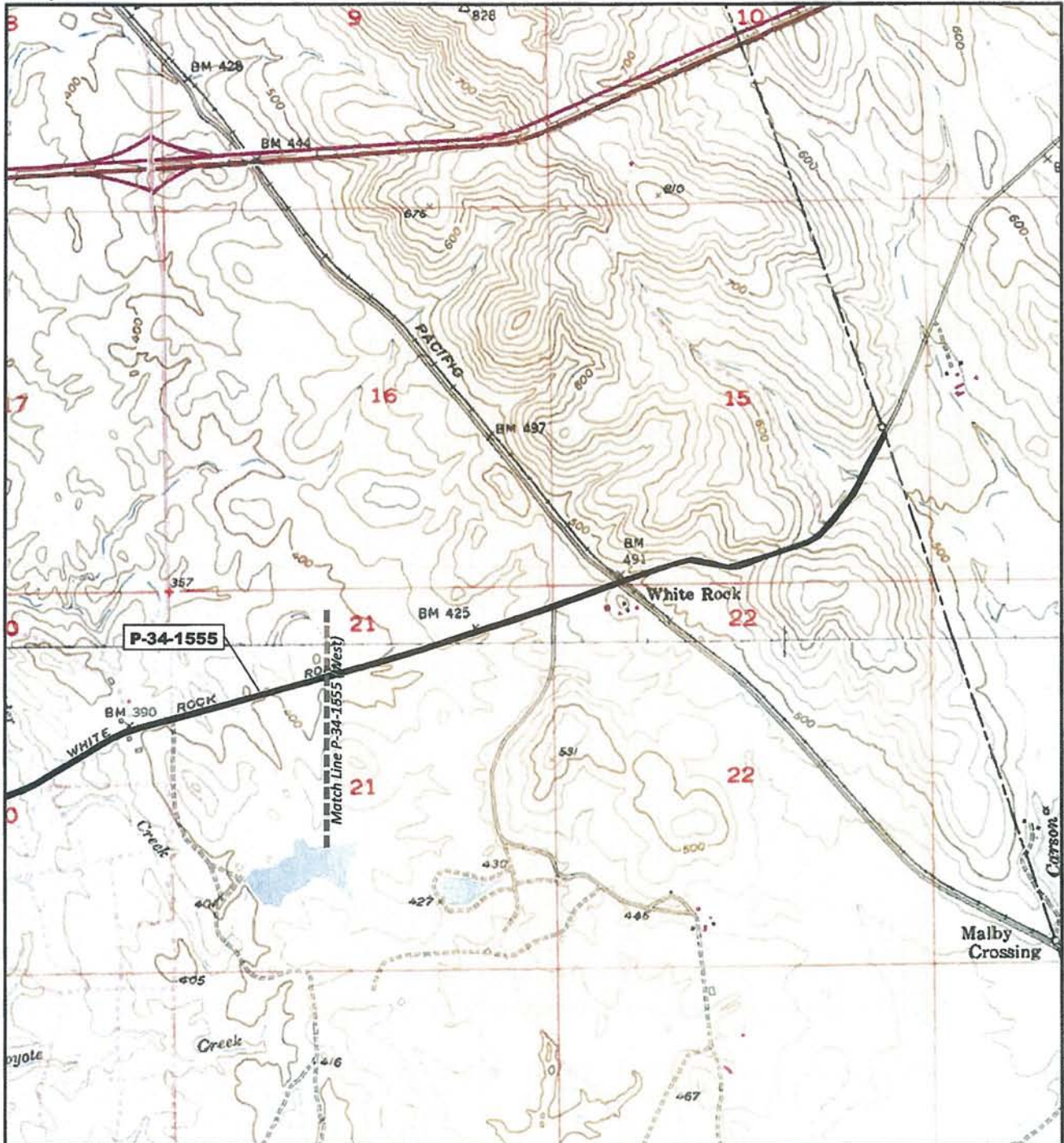
Page of

*Resource Name or #: P-34-1555 (East)

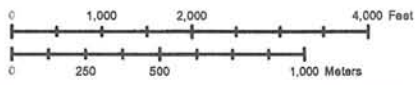
*Map Name: Clarksville Folsom SE

*Scale: 1:24,000

*Date of Map: 1978 1980



*Required Information



DPR 523J (1/95)



Location: J:\GIS_Maps\10005-428_Folsom_Area_South_GrassyCrim_Grassies\LocationMap\FPAPR_LocationP341555_1010002.mxd (J:\Jrigger) 5/20/03

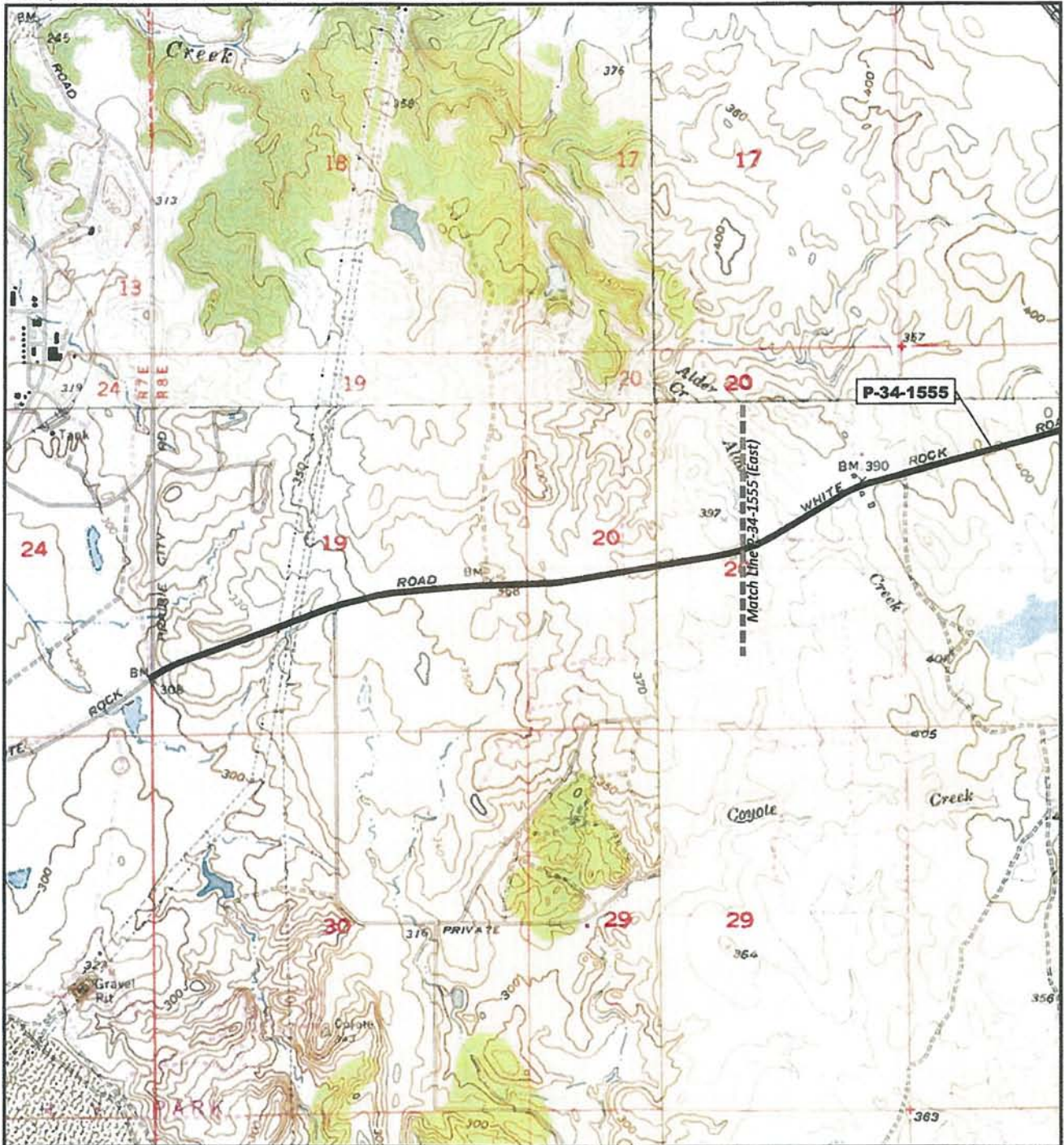
Page of

*Resource Name or #: P-34-1555 (West)

*Map Name: Buffalo Creek Clarksville Folsom Folsom SE

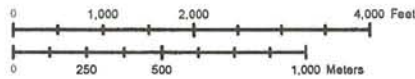
*Scale: 1:24,000

*Date of Map: 1978 1980



*Required Information

DPR 523J (1/95)



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Location: J:\GIS_Map\0005-429_Folsom_Area_Soils_Group\CSRM_Graphics\LocationMap\VP\Map_LocationP341555_20130502.mxd (J:\Jswager\523013

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

Primary # *P-34-1555*
 HRI #
 Trinomial
 NRHP Status Code

Other Listings
 Review Code

Reviewer

Date

*Resource Name or #: (Assigned by recorder) White Rock Road, Lincoln Highway

P1. Other Identifier: Lincoln Highway

P2. Location: Not for Publication Unrestricted
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County: Sacramento

b. USGS 7.5' Quad: Clarksville Date: 1980 T 9N ; R 8E ; NW ¼ of NE ¼ of Sec 15 ; Mount Diablo B.M.
 City: n/a Zip: n/a

c. Address: n/a

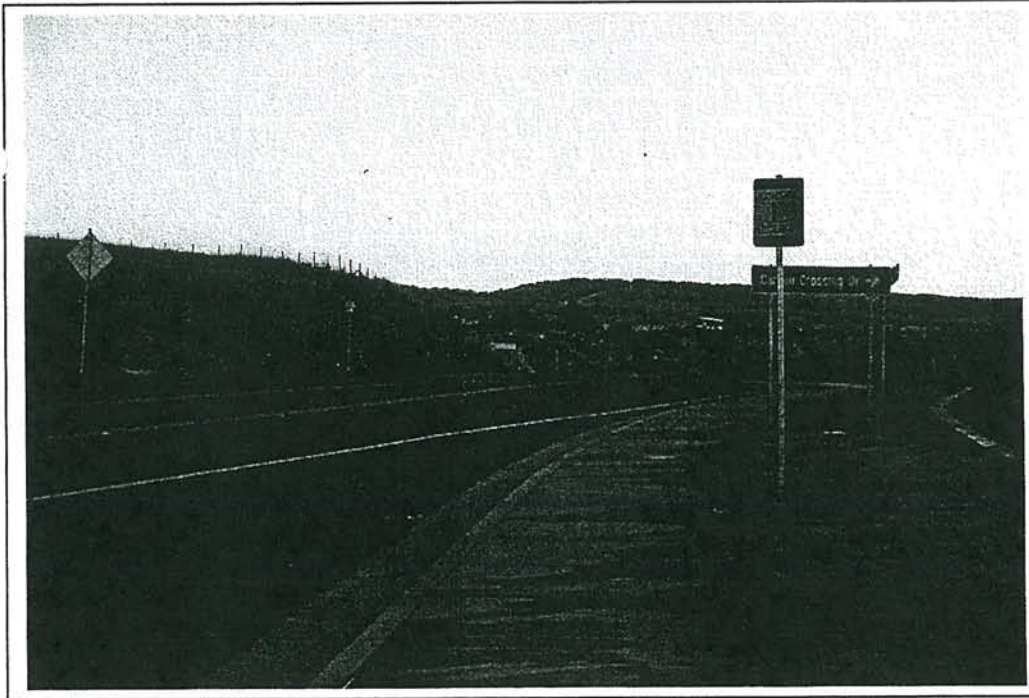
d. UTM: Zone 10 ; 667099 mE / 4277680 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
 White Rock Road – located to the south of Highway 50

P3a. Description: (Describe resource and major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
 Present-day White Rock road represents the original 1913-1928 alignment of the Lincoln Highway. Roadway is currently heavily used for local traffic and has been widened and resurfaced in recent years.

P3b. Resource Attributes: (List attributes and codes)
 HP-37

P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
 Roadway: view to east.

P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both

P7. Owner and Address:
 n/a

P8. Recorded by:
 Brian Ludwig
 EDAW, Inc.
 2022 J Street
 Sacramento, CA
 95814

P9. Date Recorded:
 June, 2006

P10. Survey Type:
 Intensive
 archaeological

P11. Report Citation:

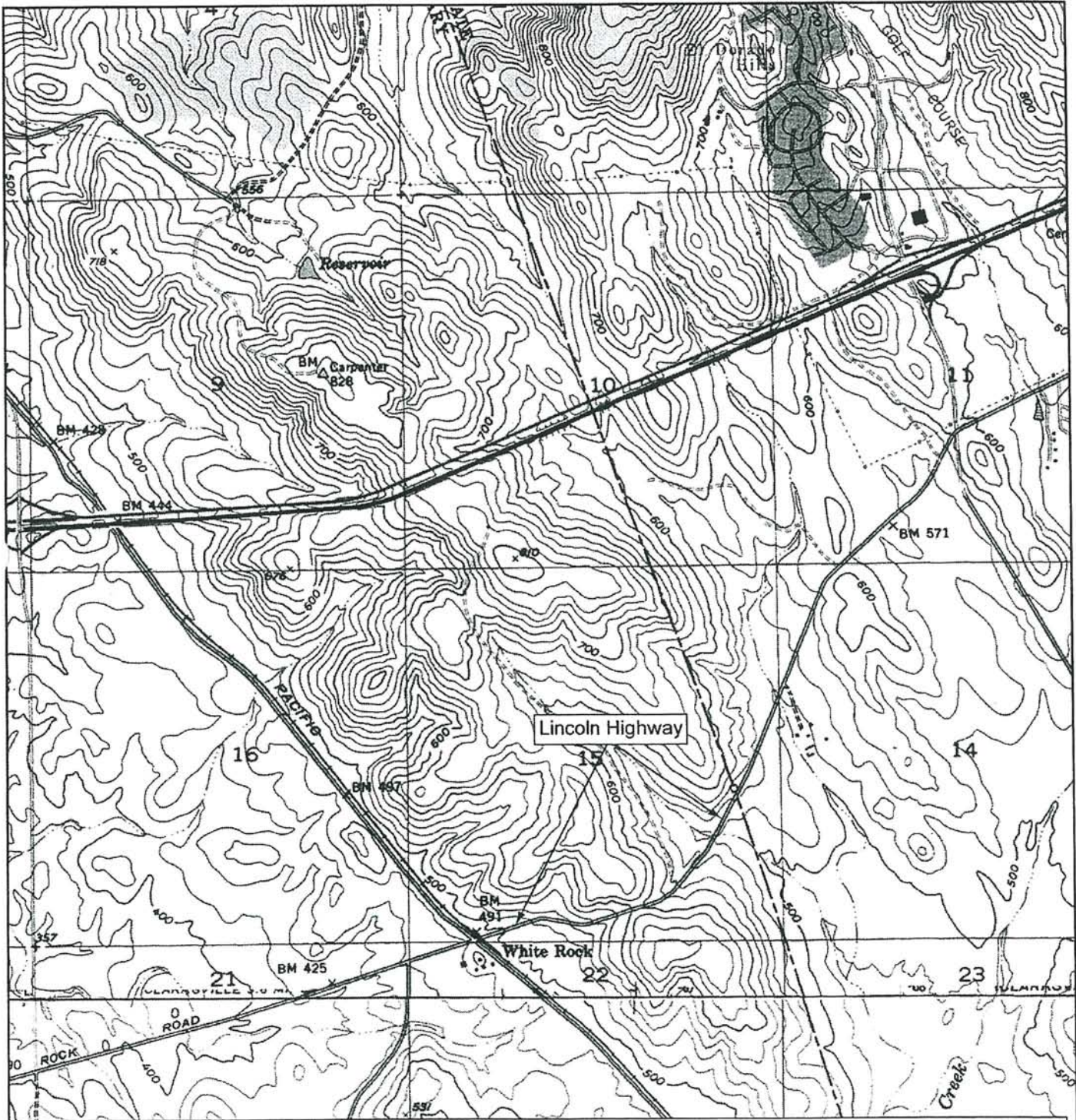
Cultural Resources Inventory for the Folsom Heights Property Development Project, Sacramento County, California.
 EDAW, Inc. 2022 J St., Sacramento, CA. 95814

*Attachments: NONE Location Map Sketch Map Continuation Sheet
 Building, Structure/Object Record Archaeological Record District Record Linear Feature Record
 Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List):

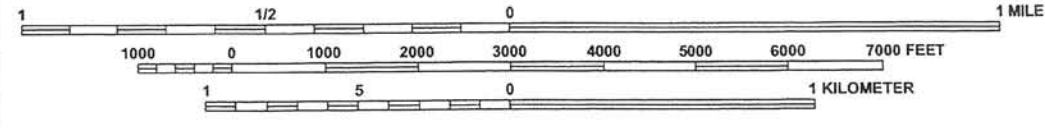
7267

The Lincoln Highway, the first designated transcontinental motor route in the United States. The Lincoln Highway, consisting of a route patched together from pre-existing roads and newly built "seedling miles" intended to spur growth, started in Times Square, New York City, and ended in Jack London Square in Oakland. At the time, the federal government had nothing to do with the designation and construction of the route. The establishment of the Lincoln Highway Association in 1913 and all its activities was primarily the doing of Henry Joy, President of the Packard Motor Car Company. Mr. Joy, and other automobile manufacturers and industrialists of the day, had a vested interest in the growth and improvement of roadways in the United States; better and more roads meant increased sales.

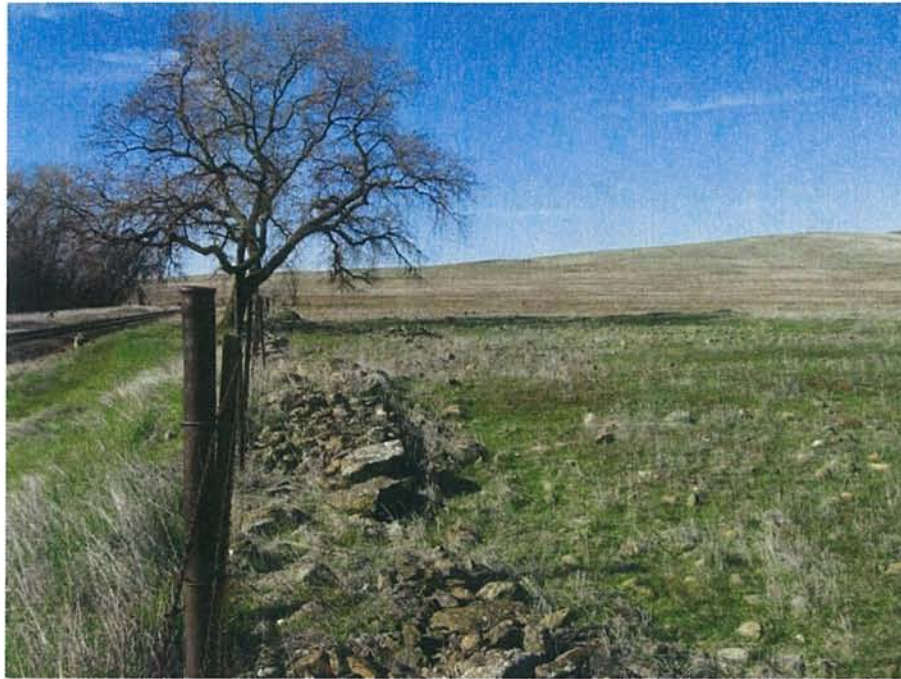
According to Mr. Bob Dieterich, president of the California chapter of the Lincoln Highway Association (a historical society with no ties to the commercial Lincoln Highway Association founded by Henry Joy), there were two established Lincoln Highway routes through the Sierra Nevada. One, referred to as the Sierra Nevada Northern Route, roughly paralleled present-day I-80 in its designated alignment. The second Sierra route, the Sierra Nevada Southern Route, generally followed the alignment of present-day Highway 50 and incorporated present-day White Rock Road in its alignment. Along the entire route of the highway from New York to Oakland, continual improvements, modifications, and realignments has resulted in a network of road sections associated with the route at various periods.



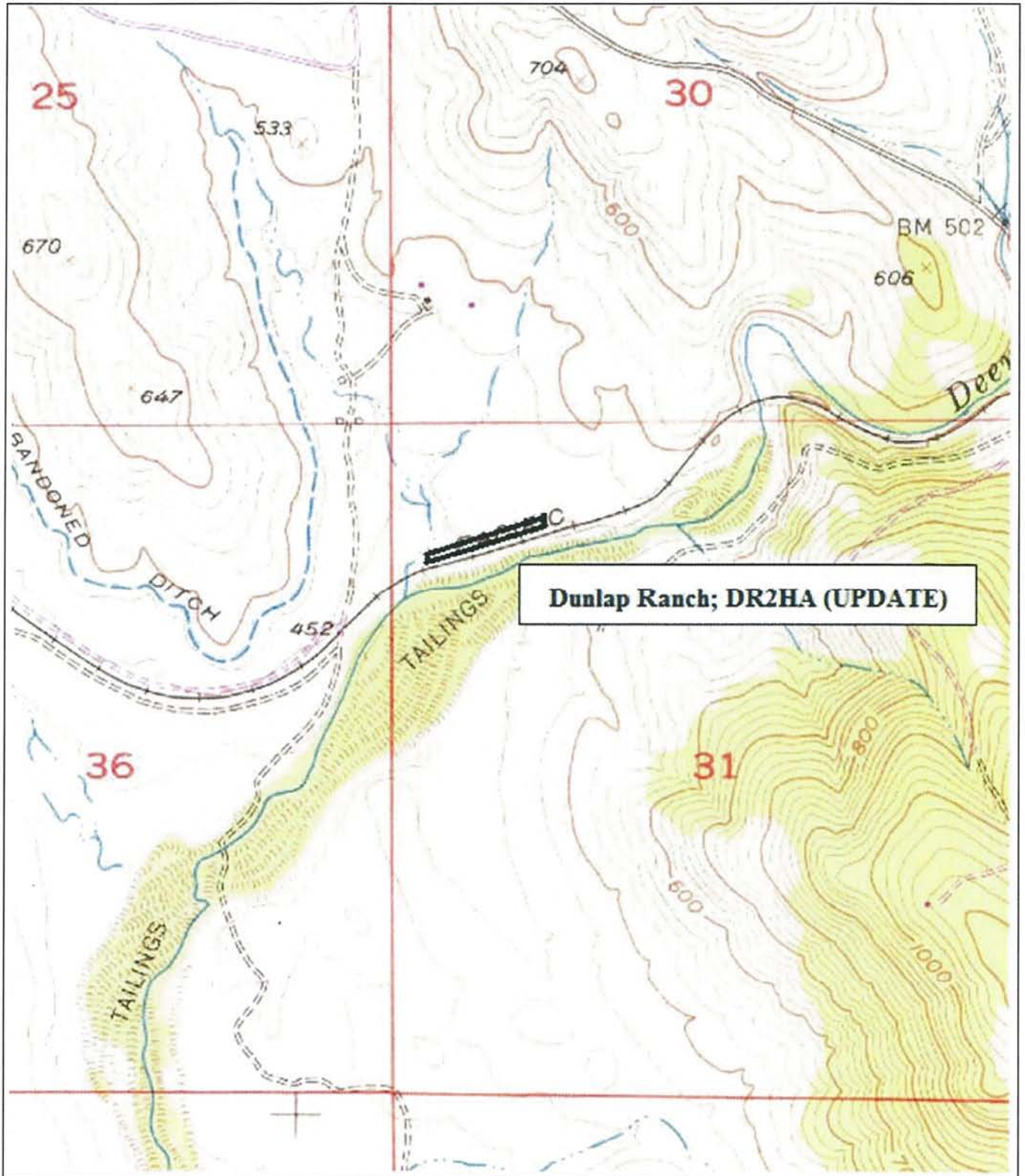
Source: USGS Folsom and Clarksville Quads 1953 (photo revised 1980) - Contour Interval 40 Feet



This resource was originally recorded in 1995 by the El Dorado Irrigation District as a metamorphic dry laid rock wall 5 feet wide, 1.5 to 2 feet high and 300 to 500 feet long. During the current inventory, the resource was observed to be 800 to 1,000 feet long from east to west. The eastern half is a single-course alignment of fieldstone cobbles and the western half becomes more elaborate with added stone courses in width and height. It is likely the original record only described the western half of the resource. The resource is associated with Dunlap Ranch which is to the north of the survey corridor. The condition appears to be the same as observed in the original recording.



Photograph: West half of resource facing W. Frame 3459.



PRIMARY RECORD
California DPR
OHP

Primary # P-9-4800
HRI # _____
Trinomial _____
NRHP Status Code _____

Page 1 of 5

Other Listings _____
Review Code _____ Date: _____
Reviewer: _____

- P1. Property Name/Temporary No.: Dunlap Ranch;DR2HA
- P2. Location: County El Dorado and (Address and/or Utm Coordinates. Attach Location Map as required)
a. Address: John & Susan Dunlap, 6180 Dunlap Ranch Road
City Folsom Zip 95630
b. UTM: USGS Quad Folsom SE (7.5')
Date 1954 Photorevised 1973; Zone 10, 670.860 to
670.980mE/ 4273.540 to 4273.600 mN
c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other locational data if appropriate). From Latrobe Road in El Dorado Hills, turn west onto Wetsel-Oviatt Road, then south onto the Dunlap Ranch. Follow road to railroad. Moving east down the railroad tracks, approximately 300 feet past the trestle, the resource can be seen on the north side of the tracks and fence.
- P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries). Metamorphic dry laid rock wall, approximately 5 feet wide, 1.5 to 2 feet high, and about 300 to 500 feet long. This feature is apparently not associated with anything now, but possibly was associated with the structure foundation DR15HA close by. The condition is fairly good, though it is obviously deteriorating in places.
- P4. Resources Present: _____ Building _____ Structure x Object
_____ Site _____ Element of District
- P5. Resource Attributes. (List relevant attributes and codes).
AH11; rock wall.
- P6. Photograph or Drawing (Photograph required for buildings, structures, and objects).
X Refer to attachments. _____

9573

PRIMARY RECORD
CALIFORNIA DPR
OHP

Primary # _____
HRI# _____
Trinomial _____
NRHP Status Code _____

Page 2 of 5

Other Listings _____
Review Code _____ Date: _____
Reviewer _____

P7. Date Constructed/Age: Unknown Prehistoric X Historic
Both

P8. Owner and Address: John & Susan Dunlap, 6180 Dunlap Ranch Rd.,
Folsom, CA 95630

P9. Recorded by: (Name, affiliation, and address) Jean E. Starns,
Environmental Specialist, El Dorado Irrigation District, 2890
Mosquito Rd., Placerville, CA 95667. Telephone (916) 642-4055

P10. Date Recorded: July 12, 1995

P11. Type of Survey: Intensive X Reconnaissance Other
Describe: Examination of feature from south side of fence.

P12. Report Citation: (Provide full citation or enter "none") None
except for Starns' 1995 Cultural Resource report on this
ranch.

Attachments: None X Location Map Continuation Sheet
Building, structure, and Object Record X Linear Resource
Record Archaeological Record District Record Milling
Station Record Rock Art Record Artifact Record X
Photograph Record Other: (list) Cultural Resource Survey of
Dunlap Ranch, Starns, 1995.

LINEAR RESOURCE RECORD
CALIFORNIA DPR
OHP

Primary # _____
HRI/Trinomial No. _____

Page ³ 1 of 5

- L1. Property Name/Temporary No.: Dunlap Ranch; DR2HA
- L2. Detailed Record of: X Entire Resource Segment (Describe entire resource on Primary Record before recording a segment in detail).
- L3. Length: Approximately 500 feet Method of Determination:
Pacing with one pace equalling 2.5 feet. 200 paces counted.
- L4. Width: Approx. 5 feet Method of Determination: Measured
with a tape measure.
- L5. Depth/height: 1.5 to 2 feet Method of Determination:
Visual estimation.
- L6. Features: (Describe construction details, dimensions, and artifacts found with each feature. Provide plans/sections as appropriate). Dry laid metamorphic rock wall. No artifacts in association. Rock wall measures approx. 500' L x 5' W x 1.5 to 2' H.
- L7. Natural Setting: (Describe natural features, landscape characteristics, slope, etc. as appropriate): Fairly flat pasture land of tarweed and non-native grasses. Parallel to fence line and railroad track.
- L8. Historical Information: Metamorphic rock is used for numerous functions associated with ranching in El Dorado County. Walls similar to this one often depict boundary lines prior to the availability of fencing materials. As this wall parallels the fence line, it may represent a portion of a boundary line.

LINEAR RESOURCE RECORD
CALIFORNIA DPR
OHP

Primary # _____
HEI/Trinomial No. _____

Page ⁴ 2 of 5

L9. Significance: Period of Significance Agricultural Era
Property Type Rock wall
Applicable Criteria Not evaluated for eligibility

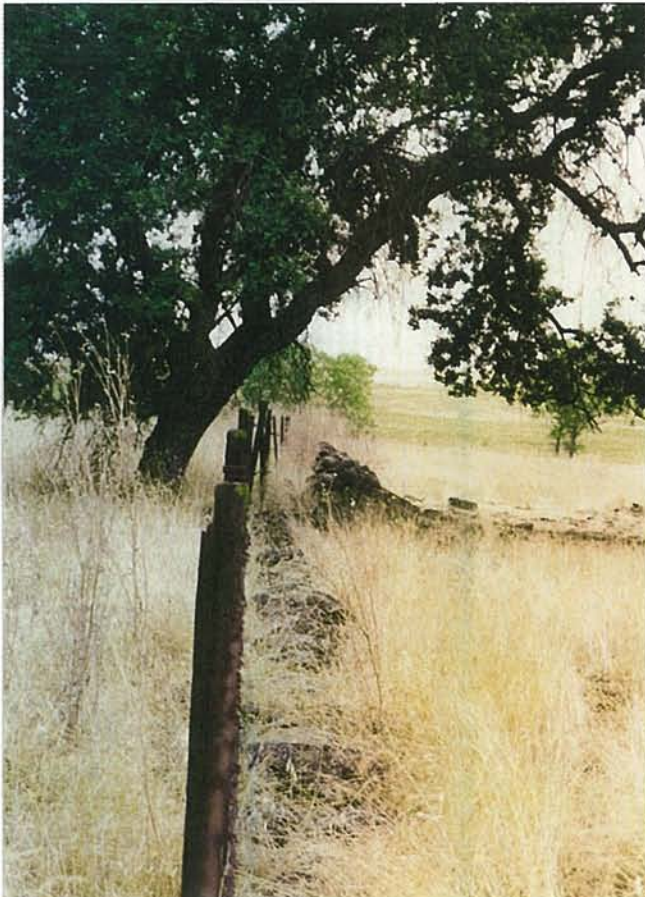
(Discuss importance of resource within a historic context as defined by theme, period of significance, and geographic scope when appropriate). Rock wall features were utilized as boundary markers during the agricultural era; metamorphic rock was plentiful and cheap in contrast to fencing wire.

L10. Resource Integrity: Fairly good.

L11. Associated Resources: Possibly the foundation DR15HA, though the association is an assumed one.

L12. References: None

L13. Form Prepared By: Jean E. Starns, Environmental Specialist
Date: July 12, 1995
Affiliation/Address: El Dorado Irrigation District, 2890 Mosquito Road, Placerville, CA 95667 Telephone: (916) 642-4055



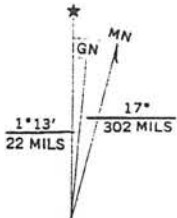
Roll 1 DRP-4

View is west along south
fenceline of Parcel A

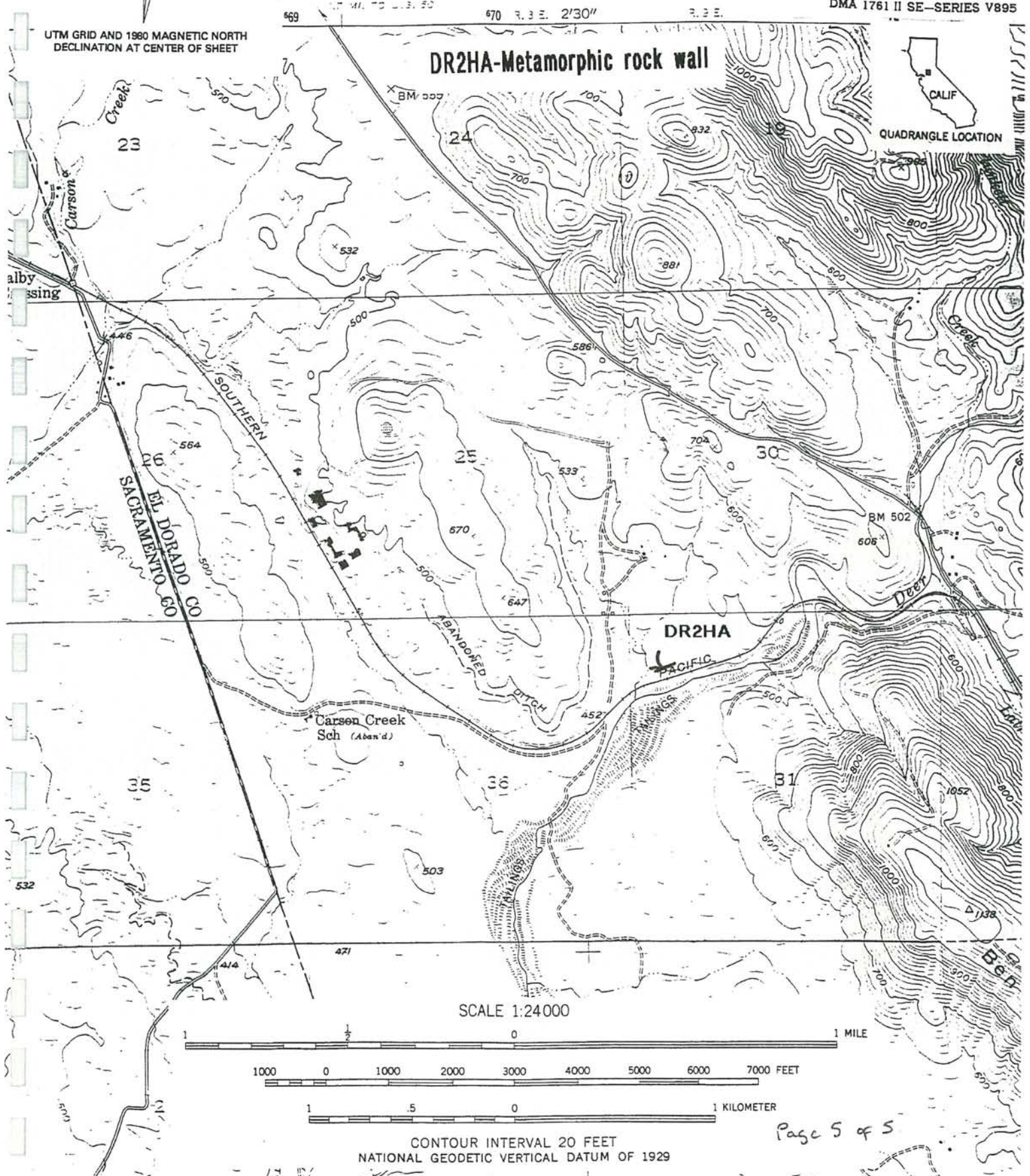
F-1-1000
FOLSOM SE, CALIF.

38121-E1-TF-024

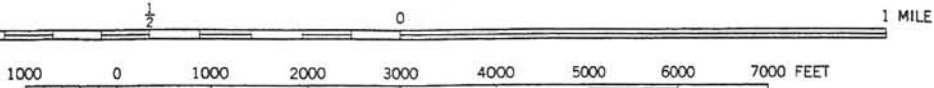
1954
PHOTOREVISED 1980
DMA 1761 II SE-SERIES V895



UTM GRID AND 1980 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



SCALE 1:24000



CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

Page 5 of 5

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 2

*Resource Name or #: SPTC 01

P1. Other Identifier: None

***P2. Location:** Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Sacramento

***b. USGS 7.5' Quad:** Clarksville, Calif. **Date:** 1953 (rev. 1980) **T** 9N; **R** 8E ; NE¼ of SE¼ of Sec 16; Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From the intersection of White Rock Road and Payen Road, take Payen Road northwest for 0.5 miles. The benchmark will be located approximately 15 feet to the northeast, between Payen Road and the Southern Pacific Railroad.

***P3a. Description:** This resource is a 1949 U.S. Coast and Geodetic Survey Benchmark. It consists of a round brass plate encased in a concrete doughnut. The resource measures 12 inches in diameter and protrudes three inches from the ground. It appears to be in good condition; however, the elevation above sea level is unreadable. The brass plate contains "E856" and "1949" stamped in its center.

***P3b. Resource Attributes:** HP39. Other

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: U.S. Coast and Geodetic Survey benchmark, plan view.

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both
1949

***P7. Owner and Address:**
National Oceanic and Atmospheric Administration
1401 Constitution Avenue, NW
Room 5128
Washington, DC 20230

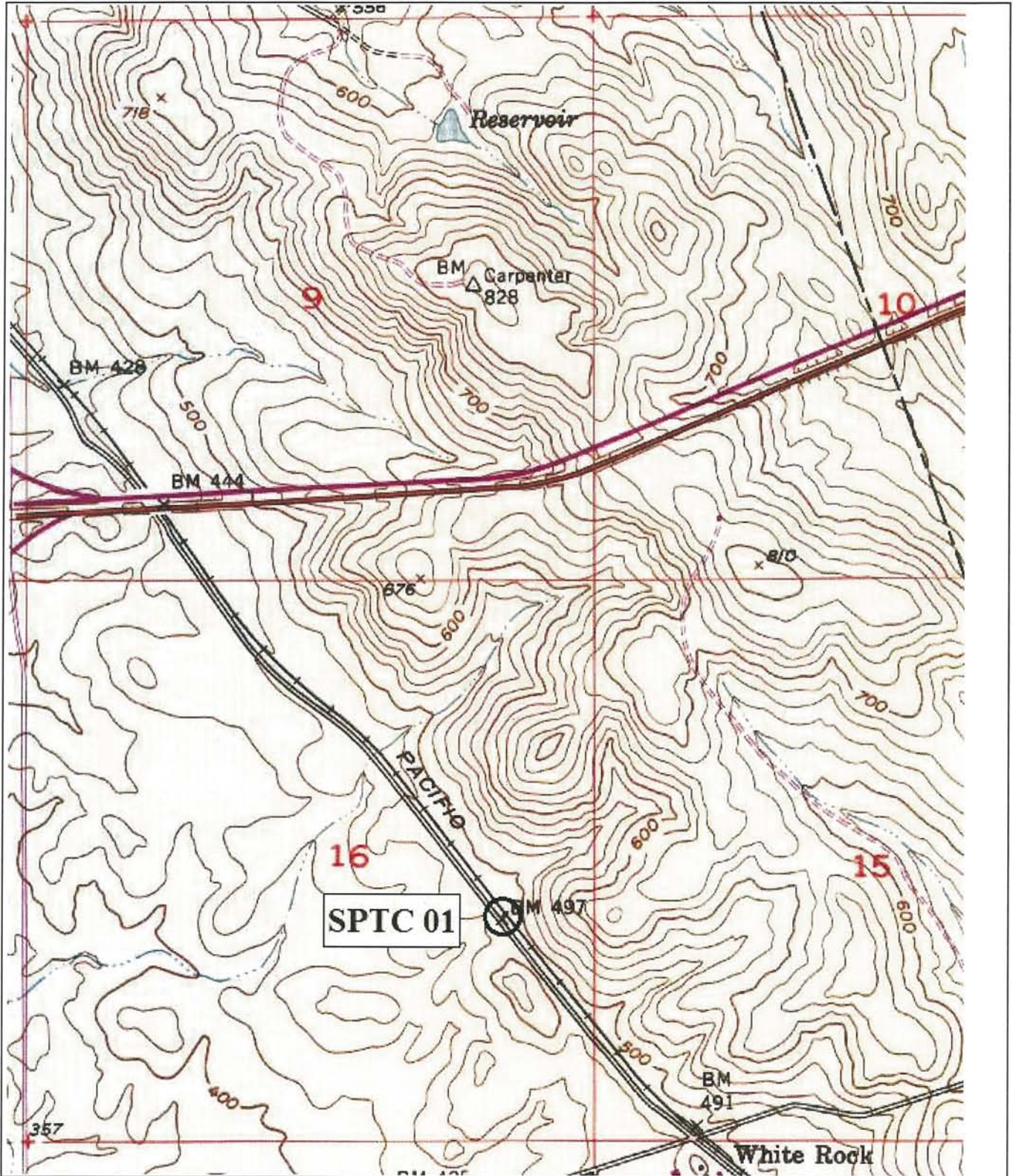
***P8. Recorded by:**
Katie Vallaire and Thea Fuerstenberg

***P9. Date Recorded:** 1/27/2015

***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):



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 2

*Resource Name or #: SPTC 02

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County: Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Clarksville, Calif. Date: 1953 (rev. 1980) T 9N; R 8E ; SW¼ of SW¼ of Sec 15; Mount Diablo B.M.

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From the intersection of White Rock Road and Payen Road, walk north approximately 25 feet towards a concrete culvert that carries water under the Southern Pacific Railroad. The benchmark is encased on the top center of the culvert's northeast opening.

*P3a. Description: This resource is a 1932 U.S. Coast and Geodetic Survey Benchmark. It consists of a round brass plate encased in a concrete culvert. It appears to be in good condition; however, the elevation above sea level is unreadable. The brass plate contains "V-127" and "1932" stamped in its center.

*P3b. Resource Attributes: HP39. Other

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: U.S. Coast and Geodetic Survey benchmark, plan view.

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both
 1932

*P7. Owner and Address:
 National Oceanic and Atmospheric Administration
 1401 Constitution Avenue, NW
 Room 5128
 Washington, DC 20230

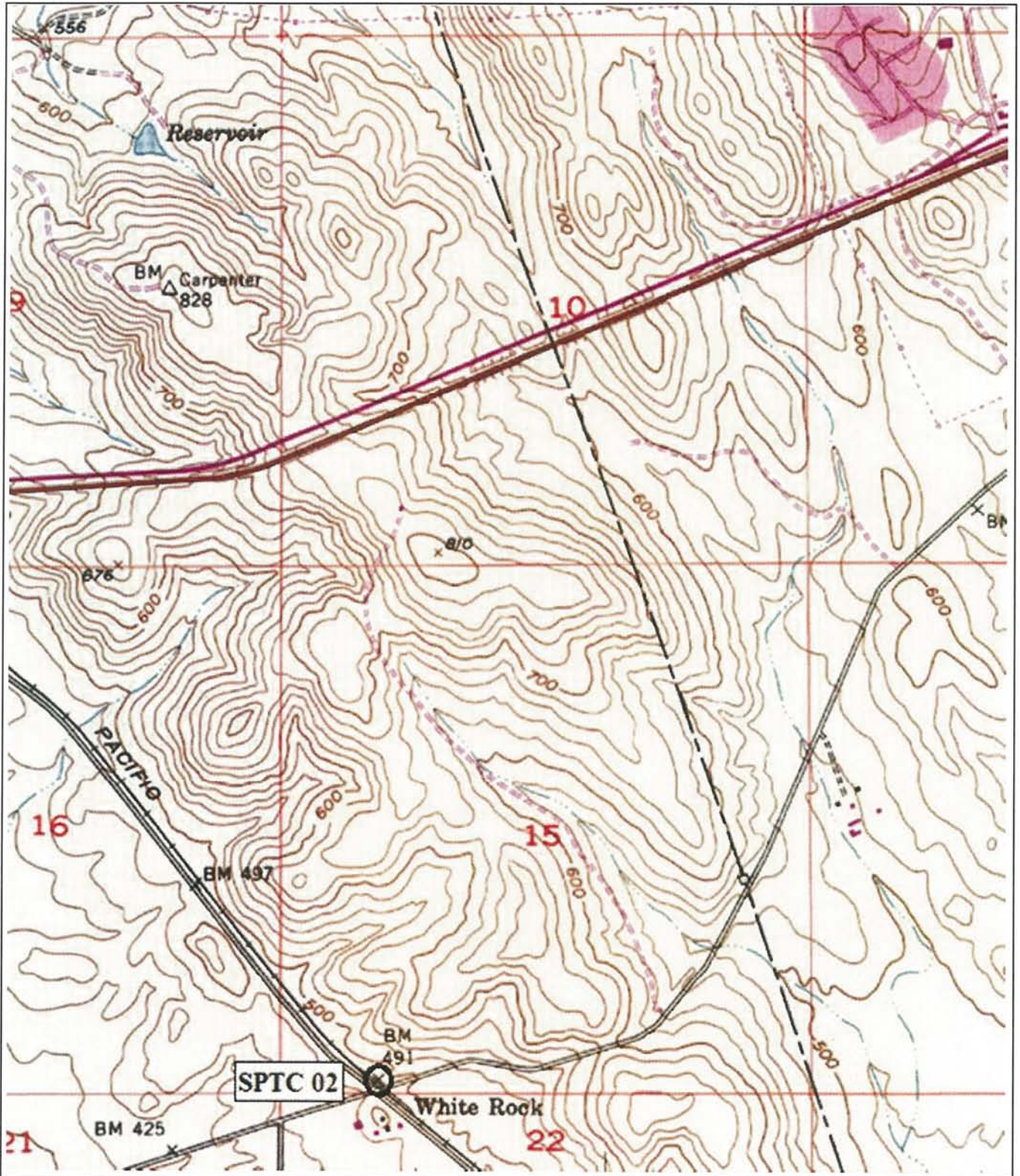
*P8. Recorded by:
 Katie Vallaire and Thea Fuerstenberg

*P9. Date Recorded: 1/27/2015

*P10. Survey Type: Intensive

*P11. Report Citation: None.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):



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*Resource Name or #: SPTC 03

P1. Other Identifier: Payen Rd.

***P2. Location:** Not for Publication Unrestricted

***a. County:** Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) And *Clarksville, Calif.* **Date:** 1953 (rev. 1980) T 9N; R 8E;
 (see continuation for detail) Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: Payen Road begins at the intersection of the old Placerville & Sacramento Valley Railroad with White Rock Road, and begins south of the tracks and heads southeast.

***P3a. Description:** This linear resource appears on the 1941 Folsom 15' topo quad. It is currently known as Payen Road. The historic era portion which crosses our survey corridor begins at White Rock Rd and heads southeast for 2.5 miles and terminates southeast of Malby Crossing. There are 10 features associated with this resource (see continuation). It runs in a NW to SE direction and is 8 feet wide. The road is paved and is modernly used and maintained. It is in good condition.

***P3b. Resource Attributes:** HP 37. Highways/Trails

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: Payen Rd. in foreground and railroad in background. Facing N. Frame 3335.

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both

***P7. Owner and Address:**
 Sacramento Placerville
 Transportation Corridor Joint
 Powers Authority
 c/o Dan Shoeman
 Sacramento County
 906 G Street, Suite 510
 Sacramento, CA 95814

***P8. Recorded by:**
 Katie Vallaire and Thea
 Fuerstenberg

***P9. Date Recorded:** 1/29/2015

***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update

P2b. Clarksville 7.5' topo: NW ¼ of NW ¼ of Sec. 22; NE ¼ of NW ¼ of Sec. 22.

Folsom SE 7.5' topo: SW ¼ of NE ¼ of Sec 22; NE ¼ of SE ¼ of Sec. 22.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 1: This feature is a steel culvert. Facing S. Frame 3333.



Feature 2: This feature is a corrugated metal culvert. Facing S. Frame 3337.



Feature 3: This feature is a corrugated metal culvert. Facing S. Frame 3339.



Feature 4: This feature is a corrugated metal culvert. Road repaved above. Facing W. Frame 3348.

*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 27, 2015

Continuation

Update



Feature 5: This feature is a corrugated metal culvert. Road repaved above. Facing W. Frame 3350.



Feature 6: This feature is a corrugated metal steel culvert. Facing W. Frame 3352.



Feature 7: This feature is two galvanized metal culverts. Road repaved above. Facing S. Frame 3354.



Feature 8: This feature is a galvanized metal culvert. Facing S. Frame 3355.

*Recorded by: Katie Vallaire, Thea Fuerstenburg

*Date: January 27, 2015

Continuation

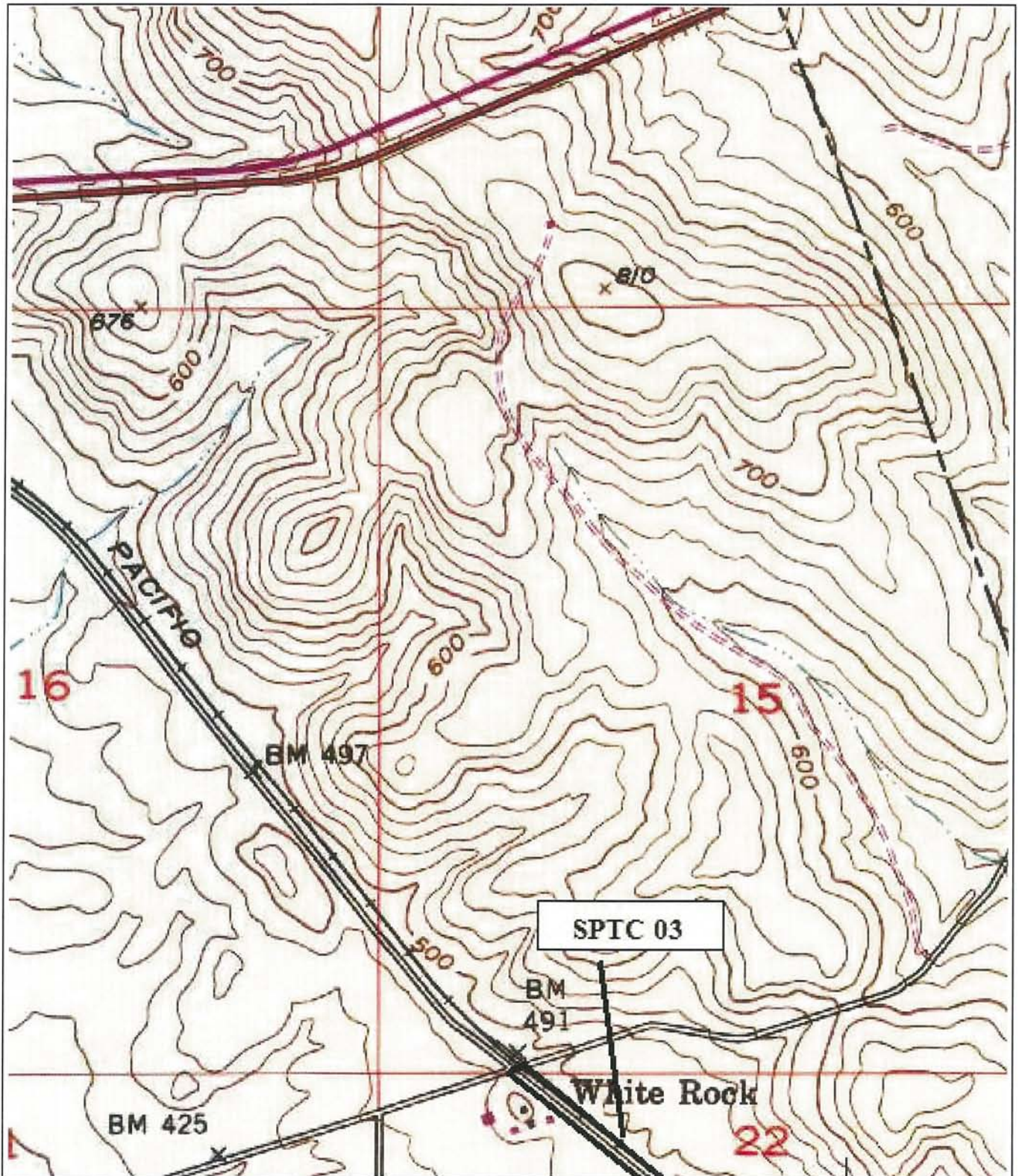
Update



Feature 9: This feature is corrugated galvanized steel culvert. Repaved above. Facing NW. Frame 3361.



Feature 10: This feature is a corrugated sheet metal culvert. Facing N. Frame 3378.



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*Resource Name or #: SPTC 06

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County: EL Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: *Folsom SE, Calif.* Date: 1954 (rev. 1980) T 9N; R 8E ; NE¼ of NW¼ of Sec 26; Mount Diablo B.M.

c. Address: .

City:

Zip:

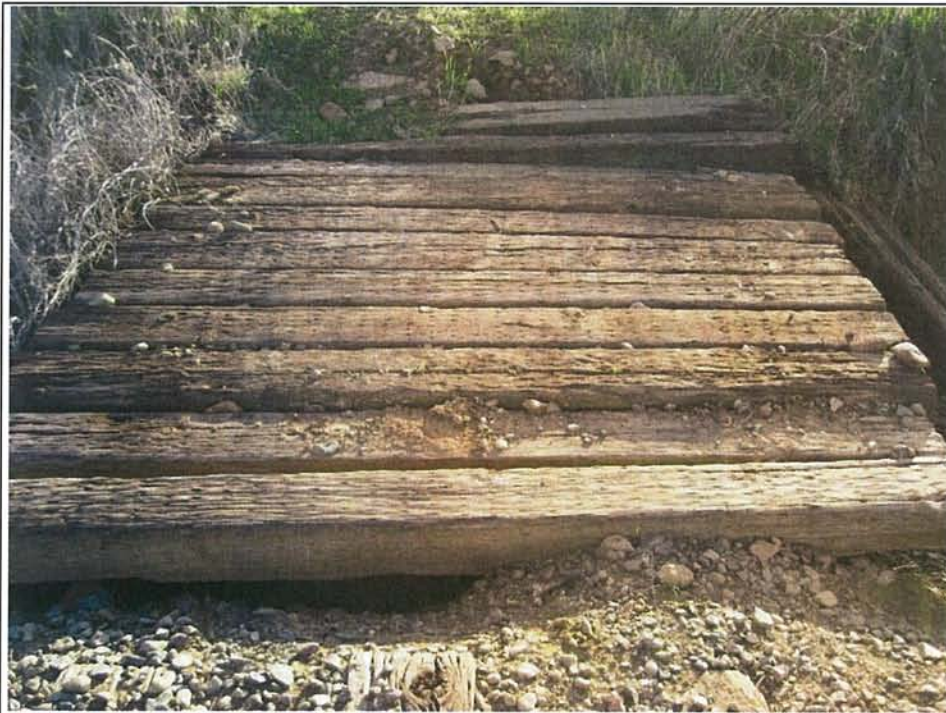
d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From the intersection of White Rock Road and Payen Road, continue southeast on Payen Road for approximately 1.5 miles. Continue walking southeast on the railroad for approximately 0.2 miles. The resource crosses the railroad at this location and the bridge will be located on the right.

*P3a. Description: This resource consists of a six-foot wide dirt road and foot bridge constructed of railroad ties and rails. The bridge contains 11 railroad ties, is set on two railroad rails, and is three feet over a drainage. The road is overgrown with vegetation and the bridge is in good condition.

*P3b. Resource Attributes: HP 37. Highways/Trails; HP19. Bridge

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: SPTC 06, bridge, facing southwest. Accession #3368.

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both

*P7. Owner and Address:
Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

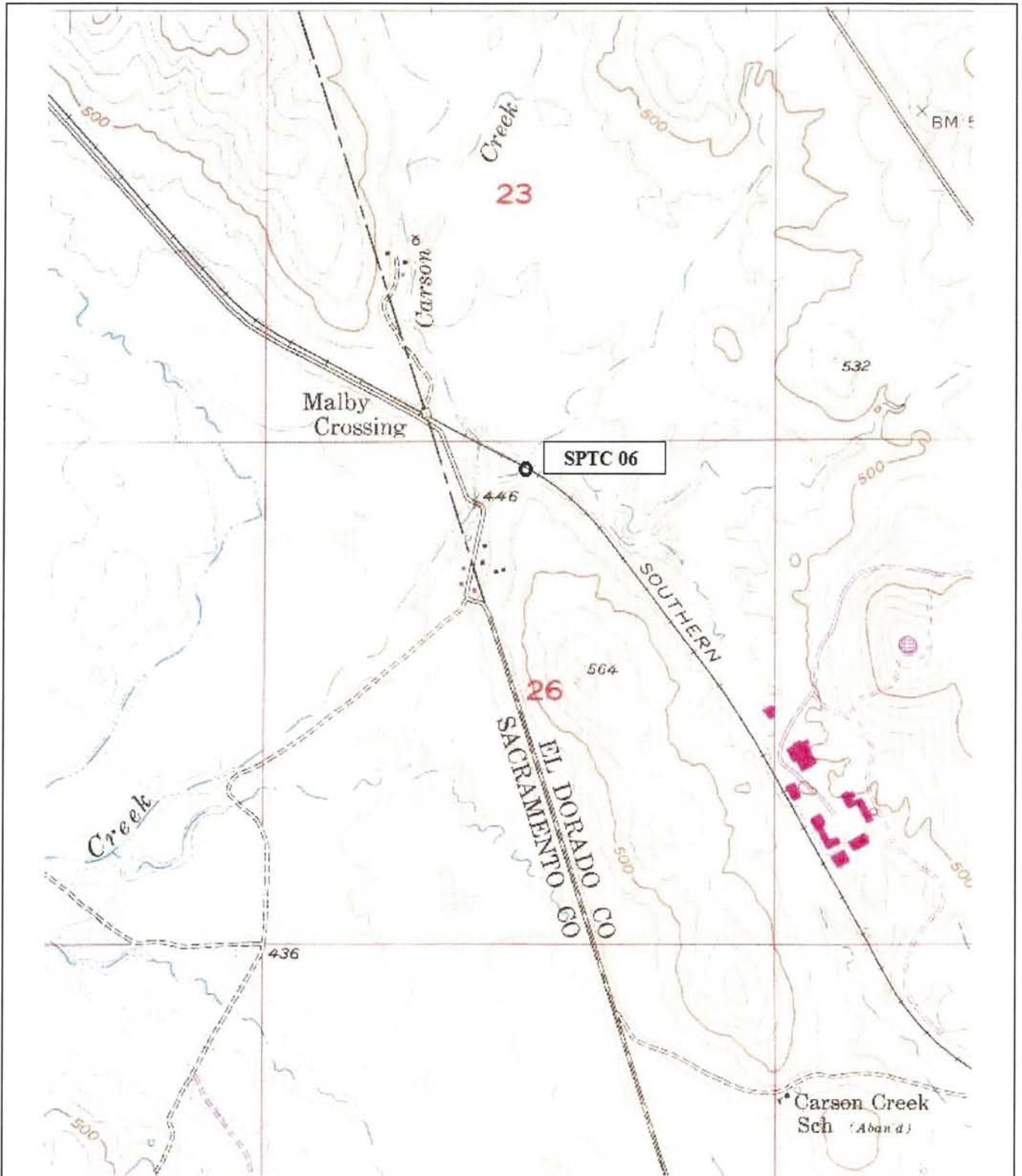
*P8. Recorded by:
Katie Vallaire and Thea
Fuerstenberg

*P9. Date Recorded: 1/27/2015

*P10. Survey Type: Intensive

*P11. Report Citation: None.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):



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*Resource Name or #: SPTC 07

P1. Other Identifier: Payen Road Bridge

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) **T** 9N; **R** 8E ; NE¼ of NW¼ of **Sec 26;** Mount Diablo **B.M.**

c. Address: ,

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From the intersection of White Rock Road and Payen Road, continue southeast on Payen Road for approximately 1.7 miles. The resource carries Payen Road over Carson Creek.

***P3a. Description:** This resource is a concrete three-span beam bridge constructed in 1949. The bridge is supported by two cap and column piers and has concrete abutments. It also contains poured concrete railings that are seven inches wide, two-and-a-half feet tall, and contain rectangular decorative panels. "11-12-1949" is hand-etched in the concrete on both railings.

***P3b. Resource Attributes:** HP19. Bridge

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: SPTC 07, Payen Road bridge, facing south. Accession #3366.

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both 1949 (etched in concrete)

***P7. Owner and Address:**
 Sacramento Placerville
 Transportation Corridor Joint
 Powers Authority
 c/o Dan Shoeman
 Sacramento County
 906 G Street, Suite 510
 Sacramento, CA 95814

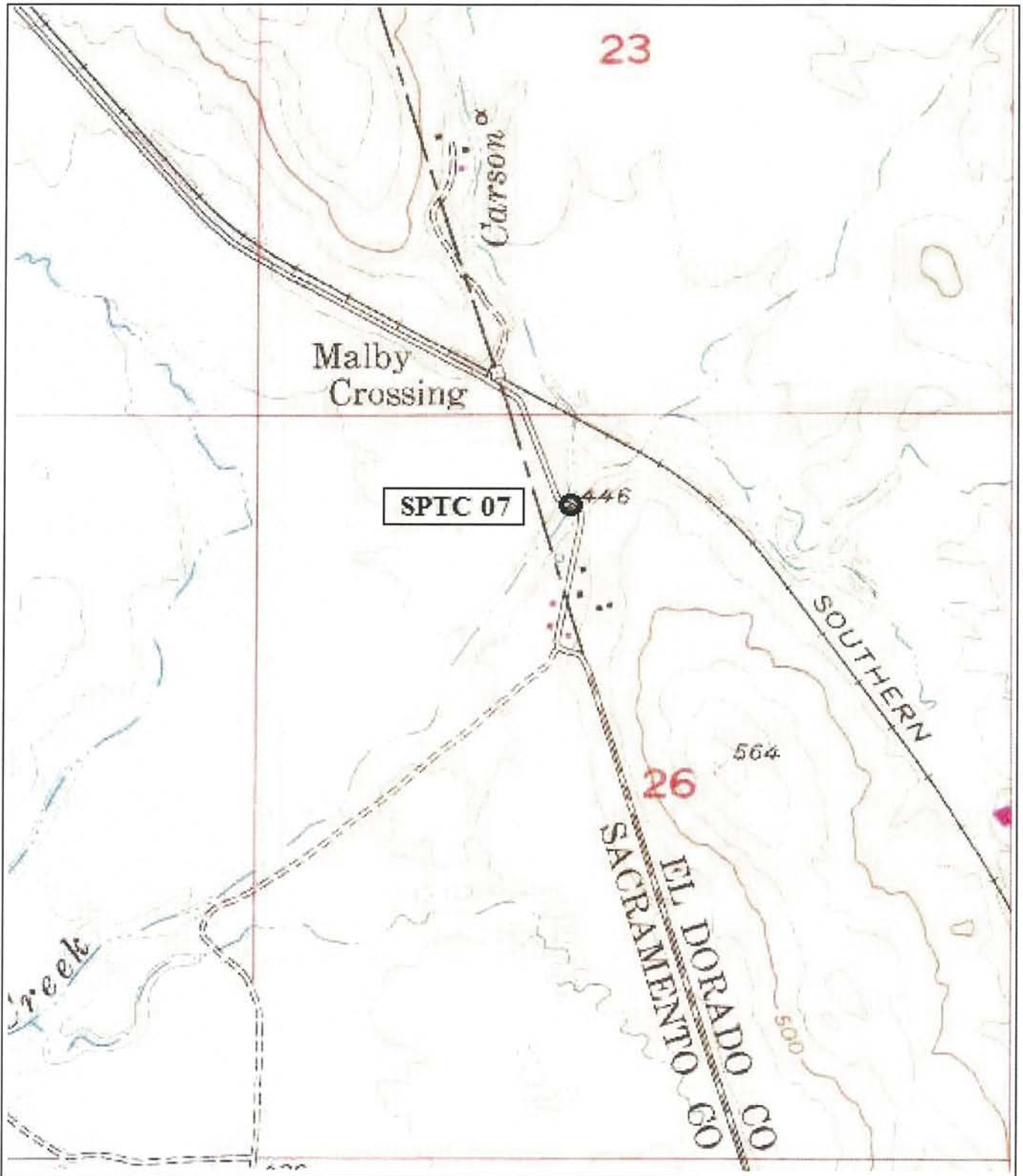
***P8. Recorded by:**
 Katie Vallaire and Thea
 Fuerstenberg

***P9. Date Recorded:** 1/27/2015

***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):



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*Resource Name or #: SPTC 08

P1. Other Identifier: none.

***P2. Location:** Not for Publication Unrestricted

*a. County: El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: *Folsom SE, Calif.* Date: 1954 (rev. 1980) T 9N; R 9E; NW¼ of NW¼ of Sec 32, and SW¼ of SW¼ of Sec 29; Mount Diablo B.M.

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue northwest on Latrobe Road for 3.4 miles. The asphalt-paved portion of the resource extends from Latrobe Road on the left (southwest) just before Latrobe Road crosses over Deer Creek.

*P3a. **Description:** This resource is a road that has three distinct sections: from Latrobe Road to the railroad tracks the road is asphalt-paved and measures 36 feet long and 16 feet wide; from the railroad the road is gravel-paved, measures 10.5' wide, and turns southeast and runs alongside the railroad for 73 feet; the road then continues as a dirt two-track measuring 8 feet wide and meandering southeast until it terminates at another driveway. According to historic USGS topographical maps, the road was depicted by at least 1891. Most likely, the road was associated with Cothrin's Station, which was located just across Latrobe Road. The road is in good condition.

*P3b. **Resource Attributes:** HP37. Highways/Trail

*P4. **Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: View of SPTC 08 gravel-paved section with meandering dirt two-track section in background, facing southeast. Accession #3380.

*P6. **Date Constructed/Age and Sources:** Historic Prehistoric Both
By at least 1891 (USGS topo review)

*P7. **Owner and Address:**
Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

*P8. **Recorded by:**
Katie Vallaire and Thea
Fuerstenberg

*P9. **Date Recorded:** 1/27/2015

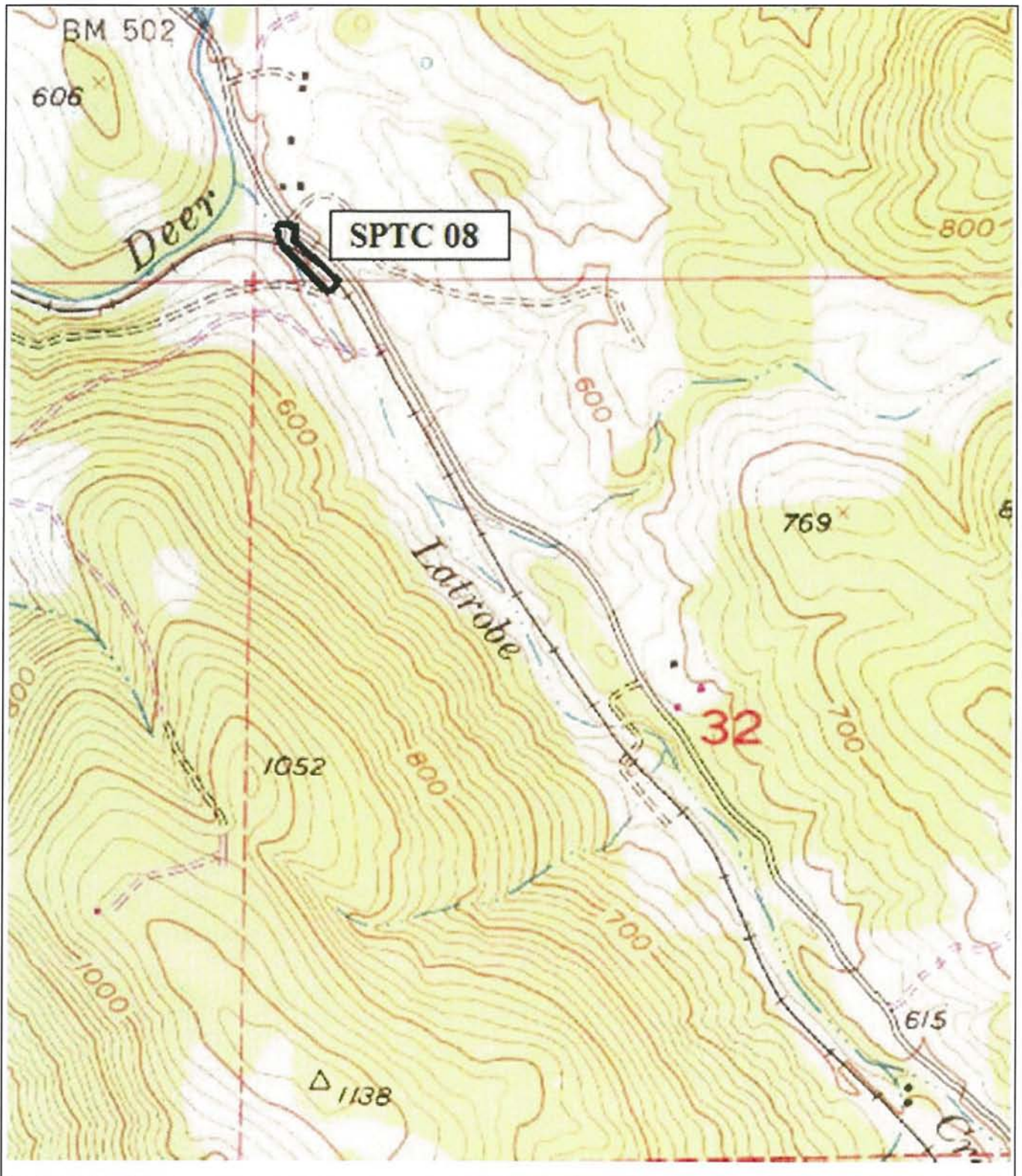
*P10. **Survey Type:** Intensive

*P11. **Report Citation:** None.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



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*Resource Name or #: SPTC 10

P1. Other Identifier: none.

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) T 9N; R 9E ; SW¼ of SW¼ of Sec 29, and SE¼ of SE¼ of Sec 30; Mount Diablo B.M.

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue northwest on Latrobe Road for 3.4 miles. A driveway will be located to the southwest. Walk from this driveway approximately 100 feet due west until you cross a timber railroad bridge. The eastern end of the resource is located directly south once you cross the timber railroad bridge.

***P3a. Description:** This resource is a dirt two-track road that runs east-west adjacent to a portion of the Placerville and Sacramento Valley Railroad. It measures approximately 14 feet wide and approximately 266 feet long until it tapers off and becomes a walking/game trail. The road is not depicted on any historic USGS topo maps, but was most likely associated with the construction of the railroad in 1864 (approximately 200 feet to the west are two borrow pits associated with the railroad). The road is in fair condition; however, because it is so fragmentary it is difficult to determine its construction date and use.

***P3b. Resource Attributes:** HP37. Highways/Trail

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: View of SPTC 10 dirt road, facing west. Accession #3386.

***P6. Date Constructed/Age and Sources:**

Historic

Prehistoric Both

Circa 1864

***P7. Owner and Address:**

Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

***P8. Recorded by:**

Katie Vallaire and Thea
Fuerstenberg

***P9. Date Recorded:** 1/27/2015

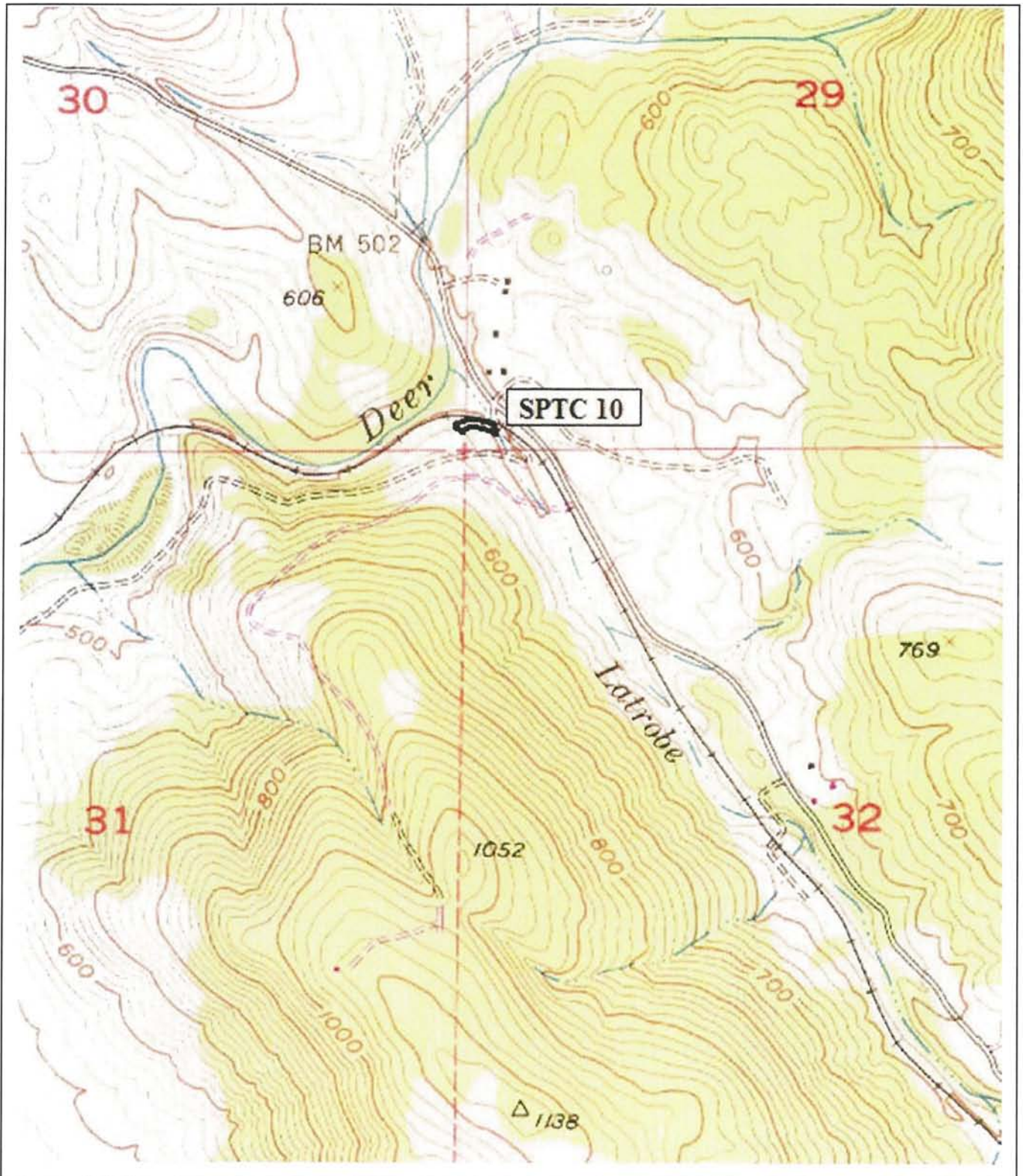
***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



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*Resource Name or #: SPTC 11

P1. Other Identifier: none.

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) T 9N; R 9E ; SW¼ of SE¼ of Sec 30; Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue northwest on Latrobe Road for 3.4 miles. A driveway will be located to the southwest. Walk from this driveway approximately 0.5 miles due west and following the railroad tracks. The resource will be located on either side of the railroad tracks just before you come to a large bridge crossing over Deer Creek.

***P3a. Description:** This resource is a dirt two-track road that runs north-south from two fencelines and crosses the Placerville and Sacramento Valley Railroad. It measures approximately 11 feet wide and 100 feet from gate to gate. The road is not depicted on any historic USGS topo maps. The road is in good/fair condition; however, it appears to no longer be in use.

***P3b. Resource Attributes:** HP37. Highways/Trail

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: View of SPTC 11 dirt road, facing south. Accession #3398.

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both
Circa 1864

***P7. Owner and Address:**
Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

***P8. Recorded by:**
Katie Vallaire and Thea
Fuerstenberg

***P9. Date Recorded:** 1/27/2015

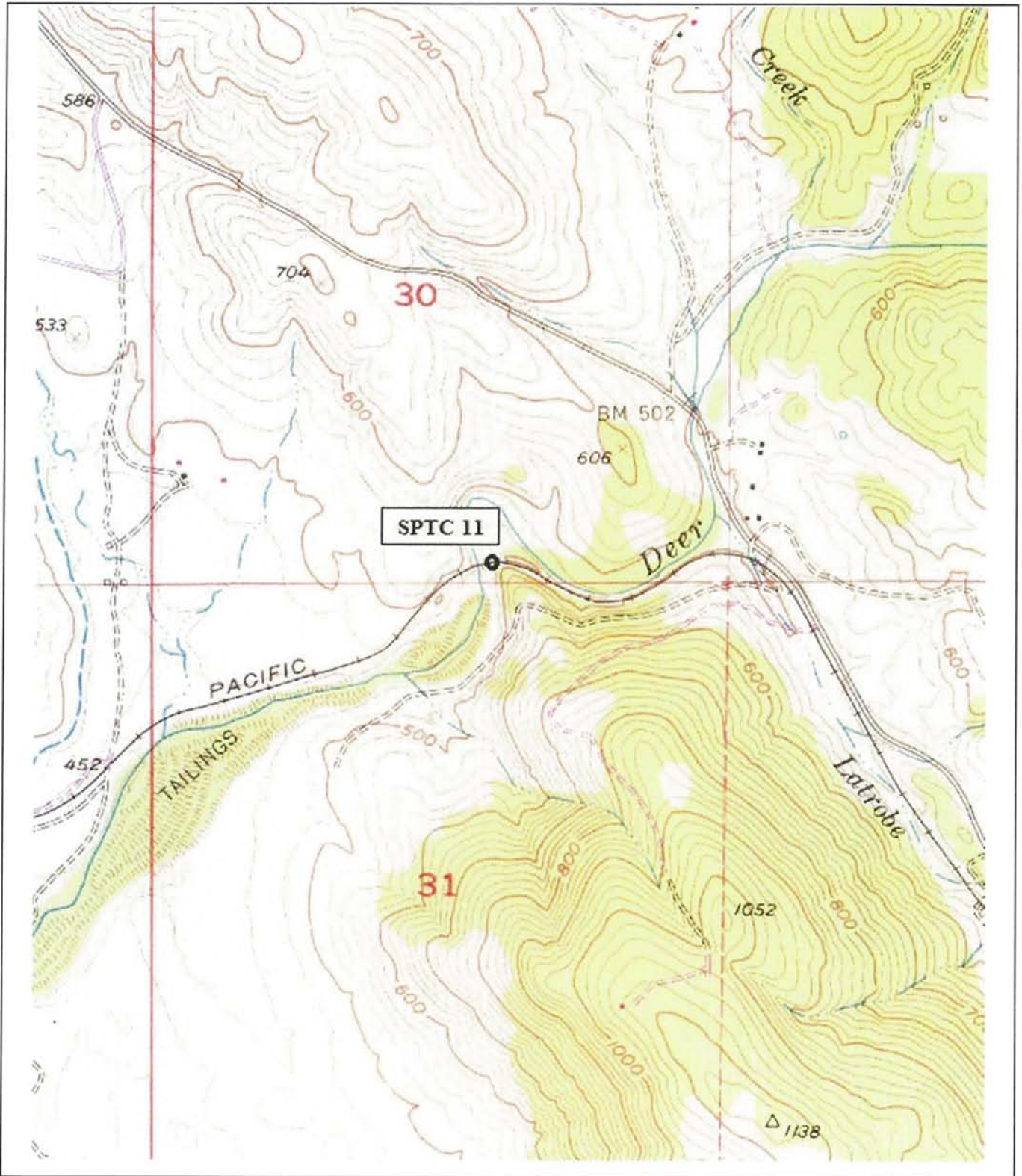
***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

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*Resource Name or #: SPTC 13

P1. Other Identifier: none.

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) **T** 9N; **R** 9E ; SW¼ of SE¼ of Sec 32; Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue northwest on Latrobe Road for 2.2 miles. A driveway for the homestead associated with this resource will be located to the southwest. The driveway continues southwest approximately 400 feet until reaching a gate. The resource begins on the opposite side of this gate.

***P3a. Description:** This resource is a 100-foot long segment of a dirt two-track road that runs northeast-southwest and crosses the Placerville and Sacramento Valley Railroad. It measures 12 feet wide. The road is not depicted on any historic USGS topo maps; however, it is associated with a homestead located to the northeast that is depicted on historic USGS topographical maps. The road appears to be sparingly used and is overgrown with vegetation; it is in good/fair condition.

***P3b. Resource Attributes:** HP37. Highways/Trail

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: View of SPTC 13 dirt road with homestead in background, taken from railroad, facing north. Accession #3425.

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both
Circa 1940

***P7. Owner and Address:**
Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

***P8. Recorded by:**
Katie Vallaire and Thea
Fuerstenberg

***P9. Date Recorded:** 1/27/2015

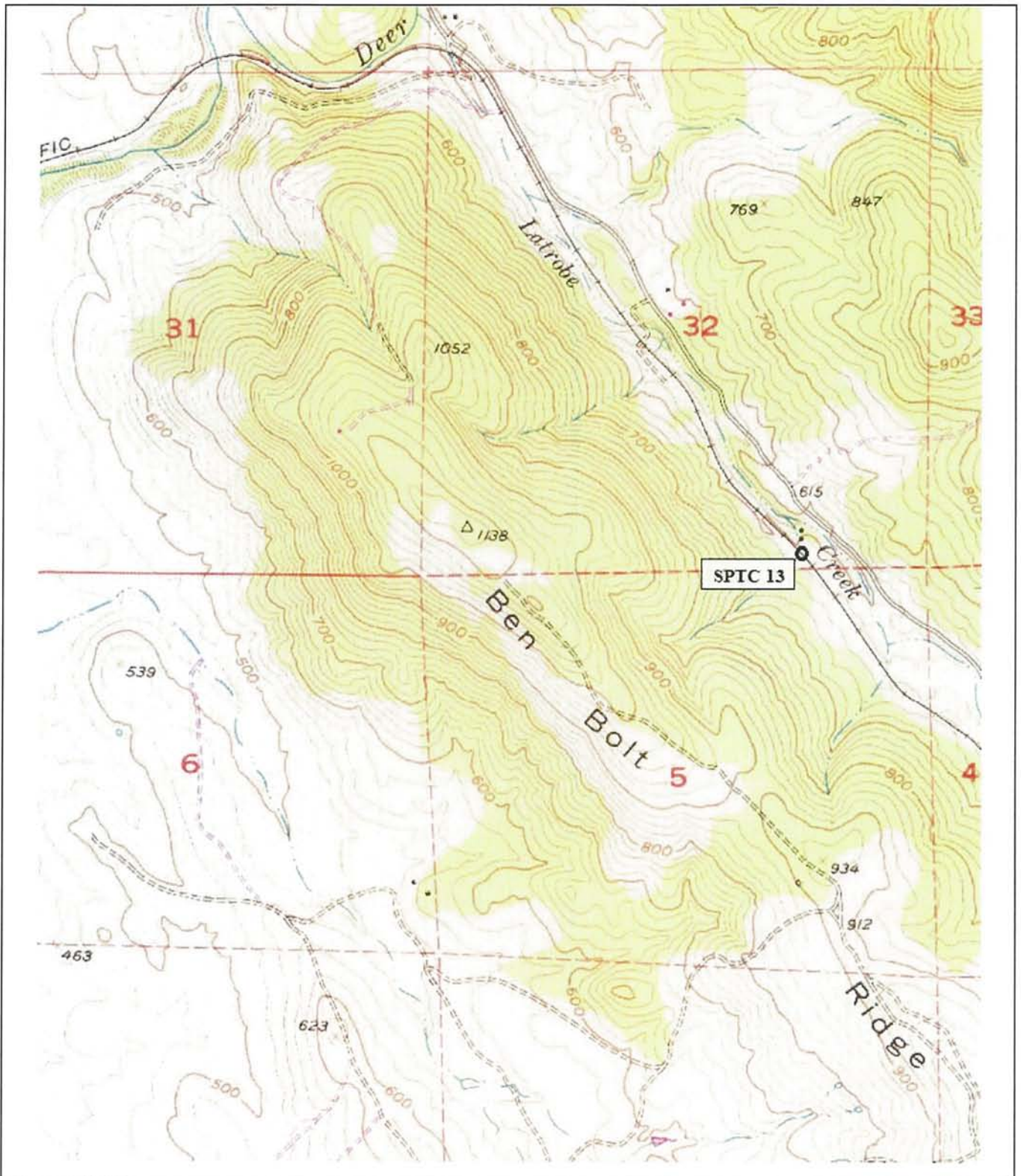
***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



P1. Other Identifier: none.

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) **T** 9N; **R** 9E ; NE¼ of SW¼ of **Sec 32**; Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road northwest for 3.4 miles until you reach a driveway to the southwest. Walk southeast along the railroad tracks for approximately 0.7 miles. The resource will be located on the southwest berm of the railroad.

***P3a. Description:** This resource is an 80-foot long, single-course wide and tall stone alignment of subangular fieldstones that range from one to two feet in diameter. It runs northwest-southeast. The resource runs parallel to and south of the Placerville and Sacramento Valley Railroad, along the crest of the railroad's shallow berm. The alignment may have been constructed as a retaining wall or for erosion control. It is in good condition.

***P3b. Resource Attributes:** AH16. Other

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: View of SPTC 14 fieldstone alignment with railroad at right frame, facing northwest. Accession #3436.

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both
Circa 1940

***P7. Owner and Address:**
Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

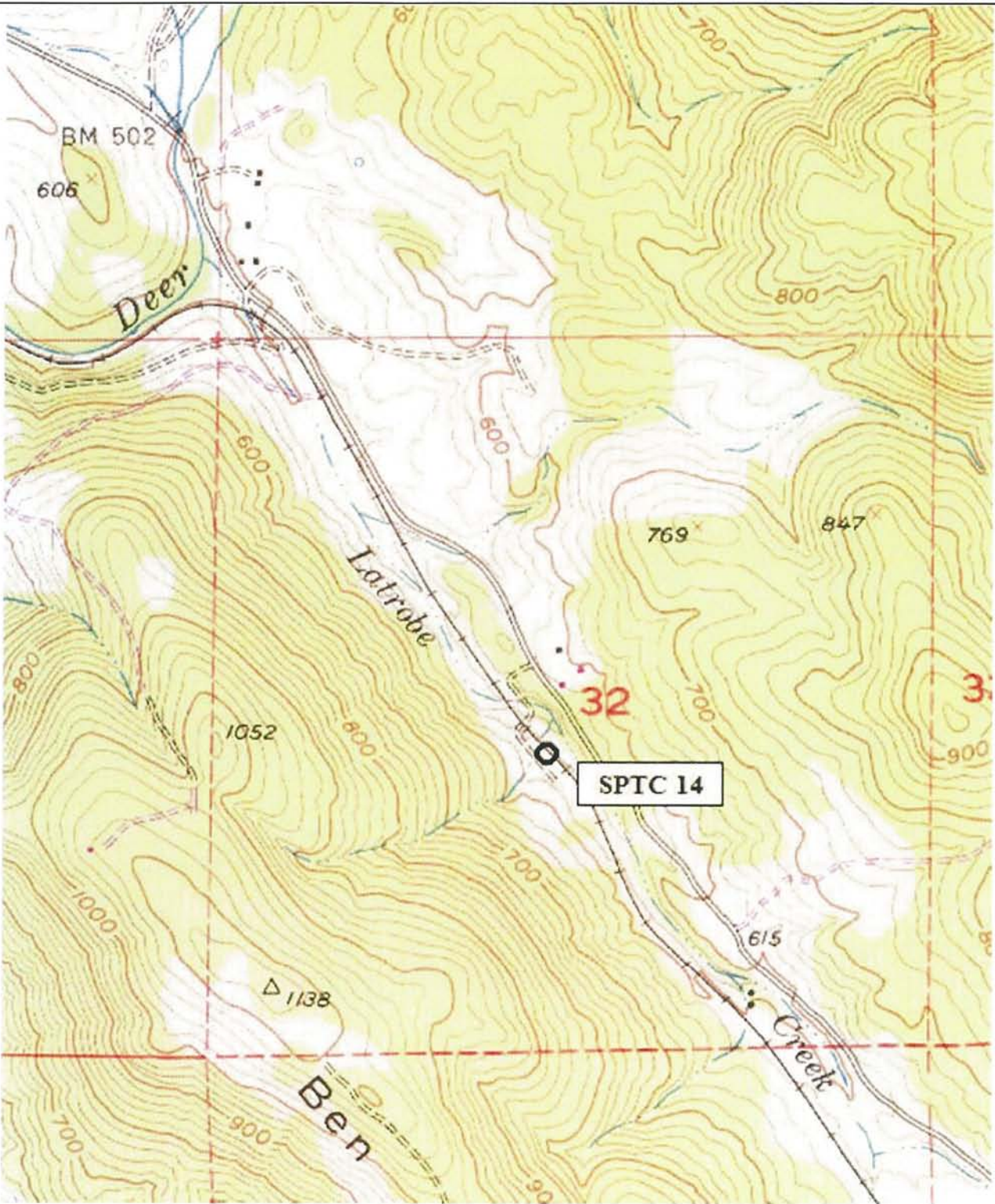
***P8. Recorded by:**
Katie Vallaire and Thea
Fuerstenberg

***P9. Date Recorded:** 1/27/2015

***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):



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*Resource Name or #: SPTC 15

P1. Other Identifier: none.

*P2. Location: Not for Publication Unrestricted

*a. County: El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: *Folsom SE, Calif.* Date: 1954 (rev. 1980) T 9N; R 9E ; NE¼ of SW¼ of Sec 32; Mount Diablo B.M.

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road northwest for 3.4 miles until you reach a driveway to the southwest. Walk southeast along the railroad tracks for approximately 0.7 miles. The resource crosses the railroad.

*P3a. Description: This resource is a 100-foot long segment of a gravel and dirt two-track road that runs northeast-southwest and crosses the Placerville and Sacramento Valley Railroad. It measures 12 feet wide. The road is first depicted on a 1954 historic USGS topo map. The road appears to be sparingly used and is overgrown with vegetation; it is in good/fair condition.

*P3b. Resource Attributes: HP37. Highways/Trail

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: View of SPTC 15 dirt road with stop sign, taken from railroad, facing southwest. Accession #3439.

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Circa 1954

*P7. Owner and Address:

Sacramento Placerville
Transportation Corridor Joint Powers
Authority

c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

*P8. Recorded by:

Katie Vallaire and Thea Fuerstenberg

*P9. Date Recorded: 1/27/2015

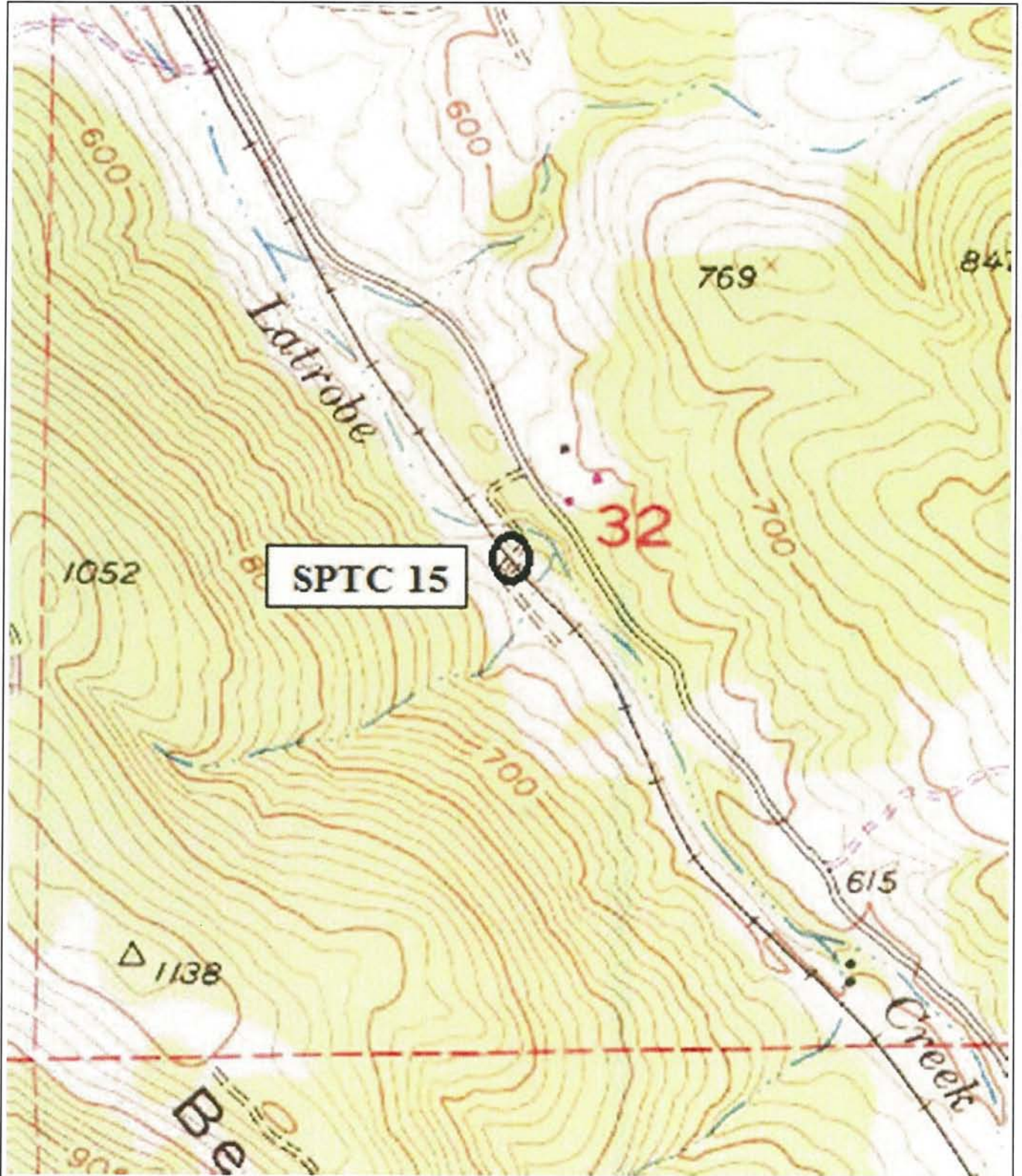
*P10. Survey Type: Intensive

*P11. Report Citation: None.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



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*Resource Name or #: SPTC 16

P1. Other Identifier: none.

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) **T** 9N; **R** 9E ; NW¼ of NW¼ of **Sec 32**; Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road northwest for 3.3 miles. The resource is located to the southwest.

***P3a. Description:** This resource is a 150-foot long segment of an asphalt-paved road that measures 14 feet wide. It runs northeast-southwest. The resource extends from Latrobe Road for 50 feet until it crosses the Placerville and Sacramento Valley Railroad, then continues southwest for 150 feet until it reaches a private gate. The road continues to the southwest; however, the remainder of the road was not recorded since it was outside our current survey corridor. This road is in fair condition and appears to be frequently used.

***P3b. Resource Attributes:** HP37. Highways/Trail

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: View of SPTC 16 paved road, facing southwest. Accession #3446.

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both
Circa 1954 (USGS topographical map)

***P7. Owner and Address:**
Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

***P8. Recorded by:**
Katie Vallaire and Thea
Fuerstenberg

***P9. Date Recorded:** 1/27/2015

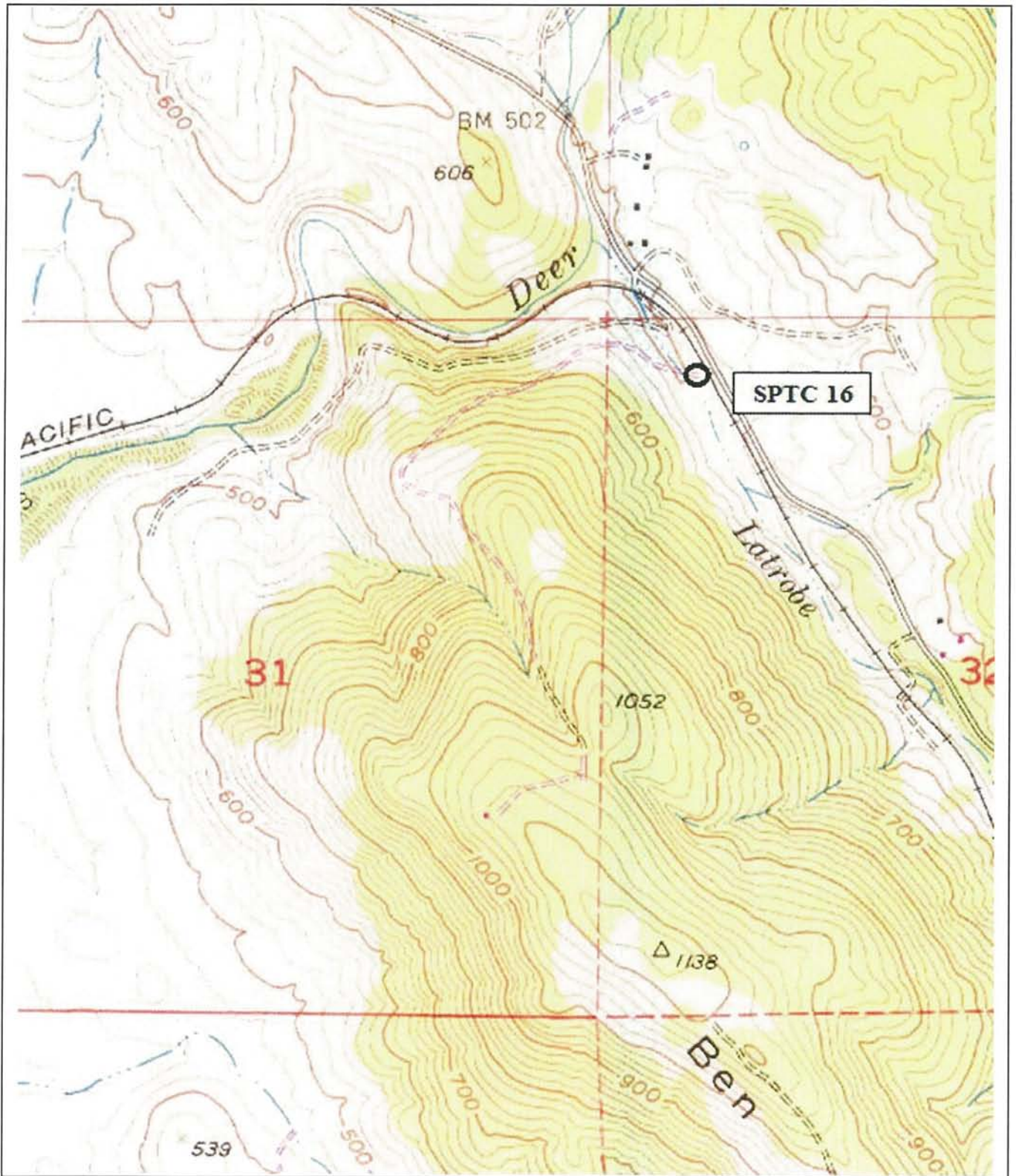
***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

***Required information**



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

Primary #
 HRI #
 Trinomial
 NRHP Status Code

Other Listings
 Review Code

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Date

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*Resource Name or #: SPTC 17

P1. Other Identifier: none.

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) **T** 9N; **R** 9E; **NE**¼ of **NW**¼ of **Sec 31**; **Mount Diablo B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road for 3.4 miles until Latrobe Road crosses the railroad. The reserace is 1,000 yards west down the tracks and is adjacent to south of the tracks.

***P3a. Description:** This resource is a relatively shallow meandering ditch that runs in a crescent shape. From the southwestern end, it runs 60 degrees for 52 feet, it curves 20 degrees for 32 feet, and continues 20 degrees under the property fence for 75 feet until it washes out at the berm of the railroad. Its most pronounced point is at the curve of the crescent, here it is 14 feet across and an average of 2 feet deep.

***P3b. Resource Attributes:** HP20. Canal/Aqueduct

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
 Resource facing E with tailings and ruins in background. Frame 3450.

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both

***P7. Owner and Address:**
 Sacramento Placerville
 Transportation Corridor Joint
 Powers Authority
 c/o Dan Shoeman
 Sacramento County
 906 G Street, Suite 510
 Sacramento, CA 95814

***P8. Recorded by:**
 Katie Vallaire and Thea
 Fuerstenburg

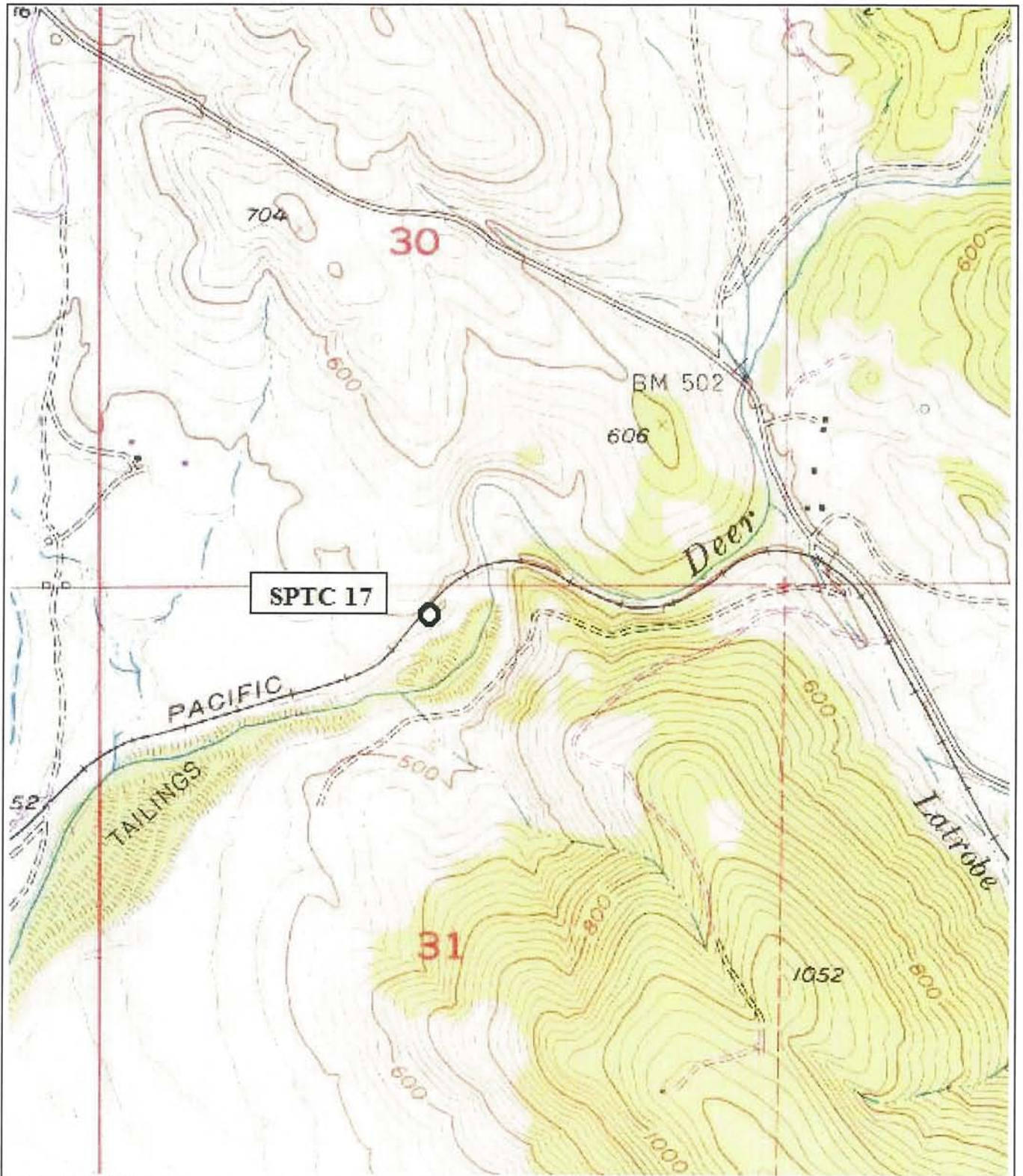
***P9. Date Recorded:** 1/29/2015

***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Object Record

Sheet Building, Structure, and Milling Station Record Rock Art Record
 Archaeological Record District Record Linear Feature Record Artifact Record Photograph Record Other (List):



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

Primary #
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Trinomial
NRHP Status Code

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*Resource Name or #: SPTC 18

P1. Other Identifier: none.

*P2. Location: Not for Publication Unrestricted

*a. County: El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: *Folsom SE, Calif.* Date: 1954 (rev. 1980) T 9N; R 9E; NE¼ of NW¼ of Sec 31; Mount Diablo B.M.

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road for 3.4 miles until Latrobe Road crosses the railroad. The resource is 0.75 miles west down the tracks and is adjacent to south of the tracks.

*P3a. Description: This resource is a linear tailings pile that runs at a northeast-southwest direction for 47 feet. The tailings pile is on average two to three feet high and nine feet wide. The resource is adjacent to a creek and is part of a larger mining area that extends past our survey corridor. This resource is overgrown with seasonal vegetation but is in good condition.

*P3b. Resource Attributes: AH9. Mines/quarries/tailings

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
Resource facing E. Frame #3452.

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
circa 1850s

*P7. Owner and Address:
Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

*P8. Recorded by:
Katie Vallaire and Thea
Fuerstenberg

*P9. Date Recorded: 1/29/2015

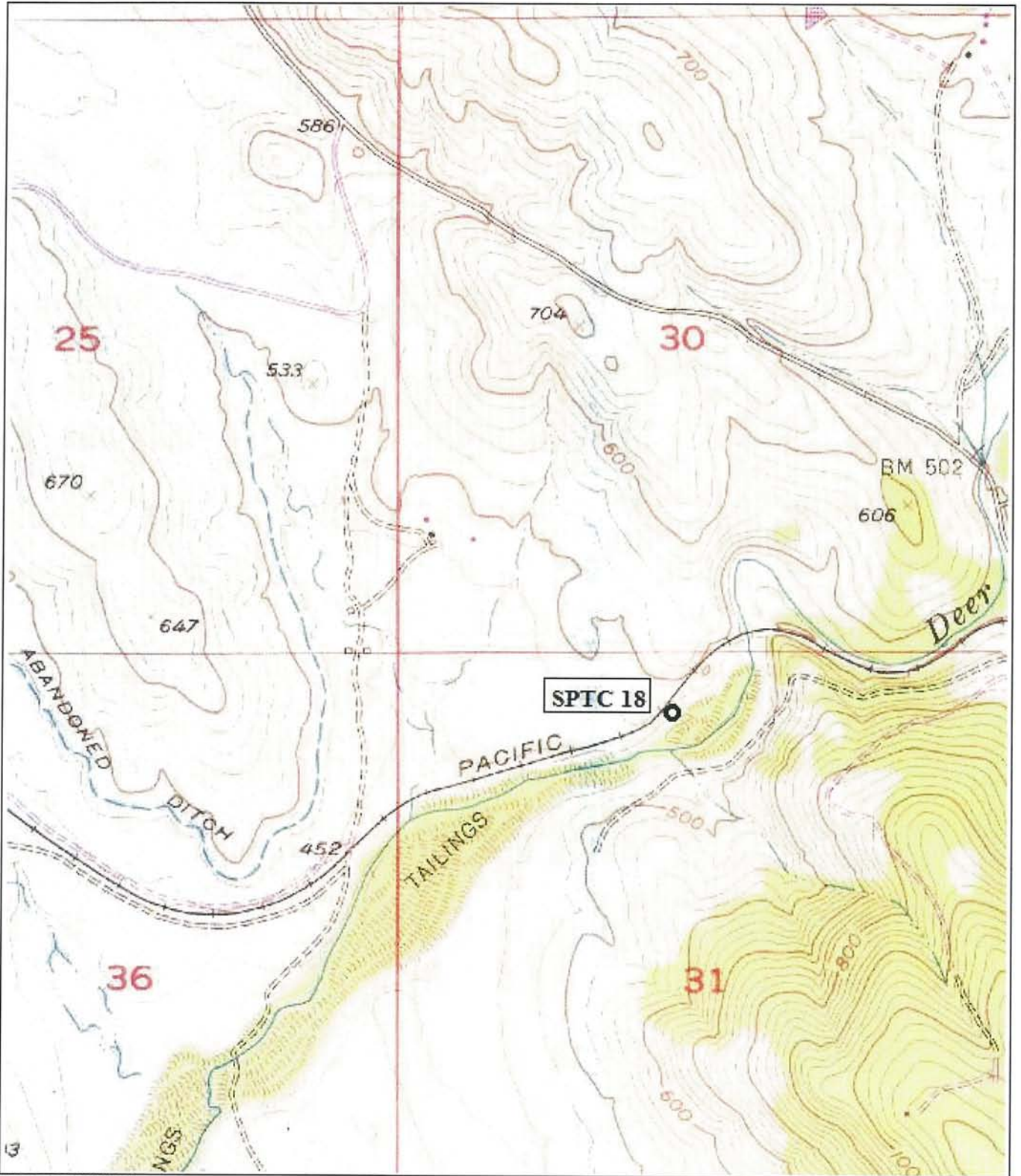
*P10. Survey Type: Intensive

*P11. Report Citation: None.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



State of California — The Resources Agency
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PRIMARY RECORD

Primary #
 HRI #
 Trinomial
 NRHP Status Code

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*Resource Name or #: SPTC 19

P1. Other Identifier: none.

*P2. Location: Not for Publication Unrestricted

*a. County: El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Folsom SE, Calif. Date: 1954 (rev. 1980) T 9N; R 9E ; NE¼ of NW¼ and NW ¼ of the NW ¼ of Sec 31; Mount Diablo B.M.

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road for 3.4 miles until Latrobe Road crosses the railroad. The resource is .64 mile west down the tracks and is adjacent to south of the tracks.

*P3a. Description: This linear resource is an abandoned two track dirt road with fieldstone cobble and boulder alignments on either side. It runs 375 feet east north east to west south west and is 20 feet wide. It runs adjacent to a creek into which many of the fieldstones have begun to erode along the west south western portion. The stone alignment along the side of the road adjacent to the railroad is constructed of larger boulders and is very pronounced. Two historic era axe heads and a band of ferrous strip metal were observed amongst the boulders. The road is in fair condition and is overgrown with seasonal grasses, and is not currently in use.

*P3b. Resource Attributes: HP 37. Highways/Trails

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
 Resource facing W. Frame 3445.

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both

*P7. Owner and Address:
 Sacramento Placerville
 Transportation Corridor Joint
 Powers Authority
 c/o Dan Shoeman
 Sacramento County
 906 G Street, Suite 510
 Sacramento, CA 95814

*P8. Recorded by:
 Katie Vallaire and Thea
 Fuerstenberg

*P9. Date Recorded: 1/29/2015

*P10. Survey Type: Intensive

*P11. Report Citation: None.

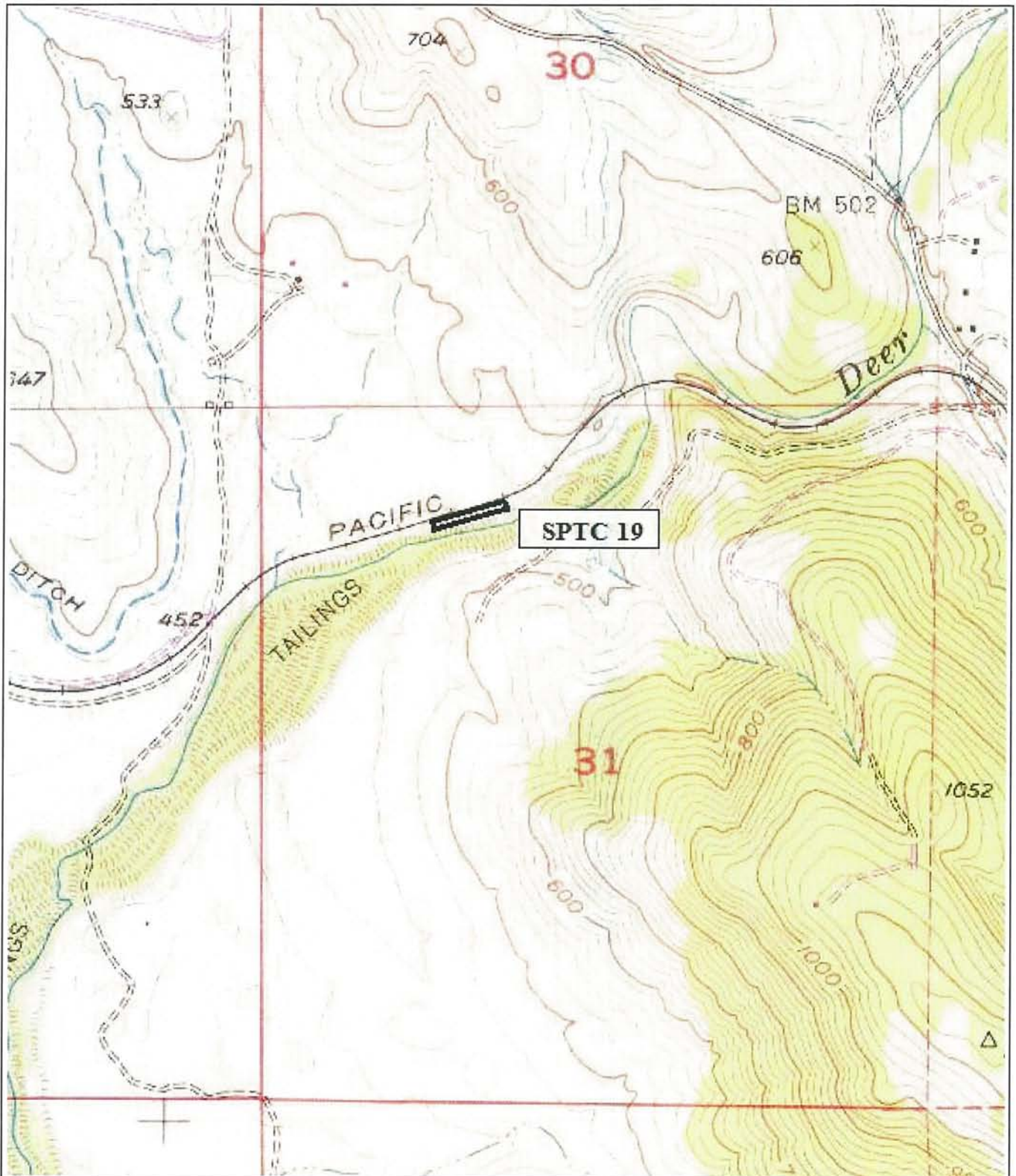
*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Record

Object

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



P1. Other Identifier: Carson Creek School Road

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) **T** 9N; **R** 8E ; SW¼ of NE¼ of **Sec** 36; Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road for 3.4 miles until Latrobe Road crosses the railroad. The resource crosses the tracks .83 mile west down the tracks.

***P3a. Description:** This linear resource is a two-track gravel paved road that first appeared on the 1941 Folsom USGS topographic quad 15' series. The road led to Carson Creek School to the south west of the survey corridor. It is 9 feet wide at the point it crosses our survey corridor and is oriented 340 degrees/160 degrees. Our recorded portion extends 8 feet south of the southern fence line. The road has been well maintained and looks like it is still in use. There is an adjacent turn out on the west side of the resource 38 feet north west from where the resource crosses the railroad that is 20 feet wide, overgrown and appears unused.

***P3b. Resource Attributes:** HP 37. Highways/Trails

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: Resource facing S. Frame 3465.

***P6. Date Constructed/Age and**

Sources: Historic

Prehistoric Both

***P7. Owner and Address:**

Sacramento Placerville Transportation
Corridor Joint Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

***P8. Recorded by:**

Katie Vallaire and Thea Fuerstenberg

***P9. Date Recorded:** 1/29/2015

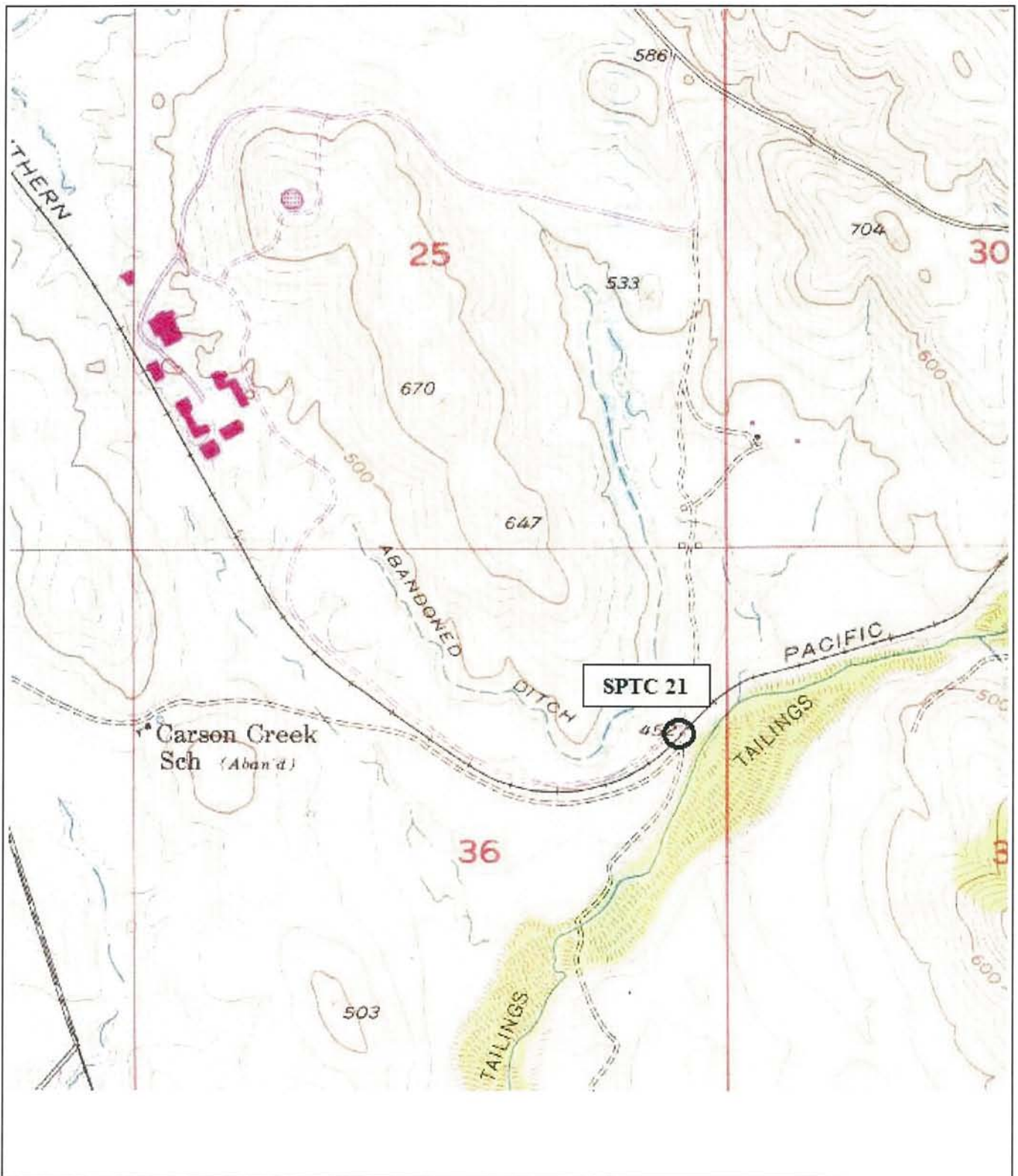
***P10. Survey Type:** Intensive

***P11. Report Citation:** None.



***Attachments:** NONE Location Map
 Sketch Map Continuation Sheet
 Building, Structure, and Object
Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):



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PRIMARY RECORD

Primary #
 HRI #
 Trinomial
 NRHP Status Code

Other Listings
 Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: SPTC 22

P1. Other Identifier: Carson Creek School Road

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) **T** 9N; **R** 8E ; (see continuation); Mount Diablo **B.M.**

c. Address: .

City:

Zip:

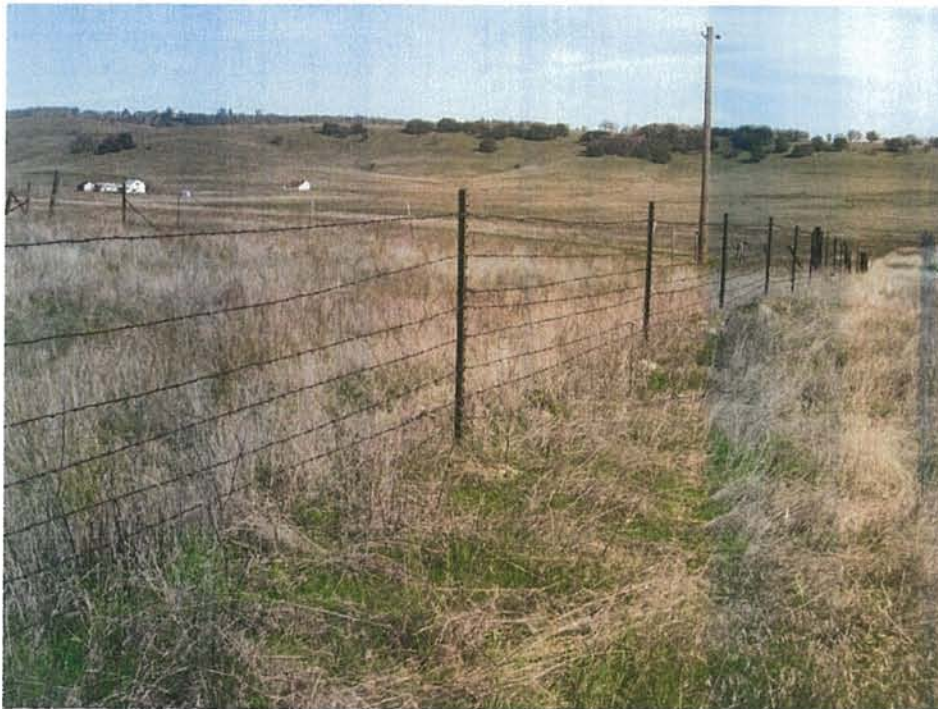
d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road for 3.4 miles until Latrobe Road crosses the railroad. The resource begins .83 mile west down the tracks and continues at intermittent intervals for 1.9 miles until Malby Crossing.

***P3a. Description:** This linear resource is a single-course alignment of fieldstone cobbles and boulders along an existing modern fenceline that runs for 1.9 miles along the north and east side of the railroad with intermittent gaps where there are no stones. The stones are embedded in some areas and much of the alignment is overgrown, making the visibility variable along the course of the alignment. The resource is in fair condition due to the overgrowth, erosion and modern fence maintenance.

***P3b. Resource Attributes:** HP 46. Walls/Gates/Fences

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
 Resource facing NNE. Frame 3468.

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both

***P7. Owner and Address:**
 Sacramento Placerville
 Transportation Corridor Joint
 Powers Authority
 c/o Dan Shoeman
 Sacramento County
 906 G Street, Suite 510
 Sacramento, CA 95814

***P8. Recorded by:**
 Katie Vallaire and Thea
 Fuerstenberg

***P9. Date Recorded:** 1/29/2015

***P10. Survey Type:** Intensive

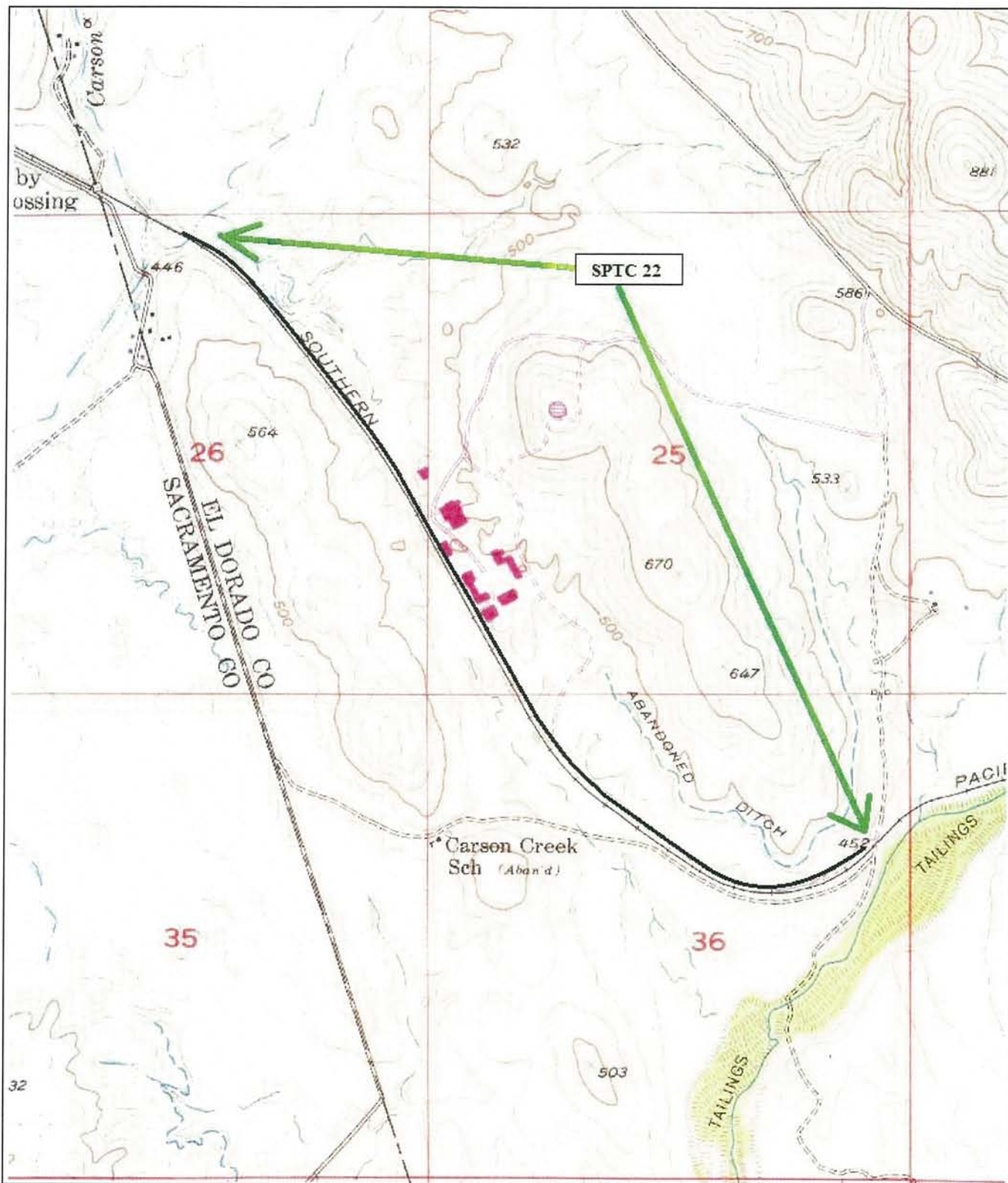
***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and

Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



*Recorded by: Katie Vallaire, Thea Fuerstenberg

*Date: January 29, 2015

Continuation

Update

P2b.

SW ¼ of the NE ¼ of Sec. 36
SW ¼ of the NE ¼ of Sec. 36
SE ¼ of the NW ¼ of Sec. 36
NE ¼ of the NW ¼ of Sec. 36
NW ¼ of the NW ¼ of Sec. 36
SW ¼ of the SW ¼ of Sec. 25
NE ¼ of the SW ¼ of Sec. 25
NE ¼ of the SE ¼ of Sec. 26
SW ¼ of the NE ¼ of Sec. 26
NW ¼ of the NE ¼ of Sec. 26
NE ¼ of the NW ¼ of Sec. 26
SE ¼ of the SW ¼ of Sec. 23

State of California — The Resources Agency
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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
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Reviewer

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*Resource Name or #: SPTC 23

P1. Other Identifier: None.

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) **T** 9N; **R** 8E ; SE ¼ of the NW ¼ of Sec. 36; Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road for 3.4 miles until Latrobe Road crosses the railroad. The resource is 1.3 miles west down the tracks.

***P3a. Description:** This linear resource is a segment of a farm road that crosses our survey corridor in a northeast to southwest orientation. It is clearly unused and is no longer flush with the railroad tracks. It is overgrown with seasonal grasses. It appears to be 9 feet across but is very unpronounced. It currently likely functions as a cattle crossing.

***P3b. Resource Attributes:** HP 37. Highway/Trail

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: Resource facing NE. Frame 3473.

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both

***P7. Owner and Address:**
Sacramento Placerville
Transportation Corridor Joint Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

***P8. Recorded by:**
Katie Vallaire and Thea Fuerstenberg

***P9. Date Recorded:** 1/29/2015

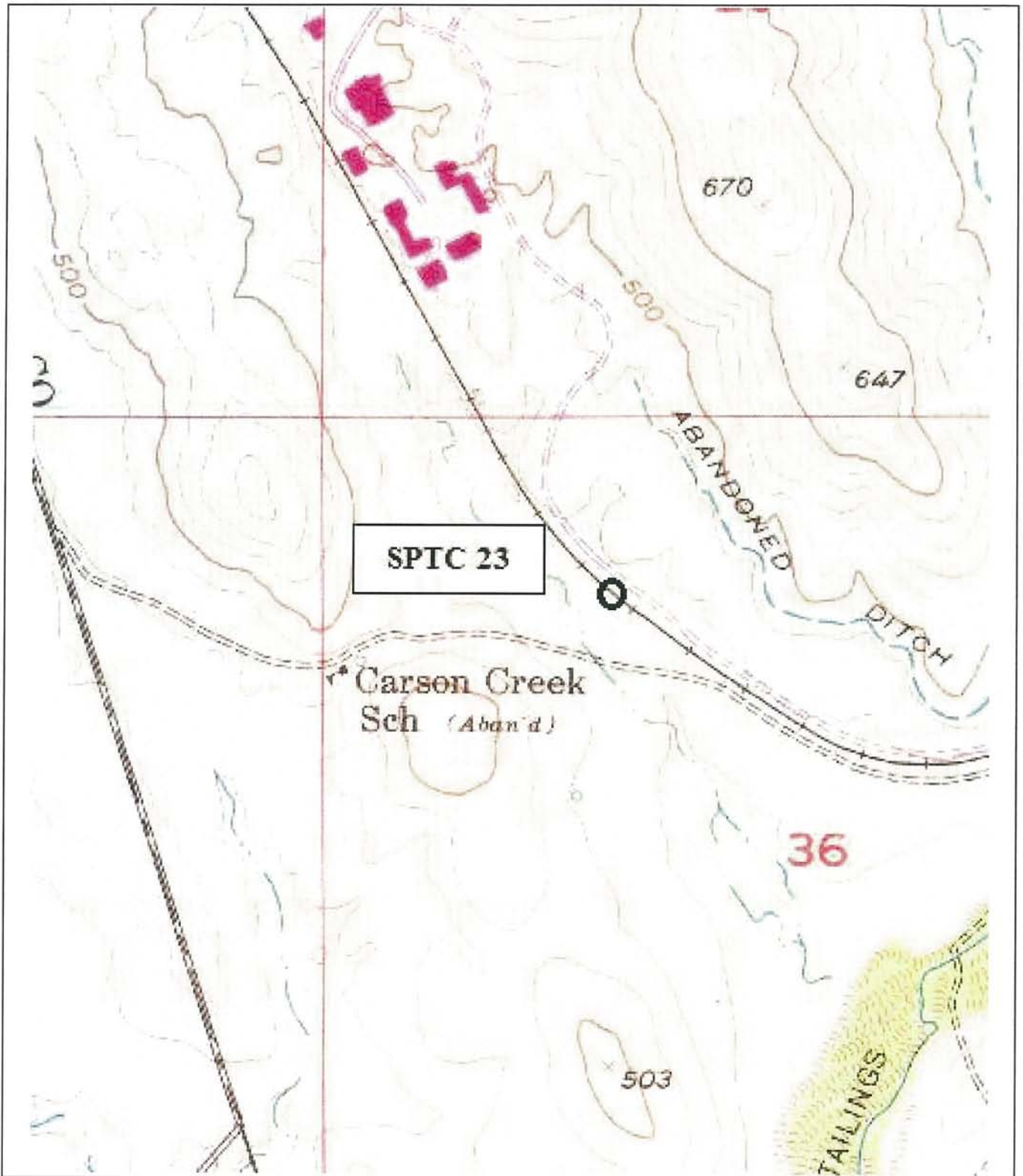
***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



State of California — The Resources Agency
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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

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*Resource Name or #: SPTC 24

P1. Other Identifier: None.

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) **T** 9N; **R** 8E ; SW ¼ of the SW ¼ of Sec. 25; Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road for 3.4 miles until Latrobe Road crosses the railroad. The resource is 1.6 miles west down the tracks.

***P3a. Description:** This resource is a historic period debris scatter on the west south west facing slop of a push berm. It includes ferrous metal such as hog wire and flat strip wire, milled wood with steel bolts, large fragments of cement with rusted rebar, and miscellaneous unidentifiable metal. The debris scatter is 20 feet wide west south west to east north est, and 30 feet long. The pile is embedded into the soil of the berm and overgrown with seasonal grasses and shrubs. It is also surrounded by copious modern trash.

***P3b. Resource Attributes:** AH 4. Privys/Dumps/Trash Scatter

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
Resource facing NE. Frame 3480.

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both

***P7. Owner and Address:**
Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

***P8. Recorded by:**
Katie Vallaire and Thea
Fuerstenberg

***P9. Date Recorded:** 1/29/2015

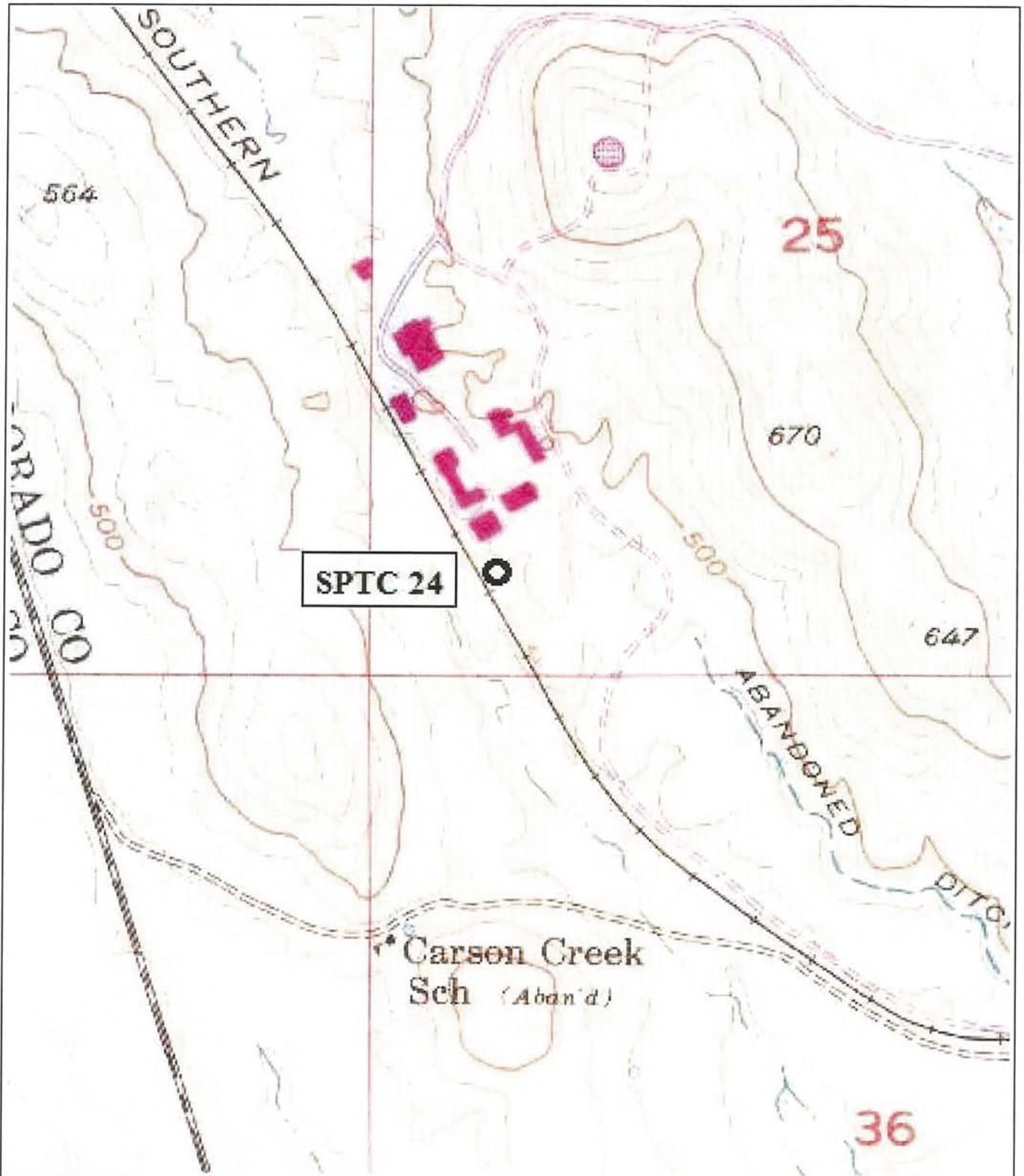
***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



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Primary #
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Trinomial
NRHP Status Code

Other Listings
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Date

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*Resource Name or #: SPTC 25

P1. Other Identifier: None.

***P2. Location:** Not for Publication Unrestricted

***a. County:** El Dorado

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Folsom SE, Calif.* **Date:** 1954 (rev. 1980) **T** 9N; **R** 8E ; SW ¼ of the SW ¼ of Sec. 25; Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From Latrobe, continue on Latrobe Road northwest for 3.4 miles until Latrobe Road crosses the railroad. Follow the railroad west/northwest for approximately 1.6 miles. The resource is located on the southwest side of the tracks.

***P3a. Description:** This resource is a 125-foot long segment of an eathen ditch and berm that has been impacted by the railroad in 1864. The ditch is most likely associated with the other abandoned ditches located in this area that were once used for dry diggings in the 1850s. The ditch is in fair/poor condition. Cattle have created a trail along the berm, and the ditch itself is washed out in areas. The ditch continues outside our survey corridor.

***P3b. Resource Attributes:** HP20. Canal/aqueduct

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: SPTC 25, ditch, facing west. Frame 3486.

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both
circa 1850

***P7. Owner and Address:**
Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

***P8. Recorded by:**
Katie Vallaire and Thea
Fuerstenberg

***P9. Date Recorded:** 1/29/2015

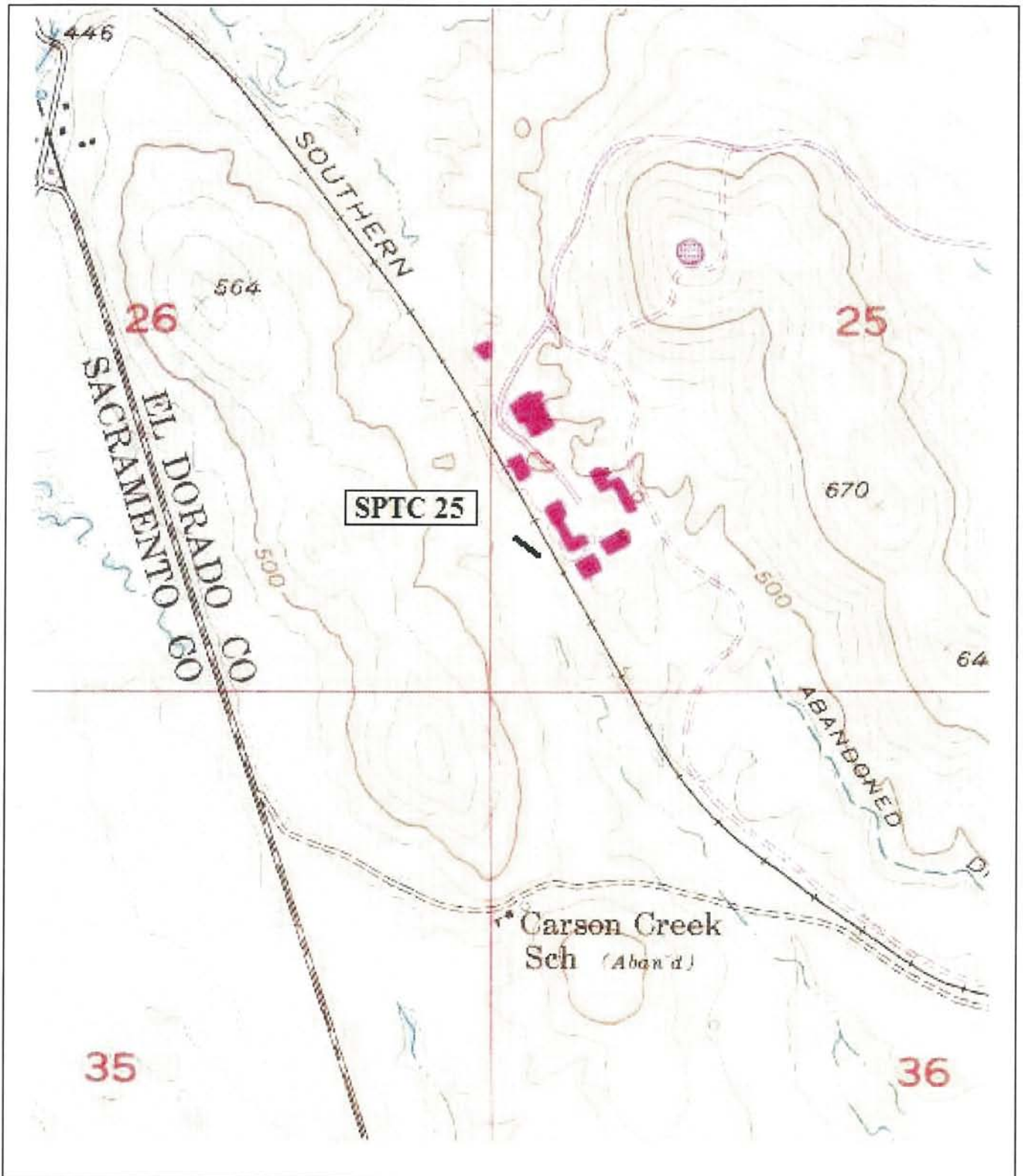
***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



State of California — The Resources Agency
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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

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*Resource Name or #: SPTC 26

P1. Other Identifier: None.

***P2. Location:** Not for Publication Unrestricted

***a. County:** Sacramento

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Clarksville, Calif.* **Date:** 1953 (rev. 1980) T 9N; R 8E ; SW ¼ of the NE ¼ of Sec. 16; Mount Diablo **B.M.**

c. Address: .

City:

Zip:

d. UTM: Zone: ; mE/ mN

e. Other Locational Data: From the Highway 50 overpass over Placerville Road, travel SE along Placerville Road for 0.5 miles. The resource is located on the left.

***P3a. Description:** This resource is a dirt two track ranch road that crosses our survey corridor near mile post 117. It is 12 feet wide and appears to be unused. It runs in a northeast to southwest direction and is overgrown with seasonal grasses.

***P3b. Resource Attributes:** HP 37. Highways/Trails.

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: Road facing N. Frame 3310.

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both

***P7. Owner and Address:**
Sacramento Placerville
Transportation Corridor Joint
Powers Authority
c/o Dan Shoeman
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

***P8. Recorded by:**
Katie Vallaire and Thea
Fuerstenberg

***P9. Date Recorded:** 1/29/2015

***P10. Survey Type:** Intensive

***P11. Report Citation:** None.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information

