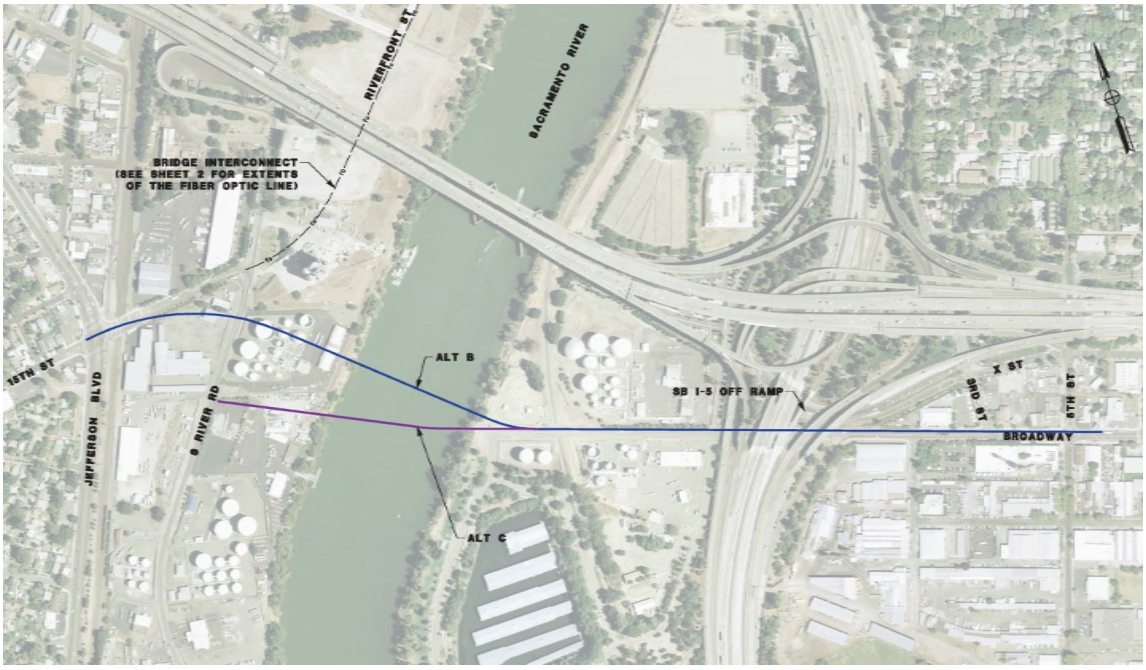

Finding of No Adverse Effect

Broadway Bridge Project

City of West Sacramento and City of Sacramento, California

Federal Project No.: TGR2DGL 5447(043)

August 2021

Caltrans

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FINDING OF NO ADVERSE EFFECT FOR THE BROADWAY BRIDGE PROJECT, CITY OF WEST SACRAMENTO AND CITY OF SACRAMENTO, CALIFORNIA

Caltrans District 3, Yolo and Sacramento Counties,
Federal-Aid# TGR2DGL-5447(043)

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Date: 10/05/21

August 2021

Cultural Resources addressed in this document: Walnut Grove Branch Line, Sacramento River East Levee, Sacramento River West Levee, Sacramento Northern Railway, P-34-000619 (CA-SAC-505H).

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Contents

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Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
APE	area of potential effects
ASR	Archaeological Survey Report
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historic Resources Inventory System
CRHR	California Register of Historical Resources
CSO	Caltrans Cultural Studies Office
FNAE	Finding of No Adverse Effect
HPSR	Historic Property Survey Report
NEPA	National Environmental Policy Act
Project	Broadway Bridge Project
SHPO	State Historic Preservation Officer

Chapter 1
Introduction

The City of West Sacramento in conjunction with the California Department of Transportation (Caltrans) and the City of Sacramento, proposes to construct a new bridge over the Sacramento River between the City of West Sacramento, Yolo County and the City of Sacramento, Sacramento County, following the current alignment of Broadway in the City of Sacramento. The project vicinity and location are depicted in the figures in Appendix A.

Studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (NHPA) (36 Code of Federal Regulations [CFR] Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA). The City of West Sacramento is the lead agency for the purpose of the California Environmental Quality Act (CEQA). The National Environmental Policy Act (NEPA) lead agency is Caltrans.

The purpose of this findings of effects report is to evaluate the proposed project's potential to affect cultural resources listed in or eligible for listing in the National Register of Historic Places (NRHP) or any architectural or archaeological resources considered historical resources eligible for listing in the California Register of Historical Resources (CRHR). An Historic Properties Survey Report (HPSR) was completed for the project (ICF 2021a), which includes a Historic Resources Evaluation Report (HRER) (ICF 2021b) and an Archaeological Survey Report (ASR) (ICF 2021c).

The area of potential effects (APE) for this project contains five historic properties, including four architectural resources and one archaeological resource. The APE map is included in Appendix A.

Two properties, the Walnut Grove Branch Line and the Sacramento East Levee, were previously determined eligible for listing in the NRHP (Appendix C). Two properties, the Sacramento Northern Railway and the Sacramento West Levee, are assumed NRHP eligible for the purposes of this project, pursuant to Stipulation VIII.C.4 of the Section 106 PA. Caltrans District 3 received approval to assume eligibility of these resources in an e-mail from the Caltrans Cultural Studies Office (CSO) on June 17, 2020 (Appendix C).

One property, archaeological resource P-34-000619, was identified in the APE. Site P-34-000619 is an abandoned railroad spur containing historical refuse adjacent to the modern Chevron fuel tanks parcel on the northern side of Broadway. Most of the site is located outside of the APE, extending for at least 300 feet north of the APE. Due to restricted access, subsurface testing could not be performed to evaluate the site. Based on restricted access and the project's limited potential to affect the resource, on January 18, 2021, the CSO approved the assumption of eligibility request for P-34-000619 pursuant to Stipulation VIII.C.4 of the Section 106 PA (Appendix C).

Based on previous disturbances to the assumed-eligible site and given the nature of the project's proposed construction activities within the site, it was concluded that the project would not adversely affect the site. However, access restrictions are preventing the testing necessary to confirm this conclusion; therefore, the CSO approved a phased approach and management for site P-

34-000619 pursuant to Stipulation XII.B of the Section 106 PA. The Phased Identification Plan (PIP) (see Appendix D) was written with the intention to phase the identification and effects determination of P-34-000619 for those areas currently inaccessible pursuant to Stipulation XII.B of the Section 106 PA.

Caltrans has applied the Criteria of Adverse Effect and proposes that a finding of No Adverse Effect is appropriate for this project. It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional surveys will be required if the proposed project changes to include areas not previously surveyed.

Chapter 2
Description of the Undertaking

Introduction

The proposed new bridge would be located over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge (Vicinity and Location Map in Appendix A). The project limits include the combined area of each of the proposed project alternatives. The project limits start in West Sacramento, along 15th Street at Jefferson Boulevard, continuing east and over the Sacramento River into the City of Sacramento along Broadway to the 5th Street intersection. The project limits also extend along Jefferson Boulevard approximately 1,300 feet south of the 15th Street intersection to Alameda Boulevard, along South River Road approximately 1,300 feet south and 650 feet north of 15th Street, along Marina View Drive approximately 400 feet south of Broadway, along Front Street approximately 350 feet north and south of Broadway, along 3rd Street approximately 350 feet north of Broadway to X Street, and along 5th Street approximately 200 feet north and south of Broadway. The project limits include proposed improvements to the northbound Interstate 5 (I-5) off-ramp to Broadway.

The limits of the installation of a proposed fiber optic line in West Sacramento to connect communications of the Broadway Bridge with the future I Street Bridge and the existing Tower Bridge will extend north along Riverfront Street to Tower Bridge Gateway and 3rd Street, ending at the intersection of 3rd Street and C Street. Staging areas that would be accessed via South River Road in West Sacramento and Front Street in Sacramento also are proposed and included in the project limits.

Purpose and Need

Purpose

The purpose and objectives of the project are listed below.

- Increase the number of river crossings that meet current design standards and encourage travel by walking, bicycling, low-energy vehicles, and public transit.
- Increase the number of persons that can safely, efficiently, and reliably cross the river.
- Increase options for emergency response teams to cross the river.
- Increase options for evacuations.
- Improve the connectivity to, and accessibility of, business, recreational areas, and new or redevelopment opportunity sites located in the urban core of Sacramento and West Sacramento without affecting the use of Miller Regional Park or the Sacramento Marina and without precluding, or negatively restricting, redevelopment options in the Pioneer Bluff or West Broadway areas of the cities.
- Reduce trip length distances across the river between major origins and destinations.

- Reduce the growth in transportation-related energy use, air pollution emissions, and greenhouse gas emissions.
- Reduce the growth in vehicle traffic on local neighborhood streets, especially cut-through traffic.
- Alleviate growth of local trips on the State Highway System.
- Provide a project design that does not preclude the future addition of light-rail, streetcar, or other mass transit mode, as a separate stand-alone project.

Need

The project is needed for the following reasons.

- Limited connectivity across the river creates longer trip lengths, which discourage walking and bicycling.
- Longer trip lengths create dependence on automobile use that generates negative public health effects and adverse environmental effects such as emissions of air pollutants and greenhouse gases.
- Limited connectivity across the river creates concentrated vehicle traffic flows on existing bridges and their connecting approach roadways, resulting in undesirable travel delays for vehicular traffic, including public bus transit during weekday peak periods and special events.
- Limited connectivity across the river reduces options for emergency response teams, thereby increasing response times and limiting alternatives for evacuations.
- Limited connectivity across the river is a barrier to economic activity, social exchanges, recreational opportunity, and access to jobs within the urban core of Sacramento and West Sacramento.
- Limited connectivity to the riverfront reduces the potential to achieve planned urban development and redevelopment of opportunity sites identified in the adopted plans of Sacramento and West Sacramento.
- Limited connectivity reduces the opportunity to use the riverfront for enjoyment and recreation.
- Peak AM/PM congestion is caused by local intercity commuters using the State Highway System with few local river crossing options.

Construction of the proposed project has independent utility because it can provide a local roadway connection between West Sacramento and Sacramento and their existing roadway networks that does not rely on construction of other facilities to operate. The project would meet the purpose and need without being dependent on construction of other projects or improvements.

Project Description

This section describes the proposed action and the design alternatives that were developed to meet the identified need through accomplishing the defined purpose(s) while minimizing environmental impacts where feasible. The proposed project is in both Yolo and Sacramento Counties and would cross over the Sacramento River between the cities of West Sacramento and Sacramento. The proposed project is located approximately 400 to 1,000 feet south of the Pioneer Bridge (Vicinity

and Location Map in Appendix A). The total length of the project is approximately 1.0 mile from Jefferson Boulevard in West Sacramento to the 5th Street and Broadway intersection in Sacramento. The purpose of the project is to increase the number of river crossings over the Sacramento River between West Sacramento and Sacramento. The project is needed because of the existing limited connectivity and longer trip lengths currently required.

The Sacramento River is a navigable waterway of the United States. Under the provisions of the General Bridge Act of 1946, as amended, the U.S. Coast Guard (USCG) must approve the proposed location and plans for bridges over navigable waters of the United States prior to commencing construction. The build alternatives under consideration are two alignments for the new bridge and approach roadways. The lettering of each build alternative reflects its similarity to alignments considered in the feasibility study. A No Build (No-Project) Alternative also is considered.

- **Alternative B** would realign 15th Street to connect to Jefferson Boulevard in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network for South River Road and 15th Street in Pioneer Bluff.
- **Alternative C** (a modified Alignment C from the *Broadway Bridge Feasibility Study*) would connect as a "T" intersection to South River Road in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network for South River Road in Pioneer Bluff.
- **No Build** (No-Project) Alternative would *not* build a bridge across the Sacramento River from the Pioneer Bluff area of West Sacramento to Broadway in Sacramento. The future no-project conditions planned by both cities would be developed as proposed.

Build Alternatives

The build alternatives proposed to satisfy the purpose and need for the project are discussed in this section. Each alternative includes design features common to both build alternatives such as construction of a new bridge across the Sacramento River and roadway modifications in West Sacramento and Sacramento. The common design features are discussed first, followed by the unique features of each alternative.

Common Design Features of the Build Alternatives

The proposed project would construct a new bridge over the Sacramento River between West Sacramento and Sacramento to facilitate vehicular and multi-modal traffic over the river and to reduce traffic congestion, improve multi-modal transportation, and increase emergency options.

New Bridge Construction and Roadway Modifications

Bridge Construction

The City of West Sacramento, in conjunction with Caltrans, proposes to construct a new bridge over the Sacramento River, south of the Pioneer Bridge. The total length of the new bridge would vary from approximately 800 to 1,020 feet, with an up to 83-foot-wide deck consisting of two vehicle lanes, a median, on-street Class II buffered bike lanes, and sidewalks along both sides of the bridge. The bridge would include two fixed-span approach structures that tie into the banks of the river; the structures would vary from approximately 200 to 300 feet in length on the West Sacramento bank

and from 450 to 600 feet in length on the Sacramento bank. The center span of the bridge would be movable (see below under *Bridge Type* for more information on the movable span). The bridge soffit elevation would be set a minimum of 3 feet above the 200-year water surface elevation to comply with the Central Valley Flood Protection Board's freeboard requirements. Rock slope protection (RSP) (assumed 1/4 ton stone weight, machine positioned [i.e., Method B]) would be installed on the river side of the bridge abutments both above and below the ordinary high water mark (OHWM) to stabilize approximately 400 linear feet of shoreline on each side of the river.

The two fixed-span approach structures would have a superstructure depth (or total bridge thickness) of approximately 4 to 10 feet depending on the selected alternative. Each approach structure would be a one- to six-span bridge.

The required length of the movable span portion of the bridge was determined through coordination with the USCG. The movable span would provide a 170- to 230-foot clear channel opening (depending on the alignment alternative) that would line up with the western pier of the existing Pioneer Bridge (US 50 bridge) located upstream. The new bridge would have the same minimum vertical clearance of 59 feet above the maximum river elevation of 31 feet in the open position that the existing Pioneer Bridge provides (measured to the 29 National Geodetic Vertical Datum).

Bridge Type

One of three movable span types would be constructed: a vertical lift span, a swing span, or a bascule span. Each bridge alignment alternative could be built as any one of the three types. To address the possible impacts of the bridge type that ultimately is built, the largest in- and over-water footprint and the greatest number of construction-related impacts of the three types were assumed for the analysis.

After an alignment alternative is selected and the project is approved, final aesthetic design criteria would be developed in cooperation with the selected bridge architect. Some of the guiding principles of the bridge aesthetics will be how the bridge fits within the surrounding setting and within the overall Sacramento region history, values, and vision. Selection of the type of movable span would be part of the aesthetic design of the bridge.

Regardless of the bridge type that is constructed over the Sacramento River as part of the proposed project, a bridge fender system would be installed around the movable span piers to protect the piers from errant watercrafts that are navigating along the river.

A brief description of each of the three movable span types follows.

Vertical lift span bridges have a movable span that is lifted vertically to permit passage of boats beneath it. The Tower Bridge over the Sacramento River upstream of the proposed Broadway Bridge is an example of a vertical lift span bridge.

Swing span bridges rotate the movable span on a center pivot pier, allowing navigational traffic to pass the bridge on either side of the center pier. Because of the span lengths required by the USCG for the proposed project and the requirement of creating a neighborhood-friendly river crossing with low vertical grades, the superstructure of a swing span most likely would be a through-truss design (the truss would be cross-braced above and below vehicular traffic). The existing I Street Bridge is an example of a swing span bridge.

Bascule span bridges operate by raising into the air one side of a counterweighted movable span while the other side rotates on a horizontal axis. The rotating axis could be fixed (like a hinge) or rolling (like a rocking chair). A bascule bridge can be designed with a single movable span or two movable spans (double bascule bridge). The Freeport Bridge over the Sacramento River in the town of Freeport is a double bascule span bridge.

Over-Water Construction-Site Access

Temporary trestles and barges would be used to provide the contractor with access to the river portion of the project area. Together, the trestles and barges would be used to stage construction materials, to provide a working platform for cranes, and for general construction support. The temporary trestles would consist of steel piles that would be driven into place with an impact hammer. Although the temporary work platforms would be removed at the end of the first construction season before the onset of winter, the temporary trestle piles could remain in place for the duration of construction. The barges would be anchored to the river bottom with piles that would be driven into place with an impact hammer. Up to two barges would be anchored in the river at one time. The barges would be repositioned in the channel throughout construction only as needed to complete the work. The barges and temporary piles would be removed after bridge construction is completed.

In-Water Construction Activities

In-water construction activities consist of those that would occur below the OHWM. The activities would be limited to the period of May 1 to November 30 during the two construction seasons. The in-water construction window allows sufficient time for most in-water work to be completed within the first "in-water work season," thus limiting potential impacts on fish and other species from the activities to primarily one construction season. The in-water work window was selected after consideration of agency in-water work restrictions, timing of the presence of multiple special-status fish species, timing of breeding seasons for other special-status species in the project area, and other constraints. Other construction activities occurring above the OHWM (e.g., work on the abutments and approach superstructure) would not be limited to the in-water window of May 1 to November 30.

Temporary falsework platforms would be required to construct the proposed bridge foundations and approach structures. The platforms would be constructed using temporary piles within the river. In addition, temporary cofferdams would be required to construct the bridge piers within the water. The cofferdams would consist of temporary sheet piles installed around the individual piers. Dewatering inside the cofferdams would be required. In-water construction activities would include the following.

- Installation and removal of steel piles with a vibratory hammer and an impact hammer for the temporary falsework platforms (trestles).
- Installation and removal of steel piles with an impact hammer for anchoring barges.
- Installation of steel sheet piles with a vibratory driver for temporary cofferdams.
- Installation of steel piles for the piers with an impact hammer for the new bridge (although work would occur within dewatered cofferdams, underwater sound would propagate beyond the dewatered cofferdams).

- Installation of steel casings for the piers with a vibratory hammer or hydraulic oscillator/ rotator system for the new bridge.
- Installation of concrete piles with an impact hammer for the new bridge fender system.

Above-Water Construction Activities

After the temporary cofferdams are installed around the piers, forms would be constructed and concrete poured in the dewatered cofferdams to construct the pile caps. Work then would focus on the pier column construction. After the casings are installed, a rebar cage would be placed into the pile, and concrete would be poured into the steel shell. A cast-in-place concrete pier cap would be placed atop the columns to serve as the substructure.

Work then would focus on constructing the approach superstructure. The movable span superstructure likely would be constructed offsite, floated in, and erected when construction of the foundations is completed.

Roadway Modifications

Proposed roadway modifications that would be part of all build alternatives are described below. Roadway modifications dependent on a specific alternative are described below in *Unique Features of Build Alternatives*.

City of West Sacramento

In West Sacramento, all build alternatives would include a new intersection for the bridge roadway at South River Road.

City of Sacramento

In Sacramento, common roadway modifications include repaving and reconstructing the sidewalk along Broadway from the new bridge east to 5th Street. Roadway modifications also would include a modified intersection at Marina View Drive and Broadway; widening of the northbound I-5 off-ramp at Broadway to two left-turn lanes and one right-turn lane; and improvements at intersections of Broadway and Front Street, 3rd Street (south), 3rd Street (north), and 5th Street to transition bridge traffic into the roadway network.

Class I Bikeway Improvements

City of West Sacramento

A future Class I River Walk trail extension is planned in West Sacramento. The trail is proposed within the levee setback. As part of the proposed project, the grade of the trail would be separated to allow it to pass under the proposed bridge structure. Cyclists and pedestrians approaching Broadway Bridge in either direction from the trail would have the option to continue along the trail under the new structure, avoiding the need to cross the roadway, or to connect to the structure and cross the river into Sacramento or travel westward in West Sacramento.

City of Sacramento

The existing Class I Sacramento River Bike Trail would be reconstructed approximately 1,000 feet north and 300 feet south of Broadway as part of the proposed project. In order to reconstruct the trail, permanent right-of-way acquisition from four adjacent private parcels would be necessary

(acquisitions and easements are discussed in detail below in *Unique Features of Build Alternatives*). The trail would be grade-separated under the proposed bridge structure. Cyclists and pedestrians approaching Broadway in either direction would have the option to continue along the trail under the new structure, avoiding the need to cross the roadway, or to connect to the structure and cross the river into West Sacramento or travel westward on Broadway in Sacramento.

Bridge Communication Fiber Optic Line

A fiber optic cable is proposed to interconnect operational communications of the proposed project (the new Broadway Bridge), the Tower Bridge, and the I Street Replacement bridge. The fiber optic line would be placed in West Sacramento under Riverfront Street. From the proposed project, the fiber optic line would run north until Riverfront Street turns into 3rd Street and would end at the intersection of 3rd Street and C Street. The fiber optic line would be installed within an existing City of West Sacramento-owned conduit along Riverfront Street to Tower Bridge Gateway. North of Tower Bridge Gateway, a new conduit would be placed within the 3rd Street right-of-way north to the intersection of 3rd Street and C Street. To minimize ground disturbance, the construction method for the new fiber optic line would be jack and bore.

Storm Water Drainage Management

Stormwater and road runoff drainage for the proposed roadway would be conveyed in a new storm drain system installed approximately 5 feet below the finished road grade of South River Road, 15th Street, and Circle Street in West Sacramento and of Broadway in Sacramento. New storm drain outfalls into the Sacramento River would be constructed near each of the bridge abutments in West Sacramento and Sacramento.

Staging, Storage, and Proposed Access during Construction

Staging areas would be used to store materials and equipment during construction, such as pipe materials, precast manholes and drop inlets, steel girders, piles, and rebar, along with construction equipment when not in use. In West Sacramento, staging area options are the West Sacramento Corporation Yard (1951 South River Road, Assessor's Parcel Number [APN] 058-260-017-000), or the Shell property recently purchased by the Port of West Sacramento (1509 South River Road, APN 058-280-005-000). Both staging areas in West Sacramento would be accessed via South River Road and are options on the condition that they are still available (have not been redeveloped) at the time the proposed project is constructed.

In Sacramento, one option for a staging area would be closing Broadway to traffic west of Front Street and using the road as a staging area with access via Broadway to the east. This option would require a traffic detour for continued access to Marina View Drive using Front Street and Miller Park Circle. Another staging area option in Sacramento is use of vacant lots (2000 Front Street, APN 009-0012-003-0000 and 2100 Front Street, APN 009-0012-075-0000) north of the California Automobile Museum with access via Front Street.

Staging areas would be in use throughout the construction duration; the areas would be returned to their pre-project conditions at completion of the project.

Utility Relocations

A number of public and private utilities would need to be relocated or adjusted to the new ground elevation as part of the project, including existing water, sewer, gas, overhead and underground electric, and communication facilities within Broadway, South River Road, 15th Street, and Jefferson Boulevard.

Two existing gas transmission lines, Kinder Morgan and Pacific Gas and Electric (PG&E), and a communication line run under the Sacramento River. The alternatives could conflict with the location of the utility lines and require the utilities to be relocated. Known conflict locations are discussed below in *Unique Features of the Build Alternatives*. Utility relocations and adjustments would be conducted prior to or during construction. As part of the final project design process, prior rights would be used to determine who is responsible for the utility relocations.

Traffic Management and Detours during Construction

While most of the project would be constructed outside of existing roadways, some project construction areas would require temporary detours or staged construction.

In West Sacramento, in order to construct the proposed project—including the new intersection at South River Road, a portion of South River Road would be closed to traffic. Closure of 15th Street also may be necessary. Travelers on South River Road to the south of the project area needing to get to South River Road north of the project area would be detoured around the project to the south and directed to travel over the Mike McGowan Bridge, turn right onto Locks Drive, right onto Jefferson Boulevard, right onto Tower Bridge Gateway, and then right onto 5th Street that becomes South River Road. The detour would be repeated in reverse for travelers on South River Road north of the project area with the desire to travel south on South River Road.

In Sacramento, construction of street widening and sidewalk improvements under the I-5 viaduct structures would be phased to allow traffic access to Front Street for the duration of construction. Miller Park and Sacramento Marina traffic would travel on westbound Broadway, turn left onto southbound Front Street, right onto Miller Park Circle, and then left onto Marina View Drive. About 3,400 feet of the Sacramento River Bike Trail would be closed north and south of Broadway and detoured to the bike lane on Front Street between the Sacramento Marina and where the Sacramento River Bike Trail meets the R Street bicycle/pedestrian bridge.

Project Construction Sequence

The project may be constructed in two phases or in a single phase. The decision to construct in one or two phases will be driven by the extent of redevelopment and implementation of the approved mobility network in the Pioneer Bluff area of West Sacramento at the time project construction starts. If constructed in two phases, an interim (opening year 2030) design phase for the proposed project would include constructing the new bridge and approach roadways with temporary pavement transitions along the existing alignment of South River Road. Construction of this first phase is expected to take approximately 36 months, with two seasons of in-water work. A subsequent phase, the design year phase (complete by 2040), would take approximately 6 months and would complete the remaining project roadway construction consistent with full buildout of the approved mobility network. The roadway connection to the bridge and all other project improvements in Sacramento would be constructed during the first phase. If the project is built in a single phase, construction is expected to take 36 months.

Unique Features of Build Alternatives

Two combined bridge and roadway alignments are being considered. While each could be constructed in a single phase, the discussion of each alternative's unique features is separated into the components that would be constructed as part of an interim (opening year) phase and the remaining components that would be constructed as part of the design year phase. At the interim year, the new bridge across the Sacramento River would be constructed and open to traffic. By the design year, the remaining improvements and roadway connections proposed as part of the project would be constructed to allow the full, final design of the proposed project to be operational. See *Existing Conditions* for interim and design year condition assumptions without the project. If the project is constructed in a single phase, the efforts needed to construct the new bridge and the ultimate (design year) roadway alignment configuration would be completed at the same time.

Deviations from the approved mobility network in West Sacramento that are part of the proposed project are noted by alternative in the subsections below.

Alternative B

The proposed project would realign 15th Street between Jefferson Boulevard and South River Road, consistent with the approved mobility network, to connect the new bridge to the roadway network in West Sacramento. The bridge would connect to Broadway on the Sacramento side.

Interim Year Features of Alternative B

Project features that would be constructed and in operation by 2030 include the following.

- New bridge and roadway modifications, including a redesigned intersection connection for the bridge at 15th Street and new turn pockets on South River Road to facilitate traffic turning movements at the bridge connection in West Sacramento.
- Stormwater drainage management features.
- Utility relocations.
- Fiber optic cable installation for operational communications.

In West Sacramento, modifications to the approved mobility network would be necessary for construction of Alternative B. These modifications include the following.

- Constructing a northbound right-turn pocket on South River Road at 15th Street.
- Constructing a southbound right-turn pocket on South River Road at 15th Street.

In Sacramento, Alternative B requires the following modifications to the existing (or planned opening year) conditions.

- Reconstructing 350 feet of Marina View Drive to provide for a new connection to Broadway.
- Modifying property access along Broadway west of I-5.

The existing at-grade State Parks railroad crossing at Broadway would remain in the same location.

Construction of the interim year design of Alternative B would create 2.0 acres of new impervious surface.

RSP would be installed on the river side of the bridge abutments both above and below the OHWM to stabilize the shoreline on each side of the river.

Design Year Features of Alternative B

Project features that would be constructed by 2040 include the following.

- Roadway alignment modifications in West Sacramento necessary to shift the alignment of South River Road and connection of the new bridge to the east to conform with the approved mobility network alignment of South River Road.
- Roadway striping and turn pocket additions on Jefferson Boulevard, South River Road, and Alameda Boulevard.

In both West Sacramento and Sacramento, no additional modifications to the assumed design year conditions without the project would be needed.

Construction of the design year features of Alternative B would not increase impervious surface area from that created during the interim year phase.

Utility Relocations, Alternative B

The proposed location of the eastern bridge abutment conflicts with the location of the Kinder Morgan gas transmission line. The under-river portion of the line can remain in place; however, the proposed project would require relocation of a portion of gas line located under Broadway. The project's bridge alignment does not conflict with the location of the PG&E gas transmission line.

The proposed project also conflicts with the location of a communication line at the eastern bridge abutment. Similar to the Kinder Morgan gas line, the under-river portion of the communication line can remain in place, but the project would require relocation of a portion of the communication line under Broadway.

Property Acquisitions, Alternative B

Permanent property acquisitions or permanent easements would be necessary to construct the proposed project. Temporary construction easements (TCEs) also would be needed. The acquisitions described below assume that the project is constructed in two phases. The acquisitions that would be needed for the interim and ultimate design years are identified in Table 1.

Table 1. Property Acquisitions Needed for Alternative B

Assessor's Parcel Number	Total Parcel Size (acres)	Interim Year Permanent Acquisition (acres)	Design Year Permanent Acquisition (acres)	Interim Year TCE (acres)	Design Year TCE (acres)	Business Relocation Necessary? (Yes, No)
West Sacramento						
058-270-006-000	2.579		0.023		0.013	No
058-270-014-000	7.568	0.120		0.015		No
058-280-003-000	3.530	1.005	0.056	0.089	0.012	No
058-280-005-000	6.010	2.920	0.200	0.325	0.065	No
058-280-006-000	0.473	0.056		0.055		Yes
058-280-007-000	0.911	0.177		0.027		Yes
843-57-5-7	6.477	0.064		0.019		No
Sacramento						
009-0012-008-0000	1.598	0.220		0.074		Yes*
009-0012-038-0000	0.033	0.033				No
009-0012-064-0000	2.673	2.673				No
009-0012-065-0000	0.793	0.793				No
009-0012-071-0000	2.494	0.378		0.159		Yes*
009-0012-072-0000	6.903	0.049		0.068		Yes*
009-0020-001-0000	1.525	0.605		0.083		No
009-0030-054-0000	5.616	0.657		0.274		Yes*

TCE = temporary construction easement.

*Assumes fill slopes along realigned Broadway. No business relocation would be necessary if retaining walls are constructed instead of fill slopes to support the increase in elevation and widening of Broadway between the bridge and Front Street.

Alternative C

Alternative C (modified from the feasibility study) would connect to South River Road at a new intersection between 15th Street and Circle Street on the West Sacramento side and would connect to Broadway on the Sacramento side.

Interim Year Features of Alternative C

Project features that would be constructed and in operation by 2030 include the following.

- New bridge and roadway modifications, including construction of a new "T" intersection on the existing alignment of South River Road.
- Stormwater drainage management features.
- Utility relocations.
- Fiber optic cable installation for operational communications.

In West Sacramento, modifications to the approved mobility network would be necessary for Alternative C. These modifications include the following.

- Creating a "T" intersection on South River Road between 15th Street and the future Circle Street location.
- Constructing an interim northbound right-turn pocket on the existing alignment of South River Road at Broadway.
- Constructing an interim southbound left-turn pocket on the existing alignment of South River Road at Broadway.

In Sacramento, Alternative C requires the following modifications to existing conditions.

- Reconstructing 350 feet of Marina View Drive to provide for a new connection to Broadway.
- Modifying property access along Broadway west of I-5.

The existing at-grade State Parks railroad crossing at Broadway would remain in the same location.

Construction of the interim year design of Alternative C would create 2.2 acres of new impervious surface.

RSP would be installed on the river side of the bridge abutments both above and below the OHWM to stabilize the shoreline on each side of the river.

Design Year Features of Alternative C

Project features that would be constructed by 2040 include the following.

- Roadway alignment modifications in West Sacramento necessary to shift the alignment of South River Road and the "T" intersection connection of the new bridge approximately 100 feet to the east to conform with the approved mobility network alignment of South River Road.
- Roadway striping and turn pocket additions on Jefferson Boulevard, South River Road, and Alameda Boulevard.

In West Sacramento, additional modifications to the approved mobility network would be necessary to construct the design year components of Alternative C. Leading up to the design year, development in Pioneer Bluff will occur following a new alignment of South River Road. After construction of the proposed project in the interim year, the new alignment of South River Road would require the proposed project to reconstruct the bridge's roadway connection to match. Modifications to the approved mobility network in West Sacramento include the following.

- Creating a new "T" intersection matching the new more eastern alignment of South River Road between 15th Street and Circle Street.
- Constructing the final northbound right-turn pocket on South River Road at Broadway.
- Constructing the final southbound left-turn pocket on South River Road at Broadway.

In Sacramento, no additional changes from the interim design are needed.

Construction of the design year features of Alternative C would not increase impervious surface area from that created during the interim year phase.

Utility Relocations, Alternative C

The proposed location of the eastern bridge abutment conflicts with the location of the Kinder Morgan gas transmission line. The under-river portion of the line can remain in place; however,

Alternative C would require relocation of a portion of gas line located under Broadway. This alternative does not conflict with the location of the PG&E gas transmission line or the under-river communication line.

Property Acquisitions, Alternative C

As with Alternative B, permanent property acquisitions or permanent easements would be necessary for Alternative C. TCEs also would be needed. The acquisitions described below assume that the project is constructed in two phases. The acquisitions that would be needed for the interim and ultimate design years are identified in Table 2.

Table 2. Property Acquisitions Needed for Alternative C

Assessor's Parcel Number	Total Parcel Size (acres)	Interim Year Permanent Acquisition (acres)	Design Year Permanent Acquisition (acres)	Interim Year TCE (acres)	Design Year TCE (acres)	Business Relocation Necessary? (Yes, No)
West Sacramento						
058-270-006-000	2.579	0.777	0.810	0.080	0.058	Yes
058-270-007-000	0.450	–	0.104	–	0.025	No
058-270-014-000	7.568	2.762	–	0.102	–	Yes
058-280-005-000	6.010	0.680	0.136	0.137	0.071	No
Sacramento						
009-0012-008-0000	1.598	0.223	0.223	0.074	0.074	Yes*
009-0012-038-0000	0.033	0.033	0.033	0.000	0.000	No
009-0012-064-0000	2.673	2.673	2.673	0.000	0.000	No
009-0012-065-0000	0.793	0.793	0.793	0.000	0.000	No
009-0012-071-0000	2.494	0.394	0.394	0.158	0.155	Yes*
009-0012-072-0000	6.903	0.063	0.063	0.074	0.069	Yes*
009-0020-001-0000	1.525	0.682	0.682	0.082	0.081	No
009-0030-054-0000	5.616	0.672	0.672	0.428	0.270	Yes*

TCE = temporary construction easement.

*Assumes fill slopes along realigned Broadway. No business relocation would be necessary if retaining walls are constructed instead of fill slopes to support the increase in elevation and widening of Broadway between the bridge and Front Street.

No Build (No-Project) Alternative

Under the No Build Alternative, a bridge across the Sacramento River from the Pioneer Bluff area of West Sacramento to Broadway in Sacramento would not be built. In West Sacramento, the redevelopment of Pioneer Bluff would continue as Riverfront Mixed-Use following the City's General Plan and the guidance in the *Pioneer Bluff Transition Plan (*approved 2014), the *Pioneer Bluff and Stone Lock Reuse Master Plan* (pending approval) and the approved mobility network (as approved by West Sacramento City Council in 2018).

In Sacramento, plans for, and implementation of, roadway improvements and redevelopment would continue consistent with the *West Broadway Specific Plan* and the *Broadway Complete Streets Plan*.

Area of Potential Effects

In accordance with Section 106 PA Stipulation VIII.A, the APE for the project was established in consultation with Connor Buitenhuys (Caltrans Professionally Qualified Staff [PQS]-PI-Historical Archaeology), and Vladimir Popko (Project Local Assistance Engineer). The APE maps are in Appendix A.

Resource-specific APEs were delineated, for built environment resources and for archaeological resources, and the methods for these delineations are explained below. The project's approved APE encompasses all of the areas delineated in the resource-specific APEs.

The architectural APE consists of the project footprint and the assessor's parcels that intersect the footprint, and the maximum potential extent of direct effects resulting from the project. In consideration of the two proposed build alternatives, the architectural APE for potential indirect effects (such as visual, auditory, and vibratory) includes parcels adjacent to the project footprint that contain buildings, structures, or objects of sufficient age to warrant evaluation for listing in the NRHP. In areas where project activities have no potential to directly or indirectly affect built historical resources, assessor's parcels intersecting the project footprint are not included in the APE. Specific project components with no potential for direct effects include the following for both Alternatives B and C.

- Roadway striping and turn pocket additions on Jefferson Boulevard, South River Road, and Alameda Boulevard in West Sacramento, and on Broadway, in Sacramento.
- Bridge communication fiber optic line installation in existing conduit or in new conduit in existing roadway, in West Sacramento.
- Use of existing roads to access proposed staging areas in West Sacramento and Sacramento.

The archaeological APE consists of both the horizontal and vertical maximum potential extent of direct impacts resulting from the project. The horizontal APE encompasses the project footprint and includes those areas of new construction, easements, utilities, and operations-related activities associated with the project, totaling 70.5 acres. The vertical APE is the maximum extent of ground disturbance within the horizontal APE (i.e., ground surface to the maximum depth of soil disturbance) and varies by project component. For most of the project footprint, the vertical APE does not exceed 2 feet deep. Both project alternatives include areas offset from the banks of the Sacramento River where maximum excavation depths would not exceed 10 feet below ground surface for construction of pedestrian access below the bridge and for bank stabilization directly under the bridge. Pile depths for column supports would extend approximately 140 feet at five locations: one near each bank of the river for bridge reinforcements and three within the river for bridge columns. Piles for the two bridge fender systems within the river would be driven to a depth of approximately 60 feet.

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Chapter 3
Public Participation

Section 106 of the NHPA requires federal agencies, before beginning any undertaking, to take into account the effects of the undertaking on historic properties and offer interested parties an opportunity to comment on the actions. Presented below is a summary of the consultation with potentially interested parties as part of the Section 106 process and community engagement.

Native American Consultation

Native American outreach efforts for this project was carried out for Section 106 (NHPA) compliance. All Section 106 outreach efforts were conducted by City of West Sacramento (with assistance from ICF) on behalf of Caltrans, who provided oversight to ensure compliance with Section 106 consultation. Below is a summary of the Section 106 consultation efforts and results to date. Detailed correspondence is provided in the ASR (Attachment B of the HPSR). Section 106 consultation originally was carried out in 2017 for the project when ICF contacted the Native American Heritage Commission (NAHC) requesting a Sacred Lands File Search and list of Native American contacts. In 2018, letters were sent to nine Native American contacts provided by the NAHC. As a result of outreach efforts, ICF received a response from Daniel Fonseca, Cultural Resources Director of the Shingle Springs Band of Miwok Indians (SSSBMI). Mr. Fonseca's letter stated that the SSBMI would like to initiate consultation under Section 106.

Due to the amount of time that had passed since the 2018 outreach efforts, additional consultation was carried out in 2019. On November 12, 2019, ICF requested a new search of the Sacred Lands Files and list of Native American representatives. The NAHC responded on November 22, 2019, stating that the results of the Sacred Lands File search were positive and to contact the Ione Band of Miwok Indians and the United Auburn Indian Community. ICF sent outreach letters to 12 Native American contacts on January 30, 2020.

On March 24, 2020, ICF conducted follow-up phone calls to all tribes that had not responded to the Section 106 outreach letters. Below is a summary of responses to the outreach efforts.

- Richard Hawkins, Tribal Historical Preservation Office Coordinator with the Buena Vista Rancheria, stated that the tribe does not have any objection to the project, but if cultural resources are found, they would like to be notified.
- Daniel Fonseca of the SSBMI stated that the tribe would like to initiate consultation under Assembly Bill 52 and Section 106, and to contact Kara Perry, Site Protection Manager for additional consultation. ICF made attempts to contact Ms. Perry on February 26, 2020, December 18, 2020 (email and voicemail), and January 19, 2021, with no responses. On July 9, 2021, Kara Perry sent an email asking for any updated reports and requested a meeting. On July 12, 2021, Mr. Pappas sent the final ASR to Kara Perry and advised that the project team would coordinate to identify dates for a meeting. Meeting coordination is still proceeding.
- Jereme Dutschke, Ione Cultural Committee indicated that the tribe is interested in the project. On December 21, 2020, Stephen Pappas spoke with Mr. Dutschke, informing him of the project status and to let him know that the Ione Band of Miwok Indians was listed to contact regarding

the positive Sacred Lands Files Search. Mr. Dutschke mentioned that he was not aware of any sacred sites in the project area (much farther north), but he requested a copy of the survey report when Caltrans had finished their review. Mr. Pappas continued correspondence in January, informing Mr. Dutschke of the cultural studies results and that he would be provided a copy of the ASR when it has been approved by Caltrans. On August 10, 2021 Mr. Pappas sent an electronic copy of the ASR to Mr. Dutschke.

- Mariah Mayberry with the Wilton Rancherία contacted the City of West Sacramento, requesting consultation under Assembly Bill 52. The City of West Sacramento made attempts to reach out to Ms. Mayberry on June 4, 2020, July 14, 2020, and August 3, 2020, to schedule consultation meetings with the tribe. No further responses have been received. In addition, ICF did not receive any responses from Section 106 letters or calls.
- On February 18, 2020, ICF received a letter from the Yocha Dehe Wintun Nation stating that they would like to initiate consultation on the project. On October 5, 2020, a virtual meeting was held to address Section 106 and Assembly Bill 52 consultation. Tribal concerns were addressed regarding the sensitivity of levees and protocols for burial treatments, monitoring, and inadvertent discoveries. The tribe preferred as little levee disturbance as possible. Mr. Pappas reached out to the tribe on January 19, 2021, to provide project updates and results of the inventory. Mr. Pappas said that he would provide the tribe with a copy of the ASR upon approval by Caltrans. On August 10, 2021 Mr. Pappas sent an electronic copy of the ASR to Kristen Jensen representing the Yocha Dehe tribe.
- United Auburn Indian Community Chairman Gene Whitehouse requested consultation on the project and that Anna Starkey be contacted. Consultation was carried out in June, July, August, and December 2020 between the United Auburn Indian Community and the City of West Sacramento. Stephen Pappas sent an email to Ms. Starkey on December 22, 2020, and on January 19, 2021, providing project updates and details. Mr. Pappas advised her that she would be provided with a copy of the ASR when it has been approved by Caltrans. Ms. Starkey replied that same day. She stated that, based on the information provided, the APE did not sound sensitive for buried/unrecorded indigenous resources. She said that she would like to review the ASR but did not believe that the tribe needed to actively consult anymore. She requested to be notified if anything is discovered during construction. On August 10, 2021 Mr. Pappas sent an electronic copy of the ASR to Ms. Starkey.
- Grayson Coney, Cultural Director of the Tsi Akim Maidu. stated that the tribe did not wish to consult on the project but that, in the case of encountering human remains, a member of his tribe would be a candidate for most likely descendant.
- Pamela Cubbler, Treasurer of the Colfax-Todds Valley Consolidated Tribe, stated that the tribe did not wish to consult on the project as long as other tribes were consulting on the project.

No responses were received from the Section 106 letters or follow-up calls to:

- Charlie Wright, Chairperson, Cortina Rancherία – Kletsel Dehe Band of Wintu Indians
- Cosme Valdez, Chairperson, Nashville Enterprise Miwok-Maidu-Nishinam Tribe

Historical Society Outreach

On behalf of the City of West Sacramento, ICF sent initial outreach letters on February 13, 2018, describing the project and requesting any information on potential cultural resources in the APE from organizations identified on the California Historical Society's historical resources contacts lists.

The Center for Sacramento History responded to the initial letters and informed ICF that it had information on resources that may contribute to the study of the APE, such as photos and other historical records.

Follow-up phone calls were made on February 20, 2018, to contacts who had not yet responded to the initial letters. One response was received by telephone from Sacramento County Historical Society President Greg Voehl, who expressed an interest in sharing the project information with the Society and submitting any comments the Society might have. Neither Mr. Voehl nor the Society have submitted comments or expressed further interest in the project.

In 2020, at the request of Caltrans, ICF sought input pertaining to P-34-000619 from local organizations interested in Chinese heritage. ICF confirmed that Chinese heritage organizations exist in the Sacramento-San Joaquin Delta region and in the greater San Francisco Bay Area, but none are active currently in the West Sacramento and Sacramento area. ICF consulted the Sacramento Historical Society and the Center for Sacramento History about their knowledge of local historical groups that are not included in the California Historical Society and Office of Historic Preservation contacts lists. Specifically, the renewed outreach inquired about knowledge of or interest in Sacramento's Chinese heritage, and knowledge of any Sacramento area organizations or individuals who may have this interest. Responses were received in January 2021 from the Sacramento Historical Society and the Center for Sacramento History. Neither response indicated special interest in or knowledge of potential interest of others in Sacramento's Chinese heritage.

Records of historical society outreach and correspondence are in Appendix B.

Community Engagement

Early coordination with the general public and appropriate public agencies was carried out to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for the proposed project conducted to-date has been accomplished through a variety of formal and informal methods, including community open house meetings, project development team meetings, stakeholder focus group meetings, interagency coordination meetings, and a public scoping meeting. As a result of the City of West Sacramento's and Caltrans' efforts to fully identify, address, and resolve project-related issues specific to cultural resources, no concerns or comments or input regarding cultural resources were identified.

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Chapter 4
Description of Historic Properties

This section describes historic properties identified in the APE as part of work conducted in preparing the HPSR.

Built Environment Properties

Four built environment historic properties are in the APE.

- MR 1, the Sacramento Northern Railway (assumed NRHP eligible) in Yolo County
- MR 10, the Sacramento River West Levee (assumed NRHP eligible) in Yolo County
- MR 11, the Walnut Grove Branch Line in Sacramento County
- MR 12, the Sacramento River East Levee in Sacramento County

Map Reference 1 (Sacramento Northern Railway)

Pursuant to Section 106 PA Stipulation VIII.C.4, Caltrans assumed that the Sacramento Northern Railway is eligible for listing in the NRHP for the purposes of this project (see CSO approval letter in Appendix C). A summary of the resource's description, historic context, and significance is presented below.

Description

The resource is a 0.98 mile segment of the former Sacramento Northern Railway that extends from 5th Street in the APE southwest along Jefferson Boulevard (Exhibit 1). The Sacramento Northern was an electrified rail system between Oakland and Marysville, and the entire property has not been recorded. The extant track in the APE is at-grade; it has steel rails, wooden cross ties, and rock gravel ballast, and the alignment includes one roadway crossing with standard rail signaling equipment. Specifically, the rail lacks its electrified third rail that served to power its electric trains; the third rail was likely removed when the track was converted for diesel freight in the mid-20th century. The property was recorded previously on Department of Parks and Recreation 523-series forms (see Appendix C).

Historic Context

A subsidiary of Southern Pacific Company, the Sacramento Northern was the nation's largest electrified rail network. In the 1980s, Union Pacific acquired Southern Pacific's assets, including its remaining holdings of the former Sacramento Northern rail, much of which had been abandoned or decommissioned by Southern Pacific in the 1950s and 1960s. One documented extant portion of the rail, located in Solano County, is an operating electrified rail segment that is listed in the NRHP.

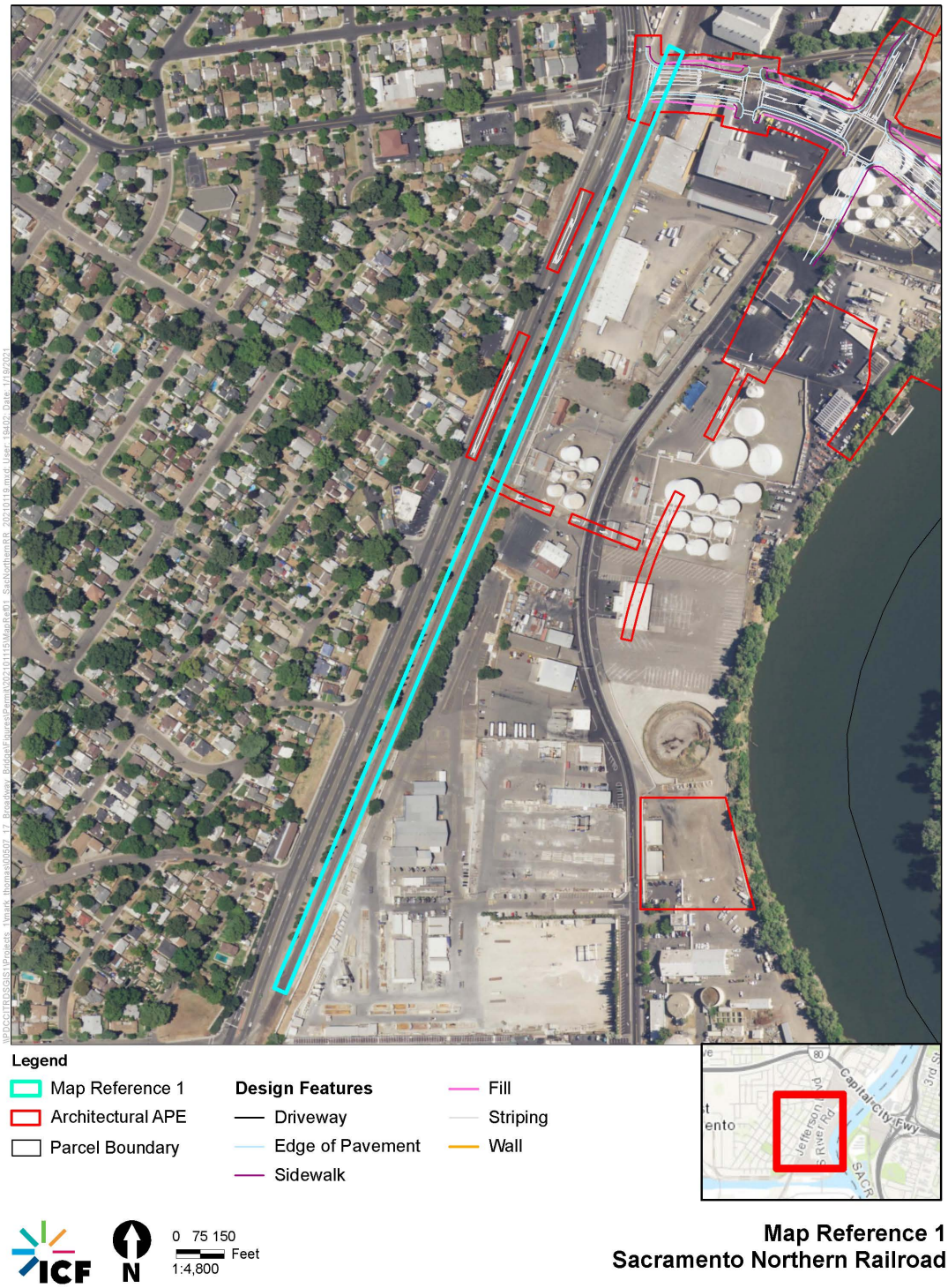

Exhibit 1. MR 1, Segment of the Sacramento Northern Railway in the APE

Significance

The property in its entirety has yet to be evaluated for listing in the NRHP and CRHR. Because the APE includes only 0.98 mile of the former Sacramento Northern Railway, extending from 5th Street southwest along the southeastern alignment of Jefferson Boulevard, it is beyond the scope of the project to evaluate the entire property. For the purposes of this project, the Sacramento Northern Railway in Yolo County is assumed eligible for listing in the NRHP under Criterion A for its association with important regional transportation development. Its period of significance is 1913 to 1940, the period between its initial construction and its conversion from electrified passenger and freight rail to diesel freight rail.

The Sacramento Northern maintains strong integrity of location and setting as a former electrified railway in West Sacramento. Integrity of association and feeling as an electric rail, and materials, workmanship, and design of the structure as an electric rail, are not retained. In particular, the rail lacks its electrified third rail, and presents as a standard two-rail track for diesel freight.

Assumed character-defining features are the following.

- The alignment of the rail and rail corridor.
- The setting through one of West Sacramento's main transportation corridors, including Jefferson Boulevard.

The railway in West Sacramento and through the project area has not been used as an electrified train rail since circa 1940; thus, the rail's continued use as an electrified rail is specifically not assumed a character-defining feature of the property.

The segment in the APE appears to contribute to the overall assumed eligibility of the resource. Should the entirety of the Sacramento Northern be evaluated as part of a future project, it is highly probable that the segment in the APE would be a contributor to the property.

On June 17, 2020, the CSO approved the assumption of eligibility for the Sacramento Northern segment in the APE for the purposes of the project, pursuant to Stipulation VIII.C.4 of the Section 106 PA, because of the resource's large size and the limited potential for project effects. The portion of the Sacramento Northern segment in the APE is delineated in Exhibit 1 and detailed above in Chapter 2, Description of the Undertaking. See Appendix C for the letter of approval for the assumption of eligibility of the Sacramento Northern Railway.

Map Reference 10 (Sacramento River West Levee)

Pursuant to Section 106 PA Stipulation VIII.C.4, Caltrans assumed that the Sacramento River West Levee in West Sacramento is eligible for listing in the NRHP for the purposes of this project (see CSO approval letter in Appendix C). A summary of the resource's description, historic context, and significance is presented below.

Description

The resource is a 0.62 mile-segment of the Sacramento River West Levee, extending from the Pioneer Bridge vicinity south through the APE along the Sacramento River's western bank in Yolo County (Exhibit 2). The Sacramento River West Levee was built in the early 20th century during an era of major infrastructure improvement and development for flood control on the Sacramento

River. The levee is an engineered structure built with uniform rock and soil layers. The property is of similar design and intent to its eastern counterpart, the Sacramento River East Levee. The levee faces the Sacramento River in an area that historically saw heavy traffic by river, rail, and automobile. The property was recorded previously on Department of Parks and Recreation 523-series forms (see Appendix C).

Historic Context

Built near the confluence of the Sacramento and American Rivers, the river cities of West Sacramento and Sacramento historically have shared the economic benefits as well as the irrigation and flood control challenges of the Delta's river and floodplain landscape. Beginning in the 19th century, flood management and land reclamation projects were undertaken to make the area permanently habitable and its downtown industries more stable, while supporting the region's maritime navigation and agricultural economies.

The years from 1861 to 1866 mark the first period of formal organization of reclamation in California. Following a devastating flood in 1862, the federal government's Swamp and Overflowed Land Act was amended; new commissioners were appointed in 1863 with reduced salaries, and provisions were made to employ engineers to study and initiate efforts to formally design levees and drainage. By 1866, 54 reclamation districts (RDs) had petitioned for establishment in California. Of these, only 45 were formally organized and active in building levees and drainage structures. The first reclamation district in California, RD 1, encompassed the American Basin, extending from the American River north to the Bear River, to the east and north of the APE.

In the 1850s and 1860s, Sacramento constructed a series of flood protection levees that were continually improved upon by private and municipal agents, and that facilitated city and railway developments. At this time, eastern Yolo County developed partially leveed agricultural land with close ties to the river Delta settlements and commerce. An interior levee network was built to manage drainage at small farm parcels, including the channels and raised roadbeds necessary to support the area's farming economy. By 1880, William Hammond Hall, California's first State Engineer, had submitted a report on irrigation and flood control to the state legislature that outlined the impact of hydraulic mining on the natural environment and called for the creation of centralized water policy and management.

In 1911, the U.S. Army Corps of Engineers (USACE) California Debris Commission presented a plan to Congress to unify northern California's levees and drainages. The Sacramento River Flood Control Project (SRFCP) plan was prepared between 1909 and 1910, and came to be known as "the Jackson Report" for its main author. The report described that, in 1910, "391 miles of such structures were already in existence, but only 74 miles of them were high enough and strong enough to be considered up to necessary standards and grade." The report suggested standardizing and expanding the existing levee system, raising the height of existing levees, building new levees, adding weirs and bypass structures to assist in flood control, and creating a second river channel that the Sacramento River could overflow into. The 74 miles of existing levees that met construction standards as stated in the Jackson Report became the benchmark for levee upgrades moving forward with implementation of the SRFCP.

In accordance with USACE recommendations, RD 900 completed its engineered levees between 1911 and 1916, setting the stage for subsequent development of communities and industries in eastern Yolo County. By 1920, Yolo and Sacramento Counties had constructed substantial riverfront

levees in coordination with federal programs and the USACE. By the late 1920s, the RD 900 area's population had doubled with the growth of Washington (later Broderick), Bryte (later Riverbank), and West Sacramento. The proposed bridge would span the Sacramento River West Levee near Mile 1 (measured south from the Tower Bridge) within RD 900.

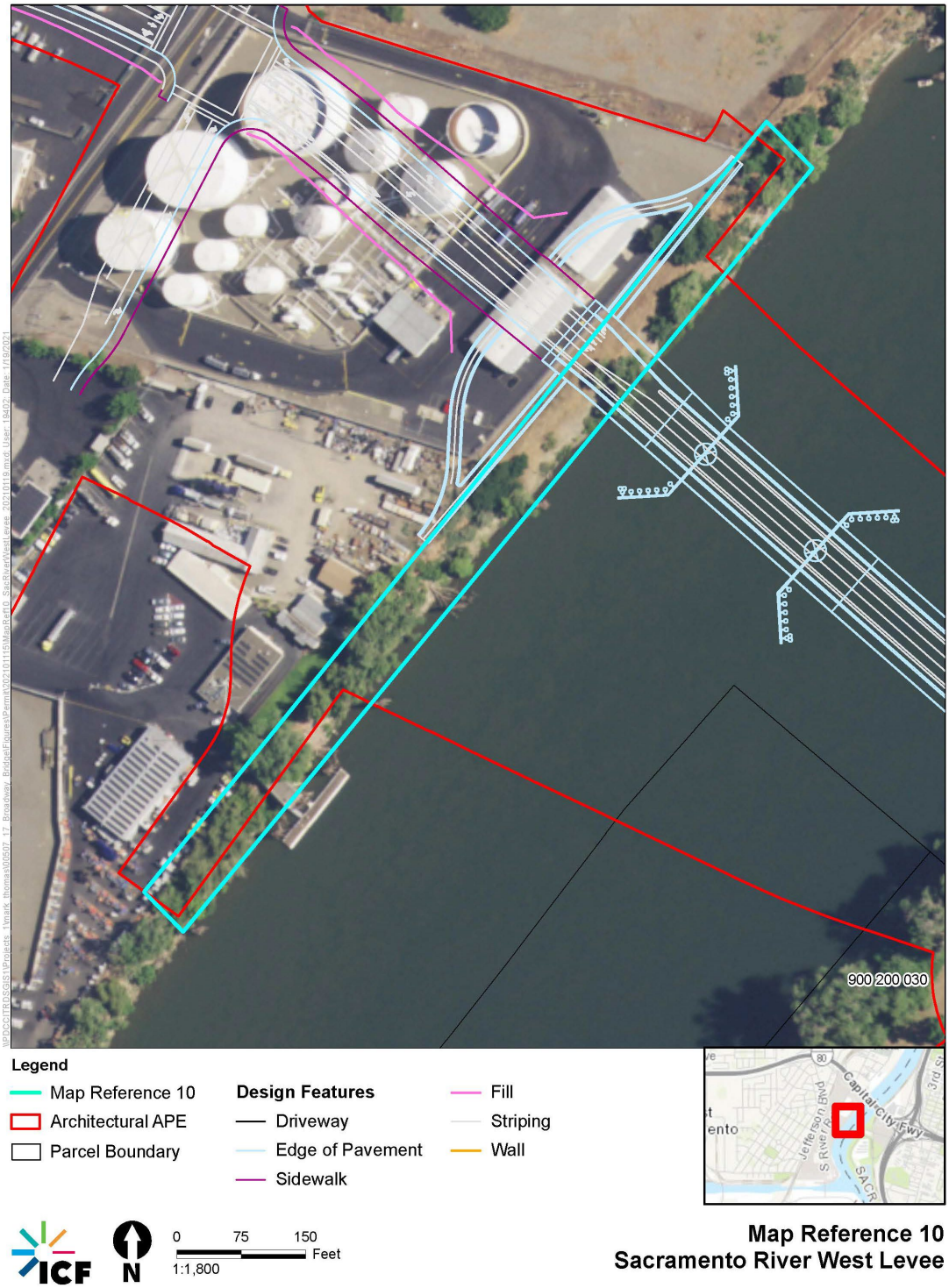

Exhibit 2. MR 10, Segment of the Sacramento River Levee West in the APE

Significance

The Sacramento River West Levee in its entirety has yet to be evaluated for listing in the NRHP and CRHR. Because the APE includes only 0.62 mile of the Sacramento River West Levee (from the Pioneer Bridge vicinity south along the Sacramento River west bank), it is beyond the scope of the project to evaluate the entire resource. For the purposes of this project, the Sacramento River West Levee in Yolo County is assumed eligible for listing in the NRHP under Criterion A for its association with important regional flood control development.

The entire Sacramento River West Levee has potential historical significance as an important water control structure for Yolo County. The Sacramento River West Levee was constructed in the early 20th century during an era of major infrastructure improvement and development for flood control on the Sacramento River. Its assumed period of significance is 1911 to 1914, the period of its initial construction. The property is of similar design and intent to its eastern counterpart, the Sacramento River East Levee, a property located in Sacramento County that has been determined eligible for listing in the NRHP.

Criterion A significance is reflected in the resource's function, setting and alignment. Because significance is not assumed under Criterion C, the resource's materials and construction are not character defining. Assumed character-defining features are the following:

- Continued use as a functioning flood control structure on the Sacramento River for which it is associated historically.
- Historic setting at Yolo County's Sacramento River riverfront.
- Historic alignment location along Yolo County's Sacramento River riverfront.

The Sacramento River West Levee maintains strong integrity of location, setting, and association as a Sacramento River levee that continues to serve its purpose of flood control along the Sacramento riverfront. The resource's design, materials, workmanship, and feeling are aspects that are not strongly related to the linear resource's Criterion A assumed significance, and these aspects do not retain integrity relative to the resource's significance because the levee has been modified by additional materials throughout the 20th and 21st centuries. The segment in the APE appears to contribute to the overall assumed eligibility of the resource. Should the entirety of the Sacramento River West Levee be evaluated as part of a future project, it is highly probable that the segment in the APE would be a contributor to the property.

On June 17, 2020, the CSO approved the assumption of eligibility for the Sacramento River West Levee segment in the APE for the purposes of the project, pursuant to Stipulation VIII.C.4 of the Section 106 PA, because of the resource's large size and limited potential for project effects. The portion of the Sacramento River West Levee segment in the APE is delineated in Exhibit 2 and detailed above in Chapter 2, *Description of the Undertaking* (*Project Description*). See Appendix C for the letter of approval for the assumption of eligibility of the Sacramento River West Levee.

Map Reference 11 (Walnut Grove Branch Line)

The property is a segment of the Walnut Grove Branch Line, which crosses the APE along the Sacramento River East Levee crown perpendicular to Broadway. The resource was evaluated previously and determined eligible for listing in the NRHP. A summary of the resource's description, historic context, and significance is presented below.

Description

The resource is a segment of the Walnut Grove Branch Line historic property, which crosses the APE along a raised grade perpendicular to Broadway. The extant track in the APE has steel rails, wooden cross ties, and rock gravel ballast. The alignment includes one roadway crossing at Broadway, at which there is standard rail signaling equipment. The track segment in the APE is owned by the Department of Parks and Recreation and is used by the California Railroad Museum for a tourist excursion train from Old Sacramento to the vicinity of Miller Park. The property was recorded previously on Department of Parks and Recreation 523-series forms (see Appendix C).

Historic Context

As a subsidiary of Southern Pacific Company, the Sacramento Southern Railroad constructed the Walnut Grove Branch Line from Sacramento to Walnut Grove between 1906 and 1912. The Sacramento Southern Company was dissolved in 1916, and Southern Pacific Company extended the Walnut Grove Branch Line to Isleton in 1929. The rail's primary purpose was transporting passengers and the Delta's agricultural products through its network of Sacramento River communities and farms, for local travel and distribution as well as connections to other parts of California. The U.S. passenger service ceased in 1932, and following flood damage in 1972, the Southern Pacific Company decommissioned the line south of Miller Park. In September 1978, the Southern Pacific Company locomotives gathered over 100 rail cars from various points along the Walnut Grove Branch Line and transported them to the railyard shops in Sacramento. The Department of Parks and Recreation acquired the segment of the rail that is located in the APE, and the California State Railroad Museum has operated excursion trains along the Sacramento waterfront from Old Sacramento to Miller Park since 1982.

Significance

In 2006, the Walnut Grove Branch Line was determined eligible for listing in the NRHP under Criterion A, for its association with the Delta's agricultural boom and subsequent development of its towns; and under Criterion C for its extensive levee and embankment works that represent a historically significant engineering feat. Its period of significance is 1906 to 1929.

The section of the property between I Street and Miller Park was abandoned circa 1970, and State Parks renovated the segment in the late 1970s from a freight rail with spurs to a single-use tourist excursion rail from Old Sacramento. Because of these changes, the rail, ties, and ballasts are not character defining features.

The following features define its historic character from its period of significance and allow it to continue to convey its historical significance:

- its historic setting at the Sacramento wharf and Broadway as an industrial area and a transportation hub connecting rail, river, road, and pedestrian traffic.
- its historic alignment and raised berm along the interior levee at the Sacramento wharf.

its continued use as an operating rail line.

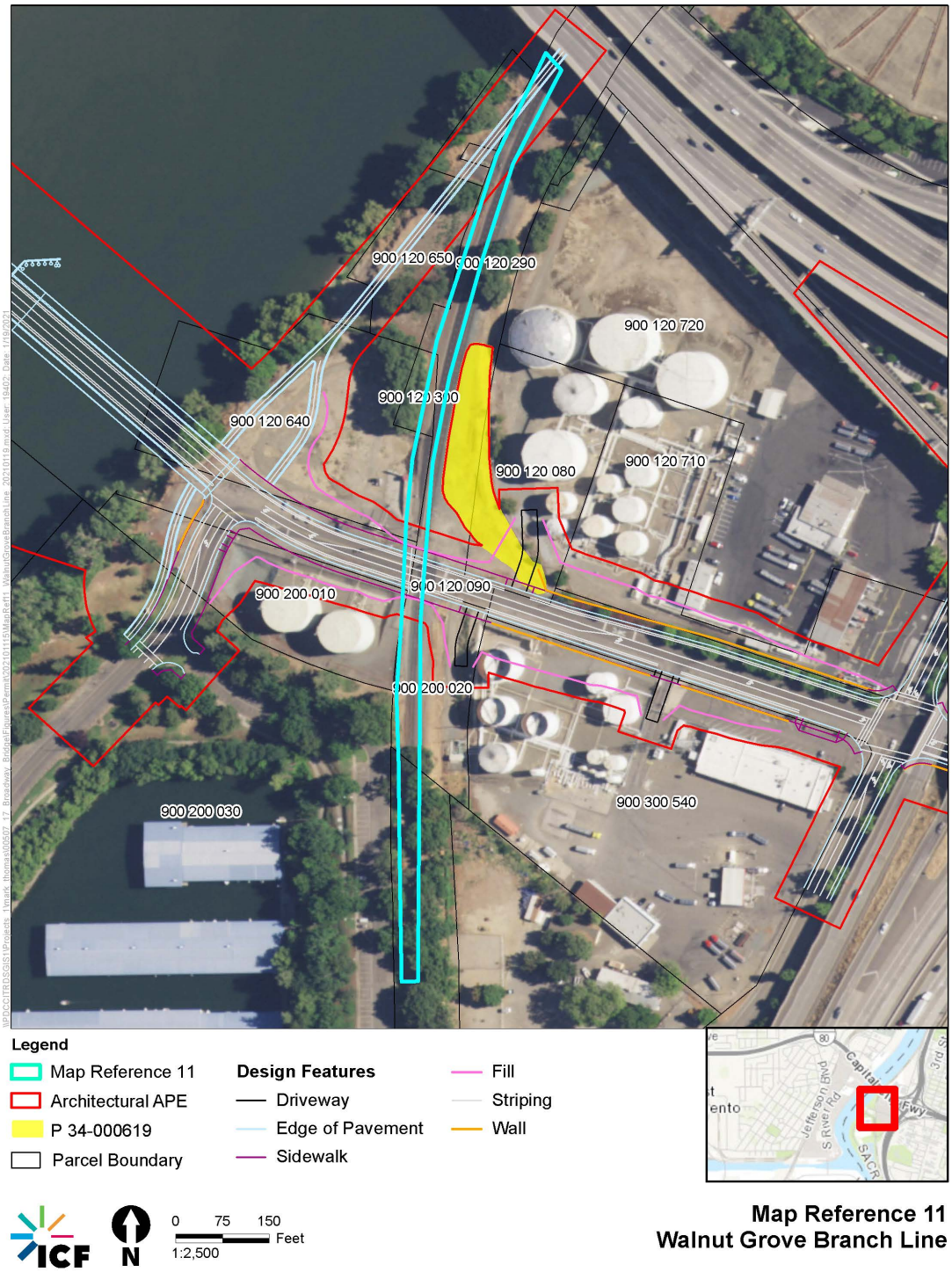

Exhibit 3. MR 11, Segment of the Walnut Grove Branch Line in the APE

Map Reference 12 (Sacramento River East Levee)

The resource is a segment of the Sacramento River East Levee historic property that crosses the APE at the Broadway wharf in Sacramento. A summary of the resource's description, historic context, and significance is presented below.

Description

The Sacramento River's levee along its eastern bank from the American River to Freeport was recorded during cultural resources studies for the I Street Bridge replacement project. The Sacramento River East Levee extends 14.5 miles along the eastern bank of the Sacramento River from the American River in northern Sacramento to the North Beach Lake Levee, just south of Freeport. A segment of the property crosses the APE at the Broadway wharf (Exhibit 4). The levee faces the Sacramento River in an area that historically saw heavy traffic by river, rail, and automobile. The property was recorded previously on Department of Parks and Recreation 523-series forms (see Appendix C).

Historic Context

The Sacramento River's earliest levees were built to protect the Sacramento city grid from periodic river floods while allowing irrigation to supply the surrounding agricultural lands. In the 1850s and 1860s, Sacramento constructed a series of flood protection levees that were continually improved upon by private and municipal agents, and that facilitated city and railway developments.

In 1911, the USACE California Debris Commission presented a plan to Congress to unify northern California's levees and drainages. The SRFCP plan was prepared between 1909 and 1910, and came to be known as "the Jackson Report" for its main author. The report described that, in 1910, "391 miles of such structures were already in existence, but only 74 miles of them were high enough and strong enough to be considered up to necessary standards and grade." The report suggested standardizing and expanding the existing levee system, raising the height of existing levees, building new levees, adding weirs and bypass structures to assist in flood control, and creating a second river channel that the Sacramento River could overflow into. The 74 miles of existing levees that met construction standards as stated in the Jackson Report became the benchmark for levee upgrades moving forward with implementation of the SRFCP.

The Sacramento River East Levee was designed and constructed to high engineering standards; consequently, no changes were proposed to the structure as part of the Jackson Report's flood control assessments in 1909 and 1910. It is an example of a levee built between 1850 and 1911 that set the bar for subsequent levee construction.

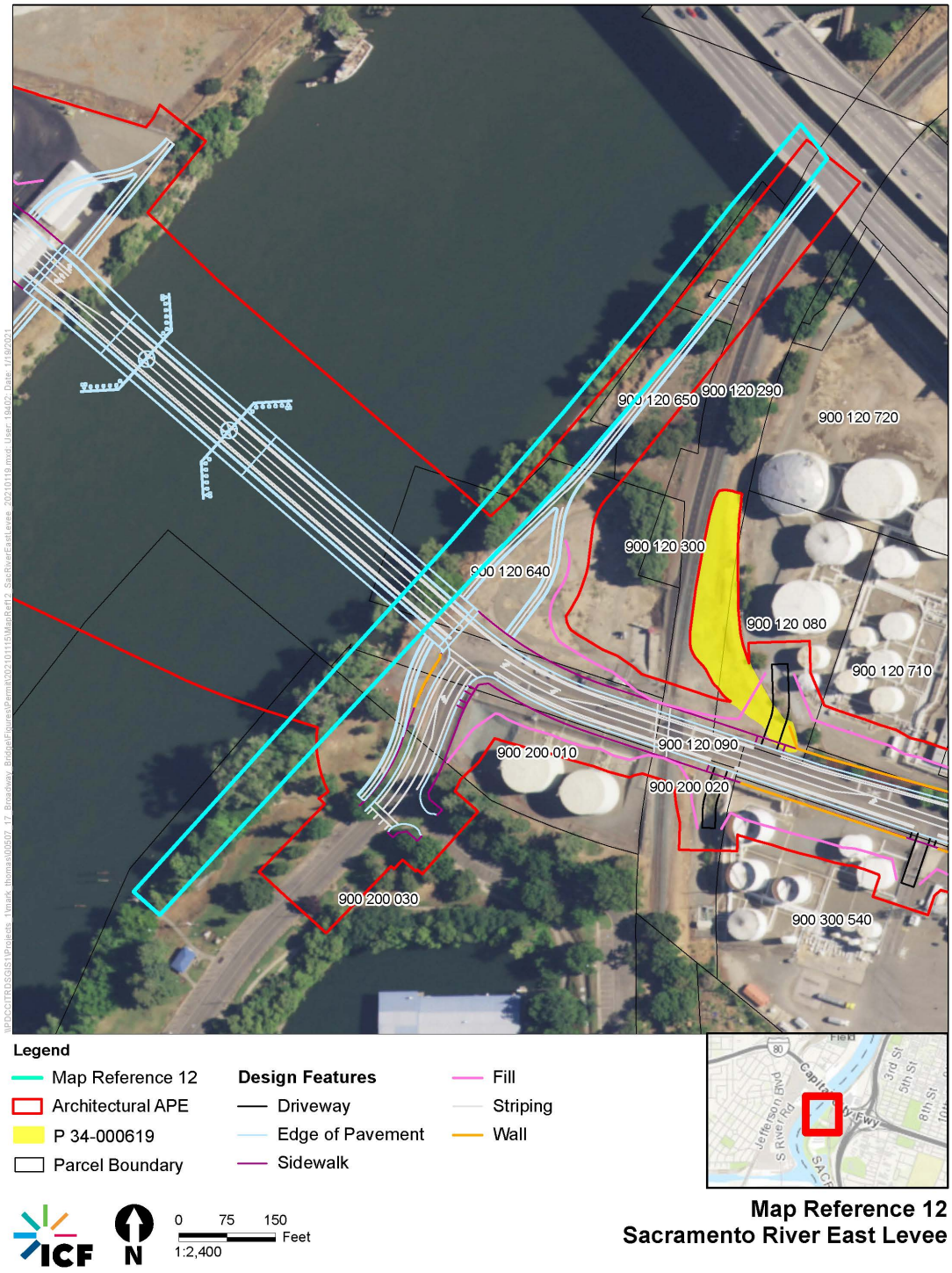

Exhibit 4. MR 12, Segment of the Sacramento River East Levee in the APE

Significance

The Sacramento River's levee along its eastern bank from the American River to Freeport was evaluated in 2015 and found eligible for listing in the NRHP under Criterion A for its association with early advances in water management in California that resulted in making settlement and expansion of infrastructure in the region possible (SHPO 2016; see Appendix C1).

The Sacramento River East Levee's period of significance is 1850 to 1911, and the following features define its historic character relative to its significance under Criterion A.

- Its historic setting at the Sacramento River front.
- Its historic alignment along the Sacramento River front.
- Its continued historical function as a flood control structure.

Archaeological Resources

One archaeological resource is located in the APE.

P-34-000619 (CA-SAC-505H; Historic Refuse Deposit)

Pursuant to Section 106 PA Stipulation VIII.C.4, Caltrans assumed that P-34-000619 is eligible for listing in the NRHP for the purposes of this project (see Appendix C). A summary of the resource's description, historic context, and significance is presented below.

Description

The site consists of an abandoned raised railroad spur (located adjacent to the Southern Pacific Railroad [SPRR]) and historic artifacts. As currently recorded, the site spans approximately 350 feet north-south, with the southern end directly north of Broadway and the northern end near the location where the spur narrows and merges with the SPRR grade. The abandoned spur was built between 1906 and 1915 and appears to have been constructed of fill material that contains burned and fragmented historical refuse dating from the late 1800s to the early 1900s. The ADI includes 0.09 acre of the overall 0.51-acre site (or 17 percent of the known portions of the site) at the southern end of the site (Exhibit 5). The cultural constituents of the site consist of the burned and fragmented historical refuse within the raised railroad spur matrix. The artifacts consisted of glass, ceramic, porcelain, metal, and clay fragments—as well as butchered beef bone and red brick associated with residential and possibly dining and restaurant use. Although most of the observed artifacts were in a melted and fragmented condition, some diagnostic artifacts consisting of soy sauce jars, liquor, beer, and soda bottles, and decorated dishware were observed. These artifacts indicated a diverse ethnic, cultural, and societal affiliation. In addition to the historic artifacts, plastics, batteries, and other modern materials were observed in the back-dirt piles indicating the collection was a secondary deposit.

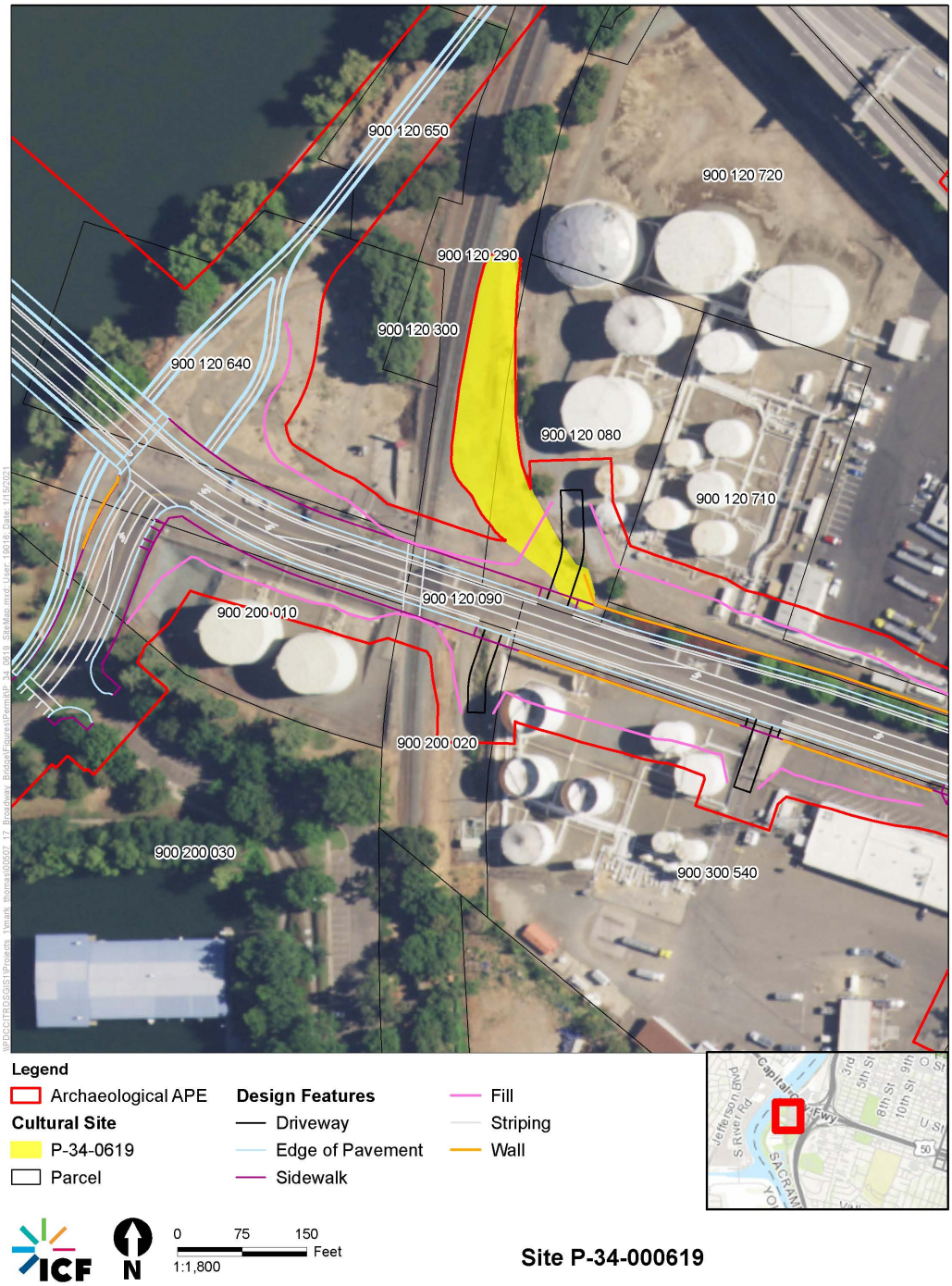

Exhibit 5. Site P-34-000619 and Project Elements in the APE

Historic Context

This site most likely was associated with the SPRR's Walnut Grove Branch Line, located adjacent to the abandoned railroad spur. As a subsidiary of Southern Pacific Company, the Sacramento Southern

Railroad constructed the Walnut Grove Branch Line from Sacramento to Walnut Grove between 1906 and 1912. The rail's primary purpose was transporting passengers and the Delta's agricultural products through its network of Sacramento River communities and farms, for local travel and distribution as well as connections to other parts of California. As mentioned above, according to historical maps and aerial photographs, the abandoned spur was built between 1906 and 1915. This spur was believed to support local freight from businesses along Broadway (previously Y Street) and eventually transporting the freight north connecting to the Walnut Grove Branch grade.

As with most other levees, raised roads and railroad grades throughout Sacramento, material used for these raised features came from dredged soils along the Sacramento and American Rivers or from refuse from incinerators and municipal dumps. The origin of the fill material for the railroad spur is unknown, but the density and diversity of artifacts eroding from the spur's slope and the fragmented and burned condition of the artifacts lead to the assumption that the artifacts came from a local municipal dump and are therefore a secondary deposit. Although the deposits within the raised grade appear to be reflective of artifacts from a landfill or local waste facility, there is the possibility that the deposits may have come from a local source such as adjacent households and businesses.

The parcels in the vicinity of the resource were historically used as vegetable gardens and it is possible that some of the artifacts were associated with those households. The interior levee parcels north of Y Street (Broadway) were vegetable gardens that extended from the levee at Front Street to 6th Street, and 2nd and 4th Streets between X and Y Streets were not open roads. According to the 1912 County directory, the gardens were owned, and sometimes resided at, by numerous individuals, including T. Kuroda, M. S. Lee, Sing Lee, U. Mukai, T. Yamasaki, H. Aoki, Mon Lee, and Quong Mow. The gardens at 2nd and Y Streets were known as the Go Chin Garden. Due to the presence of soy jars and other materials indicating Chinese use, the notion of the deposits originating from nearby properties is a possibility considering the historical proximity of Chinese land ownership and use.

Significance

Site P-34-000619 has yet to be evaluated for listing in the NRHP and CRHR. The entire site has potential historical significance, providing information on the lifeways of underrepresented communities in early Sacramento. For the purposes of this project only, site P-34-000619 is assumed eligible for listing in the NRHP under Criterion D for its data potential. From previous identification efforts and current efforts for this project, artifacts of Chinese and Japanese origin were found within the assemblage. The artifacts date to the late 1800s to early 1900s, an important time during which ethnic communities who previously had worked the gold fields in the Sierra Nevada foothills began settling the outlying areas of Sacramento to pursue farming, ranching, retail, and construction of railroads and levees. The site's period of significance is 1880 to 1915, the period of artifacts prior to construction of the spur.

Elements of the site that would convey significance include the following:

- Dense primary intact deposits of ethnically diverse artifacts.

Site P-34-000619 maintains strong integrity of location and setting as the railroad spur remains in its original alignment, adjacent to the SPRR line. The portion of the site in the APE could contain deposits that would convey the significance of the resource. Should the entirety of the site be evaluated as part of a future project and be determined NRHP-eligible, it is possible that the portion

in the ADI may retain integrity. Because the ADI includes only a fraction of the site (0.09 acre—the southern 60 feet of the site), it is beyond the scope of the project to evaluate the entire resource. Further, the site is located on both private property and State-owned property, neither of which granted access to excavate.

Due to restricted access, subsurface testing could not be performed to evaluate the site under Criterion D of the NRHP (has yielded, or might be likely to yield, information important in prehistory or history). Based on restricted access and the project's limited potential to affect the resource, on January 18, 2021, the CSO approved the assumption of eligibility for P-34-000619 pursuant to Stipulation VIII.C.4 of the Section 106 PA.

Based on previous disturbances to the assumed-eligible site and given the nature of the project's proposed construction activities within the site, it was concluded that the **project would not adversely affect the site**. Over the years, the site has experienced several types of disturbances which have caused extensive damage to those portions of the site within the footprint of proposed project activities. Initial disturbances of the site can be linked back to the construction of the railroad spur. As mentioned above, the railroad spur was built to provide transportation of goods between the industrial businesses along Broadway and those along the way to the Southern Pacific Railyards located north of downtown Sacramento. Although the areas west of the spur had previously been built up for flood protection and later expanded east and raised for the construction of the Walnut Grove Branch Line between 1906 and 1912, the spur needed at least 6 feet height of fill material along its route to conform to the elevation of the raised Broadway road (previously a railroad line as well) to the south, and the curved portion to link with the Walnut Grove Branch Line to the west.

Exposures on the surface of the spur grade and along the spur's eastern eroding slope revealed the spur had been constructed of a variety of fill materials such as concrete, asphalt, sandy soil, as well as the deposit of burned and fragmented artifacts. No intact deposits were observed at these exposed areas, and due to the varied conglomeration of soils, materials, and the overall lack of consistent observable stratigraphy, it is believed that this railroad spur was constructed of imported soils and materials from the surrounding areas or had added materials due to construction activities throughout the years. If the imported artifact deposits were in fact secondary deposits, they were already disturbed because of the spur construction.

Additional disturbances to the site have been associated with installation of utilities within and surrounding the areas of proposed project activities. For example, the artifact deposit was initially documented during construction-related backhoe trenching for fiber optic cable installation. The trench measured 10 meters (30 feet) by 5 meters (15 feet) reaching a documented depth of at least 1.75 meters (over 5 feet) in the railroad spur. Exact locations of the trench were not provided; however, descriptions of the trench indicate it was located along the southern portion of the site. During this excavation, artifacts were collected, displaced, and soils were re-deposited after the fiber optic line was installed. Metal signs for a buried gas line were also placed along the spur grade from Broadway, heading north along the spur to the intersection with the Walnut Grove Branch Line. Although the exact location of the buried line might vary from the location of the signs, the gas line was most likely trenched in a north-south direction along the extent of the site, following the direction of the railroad grades.

Other observable disturbances to the site were identified during the site revisits. These observations included hundreds of artifacts exposed due to the eroding slope of the grade and displaced soil from

construction. Erosion of the spur had caused an accumulation of artifacts against the chain link fence between the grade and the Chevron tank farm to the east with some areas of piled artifacts mounded 10 inches above the ground surface. In addition to erosion, artifacts were exposed from all depths of the grade due to rodent burrows and associated backdirt as well as sinkholes. A light scatter of displaced artifacts was observed on the top of the spur in the southern half of the site. These surface artifacts may have been exposed by disturbances such as importation of soils, tracks from vehicle tires, grading of the surface, as well as soils mixed from burying utilities such as the fiber optic cable and buried gas pipelines along the grade.

Overall, the site has taken on several significant forms of disturbance throughout the years, from the initial construction of the spur displacing possible intact artifact deposits, to the installation of utilities, and eventually, natural weathering and erosion leading to artifact spillage and displacement.

Based on previous disturbances to the assumed-eligible site and given the nature of the project's proposed construction activities within the site at these heavily disturbed areas, it was concluded that the **project would not adversely affect the site**.

However, access restrictions currently prevent the testing necessary to confirm this conclusion. Therefore, the CSO approved a phased approach and management plan for site P-34-000619 pursuant to Stipulation XII.B of the Section 106 PA. The PIP (see Appendix D) was written to phase the identification and effects determination of the site for those areas currently inaccessible. The PIP is designed to outline the procedures and methods used to identify significant cultural deposits within the APE. All proposed identification efforts and procedures described in the PIP are subject to approval and oversight by Caltrans PQS in historic archaeology.

Site P-34-000619 is delineated in Exhibit 5 and detailed above in Chapter 2, *Description of the Undertaking* (*Project Description*). See Appendix C for the letter of approval for the assumption of eligibility of P-34-000619.

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Chapter 5
Application of the Criteria of Adverse Effect

The Criteria of Adverse Effect are given at 36 CFR 800.5 (1):

> *Criteria of Adverse Effect*. An adverse effect is found when a project 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. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the project that may occur later in time, be farther removed in distance, or be cumulative.

Under the Section 106 PA, there are two methods for achieving a Finding of No Adverse Effect (FNAE). In one method, an FNAE may be achieved by adhering to certain "Standard Conditions." The two most common such conditions are consistency with the Secretary of the Interior's Standards for Rehabilitation and establishing an environmentally sensitive area for the protection of archaeological properties.

Both the Section 106 PA and its implementation instructions in the *Standard Environmental Reference* allow for an FNAE without reliance upon Standard Conditions "either because the project design will result in an effect, but the effect is not adverse, or by placing conditions on the project to avoid adverse effect." This provision is explicitly made on page 4 of Exhibit 2.8, Finding of No Adverse Effect: Format and Content (California Department of Transportation 2015b).

> When it is possible to avoid adverse effects to historic properties by placing conditions on the project that are not standard conditions, as described above, or when consulting with Tribal Historic Preservation Officers (THPOs) that have assumed Section106 responsibilities, it is still possible to have a Finding of No Adverse Effect without Standard Conditions (FNAE-No SC) either because the project design will result in an effect, but the effect is not adverse, or by placing conditions on the project to avoid adverse effect.

The Criteria of Adverse Effect are quoted above. In addition to the Criteria of Adverse Effect, 36 CFR 800.5 (2) includes a series of examples of adverse effects.

> *Examples of Adverse Effects.* Adverse effects on historic properties include, but are not limited to:
>
> (i) Physical destruction of or damage to all or part of the property;
>
> (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
>
> (iii) Removal of the property from its historic location;
>
> (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
>
> (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

In this chapter, the Criteria of Adverse Effect and examples of adverse effects are applied to the four built environment resources that are eligible or have been assumed eligible for the purposes of this project for listing in the NRHP. Similarly, the Criteria of Adverse Effect and examples of adverse effects are applied to the one archaeological resource that has been assumed eligible for the purposes of this project for listing in the NRHP.

Built Environment Properties

The following analysis relies on the project description provided in Chapter 2, *Description of the Undertaking* and the completed historic-era built resources identification results in Chapter 4, *Description of Historic Properties*.

Map Reference 1 (Sacramento Northern Railway)

The project would affect the Sacramento Northern Railway, but the effect would not be adverse. The project would not diminish the integrity of the resource and would not destroy or adversely affect any assumed qualifying characteristics of the property.

As stated in Chapter 2, *Description of the Undertaking* (*Project Description*), all build alternatives in West Sacramento would include a new intersection for the bridge roadway at South River Road. **Alternative B** would realign 15th Street to connect to Jefferson Boulevard in West Sacramento, and **Alternative C** would connect as a "T" intersection to South River Road in West Sacramento. Neither connection would involve direct effects (alterations to the railroad); however, potential indirect effects are discussed below.

The proposed bridge span installation and roadway modifications have limited potential to affect the qualities for which the rail would be assumed eligible. To analyze more closely the nature of the effect of this project on the Sacramento Northern Railway, it is useful to discuss in detail each of the seven examples of adverse effects as specified in 36 CFR 800.5(2).

(i) Physical destruction of or damage to all or part of the property.

The project would not result in direct physical destruction or damage to the any of the character-defining features of the Sacramento Northern Railway that contribute to its assumed eligibility for listing in the NRHP.

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines.

No element of the proposed project involves alteration to the any of the character-defining features of the Sacramento Northern Railway that contribute to its assumed eligibility for listing in the NRHP.

(iii) Removal of the property from its historic location.

The project would not remove the Sacramento Northern Railway alignment from its historic location.

(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

The property's setting is historically industrial and a transportation hub connecting rail, river, road and pedestrian traffic in West Sacramento. The project proposes to construct a new bridge in, and transportation-related modifications of, the existing setting of the Sacramento Northern Railway corridor. However, these changes would not adversely affect the historic property. The rail ceased operating as an electric rail circa 1940 and its electrified third rail was subsequently removed to convert the rail for diesel freight, and its materials and operation no longer convey its historical significance. Character defining features are the rail corridor alignment and its location along one of West Sacramento's main travel routes. Project implementation would not alter these features to an extent that the historical integrity of the rail would be compromised.

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

The project would not result in the introduction of any atmospheric or audible elements that would diminish the integrity of the property's historic features. The Sacramento Northern's significant historic features include its rail corridor alignment and its location along one of West Sacramento's main travel routes. The integrity of these features would not be diminished by the introduction of project elements.

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.

The project would not result in neglect of the Sacramento Northern Railway.

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The project would not result in the transfer, sale, or lease of any historic property out of federal ownership or control. The Sacramento Northern Railway has never been under federal ownership or control.

Criteria of Adverse Effect Conclusion

As shown in the application of examples of adverse effects, the proposed undertaking would not diminish the integrity of the resource and would not destroy or adversely affect any qualifying characteristics of the assumed-eligible NRHP property; therefore, the proposed project would have No Adverse Effect on this property.

Map Reference 10 (Sacramento River West Levee)

The project would affect the Sacramento River West Levee, but the effect would not be adverse. The project would not diminish the integrity of the resource and would not destroy or adversely affect any assumed qualifying characteristics of the property.

The historic property's character-defining features, which are those qualities that convey its significance, are its historic setting at the Sacramento River front, its historic alignment along the Sacramento River front, and its continued use as a Sacramento River levee. Specifically, the physical components of the resource's historic setting are the Sacramento River and its industrial eastern and western wharfs.

As stated in Chapter 2, *Description of the Undertaking* (*Project Description*), both **Alternatives B and C** propose building a new bridge spanning the Sacramento River. The bridge structure would span the Sacramento River West Levee, and neither the bridge nor its pilings would be set on or in the levee. The project's proposed bicycle undercrossing would be set on the levee and potentially cut up to 2 feet into the levee feature, along the length of the levee in the project area. This project element would cut into the levee, but the cut would not alter, damage, or destroy the historic property's character-defining features.

(i) Physical destruction of or damage to all or part of the property.

The project's proposed bicycle undercrossing would be set on the levee and potentially cut up to 2 feet into the levee feature along the length of the levee in the project area. Although this project element would cut into the levee, the cut would be minor and would not destroy or damage the levee. The project would not result in destruction or damage to the Sacramento River West Levee property.

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines.

The proposed project involves alteration to the Sacramento River West Levee to support a new bike path that would improve upon the contemporary utility of the property while also preserving the property's significant historical alignment and use as a levee. . Thus, no project element would be inconsistent with the Secretary of the Interior's Standards for Treatment of the historic property.

(iii) Removal of the property from its historic location.

The project would not remove the Sacramento River West Levee alignment from its historic location.

(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

The property's setting is historically industrial and a transportation hub connecting rail, river, road and pedestrian traffic in West Sacramento. The project proposes to construct a new bridge in, and transportation-related modifications of, the existing setting of the Sacramento River West Levee corridor. However, these changes would not adversely affect the historic property. The levee's alignment would not be altered, and the levee would continue to serve as a flood protection structure at the Sacramento River. The integrity of these features would not be altered by project implementation to an extent that the historical integrity of the levee would be compromised.

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

The project would not result in the introduction of any atmospheric or audible elements that would diminish the integrity of the property's historic features. The Sacramento River West Levee's significant historic features include its historic setting at the Sacramento River, its use for flood

control, and its location along West Sacramento's waterfront. Historically, the Sacramento River setting has been a hub for multiple forms of traffic, including by river, train automobile, and pedestrian traffic; and surrounding infrastructure has evolved to continually accommodate these multi-modal means of travel. Thus, the integrity of the property's features would not be diminished by the introduction of project elements.

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.

The project would not result in neglect of the Sacramento River West Levee. The property in the APE would continue to be privately owned and operated or maintained by applicable the owners and applicable local, state and federal agencies (e.g. the State of California, the Sacramento Area Flood Control Agency, and the Federal Emergency Management Agency) as a functioning flood-control levee.

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The project would not result in the transfer, sale, or lease of any historic property out of federal ownership or control. The Sacramento River West Levee is not a federally owned property, and the project would not change ownership, management, or control of the property.

Criteria of Adverse Effect Conclusion

As shown in the application of examples of adverse effects, the proposed undertaking would not diminish the integrity of the resource and would not destroy or adversely affect any qualifying characteristics of the assumed-eligible NRHP property; therefore, the proposed project would have No Adverse Effect on this property.

Map Reference 11 (Walnut Grove Branch Line)

The project would affect the Walnut Grove Branch Line, but the effect would not be adverse. The project would not diminish the integrity of the resource and would not destroy or adversely affect any qualifying characteristics of the property.

Under **Alternatives B and C**, the at-grade State Parks railroad crossing at Broadway would remain in the same location and continue to function as an operating rail line. The proposed new bridge span installation, existing roadway modifications, and new pedestrian pathways have limited potential to affect the qualities for which the rail is eligible. To analyze more closely the nature of the effect of this project on the Walnut Grove Branch Line, it is useful to discuss in detail each of the seven examples of adverse effects as specified in 36 CFR 800.5(2).

(i) Physical destruction of or damage to all or part of the property.

The project would not result in destruction or damage to the Walnut Grove Branch Line property. . The bridge will cross over the property, and the bike path will be installed on the berm but will not damage that part of the property because the berm will continue to function to support the operating rail line in its historical alignment and setting.

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines.

The proposed project involves alteration to the berm that supports the rail line in order to build a new bike path. The new bike path would improve upon the contemporary utility of the property while also preserving the property's significant historical alignment and use as a rail line. Thus, no project element would be inconsistent with the Secretary of the Interior's Standards for Treatment of the historic property.

(iii) Removal of the property from its historic location.

The project would not remove Walnut Grove Branch Line alignment from its historic location.

(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

The project proposes to construct a new bridge, a bridge approach roadway, and other minor transportation-related modifications in the existing setting of the Walnut Grove Branch Line corridor. However, these changes would not adversely affect the historic property. Character-defining features such as its function as a rail, its historic setting, and its historical alignment would remain distinct and recognizable throughout the subject segment of the resource. The property's setting is historically industrial and a transportation hub connecting rail, river, road, and pedestrian traffic. The Walnut Grove Branch Line would continue to function as an operational rail line along its original alignment. Project implementation would not alter any of these defining features. Thus, the project would not involve a change in the character of the use or design features that support its ability to convey historic significance.

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

The project would not result in the introduction of any atmospheric or audible elements that would diminish the integrity of the property's historic features. The Walnut Grove Branch Line's significant historic features include its rail corridor alignment, its setting at the Sacramento River, its continued function as a railroad, and its raised berm. The integrity of these features would not be diminished by the construction of a new bridge that crosses over its alignment. Several other bridges exist north of the project location and south in the Delta, some of which cross over the Walnut Grove Branch Line; therefore, construction of a new bridge is compatible with the existing setting and would not adversely affect the Walnut Grove Branch Line corridor.

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.

The project would not result in neglect of the Walnut Grove Branch Line. The segment of the property in the APE is owned by the State of California and would continue to be owned, operated, and maintained by the State.

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The project would not result in the transfer, sale, or lease of any historic property out of federal ownership or control. The Walnut Grove Branch Line is not and has never been under federal ownership or control.

Criteria of Adverse Effect Conclusion

As shown in the application of examples of adverse effects, the proposed undertaking would not diminish the integrity of the resource and would not destroy or adversely affect any qualifying characteristics of the NRHP-eligible property; therefore, the proposed project would have No Adverse Effect on this property.

Map Reference 12 (Sacramento River East Levee)

The project would affect the Sacramento River East Levee, but the effect would not be adverse. The project would not diminish the integrity of the resource and would not destroy or adversely affect any qualifying characteristics of the property.

The historic property's character defining features, which are those qualities that convey its significance, are its historic setting at the Sacramento River front, its historic alignment along the Sacramento River front, and its continued use as a Sacramento River levee. Specifically, the physical components of the resource's historic setting are the Sacramento River and its industrial eastern and western wharfs.

As stated, Chapter 2, *Description of the Undertaking*, both **Alternatives B and C** propose building a new bridge spanning the Sacramento River. The bridge structure would span the Sacramento River East Levee, and neither the bridge nor its pilings would be set on or in the levee. The project's proposed bicycle undercrossing would be set on the levee, and potentially would cut up to 2 feet into the levee feature. Although this project element would cut into the levee, the cut would not alter, damage, or destroy the historic property's character-defining features.

(i) Physical destruction of or damage to all or part of the property.

The project's proposed bicycle undercrossing would be set on the levee and potentially cut up to 2 feet into the levee feature along the length of the levee in the project area (approximately 1300 feet). Although this project element would cut into the levee, the cut would be minor and would not destroy or damage the property. The project would not result in destruction or damage to the Sacramento River East Levee's alignment, use and setting that are the property's characteristics that convey its significance. .

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines.

The proposed project involves alteration to the Sacramento River East Levee to support a new bike path that would improve upon the contemporary utility of the property while also preserving the property's significant historical alignment and use as a levee. Thus, no project element would be inconsistent with the Secretary of the Interior's Standards for Treatment of the historic property.

(iii) Removal of the property from its historic location.

The project would not remove any of the contributing features of the Sacramento River East Levee alignment from their historic location.

(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

The project would not change the character of the Sacramento River East Levee. The project proposes to construct a new bridge in, and transportation-related modifications of, the existing setting of the Sacramento River East Levee corridor. However, these changes would not adversely affect the historic property. The property's setting is historically industrial and a transportation hub connecting rail, river, road, and pedestrian traffic in Sacramento. The levee's alignment would not be altered, and the levee would continue to serve as a flood protection structure at the Sacramento River front. Project implementation would not alter the integrity of these features to an extent that the historical integrity of the levee would be compromised.

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

The project would not result in the introduction of any atmospheric or audible elements that would diminish the integrity of the property's historic features. The property's significant historic features are its alignment, use, and setting. The project would construct a bridge spanning the Sacramento River over the levee property. This visual feature is in keeping with the types of physical elements that currently exist between the West Sacramento and Sacramento industrial wharfs along the Sacramento River East Levee (e.g., Interstate 5, I Street Bridge, and Pioneer Bridge). Therefore, the project would not adversely affect the levee corridor or its setting from the introduction of visual elements related to the undertaking.

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.

The project would not result in neglect of the Sacramento River East Levee. The property in the APE would continue to be privately owned and operated or maintained by owners and applicable local, state and federal agencies (e.g. the State of California, the Sacramento Area Flood Control Agency, and the Federal Emergency Management Agency) as a functioning flood-control levee.

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The project would not result in the transfer, sale, or lease of any historic property out of federal ownership or control. The Sacramento River West Levee is not a federally owned property, and the project would not change the ownership, management, or control of the property.

Criteria of Adverse Effect Conclusion

As shown in the application of examples of adverse effects, the proposed undertaking would not diminish the integrity of the resource and would not destroy or adversely affect any qualifying characteristics of the NRHP property; therefore, the proposed project would have No Adverse Effect on this property.

Archaeology

P-34-000619 (CA-SAC-505H; Historic Refuse Deposit)

The project would affect site P-34-000619, but the effect would not be adverse. The project would not diminish the integrity of the resource and would not destroy or adversely affect any qualifying characteristics of the property.

Under **Alternatives B and C**, any significant intact features or significant deposits that could possibly be located within the spur matrix (features or deposits that would contribute to the site's eligibility for listing in the NRHP) would remain in their present location and condition. According to current project design plans, only the southern 60 feet of P-34-000619 is within the area of direct Impact (ADI). The project description and design plans describe placement of 2 to 8 feet of fill on top of the portions of P-34-000619 within the ADI, using soil stabilization methods that would not require re-grading or ripping the soil. The fill would raise the current surface elevation for the bridge approach and also to raise the elevation of the driveway directly east of the site that provides access to the Chevron tank farm for future development.

Site constituents within the ADI consist of an extremely light scatter (less than one artifact per square meter) of fragmented glass on the top of the railroad spur. These artifacts appear to have been exposed due to trenching for buried utilities (fiber optic cable and natural gas pipelines) and vehicular traffic, grading, and general access use along the top of the grade. The ADI also includes an approximate 60-foot-long span of the railroad spur slope which in this area, included hundreds of glass, ceramic, and metal artifacts eroding along the slope and accumulating at the slope base along the fence separating the railroad spur from the Chevron tank farm to the east. These exposed artifacts are in poor condition (burned, melted, and fragmented) and do not indicate or represent any stratigraphic or intact features. As described in Chapter 4, the previous disturbances the site has undergone in the ADI, have already impacted the site and no intact deposits were observed on the surface or eroded sides of the site. In addition, the massive trenching that initially identified the site during fiber optic line construction, is located in the ADI. During this trenching and identification effort, no intact artifact deposits or significant features were observed in any of the sidewalls or excavated soils.

Due to previous disturbances from underground utility excavations (fiber optic and gas transmission) in portions of the ADI, as well as previous rail activities, it is unlikely that intact significant features or cultural deposits are buried in portions of the ADI. In addition, no element of the proposed project involves alteration to any known intact significant features or deposits that could be within P-34-000619. The placement of fill would stabilize the eroding slope of the railroad grade and would cover up exposed artifacts; however, the exposed artifacts are likely redeposited and do not convey the significance of the historic property. The listed construction activities would likely not alter or diminish deposits or features that conveys the significance of P-34-000619 and therefore would result in a finding of **No Adverse Effect** for P-34-000619.

Conditions Proposed

Although permission to excavate was not granted in order to test and evaluate P-34-000619, a phased identification plan to support this finding is attached that outlines the methods and provisions for completing Section 106 studies once access is granted. Pursuant to Stipulation XII.B of

the Section 106 PA, Caltrans District 3 was granted minor phasing from the CSO. The inaccessible areas for survey and testing include previously developed and built landforms not conducive to cultural resources as well as the majority of site P-34-000619. The provisions and methods are described in more detail in the attached Phased Identification Plan (PIP), but what follows is the general structure. The City of West Sacramento proposes to complete all needed surveys and identification efforts after ROW acquisition and prior to construction, as follows:

1. Following ROW acquisition (and prior to construction), the consulting archaeologist on behalf of the City of West Sacramento will survey inaccessible areas of the APE. Concurrent with this fieldwork, the consulting archaeologist will conduct surveys and Extended Phase I (XPI) studies within the historic property P-34-000619.

2. The City of West Sacramento will prepare an addendum ASR to document the findings, if any. The report will be submitted to Caltrans PQS for subsequent consultation with all parties including CSO and the SHPO.

3. Should additional cultural resources be identified, The Caltrans PQS will notify CSO, the SHPO, and all consulting parties within 48 hours of the discovery pursuant to Stipulation XV of the Section 106 PA. Notification shall include, to the extent such information is available: description of the nature and extent of the property or properties, assessment of NRHP eligibility of the properties, the type and extent of any damage to the property, the proposed action, any prudent and feasible treatment measure that would take any effects into account, and a request for comments.

4. The County will provide a draft and final XPI report describing the extent and nature of any buried constituents within the footprint of construction activities, if any, to the Caltrans PQS.

5. Caltrans will submit all subsequent documentation to CSO and the SHPO within six months from completion of studies, pursuant to Stipulation X.B.2 of the Section 106 PA.

Criteria of Adverse Effect Conclusion

As described in the discussion above, no significant deposits or features that would convey significance were identified in portions of the site within the ADI. In addition, buried portions of the site within the ADI have been significantly disturbed as a result of previous ground disturbance from trenching of buried utilities, displaced soils and secondarily deposited artifacts from construction of the railroad spur, and heavy erosion along the slope of the grade. This disturbance coupled with the project activities at the site consisting of placing soil and essentially capping the site would not destroy or adversely affect any qualifying characteristics of the assumed-eligible NRHP property. In addition, a phased identification plan to support this finding once access is granted will ensure that the project will result in **No Adverse Effect** on P-34-000619.

Chapter 6
Conclusion

Five historic properties are addressed in this report, including four built environment historic properties and one archaeological property: (1) MR 1, a 0.98-mile segment of the Sacramento Northern Railway; (2) MR 10, a 0.62-mile segment of the Sacramento River West Levee; (3) MR 11, a segment of the Walnut Grove Branch Line; (4) MR 12, a segment of the 14.5-mile Sacramento River East Levee; and (5) P 34-000619, an historic-era refuse site. MR 1, MR 10, and P 34-000619 are historic properties assumed eligible for listing in the NRHP by Caltrans for the purposes of this project, pursuant to Section 106 PA Stipulation VIII.C.4.

The proposed undertaking would not diminish the integrity of the four built environment historic properties, and would not destroy or adversely affect any assumed qualifying characteristics of the two built environment historic properties that are assumed eligible for listing in the NRHP the purpose of this project. Proposed project construction in the APE involves constructing a bridge span over the Sacramento River levees, reinforcing levees, roads, and rail grades with fill, and constructing or improving pedestrian and bicycle paths. The project elements would not cause a significant visual change to the existing setting of the properties, which is light industrial, commercial and transportation related, nor would they involve a change in the character of the use or design features that support the properties or are assumed to support the properties in conveying their historic significance. For these reasons, the project would not adversely affect any of the four built environment historic properties.

The proposed undertaking would likely not alter or diminish any of the deposits or features that conveys the significance (i.e. retains integrity) of the assumed eligible P-34-000619. The majority of the site within the ADI has undergone years of intensive disturbance due to erosion, massive trenching for buried utilities and alterations of the landscape and the initial construction of the railroad spur. Proposed project construction within and near P-34-000619 involves placement of fill to elevate the current surface level for the bridge approach and ramp to access the Chevron property east of the site without alteration of any deposits or features that would likely convey significance of the site. These project activities at the site consisting of placing soil and essentially capping the site coupled with the previous disturbance would not destroy or adversely affect any qualifying characteristics of the assumed-eligible NRHP property. In addition, the phased identification plan described in the Conditions Proposed section above, will be implemented to support this finding once access is granted. For these reasons, the project would not adversely affect P-34-000619.

Based on the information presented in this document, and in applying the Criteria of Adverse Effect, Caltrans proposes that a finding of No Adverse Effect is appropriate and is seeking concurrence of the State Historic Preservation Office in the finding, pursuant to 36 CFR 800.5(c) and Section 106 PA Stipulation X.B.2.

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Chapter 7
References

California Department of Transportation. 2015a. Transportation Management Plan Guidelines. Division of Traffic Operations, Office of Traffic Management. November.

_____. 2015b. Standard Environmental Reference. Volume 2, Exhibit 2.8, Finding of No Adverse Effect: Format and Content, p. 4.

_____. 2018. Standard Specifications. Section 14, Environmental Stewardship (pp 225–240). Available: https://dot.ca.gov/programs/design/ccs-standard-plans-and-standard-specifications. Last updated November 11, 2020. Accessed: January 6, 2021.

_____. 2020. California Manual on Uniform Traffic Control Devices. 2014 Edition. Revision 5 (March 27, 2020).

ICF. 2020a. Historical Properties Survey Report for the Broadway Bridge Project, City of West Sacramento and City of Sacramento, California.

_____. 2020b. Historic Resources Evaluation Report for the Broadway Bridge Project, City of West Sacramento and City of Sacramento, California. Sacramento, CA.

_____. 2020c. Archaeological Survey Report for the Broadway Bridge Project, City of West Sacramento and City of Sacramento, California. Sacramento, CA.

_____. 2021. Phased Identification Plan for the Broadway Bridge Project, City of West Sacramento and City of Sacramento, California. Sacramento CA.

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Chapter 8
Preparers' Qualifications

Jena Rogers (Historic Preservation Specialist) is a professional architectural historian with over 25 years of experience in the field of cultural resources management and meets the Secretary of the Interior's Standards for Architectural History and Archaeology. Ms. Rogers leads cultural resources projects, prepares environmental documents, and conducts technical studies for NEPA, CEQA, and Section 106 of the NHPA. She has experience in regulatory and technical assessments, including inventory, evaluation, and impacts analysis for both built environment and archaeological resources. Ms. Rogers received a B.A. in Anthropology from California State University at Sacramento and an M.A. in Historic Preservation at the Savannah College of Art and Design in Georgia.

Stephen Pappas is a Registered Professional Archaeologist (RPA) who meets the Secretary of the Interior's Standards for Archeology. Mr. Pappas has over 15 years of experience in environmental consulting and has conducted all phases of archaeological fieldwork throughout California, New Mexico, Nevada, Wyoming, and Arizona. Mr. Pappas holds a B.A. in Anthropology from California State University Chico (2001),and an M.A. in Archaeology and Heritage from the University of Leicester, U.K. (2016). His project deliverables have included plans and reports for survey and inventory, testing and evaluation, data recovery, and monitoring; Environmental Impact Statement and Environmental Assessment sections; Programmatic Agreements; and feasibility studies, among others. Mr. Pappas' projects have included compliance for NEPA, Sections 106 and 110 of the NHPA, Section 4(f) of the U.S. Department of Transportation Act, and Clean Water Act Sections 404 and 408, among others.

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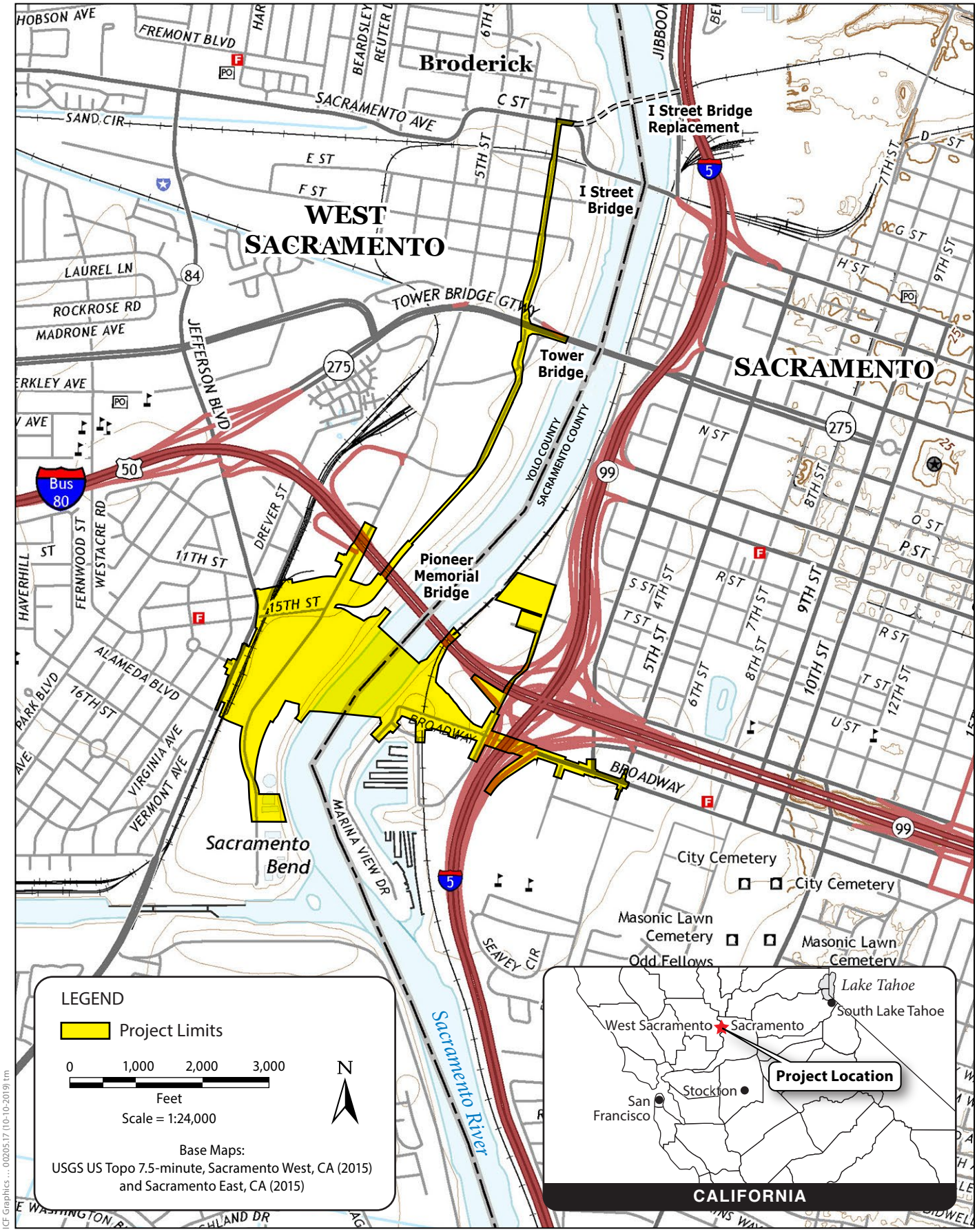
Appendix A
Figures

Vicinity and Location Map

Area of Potential Effect Maps



ICF Graphics ... 00205.17 (10-10-2019) tm

Vicinity and Location Map

AREA OF POTENTIAL EFFECTS

Broadway Bridge Replacement Project

Connor Buitenhuys, Caltrans District 3
PQS:

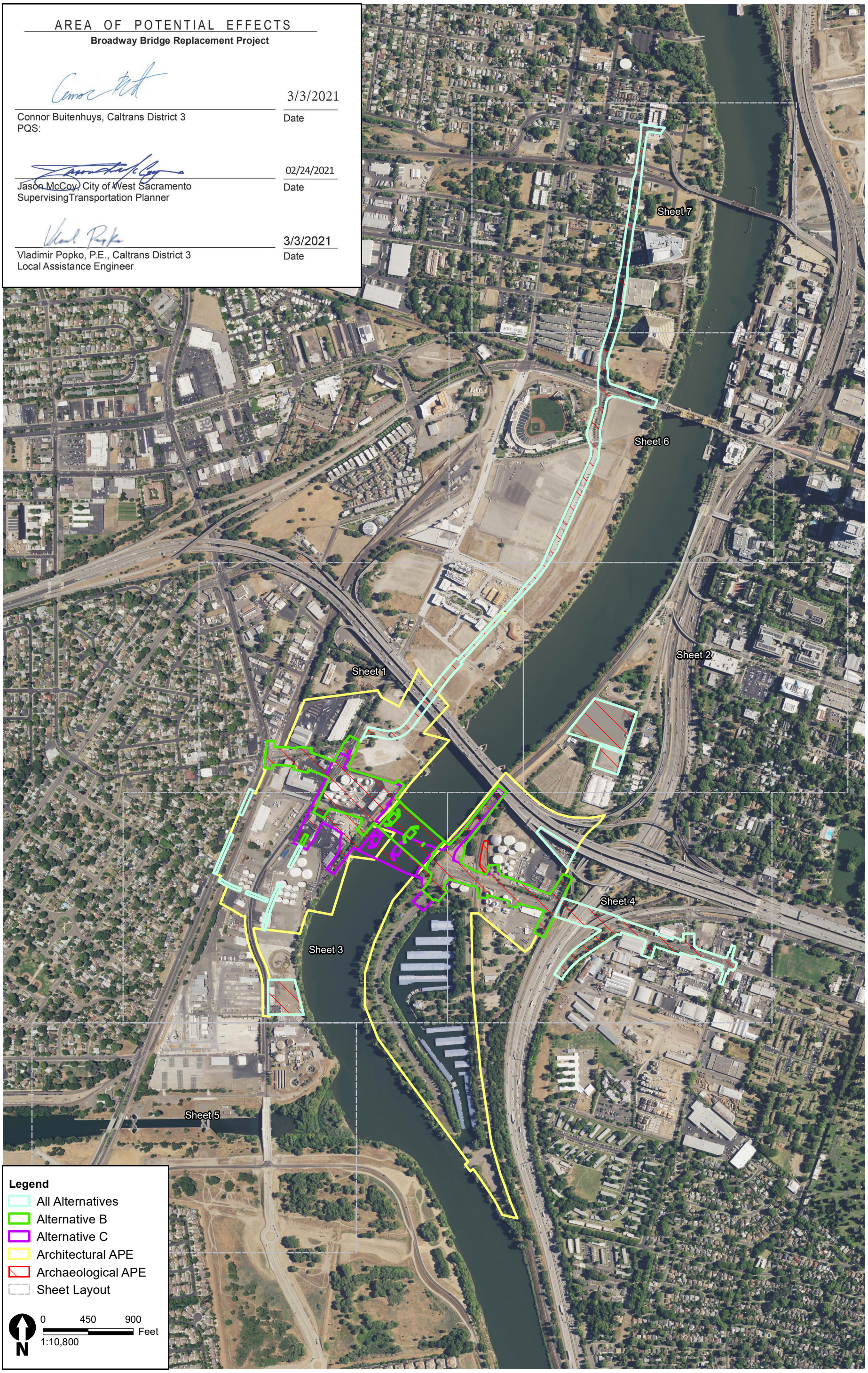
3/3/2021
Date

Jason McCoy, City of West Sacramento
SupervisingTransportation Planner

02/24/2021
Date

Vladimir Popko, P.E., Caltrans District 3
Local Assistance Engineer

3/3/2021
Date



ICF

Area of Potential Effects - Overview

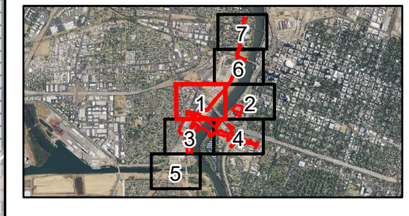
Broadway Bridge
December 2020
Figure 1 of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels

Jefferson Blvd
Soule St
15th St
S River Rd
Sacramento River
50

MR 1
058 990 11
MR 2
058 290 04
MR 3
058 280 06
MR 1
058 280 07
MR 6
058 280 03
MR 4
058 990 03
058 990 02
MR 10
058 350 08
058 350 01
058 350 02
058 990 04
058 350 05
058 350 06
MR 11
MR 12



1 inch = 250 feet

0 50 100 200
Feet

N

Notes:

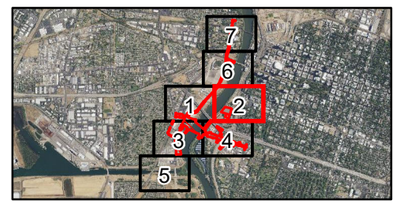
Base Map Source: ICF
Imagery Source: NAIP 2016

Area of Potential Effects

Broadway Bridge
December 2020
Figure 2 of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels



1 inch = 250 feet

0 50 100 200
Feet

N

Notes:

Base Map Source: ICF
Imagery Source: NAIP 2016

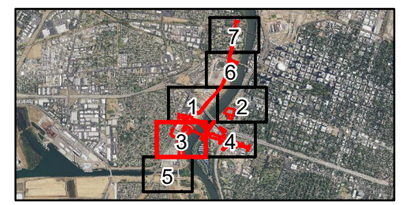
Area of Potential Effects

Broadway Bridge
December 2020
Figure 3 of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels
- BRO-002

MR 6
MR 4
MR 5
MR 10
MR 7
MR 8
MR 1
MR 9
MR 11
MR 11
BRO-002
058 280 05
058 270 16
058 270 17
058 270 11
058 270 06
058 270 07
058 270 14
058 270 08
058 270 09
058 270 01
058 270 12
058 260 20
058 260 15
058 260 16
058 260 17
058 990 07
900 200 030
900
S River Rd
Jefferson Blvd
Sacramento River



1 inch = 250 feet

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Feet

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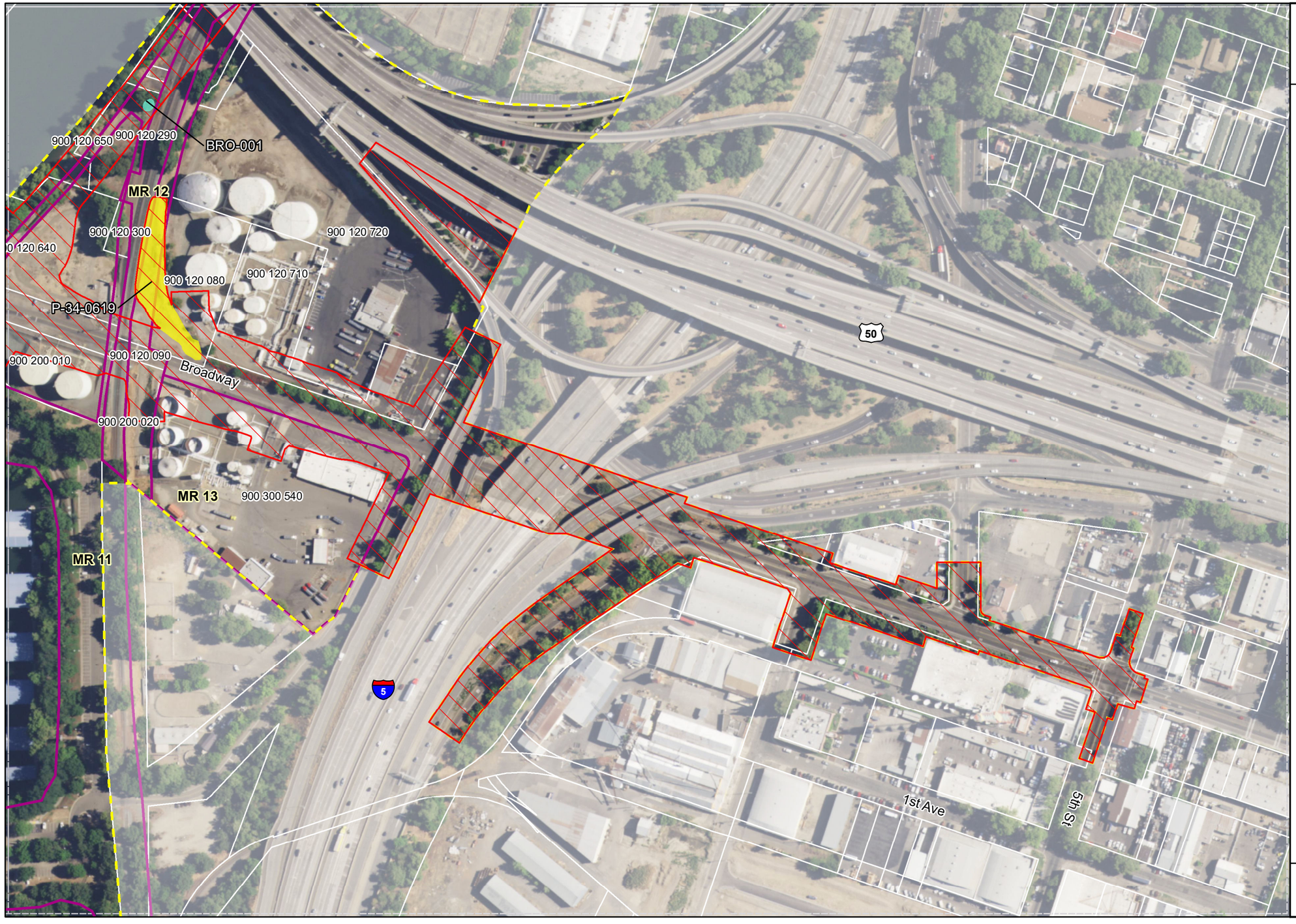
Notes:

Base Map Source: ICF
Imagery Source: NAIP 2016

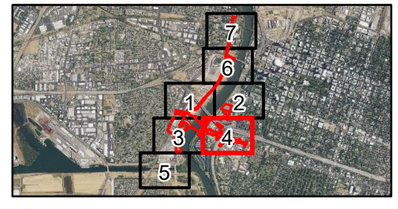
Area of Potential Effects

Broadway Bridge
December 2020
Figure 4 of 7



Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels
- P-34-0619
- BRO-001



1 inch = 250 feet

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Feet

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Notes:

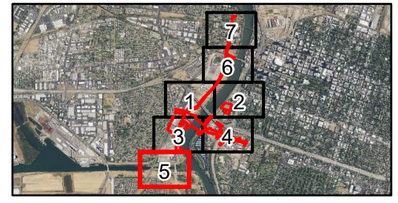
Base Map Source: ICF
Imagery Source: NAIP 2016

Area of Potential Effects

Broadway Bridge
December 2020
Figure 5 of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels



1 inch = 250 feet

0 50 100 200
Feet

N

Notes:

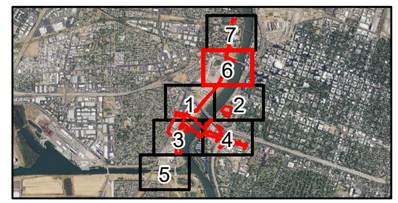
Base Map Source: ICF
Imagery Source: NAIP 2016

Area of Potential Effects

Broadway Bridge
December 2020
Figure 6 of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels



1 inch = 250 feet

0 50 100 200
Feet

N

Notes:

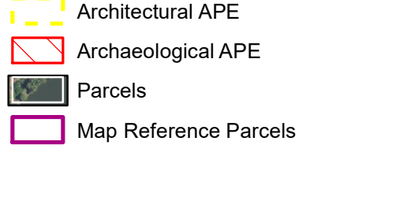
Base Map Source: ICF
Imagery Source: NAIP 2016

Area of Potential Effects

Broadway Bridge
December 2020
Figure 7 of 7

Legend

- Architectural APE
- Archaeological APE
- Parcels
- Map Reference Parcels



1 inch = 250 feet

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Feet

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Notes:

Base Map Source: ICF
Imagery Source: NAIP 2016

Area of Potential Effects

Appendix B
Consultation and Outreach

Historical Societies Outreach and Correspondence Record

Table B-1. Summary of Correspondence

Initial outreach was conducted February 23, 2018 with letters submitted to the following potentially interested parties. Follow up phone calls or emails were made February 20, 2018 to all non-responding parties. Additional outreach was conducted in January 2021.

Name and Mailing Address	Response Received	Summary of Communication
California Council for the Promotion of History California State University, Sacramento 6000 J Street, Sacramento, CA 95819-6059	4/3/2018 Phone call from Nathan Hallam, CSU Sacramento	Nathan informed us that the California Council for the Promotion of History is an academic organization that does not work with outside agents to provide historical information or comments/concerns regarding cultural resources projects. He suggested that he would discuss with the CCPH removing its name from the CHS list of interested parties.
Center for California Studies, California State University, Sacramento 6000 J Street, Sacramento, CA 95819	No responses	
California Historical Building Safety Board DSA Headquarters Office 1102 Q Street, Suite 5100 Sacramento, CA 95811	No responses	
California Historical Resources Commission Office of Historic Preservation 1725 23rd Street, Suite 100 Sacramento, CA 95816	No responses	
Center for Sacramento History 551 Sequoia Pacific Boulevard Sacramento, CA 95814	2/23/2018 Email received from Dylan McDonald, Deputy City Historian/ Manuscripts archivist	Dylan stated that CSH received our letter regarding the bridge project, that CSH has maps and photographs of the project area, and that we are welcome to schedule a research appointment to work through any material held by CSH relevant to our investigation.
	1/6/2021 email sent	Sent email to the Center requesting support for identifying additional groups in the Sacramento region that may have interest in the project's cultural resources.
	1/22/2021 email received from Nicholas Piontek, Archivist	Mr. Piontek recommended reviewing the Preservation Sacramento and Greater Broadway District websites. These websites were revisted as suggested but did not reveal potential interested parties regarding Sacramento's Chinese heritage.
California State Railroad Museum 125 I Street, Sacramento, CA 95814	No responses	
Portuguese Historical and Cultural Society P.O. Box 161990, Sacramento, CA 95819	No responses	
Sacramento County Historical Society PO Box 160065 Sacramento, CA 95816	3/15/2018 Phone call received from SCHS President Greg Voehl	Greg telephoned and requested electronic copies of the correspondence letter and project map, and stated that he would like to share them with his historical society officers and that he expects to have comments about the project; the request was submitted 3/15/2018
	1/6/2021 email submitted via website contact form	Sent email to the Society requesting support for identifying additional groups in the Sacramento region that may have interest in the project's cultural resources
	1/6/2021 voicemail received from Bill George, President; Phone: 916-899-9871.	Mr. George confirmed receipt of email, that his organization has no staff to respond to project-related inquiries, that the Society meets monthly, and that he is aware of an Italian cultural center in Fair Oaks.
Yolo County Historical Society P.O. Box 1447, Woodland, CA 95776	No responses	
West Sacramento Historical Society 664 Cummins Way, West Sacramento, CA	No responses	

REPRESENTATIVE EXAMPLE

ICF sent a letter and vicinity map to all parties listed in the previous table.

February 13, 2018

California Council for the Promotion of History
California State University, Sacramento
6000 J Street
Sacramento, CA 95819-6059

Re: Broadway Bridge Project in Yolo and Sacramento Counties, California.

Dear California Council for the Promotion of History,

ICF International is currently conducting a cultural resources review for the Broadway Bridge Project in Yolo and Sacramento Counties, California.

The City of West Sacramento, in cooperation with the City of Sacramento and the California Department of Transportation (Caltrans) proposes to construct a new bridge spanning the Sacramento River between the City of West Sacramento in Yolo County and the City of Sacramento in Sacramento County. The project site is located at the Sacramento River approximately 0.15 mile southwest of the extant Lincoln Highway (US 50) Pioneer Bridge (see enclosed map). The project would provide local interconnectivity across the river and between neighborhoods, and the new connection would serve multiple modes of transportation.

The proposed project is subject to the provisions of the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the California Environmental Quality Act (CEQA). Caltrans is designated the lead Federal agency under a memorandum of agreement with the Federal Highways Administration. The City of West Sacramento is the CEQA lead agency.

As part of our effort to identify cultural resources in the project area, we are consulting historical societies, museums, and archives, like yourself, to determine if you have any knowledge of, or information on, historical resources that may be affected by the proposed project. We are also interested in any historical information, including photographs, maps, and oral histories that may contain relevant information on cultural resources in the project area.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Jena Rogers
Architectural Historian
Desk: 916-231-9544
jenifer.rogers@icf.com

Enclosure: Figure 1-1 Vicinity Map

cc: California Historical Building Safety Board
California Historical Resources Commission
California State Railroad Museum
Center for California Studies
Portuguese Historical and Cultural Society
Center for Sacramento History
Sacramento County Historical Society
West Sacramento Historical Society
Yolo County Historical Society

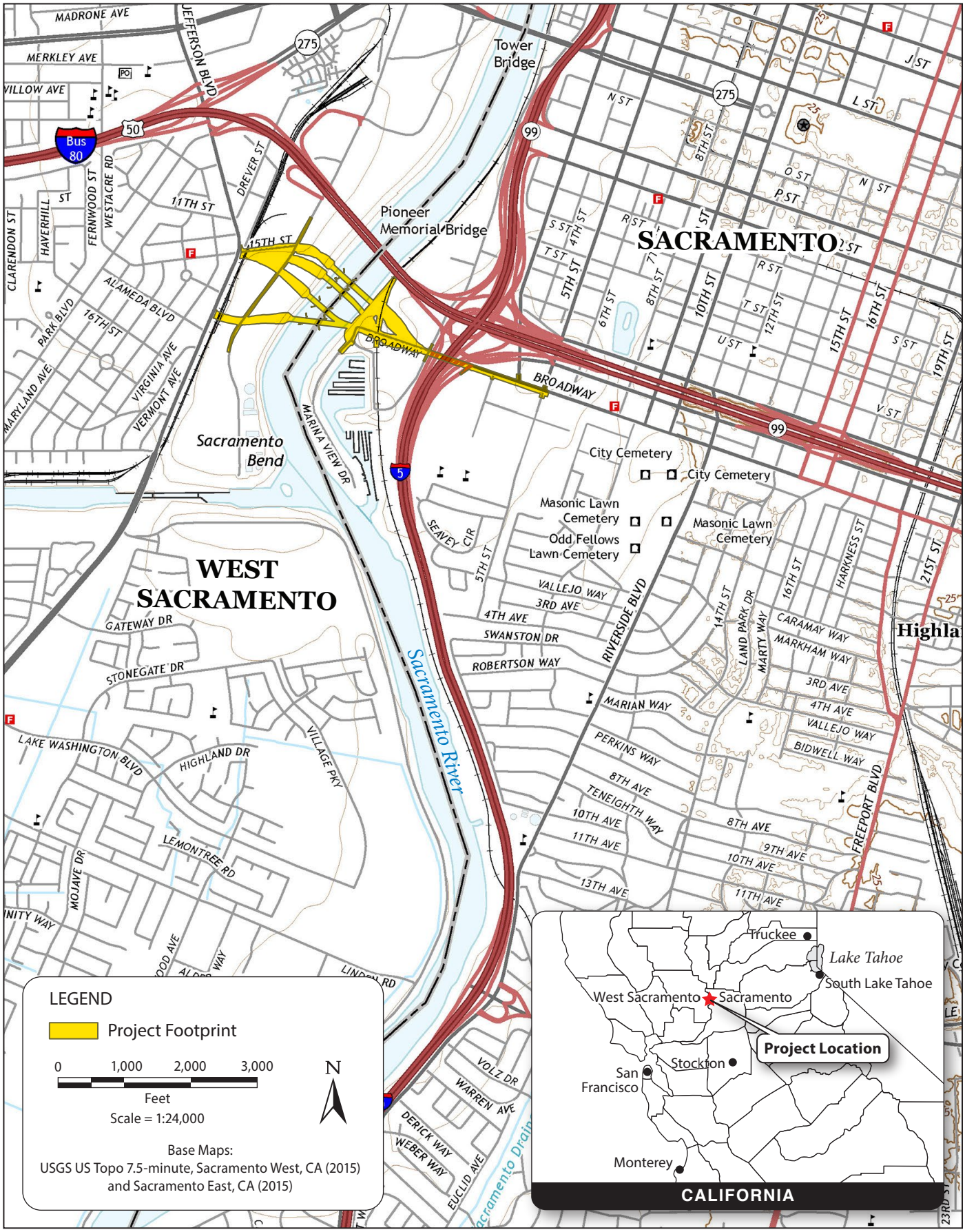

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Figure 1-1
Vicinity Map

From: Dylan McDonald
To: Rogers, Jenifer
Subject: Broadway Bridge Project
Date: Friday, February 23, 2018 4:27:58 PM

Jena,

We received your letter regarding the bridge project. You are welcome to schedule a research appointment to work through any material held by the Center relevant to your investigation. We do have maps and photographs of that area.

Our research hours can be found at http://www.centerforsacramentohistory.org/collections.

Dylan McDonald, CA
Deputy City Historian – Manuscripts Archivist
Center for Sacramento History
551 Sequoia Pacific Blvd
Sacramento, CA 95811
TEL (916) 808-7080
FAX (916) 808-7582
dmcdonald@cityofsacramento.org

A Sacramento City/County Agency

Rogers, Jenifer

From: Rogers, Jenifer
Sent: Wednesday, March 14, 2018 3:31 PM
To: 'gvoelm@gmail.com'
Subject: Broadway Bridge Project
Attachments: BroadwayBridge_SCHS.pdf

Dear Greg Voelm,

Thank you for contacting me about the correspondence you received from ICF regarding the proposed Broadway Bridge Project. We welcome any information or comments that you and the Sacramento Historical Society may have about the proposed project.

Please find attached one PDF file containing an electronic copy of the letter and map that you received, as you requested.

Please do not hesitate to contact me if you have additional questions or comments about the project.

Take care,
Jena Rogers

JENA ROGERS | Architectural Historian |  | +1.916.231.9544 direct | Jenifer.Rogers@icf.com
ICF | 630 K Street, Suite 400, Sacramento, CA 95814 USA | +1.916.737.3000 main | icf.com

February 13, 2018

Sacramento County Historical Society
PO Box 160065
Sacramento, CA 95816

Re: Broadway Bridge Project in Yolo and Sacramento Counties, California.

Dear Sacramento County Historical Society,

ICF International is currently conducting a cultural resources review for the Broadway Bridge Project in Yolo and Sacramento Counties, California.

The City of West Sacramento, in cooperation with the City of Sacramento and the California Department of Transportation (Caltrans) proposes to construct a new bridge spanning the Sacramento River between the City of West Sacramento in Yolo County and the City of Sacramento in Sacramento County. The project site is located at the Sacramento River approximately 0.15 mile southwest of the extant Lincoln Highway (US 50) Pioneer Bridge (see enclosed map). The project would provide local interconnectivity across the river and between neighborhoods, and the new connection would serve multiple modes of transportation.

The proposed project is subject to the provisions of the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the California Environmental Quality Act (CEQA). Caltrans is designated the lead Federal agency under a memorandum of agreement with the Federal Highways Administration. The City of West Sacramento is the CEQA lead agency.

As part of our effort to identify cultural resources in the project area, we are consulting historical societies, museums, and archives, like yourself, to determine if you have any knowledge of, or information on, historical resources that may be affected by the proposed project. We are also interested in any historical information, including photographs, maps, and oral histories that may contain relevant information on cultural resources in the project area.

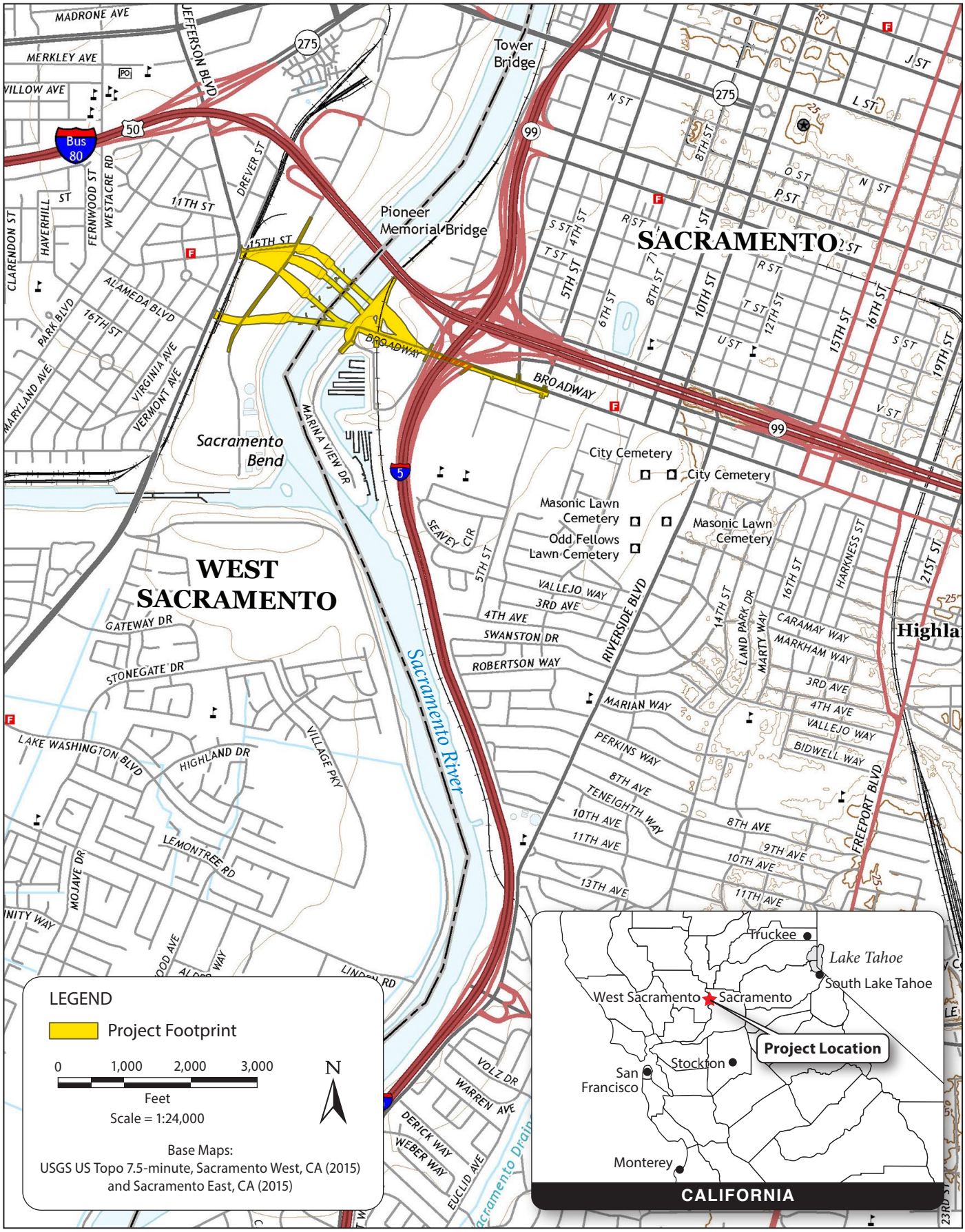
Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Jena Rogers
Architectural Historian
desk: 916-231-9544
jenifer.rogers@icf.com

Enclosure: Figure 1-1 Vicinity Map

cc: California Council for the Promotion of History
California Historical Building Safety Board
California Historical Resources Commission
California State Railroad Museum
Center for California Studies
Portuguese Historical and Cultural Society
Center for Sacramento History
West Sacramento Historical Society
Yolo County Historical Society



Graphics ... 00205.17 (12-5-2017)

Figure 1-1
Vicinity Map

From: Rogers, Jenifer
To: csh@cityofsacramento.org
Subject: Historical Resources outreach for the Broadway Bridge Project
Date: Wednesday, January 6, 2021 11:03:00 AM

Good afternoon Center for Sacramento History staff,

I'm working on a local bridge project (Broadway Bridge) that will build a new bridge between the Sacramento and West Sacramento wharfs, and I contacted the Center in 2017 to share project information and inquire about historical information that you might have pertaining to the project location.

Since then, the project has conducted a cultural resources analysis of the area, and now we are reviewing our earlier outreach to see if there are any additional local entities that we should contact. I'm finding that there doesn't appear to be any group listed with OHP or elsewhere that is affiliated with Sacramento's historic ethnic groups, with the exception of the Portuguese society that I contacted in 2017. In particular, we have one archaeological resource that is located near an historically Chinese neighborhood.

Due to Covid-19 safety concerns, this is a challenging time to conduct outreach! I understand that the Center's staff is working remotely (as is my team), and I'm curious if anyone is available this week who may be able to help me identify local groups that would be appropriate for me to contact about the project.

I really appreciate any response that Center staff may be able to give me!
Thank you!
Jena

JENA ROGERS | Cultural Resources Specialist | ICF | +1.916.231.9544 direct | Jenifer.Rogers@icf.com
ICF | 980 9th Street, Suite 1200, Sacramento, CA 95814 USA | +1.916.737.3000 main | icf.com

From: Nicholas Piontek
To: Rogers, Jenifer
Subject: Re: Historical Resources outreach for the Broadway Bridge Project
Date: Friday, January 22, 2021 10:15:36 AM

Hi Jena,

I apologize for the delay in responding. I'd suggest that you look into Preservation Sacramento and the Broadway Business District if you have not already done so:

- http://www.preservationsacramento.org/
- https://www.greaterbroadwaydistrict.com/

Again, I apologize for the late response and please let me know if you have any other questions we can help you with.

Thanks,
Nicholas Piontek
Archivist
Center for Sacramento History
551 Sequoia Pacific Blvd
Sacramento, CA 95811
(916) 808-7583
npiontek@cityofsacramento.org
Pronouns: He/Him

From: Rogers, Jenifer <Jenifer.Rogers@icf.com>
Sent: Wednesday, January 6, 2021 11:03 AM
To: CSH <CSH@cityofsacramento.org>
Subject: Historical Resources outreach for the Broadway Bridge Project

Good afternoon Center for Sacramento History staff,

I'm working on a local bridge project (Broadway Bridge) that will build a new bridge between the Sacramento and West Sacramento wharfs, and I contacted the Center in 2017 to share project information and inquire about historical information that you might have pertaining to the project location.

Since then, the project has conducted a cultural resources analysis of the area, and now we are reviewing our earlier outreach to see if there are any additional local entities that we should contact. I'm finding that there doesn't appear to be any group listed with OHP or elsewhere that is affiliated with Sacramento's historic ethnic groups, with the exception of the Portuguese society that I contacted in 2017. In particular, we have one archaeological resource that is located near an historically Chinese neighborhood.

Due to Covid-19 safety concerns, this is a challenging time to conduct outreach! I understand that

the Center's staff is working remotely (as is my team), and I'm curious if anyone is available this week who may be able to help me identify local groups that would be appropriate for me to contact about the project.

I really appreciate any response that Center staff may be able to give me!
Thank you!
Jena

JENA ROGERS | Cultural Resources Specialist | | +1.916.231.9544 direct | Jenifer.Rogers@icf.com
ICF | 980 9th Street, Suite 1200, Sacramento, CA 95814 USA | +1.916.737.3000 main | icf.com

Appendix C
NRHP Historic Properties Status Documents

SHPO and OHP Documents Re: MR 11 and MR 12

CSO Approval Letter Re: MR 1 and MR10

CSO Approval Letter Re: Site P-34-000619

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

February 7, 2017

VIA EMAIL

In reply refer to: FHWA_2016_1229_002

Laura Loeffler, Chief
Environmental Management, M1 Branch
Caltrans District 3
703 B Street
Marysville, CA 95901

Subject: Determinations of Eligibility for the Proposed I Street Bridge Replacement Project, Sacramento and West Sacramento, CA

Dear Ms. Loeffler:

Thank you for consulting with me about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

The cities of Sacramento and West Sacramento, in cooperation with Caltrans, propose to construct a new crossing for vehicular and pedestrian traffic over the Sacramento River that will replace the upper deck of the I Street Bridge, which would no long carry such traffic. A full project description and the depiction of the area of potential effect (APE) can be found in Attachment A of the HPSR.

Consultation and identification efforts identified the I Street Bridge, a property listed in the National Register of Historic Places (NRHP), within the APE.

Caltrans also determined that the Sacramento River East Levee Segment (P-34-000490), along the east bank of the Sacramento River, is individually eligible under Criterion A as a physical representation of the precedent set for flood control management in California between 1850 and 1911, more specifically flood control management policy and development in the Sacramento Valley. Levees, canals and drainages built within this timeframe are associated with early advances in water management in California that resulted in making settlement and expansion of infrastructure in the region possible. It set the standard for post-1911 efforts to achieve a more unified and standardized approach to levee construction in the Sacramento Valley. As part of the first Reclamation District, RD 1, it is a strong example of the pre-1911 era of flood control measures overseen by local interests.

Caltrans has also determined that the following properties are not eligible for the NRHP:

- 201 3rd Street, West Sacramento, CA
- 213 3rd Street, West Sacramento, CA
- 212 2nd Street, West Sacramento, CA
- 214 2nd Street, West Sacramento, CA
- 216 2nd Street, West Sacramento, CA
- Washington Water Company Tower at 231 2nd Street, West Sacramento, CA
- Reclamation District 811/900 Levee Segment

Based on my review of the submitted documentation I concur with the above determinations.

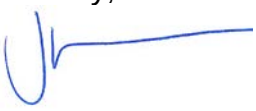
Finally, pursuant to Stipulation VII.C.3. of the PA, Caltrans is considering CA-SAC-658H to be eligible for the NRHP for the purposes of the project. The site is located adjacent to, but outside of, the Area of Direct Impact for the project. Caltrans proposes to protect the site by establishing an Environmentally Sensitive Area and using exclusionary fencing to avoid impacts.

Due to portions of the project area not being accessible prior to construction, Caltrans is proposing to prepare a programmatic agreement (PPA) specific to this undertaking to ensure that identification and evaluation of archaeological properties within the APE, and any resolution of adverse effects on those properties, is completed. The PPA will have as an attachment an Archaeological Resources Management Plan which will include a detailed protocol for identification, evaluation, and treatment of any adversely affected historic properties, protocols for archaeological monitoring, and evaluation and treatment of any unanticipated discoveries that may be encountered during implementation.

I look forward to working with Caltrans on the preparation of this agreement document.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov or Alicia Perez at (916) 445-7020 with e-mail at alicia.perez@parks.ca.gov .

Sincerely,



Julianne Polanco
State Historic Preservation Officer

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							HIST.SURV.	5690-0010-0020	04/12/90	6X	
074563		14211 RIVER RD	NEW BANK OF ALEX BROWN	WALNUT GROVE	P	1962	HIST.SURV.	5690-0010-0021	04/12/90	6X	
074565		14215 RIVER RD	FRED WICKER/ARTHUR BROWN HOUSE	WALNUT GROVE	P	1880	HIST.SURV.	5690-0010-0022	04/12/90	1D	ABC
074567		14219 RIVER RD	WICKER/BROWN BUTCHER SHOP	WALNUT GROVE	P	1880	HIST.SURV.	5690-0010-0023	04/12/90	1D	ABC
074569		0 SHOP ST	RESIDENCE	WALNUT GROVE	P	0	HIST.SURV.	5690-0010-0024	04/12/90	6X	
158232		13950 SR 160	BROWN, JOHN STANFORD, TILE-ROOFED	WALNUT GROVE	P	1980	HIST.RES.	NPS-04000733-0003	07/28/04	6X	
158229		13950 SR 160	BROWN, JOHN STANFORD, SWIMMING POO	WALNUT GROVE	P	1925	HIST.RES.	NPS-04000733-0001	07/28/04	1D	BC
145758		13950 SR 160	BROWN, JOHN STANFORD, HOUSE	WALNUT GROVE	P	1925	HIST.RES.	NPS-04000733-9999	07/28/04	1S	BC
							NAT.REG.	34-0089	04/28/04	3S	BC
158230		13950 SR 160	BROWN, JOHN STANFORD, SCREENED LAN	WALNUT GROVE	P	1950	HIST.RES.	NPS-04000733-0002	07/28/04	1D	BC
046728	34-002395	TYLER ST	ORIENTAL SCHOOL, ORIENTAL SCHOOL S	WALNUT GROVE	U	1911	HIST.SURV.	5690-0004-0000		7R	
077017		14137 TYLER ST	RESIDENCE	WALNUT GROVE	P	1925	HIST.SURV.	5690-0009-0026	03/22/90	1D	AC
077019		14143 TYLER ST	RESIDENCE	WALNUT GROVE	P	0	HIST.SURV.	5690-0009-0027	03/22/90	6X	
077023		14161 TYLER ST	EAST INDIAN STORE/FILIPINO CHURCH	WALNUT GROVE	P	1937	HIST.SURV.	5690-0009-0029	03/22/90	1D	AC
077021		14161 TYLER ST	RESIDENCE	WALNUT GROVE	P	1937	HIST.SURV.	5690-0009-0028	03/22/90	1D	AC
046722		WINNIE ST	WALNUT GROVE JAPANESE METHODIST CH	WALNUT GROVE	P	1914	HIST.SURV.	5690-0008-0002	03/22/90	1D	C
							HIST.SURV.	5690-0003-0001		7R	
114110		WINNIE ST	RESIDENTIAL COMPLEX	WALNUT GROVE	P	1945	HIST.RES.	DOE-34-98-0004-0000	01/28/98	6Y	
							PROJ.REVW.	HUD971126D	01/28/98	6Y	
114109		WINNIE ST	TRANSFORMER HOUSE	WALNUT GROVE	M	1927	HIST.RES.	DOE-34-98-0003-0000	01/28/98	6Y	
							PROJ.REVW.	HUD971126D	01/28/98	6Y	
048368		0 WINNIE ST	JAPANESE LANGUAGE SCHOOL/DURBIN HO	WALNUT GROVE	P	1910	HIST.RES.	DOE-34-98-0001-0000	01/28/98	7K	AC
							PROJ.REVW.	HUD971126D	01/28/98	7K	AC
							HIST.SURV.	5690-0008-0003	03/22/90	1D	AC
076952		14070 WINNIE ST	MIZUTANI RESIDENCE	WALNUT GROVE	P	0	HIST.SURV.	5690-0008-0032	03/22/90	1D	AC
114105		14075 WINNIE ST	SHED/GARAGE ASSOC. WITH DURBIN HOM	WALNUT GROVE	P	1910	HIST.RES.	DOE-34-98-0002-0000	01/28/98	6Y	
							PROJ.REVW.	HUD971126D	01/28/98	6Y	
048700		14080 WINNIE ST	ODA RESIDENCE	WALNUT GROVE	P	0	HIST.SURV.	5690-0008-0031	03/22/90	1D	AC
070180			WALNUT GROVE BRANCH LINE OF SOUTHE	(VIC) WALNUT GROV	U	1882	PROJ.REVW.	BUR030904A	10/23/06	2S2	AC
							HIST.RES.	DOE-34-98-0008-0000	01/28/98	7K	A
							PROJ.REVW.	HUD971126D	01/28/98	7K	A
							NAT.REG.	34-0024	03/25/92	7W	
							HIST.SURV.	5690-0008-0000	03/25/92	7K	
							PROJ.REVW.	COE901029A	04/24/91	2S2	A
175899			DELTA CROSS CHANNEL	(VIC) WALNUT GROV	F	1950	NAT.REG.	34-0104	04/19/09	7J	
046729	34-002403	RIVER RD	FILIPINO SECTION	(VIC) WALNUT GROV	D	1915	HIST.SURV.	5690-0005-0000		7R	
184252		13049 APPLE RD		WILTON	P	1959	PROJ.REVW.	HUD110808C	08/08/11	6Y	
182330		9386 RANCHERIA DR		WILTON	P	1935	PROJ.REVW.	HUD110502A	05/02/11	6Y	
115305		12395 RISING RD	MARTINDALE, ELISHA, PIONEER HOMEST	WILTON	P	1880	NAT.REG.	34-0055			

3080 records listed.

Rogers, Jenifer

From: St John, Gail@DOT <gail.st.john@dot.ca.gov>
Sent: Wednesday, June 17, 2020 1:27 PM
To: Rogers, Jenifer
Subject: FW: Request for assumption of eligibility for Broadway Bridge 5447(043)

Hi Jenifer:

Please include a copy of this correspondence in the project reports.

Thank you,

GAIL ST. JOHN
Senior Environmental Planner
PQS: Principal Architectural Historian
Caltrans, District 3/North Region
703 B Street, Marysville, CA 95901
(530) 741-7116 (desk)
(530) 812-4374 (mobile)

From: Price, David@DOT <David.Price@dot.ca.gov>
Sent: Wednesday, June 17, 2020 1:25 PM
To: St John, Gail@DOT <gail.st.john@dot.ca.gov>
Subject: RE: Request for assumption of eligibility for Broadway Bridge 5447(043)

Hi Gail,

Thank you for the detailed information. **CSO approves the assumptions of eligibility** for the Sacramento Northern Railway and the Sacramento River West Levee under Criterion A due to large resource size, pursuant to Stipulation VIII.C.4 of the Section 106 PA. Please keep a copy of this email for your records.

Best,

David Price
Section 106 Coordination Branch Chief
Cultural Studies Office
Caltrans Division of Environmental Analysis
1120 N Street, MS 27, Sacramento, CA 95814
(916) 653-0516 - Office
(916) 879-6758 - Mobile

From: St John, Gail@DOT <gail.st.john@dot.ca.gov>
Sent: Wednesday, June 17, 2020 11:09 AM
To: Price, David@DOT <David.Price@dot.ca.gov>
Subject: Request for assumption of eligibility for Broadway Bridge 5447(043)

Good morning, David:

District 3 is requesting permission to assume eligibility of two resources potentially affected by the Broadway Bridge project proposed by the City of West Sacramento and the City of Sacramento using funds from the Federal-Aid Highway Program. The proposed bridge would cross the Sacramento River approximately 1,000 feet south of the existing Pioneer Bridge (I-80).

Two long, linear resources cross through the Area of Potential Effects (APE) for the proposed project: the Sacramento Northern Railway and the West Levee of the Sacramento River. District 3 is seeking permission to assume both of these resources eligible for listing in the National Register of Historic Places in accordance with Stipulation VIII.C.4 due to large property size and limited potential to affect. Following is a brief description of the resources.

- Sacramento Northern Railway (SNR) – This resource runs through the project APE on the west side of the Sacramento River, parallel to Jefferson Boulevard in West Sacramento. The portion in the APE is 0.98 miles of at-grade rail, and includes operational tracks, ballast, and ties owned and operated by the City of West Sacramento for diesel freight service. The Sacramento Northern Railway was an electrified rail between the San Francisco Bay Area and Marysville, and the entire property has not been recorded. A subsidiary of Southern Pacific Company, the Sacramento Northern was the nation's largest electrified network. In the 1980s, Union Pacific acquired Southern Pacific's assets, including its remaining holdings of the former Sacramento Northern. The resource would be **assumed eligible for listing in the NRHP under Criterion A** for its association with important passenger and freight rail developments in early 20th century northern California. It's period of significance is 1913 to 1940, the period between its initial construction and its conversion from electrified passenger and freight rail to diesel freight rail. The proposed project would install a bridge span and make pedestrian improvements at the riverbank, and project Alternative B would connect the bridge span with the 15th Street and Jefferson Boulevard, and an 0.06 mile portion of the at-grade rail. The project, including the street connection, would have limited potential to affect the qualities for which the rail would be assumed eligible.

- The Sacramento River West Levee – This resource runs through the project APE on the west side of the Sacramento River, along the waterfront in West Sacramento. The Sacramento River West Levee was constructed in the early twentieth century during an era of major infrastructure improvement and development for flood control on the Sacramento River, and the entire property has not been recorded. Its period of significance is 1911 to 1914, the period of its initial construction. The resource would be **assumed eligible for listing in the NRHP under Criterion A** for its association with important flood control and water management developments in early 20th century northern California. The portion in the APE includes only 0.62 miles of levee wall and riprap. The proposed project would install a bridge span and make pedestrian improvements at the riverbank, which would have limited potential to affect the qualities for which the levee would be assumed eligible.

Thank you, and please let me know if you require any additional information.

GAIL ST. JOHN

Senior Environmental Planner
PQS: Principal Architectural Historian
Caltrans, District 3/North Region
703 B Street, Marysville, CA 95901
(530) 741-7116 (desk)
(530) 812-4374 (mobile)

From: Price, David@DOT
To: Buitenhuys, Connor B@DOT
Subject: RE: Request for Assumption of Eligibility and Minor Phasing pursuant to VIII.C.4 and XII.B of the Section 106 PA - Broadway Bridge 5447(043)
Date: Monday, January 18, 2021 9:32:50 AM
Attachments: image001.png

Hi Connor,

After our conversation and reviewing the photos you sent, it does indeed appear that effects would not be adverse if there is a primary deposit present within the ADI, given the likely previous disturbance and nature of the ADI. However, access restrictions are preventing you from conducting the testing necessary to confirm this conclusion. Therefore, **CSO approves the request to phase the project Pursuant to Stipulation XII.B of the Section 106 PA**. **CSO also approves the assumption of eligibility for P-34-000619** under Criterion D due to access restrictions and limited potential to effect, pursuant to Stipulation VIII.C.4 of the Section 106 PA. Keep in mind that the approvals for minor phasing and assumptions of eligibility are contingent upon the final reporting supporting each argument. You should include as much background and archival research as you can, especially with regard to previous disturbances in areas within the ADI where there may be primary archaeological deposits.

Let me know if you have any questions, and please keep a copy of this email for your records and inclusion in the final report.

Best,

David Price
Section 106 Coordination Branch Chief
Cultural Studies Office
Caltrans Division of Environmental Analysis
1120 N Street, MS 27, Sacramento, CA 95814
(916) 879-6758

From: Buitenhuys, Connor B@DOT <Connor.Buitenhuys@dot.ca.gov>
Sent: Thursday, January 14, 2021 9:24 AM
To: Price, David@DOT <David.Price@dot.ca.gov>
Subject: RE: Request for Assumption of Eligibility and Minor Phasing pursuant to VIII.C.4 and XII.B of the Section 106 PA - Broadway Bridge 5447(043)

Hi David,

Did the information below address the questions for the request for assumption of eligibility and the request for minor phasing?

Cheers,

Connor Buitenhuys
Associate Environmental Planner (Archaeology)
District 3 – Cultural Resources (South)
703 B Street
Marysville, CA 95901
Office: (530) 741-5550
Mobile: (530) 720-4345

From: Buitenhuys, Connor B@DOT
Sent: Friday, January 8, 2021 9:35 AM
To: Price, David@DOT <David.Price@dot.ca.gov>
Subject: RE: Request for Assumption of Eligibility and Minor Phasing pursuant to VIII.C.4 and XII.B of the Section 106 PA - Broadway Bridge 5447(043)

Good Morning David,

I have attached a picture from google-street view looking northwards towards the site as well as the site sketch map from the phase II proposal for your reference. Attached is the site record including location and sketch maps of the resource.

I'll answer your questions by also speaking to the photograph below and sketch map. In short, the crux of the minor phasing request is predicated on previous disturbance. The site is constrained entirely west of the Chevron Tank Farm, and is largely situated in greatest density in the area between the railroad grade and terrace and the fenceline that forms the property boundary between Chevron and the Railroad. In other words, most of the site is visible in the banks of the railroad grade and terrace to the west. The railroad spur was constructed between 1906 and 1915 and according to the historic 1915 Sanborn Maps, was constructed adjacent to "vegetable gardens". These gardens likely were under Chinese or Japanese ownership

given the individuals listed as managing them in the 1912 county directory. Observations by archaeologists noting the artifacts sloughing out of the Railroad grade coupled with the historical documentation lends itself that the site is a redeposit from nearby, perhaps from dwellings associated with the gardens or an associated dump. Observations made during the sites discovery in 2000 by construction monitors and this undertaking do note the site deposits are intermixed with modern materials (i.e. plastics and Styrofoam) suggesting further displacement and disturbance. The site is further likely a disturbed redeposit due to the nature of the railroad grade, which rests on a higher terrace and imported fill prism, above the nearby natural grade such as the Chevron Plant. It is unknown if the Chevron plant retains any materials associated with this site, but it is not likely given the extensive amount of disturbance that has occurred as a result of its construction in the 1930s and 1940s as well as maintenance and improvements on the grounds. If any deposits do exist on this plant, they are likely even further altered and diminished from their original setting than those identified in the railroad.

We anticipate XPI would be necessary to identify if potentially significant deposits exist within areas currently inaccessible (e.g. the Chevron Plant). It is anticipated that testing would not result in any potentially significant deposits and that subsequent phase ii testing to assess effects would not be necessary, but still provisions for them will be provided in the phased identification plan.

In light of your comments, we would like to assume P-34-000619 eligible under limited potential to affect and restricted access under Criterion D for its ability to yield information pertinent to the ethnic lifeways of Chinese diaspora and overseas communities in California.

In light of conversations with the consultant preparing these studies, I would also like to correct my earlier statement about impacts. Three (3) feet for ripping is too large, and instead I was corrected that the activities at this location within the ADI would require fill placement and other activities that may be necessary to support that (i.e. slope conforming, vegetation removal, grubbing, scarification and possibly utility relocation). This should require at most two feet, but likely closer to one foot in depth.

Let me know if this helps!

Cheers,

Connor Buitenhuys
Associate Environmental Planner (Archaeology)
District 3 – Cultural Resources (South)
703 B Street
Marysville, CA 95901
Office: (530) 741-5550
Mobile: (530) 720-4345

From: Price, David@DOT <David.Price@dot.ca.gov>
Sent: Tuesday, January 5, 2021 9:15 AM
To: Buitenhuys, Connor B@DOT <Connor.Buitenhuys@dot.ca.gov>
Subject: RE: Request for Assumption of Eligibility and Minor Phasing pursuant to VIII.C.4 and XII.B of the Section 106 PA - Broadway Bridge 5447(043)

Hey Connor,

I remember discussing this project previously, but I would need more information to be able to approve minor phasing. I'll definitely need to see a map of the site- preferably one that actually shows the known/potential site constituents and the proposed construction activities. You provide a fair amount of info on the railroad spur, but it sounds like we're not just impacting a railroad prism with a bunch of displaced artifacts in it. It sounds like we're going to be impacting the deposit that those artifacts came from. Is that correct? Three feet of ripping and fill over 17% of a site is a big impact, so the argument for large site size isn't really making sense to me. Really, the argument appears to be based on previous disturbance. How much of that is actually known, and how much is conjecture? If you thought Phase II was necessary to characterize the site within the ADI, why is that no longer the case?

From: Buitenhuys, Connor B@DOT <Connor.Buitenhuys@dot.ca.gov>
Sent: Tuesday, December 29, 2020 1:35 PM
To: Price, David@DOT <David.Price@dot.ca.gov>; Calpo, Janice C@DOT <janice.calpo@dot.ca.gov>
Cc: St John, Gail@DOT <gail.st.john@dot.ca.gov>; Larson, William@DOT <william.larson@dot.ca.gov>
Subject: Request for Assumption of Eligibility and Minor Phasing pursuant to VIII.C.4 and XII.B of the Section 106 PA - Broadway Bridge 5447(043)

Good Afternoon David,

The City of West Sacramento, in conjunction with the California Department of Transportation (Caltrans), proposes to construct a new bridge over the Sacramento River between the City of West Sacramento, Yolo County and the City of Sacramento, Sacramento County, following the current alignment of Broadway in the City of Sacramento. The proposed new bridge would be located over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge.

A records search through the North Central Information Center (NCIC) identified one previously recorded historic-era site within the Area of Potential Effects for the undertaking: P-34-000619 (CA-SAC-505H). P-34-000619, was identified within the area of potential effects (APE). Site (P-34-000619) consists of an abandoned raised railroad spur (located adjacent to the Southern Pacific Railroad) and historic artifacts. As currently recorded, the site spans approximately 350 feet north-south. The abandoned spur was built between 1906 and 1915 and appears to have been constructed of fill material that contains burned and fragmented historical refuse dating from the late 1800s to the early 1900s. During field survey, artifacts were observed in the eroding spur grade's eastern slope as well as on top of the spur in areas that had been previously disturbed by buried pipeline and utilities installations. Recent field checks found heavy erosion on the spur grade that has exposed a profile of base rock and dirt in the top one to two feet of the grade, and a matrix of dirt, rock, and artifacts below. No artifacts have been observed on the southern side of the Broadway road, nor on the western slope of the Southern Pacific grade. Based on previous site records and reports, artifacts are plausibly associated with a overseas Chinese population that previously occupied the land as evidenced by Sanborn Fire Insurance Maps delineating Chinese dwellings and gardens. Artifacts have yet to be recorded in adequate detail to ascribe ethnic association and have simply been identified as Chinese. However, the lack of information results from restricted access from the landowner, and the nature of the site and its recordation, which is partially buried.

Because the possible historic property may be affected as a result of the undertaking, attempts to conduct phase II evaluations were conducted. However, a majority of the site, including where it intersects the ADI, is situated on private property, on lands owned by Chevron USA Inc and State Parks. Since January 2020, ICF and the local project sponsors have been in contact with representatives at both Chevron and State Parks regarding the need for Phase II studies, to discuss permission to conduct excavations on their properties, and to discuss Phase II excavation methodologies. However, after coordination over several months, permission to excavate has not been confirmed. Because of the current restricted access for excavations on the Chevron and State Parks properties, Phase II studies cannot be conducted and the site in its entirety cannot be evaluated for inclusion onto the NRHP.

Caltrans requests that P-34-000619 be assumed eligible for the purposes of the project under Criterion D for its ability to yield historically significant information relevant to overseas Chinese communities in late 19th/early 20th Century California. Caltrans requests the assumption of eligibility be granted because P-34-000619 cannot be evaluated in its entirety because of restricted access and large resource size.

Contingent on the approval for assuming eligibility of P-34-000619, Caltrans also requests minor phasing be granted pursuant to stipulation XII.B of the Section 106 PA. Because of the nature of activities to the possible historic property, project effects are not anticipated to be adverse. Project activities would largely be limited by scarification (upwards of 3 feet), and placement of new fill for the newly proposed bridge roadway, and compaction. The project activities encompass approximately 17 percent of the known portions of the site—the majority of the site is located outside of the ADI. The project footprint is limited to the southern 60 feet of the site (approximately 360 square meters of the overall 2,073 square meters) where two to eight feet of fill material is proposed to be placed on top of the spur to achieve the proposed new elevation of the roadbed of Broadway. Within the ADI, the site has been disturbed previously by extensive modern land management activities such as buried utility installation (pipelines, fiber optic lines). This is also evidenced by the obvious ubiquitous buried utilities association with the Chevron Plant. While placement of fill over the southern edge of P-34-000619 would affect the resource, it is not anticipated to be adverse because of the large resource size. Also, it is anticipated that placement of fill and minor scarification would only potentially alter integrity of setting and feeling, whereas the assumed archaeological significance of the resource would likely retain integrity under location, materials, and association. Therefore, we anticipate a finding of no adverse effect for this undertaking.

Caltrans requests that minor phasing pursuant to stipulation XII.B of the Section 106 PA be approved for this project. A forthcoming phased identification plan and finding of effect will outline the provisions for subsequent studies to support a Finding of No Adverse Effect including the identification, evaluation, assessment of effects, and resolution of adverse effect for P-34-000619.

Thanks and please let me know if you require additional information and I will get back to you ASAP!

Cheers,

Connor Buitenhuys
Associate Environmental Planner (Archaeology)
District 3 – Cultural Resources (South)
703 B Street
Marysville, CA 95901
Office: (530) 741-5550
Mobile: (530) 720-4345

Appendix D
Phased Identification Plan

PHASED IDENTIFICATION PLAN FOR THE BROADWAY BRIDGE PROJECT, CITY OF WEST SACRAMENTO AND CITY OF SACRAMENTO, CALIFORNIA

Caltrans District 3, Yolo and Sacramento Counties, Federal-Aid# TGR2DGL 5447(043)

PREPARED BY:

Date: 4/13/2021

Stephen Pappas, Archaeologist, MS, RPA
Co-PI–Prehistoric Archaeology
ICF, Sacramento, CA

REVIEWED FOR APPROVAL BY:

Date: 4/28/2021

Connor Buitenhuys
Associate Environmental Planner (Archaeology)
PQS: PI Prehistoric and Historical Archaeology
Cultural Resources Branch, Caltrans District 3

APPROVED BY:

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USGS 7.5' Topo(s): Sacramento West, California
Resource: P-34-000619

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Acronyms and Abbreviations

ADI	area of direct impact
APE	area of potential effects
Caltrans	California Department of Transportation
CFR	Code of Federal Regulations
cm	centimeter
CSO	Cultural Studies Office
ESA	environmentally sensitive area
FNAE	Finding of No Adverse Effects
HPSR	Historic Property Survey Report
NHPA	National Historic Preservation Act of 1966
NRHP	National Register of Historic Places
PIP	Phased Identification Plan
PQS	Professionally Qualified Staff
project	Broadway Bridge Project
Section 106 PA	First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid-Highway Program in California
SPRR	Southern Pacific Railroad
XPI	Extended Phase I

Introduction

The City of West Sacramento, in cooperation with the City of Sacramento and the California Department of Transportation (Caltrans), proposes to construct a bridge over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge. Two bridge alternatives are proposed for the Broadway Bridge Project (project) as well as a No Build Alternative.

As part of the inventory phase of the study, one archaeological site was identified within the area of potential effects (APE). Site P-34-000619 consists of historic debris fill within the soil matrix of an abandoned railroad spur adjacent to the Walnut Grove Branch Line Railroad (also known as the Southern Pacific Railroad [SPRR]). Previous survey efforts identified the site as a light scatter of displaced artifacts observed on the top of the spur as well as artifacts eroding along the eastern slope of the grade for a span of approximately 350 feet (to where the spur merges with the Walnut Grove Branch Line).

Construction activities associated with the project are limited to the southern 60 feet of the site where up to 8 feet of fill would be placed on top of the railroad spur. The fill placed on top of the spur would support the raised surface elevation of Broadway and its connection to the bridge, in addition to the raised elevation and reconstruction of the driveway north of Broadway that currently provides access to the Chevron-owned parcel (Assessor's Parcel Number 900 120 080) from Broadway. As currently recorded, approximately 16 percent of the site is located within the project's area of direct impact (ADI). Most of the site within the ADI has undergone previous disturbances from excavations for gas pipelines, fiber optic lines, erosion, and vehicular use on top of the railroad spur.

Due to restricted access, subsurface testing could not be performed to evaluate the site under Criterion D of the National Register of Historic Places (NRHP) (has yielded, or might be likely to yield, information important in prehistory or history). Based on restricted access and the project's limited potential to affect the resource, Caltrans Cultural Studies Office (CSO) approved the assumption of eligibility for P-34-000619 pursuant to Stipulation VIII.C.4 of the *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid-Highway Program in California* (Section 106 PA). Because of previous disturbances to the assumed-eligible site and given the nature of the project's proposed construction activities within the site, it was concluded that the project would not adversely affect the site. However, access restrictions are preventing the testing necessary to confirm this conclusion; therefore, the Caltrans CSO approved a phased approach and management for site P-34-000619 pursuant to Stipulation XII.B of the Section 106 PA.

This Phased Identification Plan (PIP) is appended to the Finding of No Adverse Effects (FNAE) report with the intention to phase the identification and effects determination of P-34-000619 and for areas with exposed surfaces in the APE where survey was inaccessible pursuant to Stipulation XII.B of the Section 106 PA. This PIP is designed to outline the procedures and methods used to identify significant cultural deposits within the ADI and to provide a framework for future survey

efforts for areas in the APE of exposed surface that were not allowed access during inventory efforts. All proposed identification efforts and procedures described in this PIP are subject to approval and oversight by Caltrans Professionally Qualified Staff (PQS) in historic archaeology. This PIP will be implemented under the supervision of an archaeologist that meets the requirements of a PQS PI Historical Archaeology.

Description of the Undertaking

The proposed project would construct a new bridge over the Sacramento River, south of the Pioneer Bridge. The total length of the new bridge would vary from approximately 800 to 1,020 feet, with up to an 83-foot-wide deck consisting of two vehicle lanes, a median, on-street Class II buffered bike lanes, and sidewalks along both sides of the bridge. The bridge would include two fixed-span approach structures that tie into the banks of the river and vary from approximately 200 to 300 feet in length on the West Sacramento bank and 450 to 600 feet in length on the Sacramento bank.

The project also includes installation of a proposed fiber optic line that would be placed in West Sacramento to connect communications of the Broadway Bridge with the proposed replacement for the I Street Bridge. Lastly, staging areas that would be accessed via South River Road in West Sacramento and Front Street in Sacramento are proposed and included in the project limits.

The build alternatives under consideration are two alignments for the new bridge and approach roadways. The lettering of each build alternative reflects its similarity to alignments considered in the feasibility study. Preliminary plan view drawings for each alternative by phase are in Attachment A and B of the HPSR. A No Build (No-Project) Alternative also is considered.

- Alternative B would realign 15th Street to connect to Jefferson Boulevard in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network in Pioneer Bluff.
- Alternative C (modified from the Broadway Bridge Feasibility Study) would connect as a “T” intersection to South River Road in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network in Pioneer Bluff.

For a detailed description of the project, please refer to the Archaeological Survey Report attached to the Historic Property Survey Report (HPSR) (Attachment B) or the Historic Resources Evaluation Report (Attachment A of the HPSR).

Project Activities at P-34-000619

The project activities at P-34-000619 are the same for both bridge alternatives (B and C). According to current project design plans, only the southern 60 feet of P-34-000619 is within the ADI. The remaining portions of P-34-000619 will not be affected by the project. The project description and design plans describe placement of fill on top of the portions of P-34-000619 within the ADI. The fill would raise the current surface elevation of Broadway for the bridge approach and the elevation of the driveway directly east of the site that provides access to the Chevron parcel.

Area of Potential Effects

The APE considers the maximum extent of potential direct effects on cultural resources that could result from the project. In accordance with the Section 106 PA Stipulations VI.B.7 and VIII.A, the APE for the project was established in consultation with Connor Buitenhuys (PQS-PI-Historic Archaeology), and Vladimir Popko (Local Assistance Engineer).

The APE consists of both the horizontal and vertical maximum potential extent of direct impacts resulting from the project (see Appendix A of the FNAE). The horizontal APE encompasses the project footprint and includes those areas of new construction, easements, utilities, and operations-related activities associated with the project, totaling 70.5 acres. The vertical APE is the maximum extent of ground disturbance within the horizontal APE (i.e., ground surface to maximum depth of soil disturbance) and varies by project component. For most of the project, the vertical APE would not exceed 2 feet deep. Both project alternatives include areas offset from the banks of the Sacramento River, where maximum excavation depths would not exceed 10 feet below ground surface for construction of pedestrian access below the bridge and for bank stabilization directly under the bridge.

Pile depths for column supports would extend approximately 140 feet at five locations: one near each bank of the river for bridge reinforcements and three within the river for bridge columns. Piles for the two bridge fender systems within the river would be driven to a depth of approximately 60 feet.

Research Design

Historical Context

The City of Sacramento originated in the mid-19th century at the confluence of the Sacramento and American Rivers. In 1841, Captain Sutter was granted land by the Mexican Governor and founded his fort at New Helvetia on high ground 2 miles southeast of the confluence. The area presently known as Old Sacramento originally was shaped by bustling commercial activity along the riverfront embarcadero at the foot of I, J, and K Streets. During this period, the Sacramento Valley near the Sacramento Delta was most easily traveled by its waterways, and Sutter built the earliest portions of the embarcadero to serve his colony's shipping needs. Sutter's 1847 census reported 22,657 people in the Sacramento area (Sacramento History Online 2021).

California's Gold Rush and early statehood eras saw rapid development in Sacramento that established the city as an economic and political center in California. In December 1848, Captain W. H. Warner and General W. T. Sherman surveyed and laid the city's street grid. Streets were laid out in an orthogonal grid that was aligned with Front Street along the river's eastern bank. Adjacent to the embarcadero, buildings rose rapidly on lots lining Front Street between I and K Streets. By July 1849, there were approximately 100 buildings along the new city's waterfront. That same year, the City Cemetery was built at 10th and Y Streets; the city's first post office began operating on the river barge *Wilton*; and the city's first newspaper, the *Placer Times,* was published at Sutter's fort. In 1850, California was admitted to the Union, the city and county of Sacramento were granted official charters by the new state legislature, and the first county courts sessions were held. In 1851, the

county's courthouse was built in the city and, in 1854, Sacramento was designated as the state capitol (Sacramento History Online 2021; California Department of Transportation 2016:18–37).

Situated only a few feet above sea level on the Delta floodplain, seasonal river floods loomed as a constant threat to the new city. A natural levee on the eastern bank of the Sacramento provided minor protection from regular winter and spring floods from the west. However, at the American River bend near the confluence, the river water frequently spilled into the city's northern edge or flooded the entire city. In 1850, a disastrous flood inundated the city and prompted local officials to authorize Sacramento's first levee construction project. Floods recurred through the 1850s, and indeed worsened, as debris from Sierran hydraulic mining operations filled in the valley's river channels and reduced their flow capacity. In the 1860s, a concerted effort was resumed to repair and strengthen the city's levees, and in 1868, the American River was rerouted to eliminate its flood-prone bends at the city's northern edge (Sacramento History Online 2021).

In 1856, Sacramento established California's first railroad, the Sacramento Valley Railroad, which completed its route from Sacramento northeastward to Folsom. The Central Pacific Railway Company completed the first Transcontinental Railroad in 1869. As its western terminus, Sacramento saw economic benefits spurred by Central Pacific's new maintenance shops, roundhouse, and other facilities that served the west coast rail industry. The period highlighted the continued dominance of the railroad in shaping the commercial development and transportation infrastructure of the area. By the mid-20th century, highway transportation would overshadow the railways.

Chinese immigration to the Sacramento area was driven by the gold rush, and by the mid-1850s, Sacramento had a large and thriving Chinese community (Caltrans 2010:101). While early immigrants largely worked in mining operations, the Chinese laborers of Sacramento were also instrumental in the construction of major infrastructure projects in the Sacramento Valley including the construction of bridges, railroads, and large-scale reclamation of surrounding swampland (102). Racial discrimination against the Chinese communities of California was widespread, beginning with discriminatory practices such as requiring additional fishing licenses for Chinese immigrants, and culminating arson of Chinatowns around the state, illegal expulsion from cities, and finally a nationwide ban on all immigration from China from 1882 to 1943 (102). By the 1920s, the majority of the Chinese population had relocated out of smaller Chinatowns such as those in Sacramento and smaller towns, and into larger enclaves in San Francisco, Stockton, and Los Angeles (102).

Japanese immigration into the United States largely started in the late 1880s, due to a labor agreement between the government of Japan and Hawaiian sugar plantations. By the 1890s, approximately 2000 people of Japanese descent lived in the United States, with over half of those people settling in California (Caltrans 2010:103). Japanese immigrants became deeply involved in agriculture, including the development of orchards and rice fields throughout the Central Valley and Delta. Japanese immigrants working in the agricultural fields surrounding Sacramento developed a large settlement around Florin (103). As with the Chinese immigrants who arrived before them, Japanese immigrants to California faced discrimination, including the passage of the California Alien Land Law of 1913, whjch restricted purchase of land by Japanese immigrants (103).

Major engineering efforts in the early 20th century would rebuild the city's network of levees. Sacramento's riverfront levees that were conceived in the early 1850s, and built and rebuilt with various success, were systematically replaced with more refined engineering. In the APE, the main

river levee consists of a steep and continuous built slope along the wharf, reinforced with rip-rap and rock. The western end of Broadway currently travels over the riverfront's interior levee as the road approaches the waterfront and Miller Park. Known as Y Street before 1944, Broadway was the southern boundary of the Sacramento City grid (Sacramento City Engineering Department 1944). In 1878, a railroad levee at R Street was superseded by the Y Street levee, allowing for new residential and commercial development in the southern city grid that included the Southside Park neighborhood near X and 8th Streets. By 1895, this levee supported a railroad and was flanked by Commercial and White Streets on the northern side of Y Street (Sanborn Perris Map Company 1895). In 1903, the Southern Pacific Corporation's Sacramento Southern Railroad Company rails were laid on the levee between W and Y Streets, igniting a property easement battle between the rail company, the City, and the private property owner, a Mr. Miller. The rail prevailed, and by 1912, the Sacramento Southern was extended south of Y Street to Walnut Grove (the Walnut Grove Branch Line). That same year, the Southern Pacific Corporation transferred this asset to the Central Pacific Railroad Company, a paper company and subsidiary of the Southern Pacific.

By 1915, the levee had expanded to support additional railroad lines, and Commercial Street had been replaced by the Associated Oil Company and Standard Oil Company parcels on the northern side of Y Street. At that same time, the Sacramento Natural Gas Company's Gas Works parcel was located on the south side of Y Street. The interior levee parcels north of Y Street were vegetable gardens that extended from the levee at Front Street to 6th Street, and 2nd and 4th Streets between X and Y Streets were not open roads. According to the 1912 County directory, the gardens were owned, and sometimes resided at, by numerous individuals, including T. Kuroda, M. S. Lee, Sing Lee, U. Mukai, T. Yamasaki, H. Aoki, Mon Lee, and Quong Mow. The gardens at 2nd and Y Streets were known as the Go Chin Garden. The parcels south of Y Street belonged to the Union Oil Company of California and featured petroleum terminal tanks and buildings serviced by a railroad spur (Pacific Telephone and Telegraph Company 1912:1–146; Sanborn Map Company 1915:75, 77, 78). According to City of Sacramento Map Books, the parcel where site P-34-000619 is located (parcel #20 of Brannan's Addition) was owned by an N. Wetzler in 1873 and an N. T. Gould in 1882; the Cecchettini family owned the land from 1899 to 1906, when the parcel was purchased by the SPRR. Little information was found regarding the Cecchettini family, but the History of Sacramento County (Reed 1923: 947) lists an Orozio Cecchettini, who came to Sacramento in 1887 from Lucca, Italy by way of New York. He was described as a vegetable farmer owning 16 acres of agricultural land in the Fruitridge Tract, yet it is unknown whether Mr. Cecchettini was the owner of parcel #20.

By 1944, the Y Street levee had been removed, its railway had been shifted north to the X Street corridor, and the street had become known as Broadway (Sacramento City Engineering Department 1944). Miller Park appears on maps at the Broadway wharf beginning in 1947; the southern portion of the Sacramento Marina at Miller Park was built in the 1950s and was altered in the 1980s with construction of the northern marina. By 1947, three main spurs of the SPRR extended along Broadway from the levee to Front Street and then continued along the southern side of Broadway to 6th Street.

By 1952, the Tidewater Associated Oil Company owned and operated oil storage tank farms at its wharf properties on parcels north and south of Broadway along the waterfront. The Standard Oil Company, located on a parcel north of and adjacent to the Tidewater property, also had a tank and wharf located on the west side of the levee. Union Oil Company continued to operate on the interior levee parcel south of Broadway, and the former gardens extending along Broadway's northern side

at Front Street were being replaced by Standard Oil terminal tanks. North of Broadway, land continued to be used for gardens between Front and Second Streets. A box storage yard, a truck sales and service shop, the Macaroni Factory, a tractor sales and service shop, a restaurant, and a gas and oil station were located between 2nd and 5th Streets. The southern side of Broadway was populated with the Poultry Producers of Central California properties, a produce warehouse, welding shops, a dog food manufacturer, and a cheese warehouse (Sanborn Map Company 1952).

P-34-000619 Site Context

Previous Recordings

Site P-34-000619 is a segment of an abandoned railroad spur constructed of a matrix of imported soils with historic refuse fill. The spur is adjacent to (east of) the SPRR, Walnut Grove Branch Line and north of Broadway. According to historical maps and other documentation, the spur was constructed sometime between 1906 and 1915; it appears to have been used to transport goods among the industrial and commercial businesses along the western end of Broadway (Y Street), eventually merging with the SPRR north of the site. The archaeological component of the site consists of thousands of burned and fragmented artifacts of domestic refuse eroding from the eastern slope of the railroad spur. Artifacts were observed on the top of the spur and may have been exposed from previous excavations of utilities (gas and fiber optic lines) throughout the years.

The site initially was documented on November 16 and 17, 2000, by William C. Hogan during construction-related backhoe trenching for fiber optic cable installation. Hogan described the find as historic artifacts found in back dirt piles excavated from a trench measuring 10 by 5 meters. The back-dirt piles with artifacts were believed to have come from soil located somewhere between 1.0 and 1.75 meters below the surface. Hogan examined the sidewalls of the trench to look for stratification or any primary deposits or features, but none were identified; and he was informed that the area was all redeposited fill of an unknown origin (no source provided). In addition, the area of the trench was designated as disturbed due to an underground pipe previously installed below the trench. Details regarding the exact location of the find (GIS location) were not provided in the monitoring report; however, it was mentioned in the site record that the trench was located from 75 to 80 feet east of the railroad and 30 feet north of Broadway (Figure 1). The location of the trench described by Hogan places the trench in what is now a graveled curved slope down to Broadway; however, it was not indicated which portion of the trench was in the provided location or where exactly the artifacts were found.

Figure 1. Location of trench by Hogan (2000) as described in the site record (site boundaries identified by surface artifacts in red).

The assemblage collected from the back-dirt piles consisted of 87 artifacts of glass, ceramic, porcelain, metal, and clay fragments—as well as butchered beef bone and red brick. In addition to the historic artifacts, plastics and other modern materials were observed in the back-dirt piles, indicating that the collection was a secondary deposit. The assemblage of collected artifacts were analyzed, and site interpretations based on artifact assemblage and site inspection were prepared in a technical report for the monitoring efforts. The artifact analysis dated the assemblage anywhere between 1880 and 1930, with most of the artifacts dating prior to 1915 (McKenna 2001).

The site was later revisited in April 2001 by Henry Davis (of Jones and Stokes) during a survey for the proposed XO fiber optic line parallel to Broadway. Davis updated the site description to include a 300-foot-long abandoned spur of the SPRR, Walnut Grove Branch Line. Davis also described the railroad spur as being composed of 19th and 20th century dump fill with thousands of artifacts (most of which were burned). The artifacts consisted of glass fragments, ceramic vessel fragments (earthenware and Chinese soy pots), cut bone, marine shell, bricks, enamelware vessels, and battery cores visible along the eastern side of the grade. Several potholes and tailings were observed in the

exposed slope, determined to be the result of pothunter activities. Davis concluded that the fill was imported and previously burned, and that the artifacts were wholly out of a meaningful context. Davis also mentioned that the site is a contributing element of the Walnut Grove Branch Railroad; however, no additional documentation or associated evaluation report was provided.

Current Identification and Recording

The site was revisited and the description updated in February 2018 and December 2020 by ICF archaeologist, Stephen Pappas. Artifacts matching the description (burned domestic and building material) from the 2001 recording were observed on the top edge, slope, and toe of the railroad spur. Although the tracks and ties were missing from the grade, a definite transition from the SPRR grade to the spur was observed. The SPRR rails and ties were intact and raised on a bed of ballast, approximately 1–2 feet above the spur (Figure 2).

Figure 2. Overview of spur consisting of artifact fill. Original SPRR grade to the right of photo.

The length of the scatter spanned 350 feet; the densest area of the artifacts was located in the central portion of the site. As the grade narrowed toward the north, merging with the SPRR rail, the artifacts on top of the grade were not present, yet artifacts were still present eroding on the slope and toe of the northern portions. As with the 2001 recording, the exposure of most of the artifacts was due to the eroding slope. It also was observed that an accumulation of eroded artifacts was

caught against the chain link fence between the grade and the Chevron tank farm, with some areas of piled artifacts mounded 10 inches above the original ground surface (Figure 3). In addition to erosion, artifacts were exposed from all depths of the grade due to rodent burrows and associated back-dirt piles and sinkholes.

Figure 3. Eroded artifacts against Chevron facilities fence (note, artifacts are piled 10 inches above the surface).

A light scatter of artifacts was observed on the top of the spur in the southern half of the site. These surface artifacts may have been exposed by disturbances such as importation of soils, tracks from vehicle tires, grading of the surface, or soils mixed from burying utilities such as the fiber optic cable and buried gas pipelines along the grade (Figure 4).

Figure 4. Disturbed surface of the spur, and locations of light artifact scatter.

Access was not granted within the Chevron tank farm facilities east of the chain link fence; however, no artifacts were observed from afar. In addition, no artifacts were observed on, or west of, the SPRR grade. The observations from the recent field visit in addition to the description of the previous recordings provide strong evidence that the curved railroad spur was constructed of refuse-filled, secondarily deposited soils. The origin of soils used to construct the spur grade is unknown; however, due to the density and variety of artifacts, the fill may have been imported from a local waste disposal site. As a result of historical research below, the grade appears to have been constructed sometime between 1906 and 1915, after the adjacent Walnut Grove Branch line.

Additional Research

Baseline research for the project is presented in the Archaeological Survey Report (Attachment B of the HPSR) and the Historical Resources Evaluation Report (Attachment A of the HPSR); however, additional historical research specific to site P-34-000619 was conducted to gain a better understanding of the age, origin, and function of this resource. Additional references reviewed consist of historical maps, aerial photograph reviews, City of Sacramento assessor map books available at the Center for Sacramento History, and historical society outreach.

Map and Historical Aerial Review

Maps and aerial photographs as early as 1882 were reviewed to provide a timeline of events, landownership, and construction associated with the site.

The City of Sacramento assessor map book from 1882 (City of Sacramento 1882; Figure 5) reveals that the parcel containing the site (parcel #20) and the parcel to the east were owned by N. T. Gould, with 8 acres in each parcel owned by Sac B & L Assn (Sacramento Building and Loan Association). All surrounding parcels of land were owned by Thomas Hague. No indication of a railroad was provided on the parcel maps.

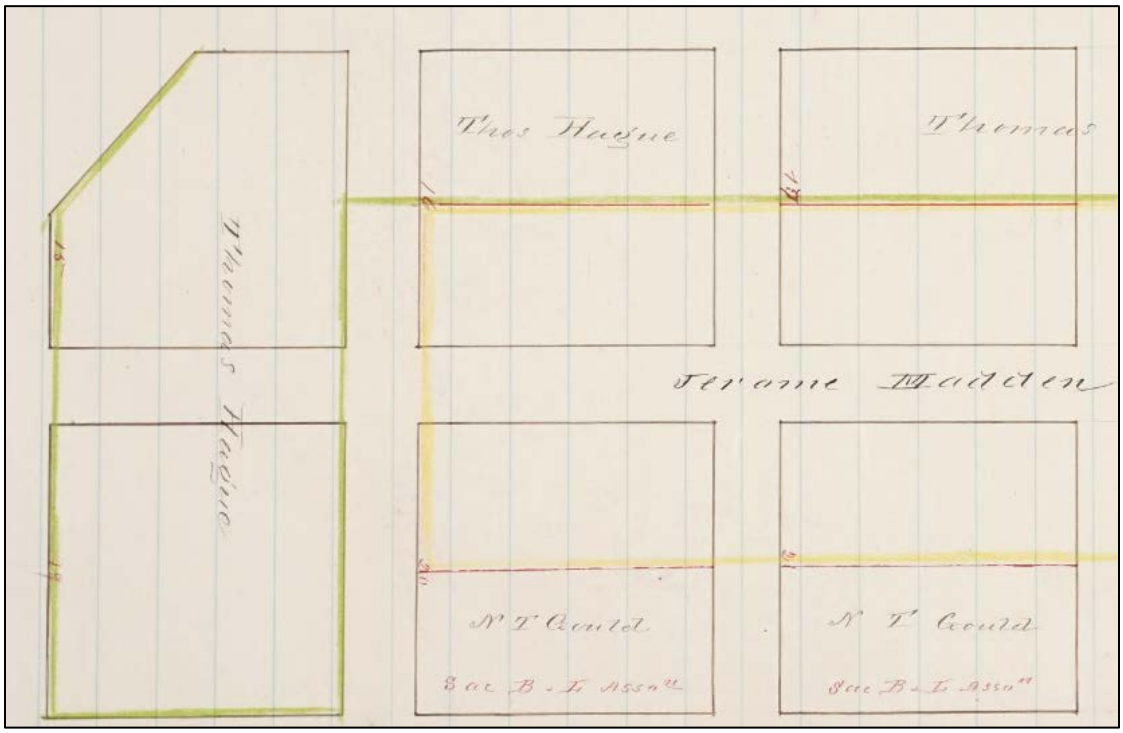

Figure 5. 1882 City of Sacramento assessor map book showing property ownership of site parcel.

The City of Sacramento assessor map book from 1899 (City of Sacramento 1899; Figure 6) reveals that the parcel containing the site and the two parcels to the east (between Front Street) were owned by L. Cechettine (sp). The surrounding parcels of land were still owned by Thomas Hague, and portions of parcels 17 and 18 were owned by F. A. Miller.

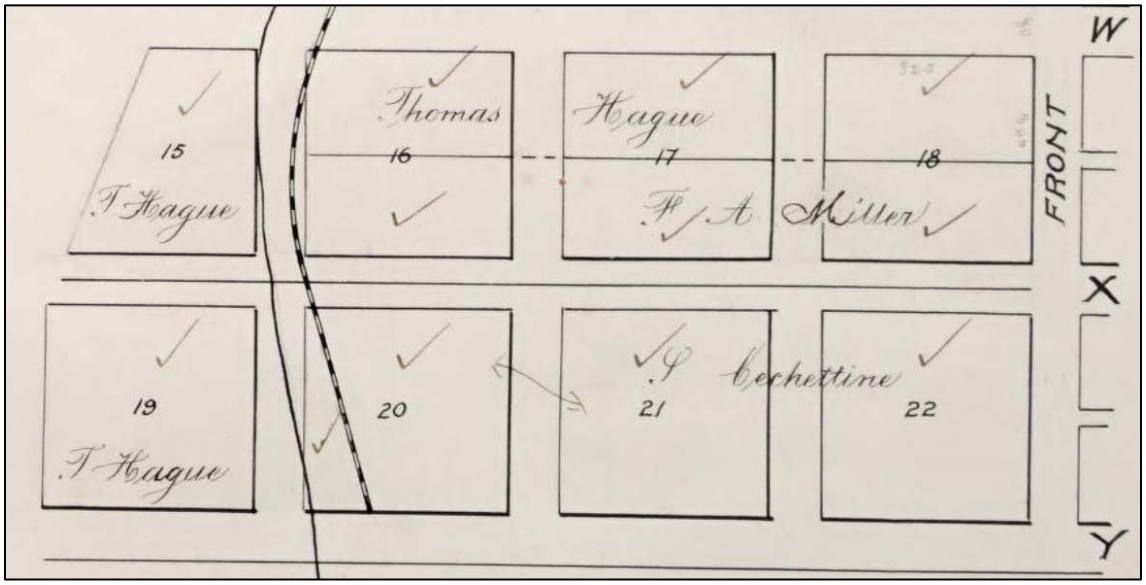

Figure 6. 1899 City of Sacramento assessor map book showing property ownership of site parcel.

The City of Sacramento assessor map book from 1903 (City of Sacramento 1903; Figure 7) reveals that the parcel containing the site and the two parcels to the east were owned by S. Cechettini (sp.). All surrounding parcels of land were owned by F. A. Miller.

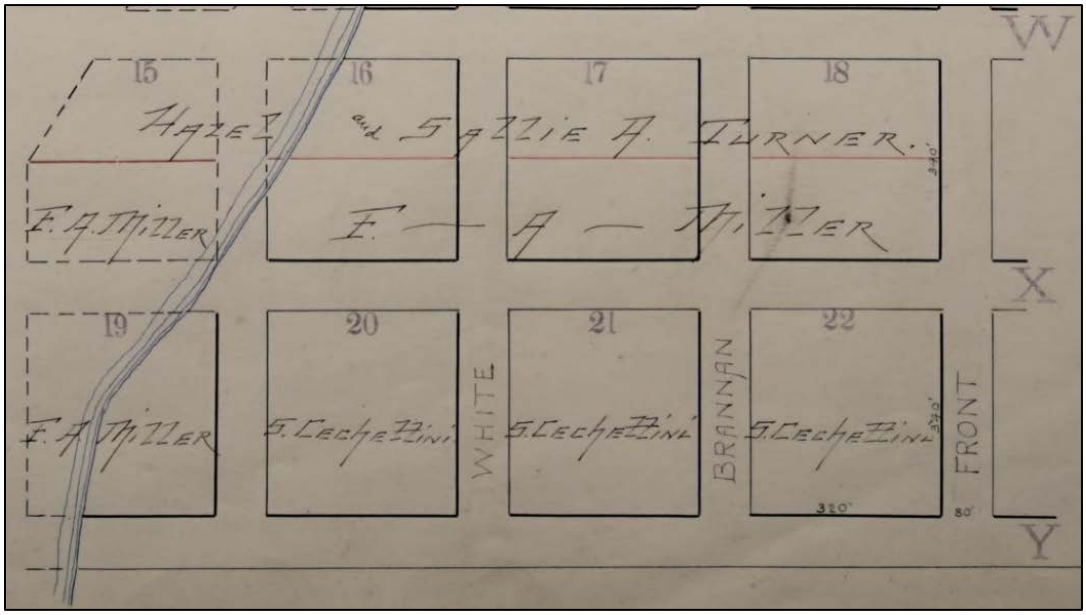

Figure 7. 1903 City of Sacramento assessor map book showing property ownership of site parcel.

The 1906 Brannan's Addition map (100'=1" scale) depicts the center line of the Sacramento Southern Railroad and the "Top of Levee" (Calisphere 2021; Figure 8). This blueprint map does not indicate that the raised spur that contains the refuse site. The map shows Y Street (now Broadway) as a raised road connecting with the Sacramento Southern Railroad Grade/raised levee. The map

also indicates that the Southern Pacific Company owns the parcel at the northeast intersection of Y Street and the railroad grade.

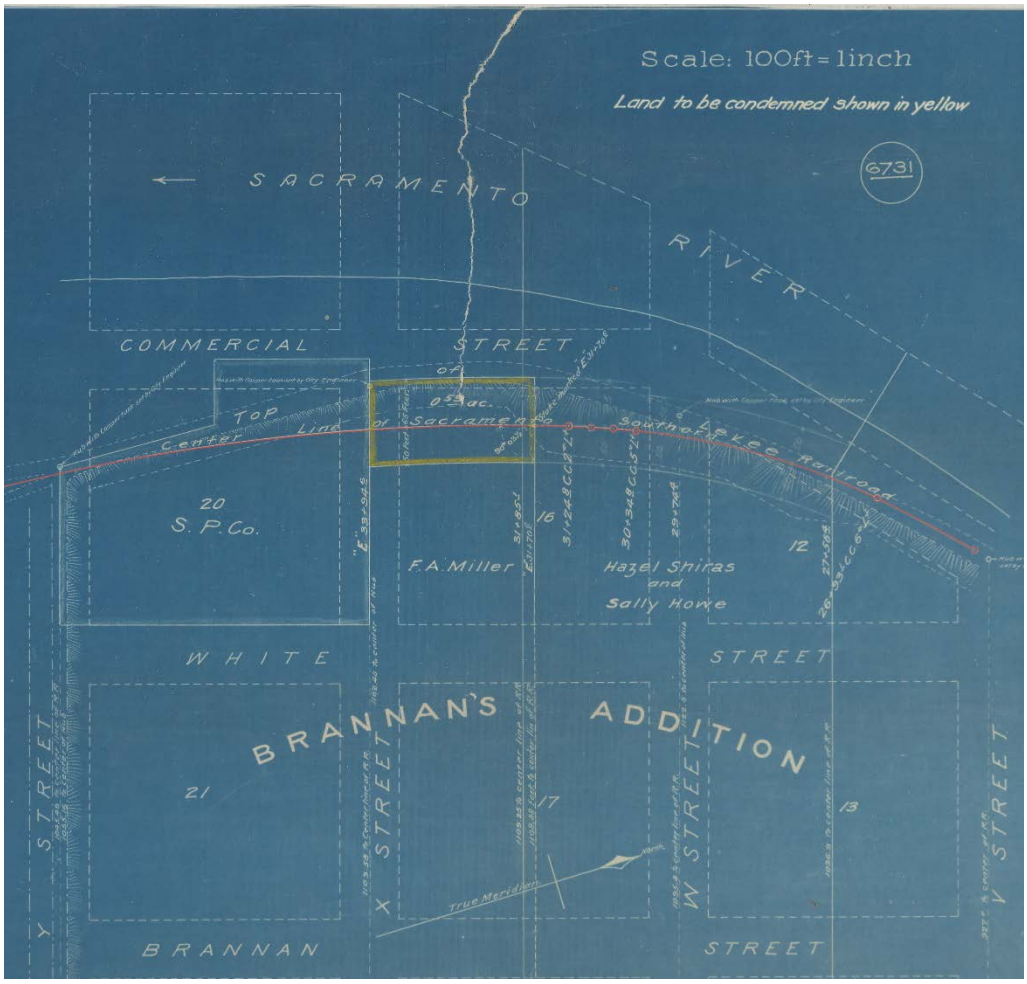

Figure 8. 1906 Brannan's Addition Map, showing levee and railroad grade prior to spur construction.

The City of Sacramento assessor map book from 1906 (City of Sacramento 1906; Figure 9) reveals that the parcel containing the site (parcel #20) was owned by the S.P. Co. (Southern Pacific Company); however, the words "Sac. So. R. R. Co." (Sacramento Southern Railroad Company) was penciled into the parcel. The southwestern corner of the parcel west of the SPRR tracks was owned by F. A. Miller who also owned several other parcels in the Brannan's Addition area. The parcels east of parcel # 20 were owned by S. Cecchettini.

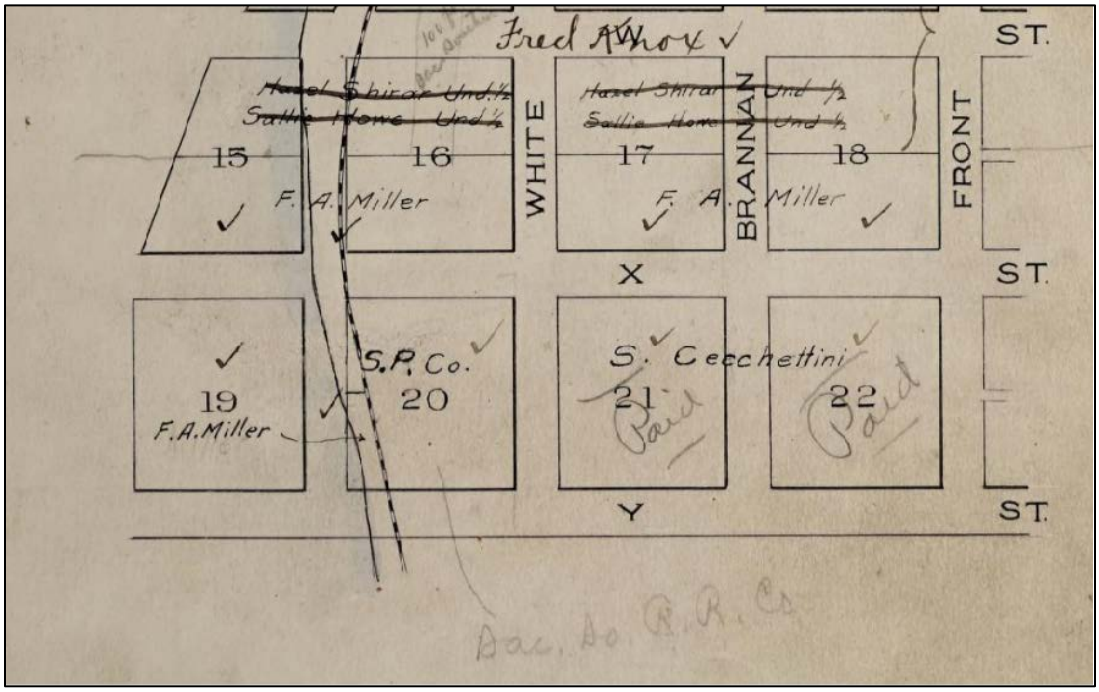

Figure 9. 1906 City of Sacramento assessor map book showing property ownership of site parcel.

The 1907 Davisville, California (1:62,500 scale) map shows a road alignment in the same configuration as the present-day north-south SPRR grade, but with no railroad spur curving from Broadway (Figure 10). The map shows the landscape following along the SPRR grade and Broadway as raised from the interior (eastern and northern) landscape. The map also depicts a structure northeast of the intersection of the SPRR grade and present-day Broadway at the edge of the northeastern slope, in the general area of the site.

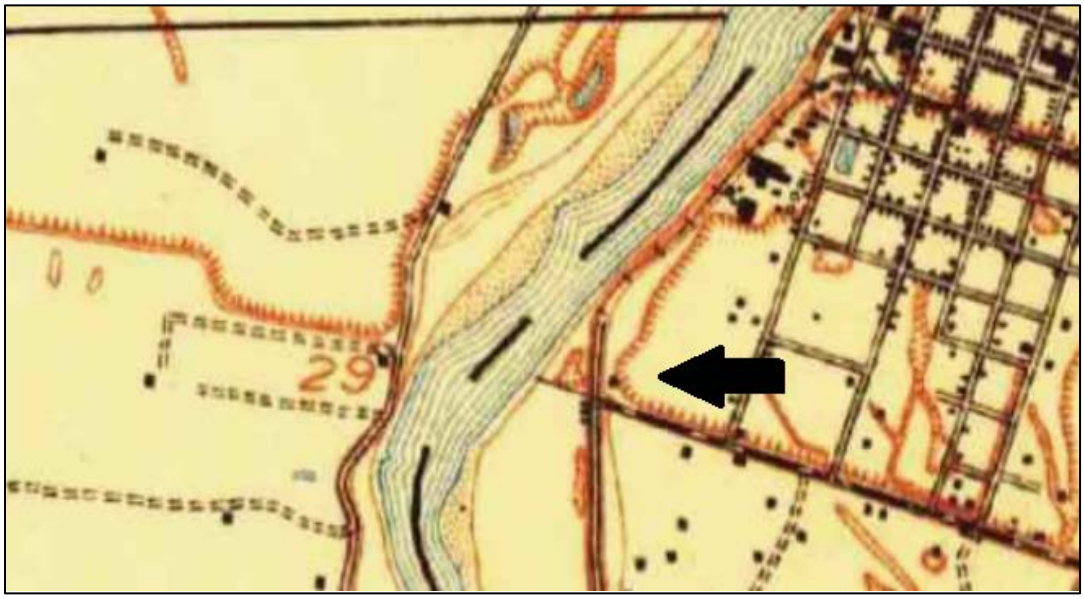

Figure 10. 1907 Davisville, CA, 1:62,500 scale map with structure at northeast intersection of SPRR and Broadway and no railroad spur.

The City of Sacramento assessor map book from 1909 (City of Sacramento 1909) reveals that the parcel containing the site (parcel #20) was still owned by the Sacramento Southern Railroad Company. The only changes in ownership adjacent to the site were parcels east of parcel #20 that changed ownership to the Camellia Land Co.

The 1915 Sanborn Fire Insurance Map (Sanborn Map Company 1915: sheet 75), shows the raised grade along the site and the words "top of levee 20'" (Figure 11). The railroad spur is shown as beginning 150 feet south of Broadway and extending north to the W. F. Knox Lumber Yard (sheet 76) and possibly extending north, following the SPRR grade. Directly east of the site are "vegetable gardens" that appear to encompass the entire gas facilities east of the site and most likely were actively being farmed after the railroad spur had been constructed.

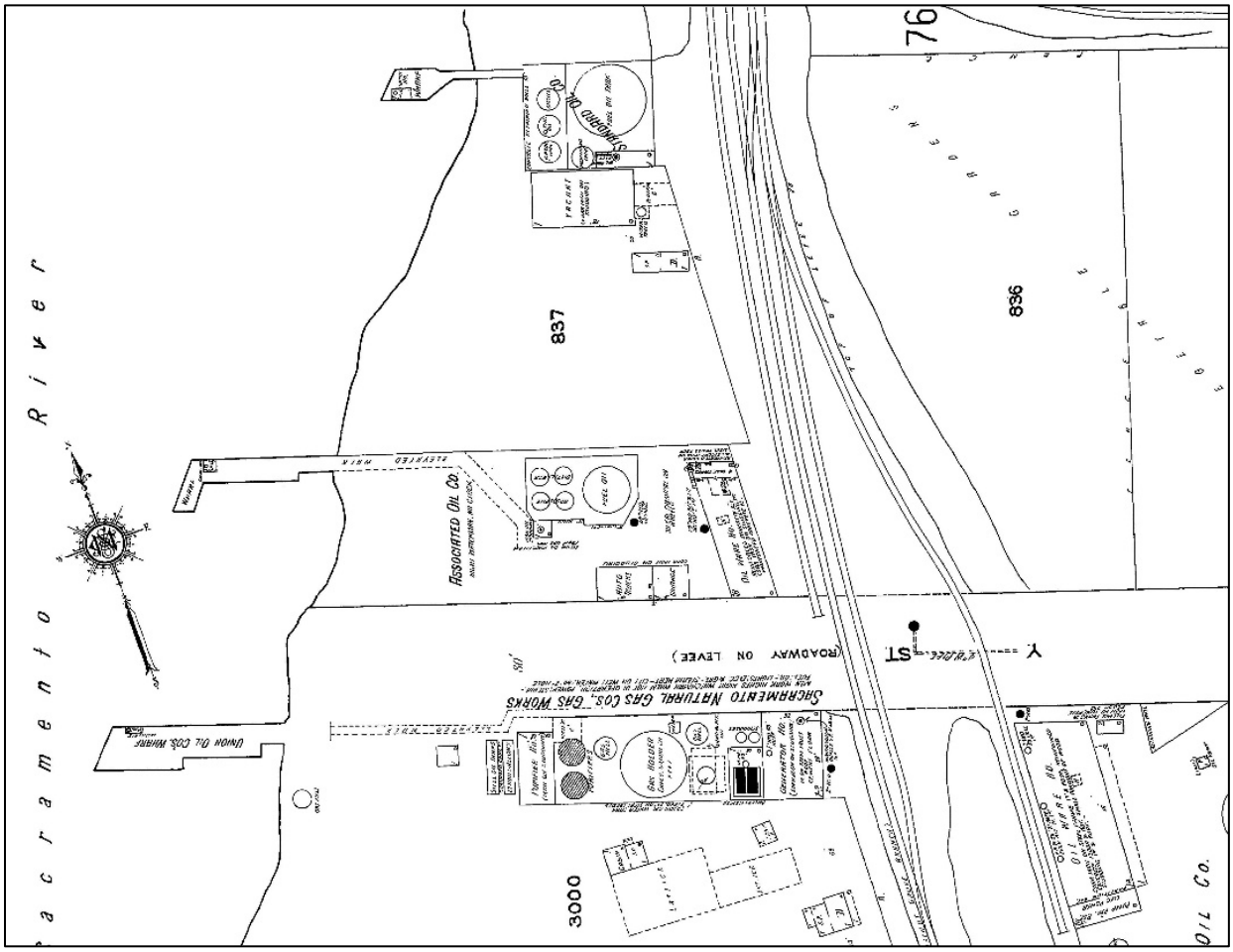

Figure 11. 1915 Sanborn Fire Insurance Map, showing eastern spur and top of levee.

The 1916 Lovdal, CA (1:31,680 scale) shows the area of the site as the same as the 1908 map, as a raised landscape (Figure 12). The 1916 map refines the topography to show that the SPRR grade is raised above the surrounding area, with the area specific to the site representing its current topography. The structure identified in the 1908 map has since been removed; however, a structure is depicted west of the SPRR grade, which may represent the Associated Oil Company facilities as shown on the 1915 Sanborn maps. Again, no curved railroad spur is shown on this map and this map is most likely a simple update from the 1907 Davisville map.

Figure 12. 1916 Lovdal, CA (1:31,680 scale) showing raised levee around SPRR and Broadway.

The City of Sacramento assessor map book from 1920 (City of Sacramento 1920) reveals that the parcel containing the site (parcel #20) was still owned by the Southern Pacific Company but indicated that it was a public services corporation, and that the land was non-operational. It also indicated that the western 165 feet of the parcel was a right-of-way to the Southern Pacific Company.

Aerial photographs taken in 1928 (UCSB 2021a; Figure 13) reveal the curved spur east of the SPRR grade where the refuse fill is located. This curved spur appears to intersect Broadway, and curves up, leading into the W. F. Knox Lumber Yard (as described in the 1915 Sanborn Fire Insurance Maps [page 76]) located between V and X Streets, west of Front Street. Also shown are the fields east of the spur that may still have been used as vegetable gardens.

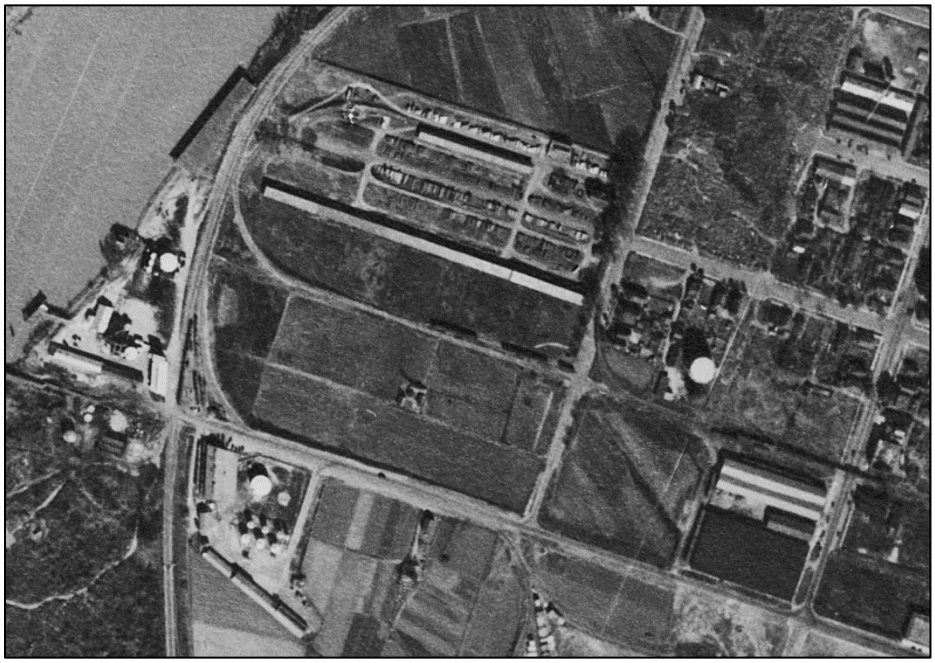

Figure 13. 1928 aerial showing railroad spur with adjacent vegetable garden to the east.

1937 aerial photographs (UCSB 2021b) show the railroad spur in the same condition as on the 1928 aerial photograph, with the addition of a few trees along the northern end of the site.

The 1948 Sacramento West, CA (U.S. Geological Survey 7.5-minute map; Figure 14) shows the spur with the site in the grade as extending east along the north side of Broadway, crossing south on Broadway a little bit west of Front Street, and then continuing east.

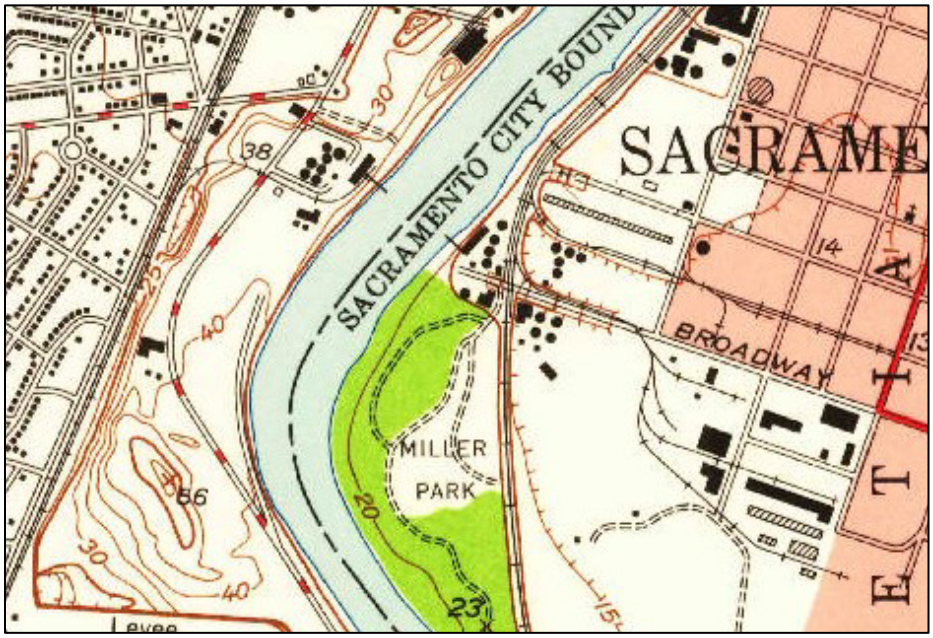

Figure 14. 1948 U.S. Geological Survey Sacramento West, CA (7.5-minute scale) map showing railroad spur heading east and crossing south along Broadway.

1949 aerial photographs (UCSB 2021c; Figure 15) show the railroad spur in the same condition as on the previous maps and aerials, with the addition of gas facilities east of the site.

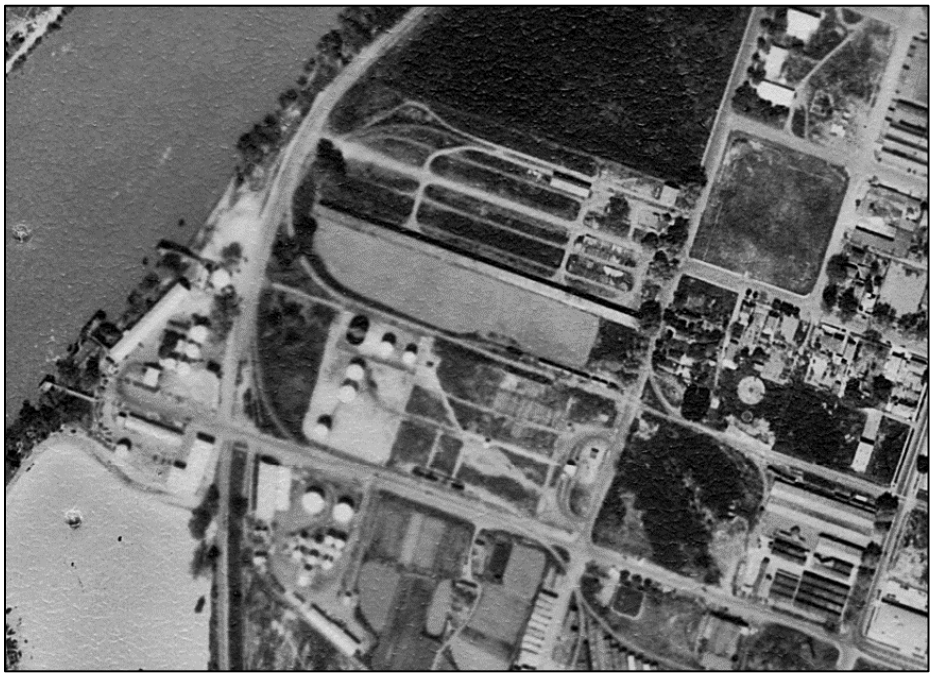

Figure 15. 1949 aerial showing railroad spur and development of gas facilities to the east.

Additional aerials and maps show the site and surrounding areas similar to the current environment.

Summary of Map and Aerial Review

As a result of the map and aerial review, it can be concluded that the SPRR was constructed prior to 1906. Sometime between 1906 and 1915 the railroad spur and grade containing the artifact deposit were constructed, most likely to provide rail transport and connectivity for the industrial businesses in the area such as the W. F. Knox Lumber Yard to the north. The parcel containing the site (Parcel #20) was owned by an N. T. Gould in the early 1880s; in the late 1890s, it changed ownership to the Cecchettini family. who owned it until 1906 when the Southern Pacific Company first showed up on the assessor maps as owning the property.

Historical Society Consultation

In December 2020, ICF renewed focus on consulting previously contacted historical societies, archives, and museums about their knowledge of local historical groups that are not included in the California Historical Society and Office of Historic Preservation contacts lists. Specifically, the renewed outreach inquired about knowledge of or interest in Sacramento's Chinese heritage, and knowledge of any Sacramento area organizations or individuals who may have this interest. Responses were received In January 2021 from the Sacramento Historical Society and the Center for Sacramento History; neither response indicated interest in or knowledge of the potential interest of others in Sacramento's Chinese heritage.

Archaeological Research Context

Information gathered for the site thus far indicates that the railroad spur containing the deposits making up site P-34-000619 was constructed sometime between 1906 and 1915. Limited excavations in 2000 have indicated that the spur is composed of fill containing artifacts dating from the late 1800s to the early 1900s. Additional information that may be revealed through archaeological excavations, in-depth research, and additional analysis may provide information that can answer questions and topics important in history. It is through an archaeological research context that we identify research topics that may be applicable to the site, present questions that may be answered through artifact and historical data, and then apply the information we have gathered from the site to determine whether the site has the data needed to answer those questions.

As a resource for identifying research contexts in archaeological sites, Caltrans published a series of historical context and archaeological research designs focused on site examples encountered during previous transportation projects. These designs consisted of townsite, agricultural, mining, and work camp volumes. Relevant to this site would be the townsite context and research design (Caltrans 2010), which includes themes such as sanitation, rail transport, socioeconomics, and ethnic and cultural history of towns. Because additional research and analysis of the deposits that make up site P-34-000619 is needed to determine relevant research themes, the research themes presented below are general to the townsite context and are referenced appropriately.

Origin of the Site

The site is in an area along the Sacramento River's edge that historically was prone to annual flooding prior to development of a stable levee system. As early as 1906, a road and portion of the SPRR grade was constructed directly west of the current location of the site. Sanborn Fire Insurance Maps from 1915 show the land east of the site as "vegetable gardens." According to these maps, the

railroad spur containing the site (artifacts deposit) was constructed sometime between 1906 and 1915; however, the origin of the artifacts and fill of the spur is unknown. As with other levees, raised road grades, and infrastructure features constructed in the early development of Sacramento, the fill material usually was imported from nearby locations. Due to the density and type of artifacts present in the spur grade matrix, the fill likely came from either a dense household refuse deposit or a community refuse disposal site. Because the origin of the artifacts is unknown, some basic questions need to be answered to determine which research themes are relevant. The following research questions are based on those regarding the origin of the site presented in the Historic Resources Evaluation Report for CA-SAC-1252 (Sacramento City Garbage Crematory (Baxter 2020: 47–48). The City Garbage Crematory is located approximately 1,000 feet east of P-34-000619 and could be associated with construction of the railroad spur (fill and artifacts).

Potential Research Questions

- What kind of archaeological deposits are present at the site? Foundations? Pit features? Sheet refuse?
- How deep do they extend and what is their horizontal extent?
- What activities are represented by these deposits?
- Can the deposits be tied to a specific activity, person(s), or household(s)?
- Do the deposits vary from one area or depth to another?
- How has maintenance of the buried utilities affected this resource?
- Do these deposits retain physical integrity (stratigraphy)?
- Are the artifacts present on the ground surface simply material mixed in soil used for fill, or do they represent on-site historical activities?

Data Requirements

Historical Data

Historical references specific to the origin of the site could come from railroad company records (Southern Pacific Company or locally owned railroads). These records could provide information such as the construction date of the railroad spur, who constructed the spur, and the source of the fill. Sacramento City assessor map books identified a few landowners throughout the years for the parcel containing the site; however, the map books provided only the names of the landowners. County Tax Assessor's records may reveal information regarding the land leading up to construction of the railroad grade, such as land improvements, land occupation, or modifications to the land. The expanse of the deposits and the melted and fragmented condition of the artifacts observed within the site indicate that they may have come from a waste disposal site. To research the possibility of a waste disposal origin, review of City records for municipal dumps possibly could provide information revealing that material was transported and used to construct specific portions of railroad grades.

Archaeological Data

Ideally, to answer the questions above, the surveyor would want to encounter archaeological concentrations from discrete contexts (hollow-filled features and sheet refuse) containing a large

quantity and variety of artifacts or features with well–stratified, temporally diagnostic deposits. These types of resources would assist the researcher in documenting and understanding what types of deposits were used for the railroad spur. Features should retain integrity and have identifiable associations. Artifacts from stratified deposits should be identifiable and datable. However, to answer the more general questions such as deposit depth, impacts from buried utilities, and retention of integrity, the surveyor would be looking at any types of deposits—whether they be intact or disturbed.

Household vs. Community Refuse Disposal

The artifact assemblage identified at the site to date consists primarily of burned and fragmented domestic refuse. Initial recordings of the site (McKenna 2001), based on a limited number of artifacts observed in the trench of a fiber optic cable installation, hypothesized that the artifacts may have come from a single nuclear family's household refuse deposit. Subsequent recordings of the entire site documented thousands of melted and fragmented artifacts eroding from the railroad spur, thus concluding that the fill was imported and previously burned and that the artifacts were wholly out of a meaningful context. Household refuse deposits often are identified through isolated features such as privy pits, trash pits, or sheet refuse deposits that are in-situ and set back from residences. These refuse features, if intact, could provide information regarding ethnicity, dates of deposits, or association with an historically documented family. On the other hand, community dumps and secondary deposits from community dumps are difficult to associate to any one specific household. Community dumps can provide general information of the community associated with that dump such as larger patterns of ethnicity, consumer behavior, and gender and family.

Potential Research Questions

- What types of materials were consumed and disposed of by the household or community?
- Are there patterns of material type usage over time?
- What do these patterns or changes in materials indicate?

Data Requirements

Historical Data

Historical references could come from railroad company records (Southern Pacific Company or locally owned railroads). These records could provide information indicating whether the railroad spur was constructed from imported soils or whether the fill was from the adjacent parcels. Historical maps do indicate one structure present near the site in 1907; however, the nature of the structure is unknown. City of Sacramento assessor map books identify a few landowners throughout the years for the parcel containing the site; however, the map books provide only names of the landowners and do not indicate whether anyone resided on the property. Detailed reviews of assessor records may indicate construction costs or activities occurring on the parcels associated with the landowners. As the deposits observed on the surface and eroding from the slope of the railroad spur indicate, the deposits may have come from a waste disposal site. City records for municipal dumps could provide information on the different uses (possible relocation of refuse material for infill), containment, and treatment of waste at those facilities.

Archaeological Data

Archaeological concentrations from discrete contexts (hollow-filled features and sheet refuse) containing a large quantity and variety of artifacts are needed to address research questions specific to the origin of the site. Features should contain well–stratified, temporally diagnostic deposits to assist researchers in documenting and understanding what type of deposit was created for the railroad spur. Features should retain integrity and have identifiable associations. Artifacts from stratified deposits should be identifiable and datable. In addition to the research questions presented above, the *Historical Context and Archaeological Research Design for Townsite Properties in California* (Caltrans 2010) presents research themes related to domestic behavior as evidenced from refuse deposits. The referenced property types identified by Caltrans consist primarily of sheet refuse and hollow/refuse-filled features.

Consumer Behavior

The growth of the capitalist economy, specifically facilitated by the Industrial Revolution, affected the global and national market economy, labor, social structure, and trade networks. Industrialization in the United States brought increasing amounts and varieties of consumer goods to much of the population. Urban residents were flooded with mail-order catalogs; newspaper advertisements; and magazines with advertisements for foodstuffs, patent medicines, and personal goods. The focus on consumption is an outgrowth of the Industrial Revolution, along with the labor movement that brought workers more income in the form of cash, and more time to spend it.

The material record reflects how people were influenced by fashion and mass-marketing as well as how they prioritized cost, quality, popularity, and efficiency in their consumer choices. In addition—even though certain goods represented cultural strategies for living and success in certain ethnic or economic neighborhoods, individual variance or deviance from established ethnic, community, or gender-specific values can be identified in private households or similar residential groups.

Consumer behaviors of the early 20th century were transformed by marketing and advertisements geared toward convincing the consumer that abundance and possession of material goods were the key to improving happiness. Corporations created false needs in consumers; ultimately, they began to manipulate fears and desires, and to elevate superficiality over substance (Peiss 1998).

Between 1890 and 1910, corporations targeted mass production, distribution, marketing, and advertising to transform the local patterns of buying and selling goods in urban and rural areas throughout the United States; thus, they created a culture of consumption that would increase corporate profits (Horowitz 1985). Specific materials mass-marketed in the early 20th century included clothing, cosmetics, furniture, food products, pharmaceuticals, and household goods (e.g., tableware, stemware, food storage, and preparation tools).

Potential Research Questions

- Did consumer practices vary between various social, occupational, economic, and/or ethnic groups? Did this change over time?
- Is there evidence of corporate marketing strategies of the early 20th century? If so, does there appear to have been a shift in consumption of nationally or globally marketed, mass-produced objects and foodstuffs?

- Was there a shift from a traditional emphasis on reuse, repair, and recycling to one focused on buying newly manufactured materials and discarding wastes? (Caltrans 2010: 190)
- What were the consumer practices and disposal behaviors of a household or business with specific social, occupational, economic, and/or ethnic characteristics?
- What information can we add to our knowledge of the availability of various classes of consumer goods at a specific place and point in time (i.e., material remains associated with a particular mercantile establishment)?

Data Requirements

Historical Data

To address the questions of consumer behavior, it will first be necessary to identify the origin of the archaeological deposits, whether they are from a residential deposit in the vicinity of the site or from a community dump. Sources to identify individual resident consumers include census records, tax assessor's records, and city directories. Some of these resources, such as census records, could also help to further define the individual residents by providing information about ethnicity, place of birth, socioeconomic status, and household structure. If available, oral histories and diaries will be particularly helpful for understanding the consumer behavior responsible for the products purchased and then discarded in the area.

Sources such as historical maps (e.g., town plats, Kroll Map Company maps, Sanborn Fire Insurance Maps, and engineering maps), census records, local product catalogs, city directories, tax assessor's records, and newspaper articles will be used to determine what businesses were in the vicinity of the site or in the area of the community dump if the archaeological data indicate. Other sources, such as printed advertisements and mail order catalogs, could provide information about the products available to the wider population at local stores and markets as well as those that could be delivered to their doorstep.

Archaeological Data

Archaeological concentrations from discrete contexts (hollow-filled features and sheet refuse) containing a sufficient quantity and variety of artifacts are needed to address research questions specific to consumerism. Features should contain well-stratified, temporally diagnostic deposits to assist researchers in documenting and understanding change over time. Features should retain integrity and have identifiable associations.

Artifacts reflective of changes of consumer patterns in the early 20th century would need to be readily identifiable and datable. A large quantity and variety of domestic and personal items may provide the most information for documenting consumer choices. Specifically, discrete depositional layers containing dense concentrations of mass-produced food and beverage containers, toiletries, and other household materials will indicate participation in the mass consumption revolution that occurred in the late 19th and early 20th century.

Class and Ethnicity

Previous recordings of site P-34-000619 indicate that some artifacts such as Chinese soy pot fragments may be associated with Chinese heritage and use (Chinese soy pot fragments). In addition, the area along Broadway (primarily east of the project) was inhabited by Chinese and Japanese communities in the late 1800s and early 1900s. The interior levee parcels north of Y Street (Broadway) were vegetable gardens that extended from the levee at Front Street to 6th Street. At that time, 2nd and 4th Streets between X and Y Streets were not open roads. According to the 1912 County directory, the gardens were owned by—and sometimes were the residences of—numerous individuals, including T. Kuroda, M. S. Lee, Sing Lee, U. Mukai, T. Yamasaki, H. Aoki, Mon Lee, and Quong Mow. The gardens at 2nd and Y Streets were known as the Go Chin Garden. The distinctive material culture of Chinese immigrants has been of considerable interest to archaeologists worldwide. Ceramics imported from southern China and used by immigrants are so distinctive that many archaeologists use the presence of these types to confirm Chinese occupation at a given site. Study of household refuse, in concert with data from other investigations, may be used to address more specific cultural questions concerning internal similarities and differences between different Chinese immigrant communities. Sanborn maps from 1915 indicate that the parcel adjacent to the site was used as a vegetable garden, possibly similar to those gardens to the east as mentioned above. Although the parcel of land containing the site was owned by Euroamericans, it could have been farmed by, or leased to, local Chinese immigrants.

Recent work illustrates that what archaeologists perceive as ethnic boundaries may be fluid, permeable in part by ethnic individuals who served as liaisons to the external community. Ah Tye Farkas and Praetzellis (2000) relate such an example from the excavation of a portion of the Sacramento Chinatown, suggesting that merchants serve in this capacity and that the overall system affects the material record.

The Caltrans Townsites study (Caltrans 2010) discussed several Chinese communities throughout Northern California that were established after the 1850s Gold Rush. One of these highlighted communities local to the project was the town of Locke which portrayed the community as an example of Chinese immigrants working together and overcoming segregation and prejudice in an otherwise Euroamerican-domintated region. Locke was one of the few towns in the area with a Chinese-dominant populous who owned the majority of businesses and established religious and social institutions while keeping to their traditional ways of life. The Townsites study also discussed the Japanese community in and around the Sacramento area, giving mention of the Florin area in south Sacramento as one of the larger Japanese communities. This community was formed as a result of the thriving agricultural work in the greater Sacramento valley. As with the Chinatowns in other towns and cities, the Japantowns were an essential part of the towns, providing goods, services, traditional cultural events and becoming self-sustaining parts of the larger communities.

The question is whether this interpretation is testable using archaeological data. Archaeological examinations of the relationship between ethnicity and material culture have indicated that ethnic-based differences can be identified and studied in the archaeological record.

Potential Research Questions

- Are there indications of use of traditional practices by the residents while also conforming or converting to popular mores and tastes of the dominant culture? (Caltrans 2010: 190)

- What was the socioeconomic status of various residents? Did the resident merchants contribute to the local economy?
- Did residents identify or display their class status using material culture?
- Were other ethnic groups present within (or immediately adjacent to) the archaeological resource? What was the nature of these relationships and do they indicate displays of ethnic identity?
- Are there differences in the archaeological record associated with owner-occupancy of residences versus tenants or boarders?
- What can be discerned about the cultural practices, diet, and living conditions of this population and how do these data compare with contemporary views expressed in literature? (Caltrans 2010: 190)

Data Requirements

Historical Data

The best sources of historical data to identify socioeconomic status and ethnicity of residents are likely to come from an analysis of County tax assessor's records, census rolls, business directories, and business license records. From death and probate records it also may be possible to glean information about the overall health of individuals, as well as their possessions at the time of death. Specifically, census research will show whether the presumably highest-class individuals (e.g., merchants, doctors) lived at the location of the archaeological resource or elsewhere in Sacramento. Although colored by the times in which they were written, newspaper accounts probably provide the best information regarding the interaction between residents of different classes and ethnicities.

Archaeological Data

Archaeological concentrations from discrete contexts (hollow-filled features and sheet refuse) containing a sufficient quantity and variety of artifacts are needed to address research questions specific to ethnic display and boundary maintenance. Features should contain well-stratified, temporally diagnostic deposits to assist researchers in documenting and understanding change over time. Features should retain integrity and have identifiable associations.

A large quantity and variety of identifiable and datable domestic and personal items are necessary to attribute features to a specific socioeconomic class or social group. Artifacts reflective of ethnic identities and origins, and items that are not attributable to a specific ethnicity but can be readily identifiable as to place of origin and function will help researchers understand boundary maintenance. Medicines, hidden items, and evidence of artifact modification will assist with addressing research questions regarding traditional health and medicinal practices.

Well-stratified homogeneous (a majority of traditional ethnic materials or EuroAmerican items) and heterogeneous (a combination of both) deposits may indicate a change over time in the access to traditional materials or EuroAmerican items, an alteration of preference, or a behavioral change in discard of materials.

Identifiable faunal remains with distinguishable cut marks and evidence of a specific meat cut should enable researchers to use species and meat cuts to understand socioeconomic status. Faunal remains should be able to differentiate between ethnically distinctive butchering patterns and retention of traditional dietary preferences in terms of species and/or meat cuts, as well as health and medicinal practices. Macro- and micro-botanical analysis (e.g., seeds, pollen, and starch grains) may provide information on diet, traditional medicine, and health.

Management Considerations

The purpose of this PIP is to provide protocols and guidelines for the identification and treatment of any significant deposits encountered at the assumed-eligible site P-34-000619. Additional identification efforts will resume within the ADI when right-of-way acquisition is obtained or other permissions to proceed are granted prior to construction. A prescribed program of archaeological excavations within the railroad spur and adjacent areas will be used to determine whether significant intact deposits are buried in the ADI and whether the project has the potential to adversely affect these historic properties. Section 106 of the National Historic Preservation Act (NHPA) (54 U.S. Code Section 306108) requires that effects on historic properties be taken into consideration in any federal undertaking.

Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the NRHP criteria (36 Code of Federal Regulations [CFR] Part 800.16[l]).

Cultural resources are eligible for the listing in the NRHP if they have integrity and significance as defined in the regulations for the NRHP. Four primary criteria define significance; a property may be significant if it displays one or more of the following characteristics.

A. It is associated with events that have made a significant contribution to the broad pattern of our history.

B. It is associated with the lives of people significant in our past.

C. It embodies the distinct characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or it represents a significant and distinguishable entity whose components may lack individual distinction.

D. It has yielded, or is likely to yield, information important in prehistory or history (36 CFR Part 60.4).

In addition to possessing significance, a property must have integrity to be eligible for listing in the NRHP. The principle of integrity has seven aspects: location, design, setting, materials, workmanship, feeling, and association (36 CFR Part 60.4). To retain historical integrity, a property will always possess several, and usually most, of the qualities of integrity (U.S. Department of the Interior 1995:44).

For the purposes of this project, P-34-000619 is assumed eligible under Criterion D for its ability to yield historically significant information relevant to overseas Chinese communities in late 19th/early 20th century California. The assumption of eligibility was requested due to access restrictions and limited potential effect on the site, pursuant to Stipulation VIII.C.4 of the Section 106 PA.

Identification, Avoidance, Minimization, Resolution of Adverse Effects

Caltrans' preferred policy for cultural resources is avoidance; however, if avoidance is not possible, minimization of effects on potentially significant resources is implemented for those resources. If avoidance or minimization of impacts is not possible, Caltrans will seek mitigation to offset adverse effects on historic properties.

Caltrans determined that, in accordance with Stipulation XII.B and Attachment 5 of the Section 106 PA, this undertaking likely will have a Finding of No Adverse Effect without Standard Conditions since the project will not alter the characteristics that make P-34-000619 eligible for listing in the NRHP, under Criterion D. In addition, the identification and effects determination procedures outlined in this PIP provide mitigation for unanticipated adverse effects that may diminish the ability of the resource to convey its significance under Criterion D. For any resources which could be avoided, an environmentally sensitive area (ESA) may be established for avoidance. A separate ESA Action Plan has been developed for this purpose and is attached to this document (Appendix A).

Decision Thresholds

The decision thresholds that inform this PIP establish what will be considered a significant deposit and thus what will contribute to the eligibility of P-34-000619 for listing in the NRHP. The specific data needed to determine whether a deposit within P-34-000619 conveys significance is discussed in the *Research Design* section, above. Detailed descriptions of properties that could convey significance for site P-34-000619 are detailed below. In addition, this document provides guidance on future steps needed to complete identification efforts for those portions of P-34-00619 that are not yet accessible as well as the steps needed if significant deposits are encountered.

Properties That Convey Significance

Property types that would convey significance would be those that retain integrity and would consist of intact refuse deposits that may exhibit stratigraphic layers that could provide clear answers to the research questions presented in the *Archaeological Research Context* section. Below are descriptions of four refuse deposit examples that could convey significance if discovered during test excavations: refuse dumps, sheet refuse, refuse pits and privies, and massive intentional fill. The following are examples of anticipated property types given what is known of P-34-000619. While these property types may convey the significance of the resource, they would also need to demonstrate association with P-34-000619.

Refuse Dumps

Refuse dumps are composed of secondary refuse and include waste piles and open dumps. Refuse dumps tend to contain large- to medium-sized items, in contrast to the small items that typically are contained in sheet refuse deposits. Waste piles tend to be surface deposits that represent a single use or a brief time period. These deposits can be near where the refuse was originally generated or placed at greater distances away. Waste piles more often are associated with an individual or a household, in contrast to open dumps that tend to be informal community-based refuse disposal sites. Open dumps are likely to include several piles of refuse. Typically, these dumps are used for a longer span of time and are characterized by a larger accumulation of materials compared to waste piles (Sullivan and Griffith 2005:19).

Both waste piles and open dumps can be stratified because of accumulation over time. If deposits are disturbed by sorting, salvage, animals, or other post-depositional factors, refuse dump deposits will become mixed.

To accommodate larger quantities of refuse before the institution of municipally managed disposal, urban residents often created informal communal areas in which to place their refuse. These communal disposal sites, or dumps, are typical in urban areas and can be found as diffuse or concentrated piles, in pits excavated for the purpose of refuse disposal, or in natural landscape features such as ravines or ponds. Due to their communal nature, dumps usually cannot be associated with a specific individual, household, business, or activity. However, communal dumps may have the potential to address questions related to site development, broad patterns of consumer behavior such as differential time lag of commercial product disposal (Van Wormer 1991), and general disposal practices of different refuse types in the area. Dumps, whether as sheet refuse or deep deposits, can exhibit considerable horizontal and vertical stratification because they may be used over several months, years, or generations by community residents. As such, they may provide insight into local demographic change, urban development, and the history of waste disposal (Praetzellis 1994).

Sheet Refuse

Sheet refuse is a low-density scatter of artifacts that can be made up of primary or secondary refuse. Sheet refuse deposits are recognizable because they typically are in direct proximity or association with a property boundary, contain multiple episodes of deposition documenting long-term use, are dispersed across a small area, and primarily consist of small items (Sullivan and Griffith 2005:25). Over time, as refuse accumulates and is not removed, stratified deposits can be created. Through various formation processes, such as repurposing or recycling deposited materials, scavenging by animals, and changes in land use, mixed deposits can be created (Schiffer 1987:27–143).

When the source of sheet refuse is a residence or a commercial building in an urban area, the refuse scatter will be physically proximate to the structure and primarily will contain small items. According to Sullivan and Griffith (2005:35), larger items and accumulated trash from a property likely were transported to a more distant location.

Refuse Pits and Privies

Refuse pits and refuse associated with privies typically are in direct proximity to the place where the refuse was generated, within a property boundary. Refuse pits can be intentionally excavated for refuse disposal purposes, or pits may have been created for other purposes—only later being used for depositing refuse. Refuse pits and privies are characterized by concentrated refuse deposits located within confined subsurface features (e.g., pits, and privy vaults) and consist primarily of small domestic and personal items. Refuse pits and privies represent multiple episodes of use over an extended time period (Sullivan and Griffith 2005:25); refuse pits tend to be shallower than privies and may represent single or multiple discard events.

While they were in regular use, privies often served as disposal areas for small trash items. When no longer needed, privies were opportunistic receptacles for large-scale household cleanup just prior to their abandonment. Artifacts found in privies usually are well preserved and located within stratigraphic deposits. In contrast to refuse pits, privies often are deeper to minimize odors due to perceptions about proper sanitation (Stottman 2000:39–40).

Hollow features such as wells, privies, and cisterns often became refuse disposal locations during the use of nearby buildings and site cleaning or abandonment episodes. These features often are filled with refuse over a short duration by the occupants of a property, and therefore, potentially reflect the activities of a specific household or occupational group more directly than communal dumps (Anthropological Studies Center 2007). However, hollow features must be interpreted at two levels: first, that of the architectural or infrastructural feature that originally was excavated; and second, that of the refuse deposits placed within the feature after it no longer served its original purpose.

Massive Intentional Fill

Massive intentional fill may include a mixture of sediments, debris, or concentrations of materials associated with domestic, commercial, or industrial activities. Massive intentional fill is deposited during a single event; however, it is possible that discrete lenses of debris may be visible in a stratigraphic profile. Subsequently, the characteristics of massive intentional fill should include substantial deposits that span a large area and may be deep; have likely been compacted or leveled; and contain mixed deposits of domestic, commercial, or industrial debris.

Fill materials could have been brought into the APE at various times throughout its historic-period occupation to raise low areas and level the ground surface in anticipation of flood control. Specific to the site and railroad spur, cultural materials found within this sort of fill would lack clear contextual associations and would be unlikely to yield important information beyond the terminus post quem dating of the fill event(s).

Methods

Methods established for the phased identification effort will be used to identify deposits within the ADI that would convey significance of site P-34-000619 (as described in the *Properties That Convey Significance* section above) and to guide additional pedestrian surveys for surveyable areas within the APE that were not accessible during the inventory phase of the project. The methods to identify

significant deposits at site P-34-000619 consist of surveying the possible portions of the site within the ADI that were previously inaccessible followed by exploratory excavations for an Extended Phase I survey. If significant deposits are identified, methods are provided for the proper treatment of those historic properties, either through avoidance of these significant deposits through the establishment of an ESA prior to construction, monitoring during construction, or through excavation, analysis, and reporting if significant deposits cannot be avoided. This would include data recovery, analysis, and reporting. Specific research questions and excavation strategy would be determined in coordination with the Caltrans PQS. The ESA Action Plan developed for this project addresses these methods more fully (Appendix A).

Additional Pedestrian Survey within the APE

The vast majority of the APE experienced intense ground disturbance from historic-period and modern industrial development activities, and much of the ground surface of the APE is covered up by roads, sidewalks, parking lots, landscaping, and industrial tank farm facilities on both the Sacramento and Yolo County sides. Only 9.5 acres of the 70.5-acre APE were subject to an intensive pedestrian survey during the inventory phase of the project; the remaining 61 acres of the archaeological APE could not be adequately assessed due to restricted access or non-exposed ground surface. Out of the non-accessible portions of the APE, only two acres in parcels 058-0350-001 and 058-0350-002 appeared to have exposed soils that were not paved, graveled, or built upon, as reviewed through satellite images and field verification through adjacent viewpoints. These two acres were in parcels on the West Sacramento side of the APE and had previously contained built structures and facilities that had since been removed. Because these areas have exposed ground surface that could contain surface artifacts and features, they will need to be subject to a pedestrian survey when right-of-way acquisition is obtained or other permissions to proceed are granted prior to construction. If cultural resources are identified during the additional pedestrian surveys, and the resources are avoidable, they will be subject to the ESA Action Plan (Appendix A). If the resources are unavoidable, then they will be subject to additional identification, evaluation, and mitigation studies if needed.

Field Methods

When access is granted to those parcels in the APE with exposed ground surface, an intensive pedestrian survey will be used, consisting of walking parallel transects spaced at no more than 10 meters apart to identify archaeological deposits and surface-exposed features on the ground surface. The pedestrian survey will also involve inspecting the local topography to identify areas that have been subject to modern, anthropogenic landscape alteration. In areas where ground visibility is poor due to dense vegetation, reconnaissance methods, consisting of inspecting targeted accessible areas, will be used consisting of inspecting cleared areas and areas disturbed by rodents along and between the transect lines.

Digital photographs will be taken to document ground conditions, and all observations will be recorded in the field. Notes on any identified archaeological resources will be collected to meet or exceed site recordation guidelines based on the California Office of Historic Preservation's *Instructions for Recording Historical Resources* (California Office of Historic Preservation 1995) and CHRIS recommendations.

Reporting

The results of the pedestrian surveys will be documented in an addendum report to the 2020 Archaeological Survey Report (in Attachment B to the HPSR) and submitted to the City of West Sacramento and Caltrans PQS. The addendum report will describe the survey methods and results and will provide recommendations for any cultural resource discoveries. If cultural resources are identified within the APE as a result of the surveys that would not be considered exempt for evaluation under the 2014 Section 106 PA, additional identification and evaluation efforts may be required after review by Caltrans PQS.

Extended Phase I Plan

Prior to conducting fieldwork, the archaeological consultant will prepare an Extended Phase I (XPI) plan. The XPI plan will include the field methods, curation, and reporting requirements summarized below and any changes or revisions to methods that occur after preparation of this PIP. The XPI plan will provide details that might not be available until permission to conduct the fieldwork is obtained, such as exact auger testing locations, underground utility restrictions, hazardous areas, or changes to the landscape that may affect testing procedures. However, it is anticipated that at least 10 auger excavations will be placed in areas of P-34-000619 that would be affected by construction activities (see Field Methods below). The XPI plan will be submitted to the Caltrans PQS for review and concurrence before work begins.

Field Methods

Surface Inspection and Collection

Prior to any fieldwork, the appropriate permits, access rights, and Underground Service Alert (811 Dig-Alert) will be completed. It is intended that the subsequent cultural fieldwork outlined in this PIP would occur following acquisition of rights-of-way (ROW) and prior to project construction. Monitoring is not anticipated for this PIP unless it is determined as appropriate following consultation on initial findings with the Caltrans PQS.

To understand the site composition and distribution of archaeological material, the portions of P-34-000619 within the ADI and those areas adjacent to the site that were not previously accessible will be intensively surveyed. Artifacts with data potential (i.e., faunal remains that can be dated or identified by species, temporally diagnostic artifacts, and artifacts with makers marks) will be recorded with point provenience information and will be identified using a global positioning system (GPS) receiver.

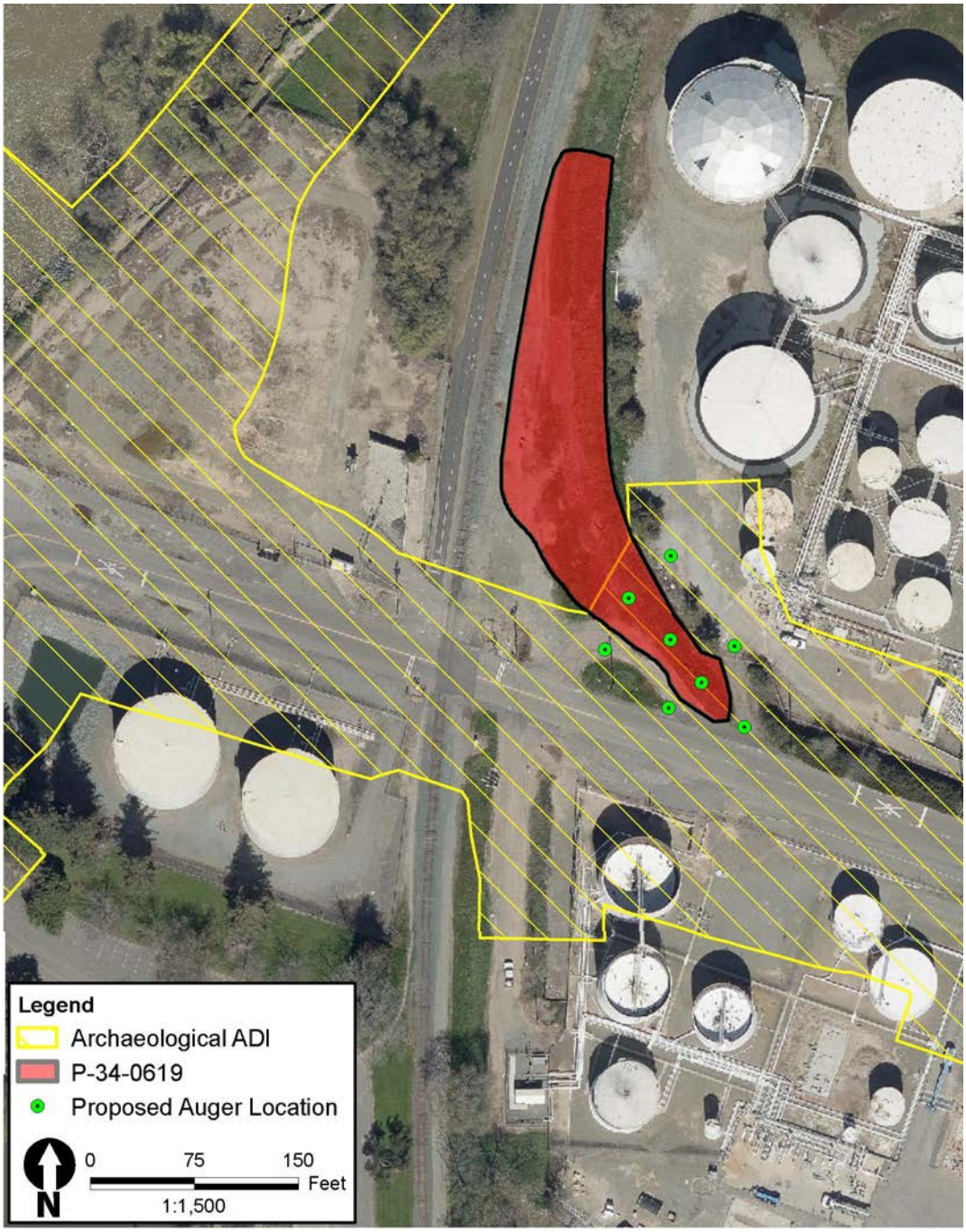

Figure 16. Auger Pit Locations.

Excavation

A minimum of ten hand-excavated auger holes measuring 4 inches diameter will be placed at chosen locations in the site boundaries within the ADI. Auger holes also will be placed adjacent to the site boundaries to identify the subsurface boundaries of the site and to identify any intact deposits. Locations of these auger holes will be dependent on the results of an 811 Dig-Alert inspection (to

avoid buried utilities) and avoidance of any hazardous soils or active petroleum or rail operations. Ideally, three auger holes will be on top of the railroad spur; four on the slope; and three within the active Chevron petroleum yard, directly east of the current site boundaries.

Excavations will occur by arbitrary 20-centimeter (cm) levels (the length of the auger head) unless culturally significant stratigraphic layers or intact features are identified, at which point the levels will be excavated stratigraphically. All soils will be passed through 6-millimeter (1/4-inch) mesh, and all artifacts will be collected from the screens.

Auger hole excavations will be terminated if one or more of the following are encountered.

- If the hole has reached a depth of 9 feet below surface
- If an obstruction is encountered
- If there is a precipitous decline in artifactual material
- If the excavated soil has been culturally sterile for over 2 feet in depth

All artifacts recovered from the auger units will be analyzed onsite unless intact deposits are identified from which artifacts may be collected and brought back to the lab for analysis (see *Artifact Curation* section below). Level records will be completed for all auger holes, recording cultural and non-cultural materials, methods, and observations regarding soil texture and any disturbances. Munsell color charts will be used to standardize soil information gathered in the field. Digital photographs will be taken of the excavation location as well as all artifacts excavated from the hole.

Due to the previous disturbances to portions of the site within the ADI, culturally significant stratigraphic layers or intact features are not anticipated to be found within the auger excavations. However, if such discoveries are identified during the auger excavations, additional excavations may be conducted to collect supplemental information upon the discretion of the Caltrans archaeologist.

If culturally significant stratigraphic layers or intact features are identified during the initial testing, additional excavations consisting of shovel test pits (50 by 50 cm), 1-meter-square units, or 1- by 2-meter units may be warranted. The type of excavation will be applicable to the type of discovery and will take into consideration the location and accessibility of the find. Generally, arbitrary 20-cm levels will be excavated until the intact feature or stratigraphic layer is reached. When the intact feature or stratigraphic layer is encountered, 10-cm levels will be excavated until the feature or deposit has been excavated through. As with the auger holes, detailed level records will be completed for each level; and additional documentation will be collected, including sidewall profiles, unit level records, feature sketches, and detailed photographs of the intact finds. Termination guidelines for the additional testing units will be the same as those described above for the auger holes, with the exception that the excavations will not exceed 5 feet below surface without proper shoring as per Cal/OSHA guidelines. When the additional testing units are complete and all information is gathered, the holes will be backfilled with the excavated soils. If the units are left open overnight, the units will be covered with plywood.

If testing identifies significant intact deposits, an ESA will be established for avoidance during construction and monitoring may be required within and near areas where intact deposits were identified after consulting with the fieldwork findings with the Caltrans PQS.

If avoidance is not feasible, data recovery of the deposits may be necessary and will be conducted in coordination with the Caltrans PQS. Results of initial excavation will be used to develop research questions and a methodology tailored directly to the nature of the significant deposit. The ESA Action Plan developed for this project addresses avoidance methods more fully (Appendix A).

Artifact Analysis and Curation

Historical archaeological materials will be treated according to standards set forth at 36 CFR 79 and will be consistent with methods detailed in the Townsite HARD (Caltrans 2010). Historic materials will be sorted by material type and grouped according to provenience. Great care will be taken during the cleaning process to maintain provenience information. They will be cleaned to the extent necessary for identification and analysis. Care will be taken during cleaning to preserve any diagnostic information such as paper bottle labels, delicate decoration on ceramics, and intact bottle contents. The following artifacts will be dry-brushed rather than washed with water: bone, metal, low-fired earthenware, wood, paper, textiles, and structural materials such as plaster and earthen wall material. As appropriate, other artifacts will be washed prior to labeling and cataloging.

A computer-generated catalog will be created using translatable database software (e.g., Microsoft Access®). The database and catalog will be structured with pertinent fields that include information about provenience, functional groupings, chronological data (makers' marks, distinctive form, decorative pattern, manufacturing technique), and diagnostic data for each artifact or group of like artifacts. If appropriate, artifacts will be measured and weighed. These may include any recovered faunal bone and shell or items identified for discard rather than curation (see discard policy below). All diagnostic and whole artifacts will receive an individual catalog designation, whereas non-diagnostic materials such as bone, shell, colorless glass shards, white improved earthenware sherds, and unidentified metal will be assigned a group or lot number. Complete nails will be sorted by type and counted; all other metal and amorphous historical materials will be described according to material and function.

If warranted by the size and diversity of the collection, individual artifacts will be hand-labeled in ink or tagged with a provenience-based artifact or lot number to facilitate analysis. Cataloging for artifacts will use a template developed by Thad Van Bueren of Caltrans for excavations conducted at CA-MEN-1818/H in association with the Seaside Creek Storm Damage Project. CA-MEN-1818/H, like possible deposits in the ADI, was comprised of both prehistoric and historic period components. Consequently, this catalog format integrates fields for both the prehistoric and historical materials while providing a database of the historical artifacts that is useful for inter- and intra-site comparisons. This catalog includes the following fields: Accession Number, Catalog Number, Site Number, Unit/Feature, Context, Additional Provenience Information, Address, Material, Group, Category or Class, Artifact Type, Description, Color, Decoration, Mark, Maker, Origin, Begin Date, End Date, Date Criteria, Condition, Vessel Completeness, Whole Count, Fragment Count, MNI, Weight, Length, Width, Remarks, Reference, Date Entered, and To Be Curated. These fields are consistent with the suggested artifact database categories found in the Townsite HARD (Caltrans 2010).

To avoid collection and analysis of non-diagnostic historic-period artifacts during investigations, field and laboratory discard/curation policies will be followed to record non-diagnostic artifacts in the field or laboratory and subsequently discard them in accordance with the methodology developed by Praetzellis and Costello (2002). Non-diagnostic artifacts provide limited information

toward understanding the history of an archaeological site and tend to be cumbersome and expensive to analyze and curate. Therefore, the field and laboratory curation protocol will be implemented to record the most valuable information these artifacts provide without burdening the subsequent collection.

All recovered items that are not discarded will be curated according to the curation guidelines found in the Curation of Federally-Owned and Administered Archaeological Collections (36 CFR Part 79) in addition to California state curation guidelines. These guidelines will be followed in consultation with the Caltrans PQS.

Field Discard Policy

- Materials less than 50 years old will not be collected.
- Large pieces of machinery or industrial equipment that would be impractical to curate will not be recorded. They will be measured and photographed to facilitate identification later. Any trademarks or patent numbers will be recorded in the field.
- Prior to lab discard, a separate discard catalog will be submitted to the Caltrans PQS for comment

Laboratory Discard Policy

- Non-diagnostic artifacts (e.g., loose, non-distinct brick and brick fragments, mortar, plaster, concrete, wood, amorphous metal, slag, coal, and window glass) will not be cataloged. In the laboratory, these items will be sorted by material type (i.e., separating non-distinct brick from slag) and recorded on each level form, indicating their average size (e.g., pea-sized, 1 inch in diameter) and approximate quantity (e.g., 1% of the level sediments, five fragments observed). In some cases, photographs will be taken of representative examples of non-diagnostic structural items. Once the appropriate recordation has occurred, the items will be discarded or recycled when possible.
- Whole/complete marked bricks will be analyzed and then discarded. A sample of each type of marked brick (e.g., stamped with a company or brand name) will be kept for curation.
- Nail fragments will be counted for each provenience and discarded, while complete nails will be analyzed prior to discard.
- Metal cans will be analyzed and discarded, with a representative sample saved for curation.
- Redundant metal or glass objects will be discarded after photographs and measurements are taken, for example bolts or bottles of identical size and shape.
- Non-diagnostic vessel glass and undecorated ceramic shards that do not cross mend will be discarded. (Glass will be sorted by color and counted, while ceramics will be sorted by material type and counted for each context.)
- Leather requires special treatment with hazardous and flammable material (only rare items will be treated in this way). The rest will be described, measured, photographed, and discarded.
- Any items identified in the field discard policy that reach the laboratory will be discarded.

Reporting

A final report will be prepared upon completion of all identification and analysis. The report will describe the field, archival, laboratory (if applicable), and monitoring methods and results. The report also will include Department of Parks and Recreation site update forms and a record of all correspondence, fieldnotes, and artifact analysis. The report will be completed following the Secretary of Interior's Standards and Guidelines and Caltrans' Standard Environmental Reference handbook (Volume 2: Cultural Resources). Upon completion of the report, the archaeological consultant will submit the draft report to the Caltrans PQS for review. Once approved by the Caltrans PQS, the report will be submitted to the Caltrans CSO and the State Historic Preservation Officer as proof of compliance and documentation showing that measures outlined in this PIP have been fulfilled for a no adverse effect finding for this undertaking.

Conclusions

One historic archaeological site P-34-000619 was identified in the APE. Due to restricted access, subsurface testing could not be performed to evaluate the site under Criterion D of the NRHP. Based on restricted access and the project's limited potential to affect the resource, Caltrans CSO approved the assumption of eligibility for P-34-000619 pursuant to the Section 106 PA.

Because of previous disturbances to the assumed-eligible site and given the nature of the project's proposed construction activities within the site, it was concluded that the project would not adversely affect the site. However, access restrictions are preventing the testing necessary to confirm this conclusion; therefore, the Caltrans CSO approved a phased approach and management for site P-34-000619 pursuant to Stipulation XII.B of the Section 106 PA. This PIP document has outlined the phased approach for identification, identified what kinds of deposits would be considered significant and would retain integrity. This PIP has also provided the information supporting the need to assume eligibility of the site: discussing the condition of the site and the previous and current disturbances as well as examining the project activities in relation to the site.

As a result of the analysis of the resource in relation to the project activities and given the provisions for subsequent studies to identify significant cultural deposits within the APE, however unlikely they are to exist, it is found that the project will have a Finding of No Adverse Effect for the resource.

In addition to the identification efforts at P-34-000619, additional surveys will need to be carried out for those areas in the APE that were not accessible that appeared to have exposed ground surface. These areas will be subject to an intensive pedestrian survey when right-of-way acquisition is obtained or other permissions to proceed are granted prior to construction. The results will be documented in an addendum to the Archaeological Survey Report for the project. Additional cultural resources in these areas are unlikely to exist given the previous level of disturbance and development, however, if archaeological resources are discovered in the APE as a result of the updated surveys, additional testing and evaluation may be required subject to Caltrans PQS approval and recommendation.

If previously unidentified cultural materials are found during construction, Caltrans' policy requires that work be halted in that area until a qualified archaeologist can assess the significance of the find.

Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

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Preparer's Qualifications

Stephen Pappas, MA, RPA

ICF Archaeologist Stephen Pappas is a Registered Professional Archaeologist (RPA) who meets the Secretary of the Interior's Standards for Archeology. Mr. Pappas has over 15 years of experience in environmental consulting and has conducted all phases of archaeological fieldwork throughout California, New Mexico, Nevada, Wyoming, and Arizona. Mr. Pappas holds a B.A. in Anthropology from California State University Chico (2001), and an M.A. in Archaeology and Heritage from the University of Leicester, U.K. (2016). His project deliverables have included plans and reports for survey and inventory, testing and evaluation, data recovery, and monitoring; Environmental Impact Statement and Environmental Assessment sections; Programmatic Agreements; and feasibility studies, among others. Mr. Pappas' projects have included compliance for the National Environmental Policy Act, Sections 106 and 110 of NHPA, Section 4(f) of the U.S. Department of Transportation Act, and Clean Water Act Sections 404 and 408, among others.

Appendix A
Environmentally Sensitive Area Action Plan

ENVIRONMENTALLY SENSITIVE AREA ACTION PLAN FOR THE BROADWAY BRIDGE PROJECT, CITY OF WEST SACRAMENTO AND CITY OF SACRAMENTO, CALIFORNIA

Caltrans District 3, Yolo and Sacramento Counties,
Federal-Aid# TGR2DGL 5447(043)

PREPARED BY:

Date: 8/18/2021

Stephen Pappas, Archaeologist, MS, RPA
Co-PI–Prehistoric Archaeology
ICF, Sacramento, CA

REVIEWED FOR APPROVAL BY:

Date: 09/17/2021

Connor Buitenhuys
Associate Environmental Planner (Archaeology)
PQS: PI Prehistoric and Historical Archaeology
Cultural Resources Branch, Caltrans District 3

APPROVED BY:

Laura Loeffler

Date: 10/05/21

Laura Loeffler
Branch Chief, M1
Division of Environmental, North Region
Caltrans District 3

USGS 7.5' Topo(s): Sacramento West, California
Resource: P-34-0619

August 2021

CONFIDENTIAL INFORMATION

Archaeological and other cultural resources might be damaged or destroyed when there is uncontrolled public disclosure of their whereabouts. Archaeological site locations and culturally sensitive information is considered confidential and public access to this information is restricted to those who need to know by state and federal law. **Any references in this report to cultural resources location, character and ownership shall be omitted before public review**.

Information regarding the location, character or ownership of a historical resource is exempt from the Freedom of Information Act pursuant to Section 304 of the National Historic Preservation Act [16 U.S.C. 470w-3], 36 CFR 800(6)(a)(5) and 36 CFR 800.11(c); Section 9(a) of the Archaeological Resources Protection Act; Executive Order 13007; Section 6254.10 of the California State Government Code; and the 2005 California Senate Bill 922.

Records maintained or in possession of the Native American Heritage Commission, State and local agencies that are also exempt from public disclosure include those that contain information on Native American graves, cemeteries, and sacred places, and include records obtained during consultation with Native Americans pursuant to California Government Code 6254(r) and 6254.10.

Introduction

The City of West Sacramento, in cooperation with the City of Sacramento and the California Department of Transportation (Caltrans), proposes to construct a bridge over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge. Two bridge alternatives are proposed for the Broadway Bridge Project (project) as well as a No Build Alternative.

As part of the inventory phase of the study, one archaeological site was identified within the area of potential effects (APE). Site P-34-000619 consists of historic debris fill within the soil matrix of an abandoned railroad spur adjacent to the Walnut Grove Branch Line Railroad (also known as the Southern Pacific Railroad [SPRR]). Previous survey efforts identified the site as a light scatter of displaced artifacts observed on the top of the spur as well as artifacts eroding along the eastern slope of the grade for a span of approximately 350 feet (to where the spur merges with the Walnut Grove Branch Line).

Construction activities associated with the project are limited to the southern 60 feet of the site where up to 8 feet of fill would be placed on top of the railroad spur. The fill placed on top of the spur would support the raised surface elevation of Broadway and its connection to the bridge, in addition to the raised elevation and reconstruction of the driveway north of Broadway that currently provides access to the Chevron-owned parcel (Assessor's Parcel Number 900-120-080) from Broadway. As currently recorded, approximately 16 percent of the site is located within the project's area of direct impact (ADI). Most of the site within the ADI has undergone previous disturbances from excavations for gas pipelines, fiber optic lines, erosion, and vehicular use on top of the railroad spur.

Due to restricted access, subsurface testing could not be performed to evaluate the site under Criterion D of the National Register of Historic Places (NRHP) (has yielded, or might be likely to yield, information important in prehistory or history). Based on restricted access and the project's limited potential to affect the resource, Caltrans Cultural Studies Office (CSO) approved the assumption of eligibility for P-34-000619 pursuant to Stipulation VIII.C.4 of the *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid-Highway Program in California* (Section 106 PA). Because of previous disturbances to the assumed-eligible site and given the nature of the project's proposed construction activities within the site, it was concluded that the project would not adversely affect the site. However, access restrictions are preventing the testing necessary to confirm this conclusion; therefore, the Caltrans CSO approved a phased approach and management for site P-34-000619 and portions of the project that could not be accessed, pursuant to Stipulation XII.B of the Section 106 PA.

Environmentally sensitive area (ESAs) will be established for site P-34-000619 and any sites identified during additional survey efforts (described in the Phased Identification Plan) that can be avoided from impacts caused by the project. This includes all portions of site P-34-000619 within the APE but outside of the ADI and those portions within the ADI that can be avoided after

consultation with project engineers and contractors, as well as any newly identified sites identified during additional surveys.

These ESAs will be marked by way of ESA barriers (high visibility fencing) erected prior to construction activities. No project-related activities shall take place within an ESA. Responsible parties are defined in the sections that follow and listed in Table 1 of this document. The anticipated dates for this ESA Action Plan to take effect have not been established as the project is several years out from construction; however, the ESA fencing will be erected prior to construction activities and will remain in place for the duration of the project.

Description of the Undertaking

The proposed project would construct a new bridge over the Sacramento River, south of the Pioneer Bridge. The total length of the new bridge would vary from approximately 800 to 1,020 feet, with up to an 83-foot-wide deck consisting of two vehicle lanes, a median, on-street Class II buffered bike lanes, and sidewalks along both sides of the bridge. The bridge would include two fixed-span approach structures that tie into the banks of the river and vary from approximately 200 to 300 feet in length on the West Sacramento bank and 450 to 600 feet in length on the Sacramento bank.

The project also includes installation of a proposed fiber optic line that would be placed in West Sacramento to connect communications of the Broadway Bridge with the proposed replacement for the I Street Bridge. Lastly, staging areas that would be accessed via South River Road in West Sacramento and Front Street in Sacramento are proposed and included in the project limits.

The build alternatives under consideration are two alignments for the new bridge and approach roadways. The lettering of each build alternative reflects its similarity to alignments considered in the feasibility study. Preliminary plan view drawings for each alternative by phase are in Attachment A and B of the HPSR. A No Build (No-Project) Alternative also is considered.

- Alternative B would realign 15th Street to connect to Jefferson Boulevard in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network in Pioneer Bluff.
- Alternative C (modified from the Broadway Bridge Feasibility Study) would connect as a “T” intersection to South River Road in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network in Pioneer Bluff.

For a detailed description of the project, please refer to the Archaeological Survey Report attached to the Historic Property Survey Report (HPSR) (Attachment B) or the Historic Resources Evaluation Report (Attachment A of the HPSR).

P-34-000619 Site Context

Site P-34-000619 is a segment of an abandoned railroad spur constructed of a matrix of imported soils with historic refuse fill. The spur is adjacent to (east of) the SPRR, Walnut Grove Branch Line and north of Broadway. According to historical maps and other documentation, the spur was constructed sometime between 1906 and 1915; it appears to have been used to transport goods among the industrial and commercial businesses along the western end of Broadway (Y Street),

eventually merging with the SPRR north of the site. The archaeological component of the site consists of thousands of burned and fragmented artifacts of domestic refuse eroding from the eastern slope of the railroad spur. Artifacts were observed on the top of the spur and may have been exposed from previous excavations of utilities (gas and fiber optic lines) throughout the years.

The site initially was documented on November 16 and 17, 2000, by William C. Hogan during construction-related backhoe trenching for fiber optic cable installation. Hogan described the find as historic artifacts found in back dirt piles excavated from a trench measuring 10 by 5 meters with the artifacts located somewhere between 1.0 and 1.75 meters below the surface from backdirt observations. Hogan examined the sidewalls of the trench to look for stratification or any primary deposits or features, but none were identified; and he was informed that the area was all redeposited fill of an unknown origin (no source provided).

The site was later revisited in April 2001 by Henry Davis (of Jones and Stokes) during a survey for the proposed XO fiber optic line parallel to Broadway. Davis updated the site description to include a 300-foot-long abandoned spur of the SPRR, Walnut Grove Branch Line. Davis also described the railroad spur as being composed of 19th and 20th century dump fill with thousands of artifacts (most of which were burned).

The site was revisited and the description updated in February 2018 and December 2020 by ICF archaeologist, Stephen Pappas. Artifacts matching the description (burned domestic and building material) from the 2001 recording were observed on the top edge, slope, and toe of the railroad spur. Although the tracks and ties were missing from the grade, a definite transition from the SPRR grade to the spur was observed. The length of the scatter spanned 350 feet; the densest area of the artifacts was located in the central portion of the site.

Detailed description of the site is provided in Attachment B (Archaeological Survey Report) of the Broadway Bridge HPSR and in the Phased Identification Plan, to which this plan is attached.

Methods

Portions of the assumed eligible resource P-34-000619 located outside of the ADI and any areas within the ADI that can be avoided shall be designated as an ESA for the purpose of this project. Directly prior to ESA fence installation, a qualified archaeologist will revisit the site to identify any changes in the site boundaries. Any changes or expansions of the site will be recorded with a sub-meter GPS receiver and will dictate the updated limits of the ESA area.

In addition to depicting ESA locations on the project plans, physical ESA barriers will be placed at ESA locations. Due to the location of the cultural resources, one type of ESA demarcation will be utilized.

- For site P-34-000619, Temporary Fence (type ESA) will be installed along the boundaries of the resource located directly outside of the ADI and those areas that can be avoided after consultation with project engineers and contractors. Laminated “Keep Out” signs will be posted along ESA fencing in 20-meter intervals to unmistakably indicate that the fencing marks areas that are off-limits.

The ESA will protect the portions of this assumed eligible cultural resource that will not be affected by construction activities related to this undertaking as well as any additional resources later

identified that can be avoided (sites identified during supplemental survey of parcels that were previously not accessible).

Prior to the project construction start date, the Caltrans Archaeologist will meet with the Resident Engineer, Contractor, and any responsible parties who will be working on the project near the ESA to discuss the significance of the archaeological resource and to explain why protection and avoidance of this resource is necessary. Additionally, personnel will be informed of historic preservation laws that protect historic properties against any disturbance or removal of artifacts. ESA maps will be provided to construction personnel for verification of ESA boundaries.

An ESA will be established by way of ESA barriers erected prior to construction activities, through depiction on project plans and in the contract SSPs, and as provided in the Pending File of the project's Resident Engineer. No project-related activities (ground disturbance, access, maintenance, equipment parking/storage, staging, etc.) shall take place within the ESA.

Responsible Parties

The paragraphs and the table that follow identify appropriate Cities of West Sacramento and Sacramento staff and consultants who also are responsible parties, and which aspects of the plan for which they are responsible.

The City of West Sacramento Project Manager (City Project Manager) will be responsible for providing the City of Sacramento, City Engineers, Consultant Archaeologist, and the construction contractor with the information and conditions contained in the ESA Action Plan.

The City Project Manager will be responsible for contacting the Consultant Archaeologist to provide notification of construction kick-off meeting times and dates in order for the Consultant Archaeologist to discuss with other responsible parties the ESA and non-renewable nature of cultural resources.

The Consultant Archaeologist, in consultation with the City Project Manager, will be responsible for delineating the ESA location prior to the construction start date. Temporary Fence (type ESA) will be erected by the construction contractor under the direction of the Consultant Archaeologist prior to any project work in the vicinity of the ESA. The Consultant Archaeologist shall be notified at least two weeks prior to any project work to confirm schedule availability for ESA delineation and Temporary Fence installation/removal.

Table 1. ESA Action Plan: Tasks and Responsible Parties.

Stage	Task	Responsible party	Task completed (date and initial)
Prior to Construction	The ESA for site P-34-000619 will be clearly described and illustrated in the plans, specifications, and estimates prepared to guide construction of the undertaking (see Exhibit 1).	City Project Manager*	
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	The ESA will be discussed during the pre-construction meeting. The importance of the ESA will be discussed with construction personnel and it will be stressed that no construction activity (including storing or staging of equipment or materials) should occur within the ESA and that workers must remain outside of the ESA at all times. Additionally, construction personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts.	City Project Manager,* Consultant Archaeologist,* and Construction Contractor	
	The City Project Manager will ensure that a Professional Qualified Archaeologist will be available to monitor ESA fence installation and allow for a field review of ESA location as the first order of work.	City Project Manager,* and Consultant Archaeologist	
	Field review of ESA location. Temporary plastic fencing will be installed by the contractor along the ADI in the location of P-34-000619 and any additional resources in the APE at least one week prior to initiating any work in those areas (see Exhibit 1). The Consultant Archaeologist will coordinate this activity with the City Project Manager and construction contractor and be present to supervise and monitor fence installation. Laminated "Keep Out" signs will be posted along ESA fencing to unmistakably indicate that the plastic fencing marks areas that are off-limits.	Consultant Archaeologist,* City Project Manager *, and Construction Contractor	

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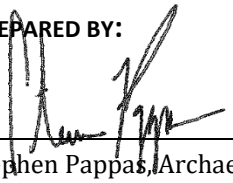
During Construction	The Consultant Archaeologist will notify the City Project Manager and Caltrans PQS when there is an unanticipated cultural find and to consult with the Caltrans PQS and assess whether the find qualifies as a post review discovery.	Consultant Archaeologist* and Caltrans PQS	
	Once the assessment is made, Caltrans PQS shall notify the CSO and the State Historic Preservation Officer within 48 hours.	Consultant Archaeologist*, City Project Manager, Caltrans PQS	
	The Consultant Archaeologist, in consultation with Caltrans PQS, will direct the implementation methods and procedures for the treatment of any post review discoveries.	Consultant Archaeologist* and Caltrans PQS	
	If there is an ESA breach, the Consultant Archaeologist will immediately notify Caltrans PQS of said breach. The Caltrans PQS will consult with CSO and the SHPO within 48 hours of any ESA breach and consult immediately to determine how the breach will be addressed.	Consultant Archaeologist* and Caltrans PQS	
After Construction	The City Project Manager will notify the Consultant Archaeologist at least three working days ahead of fencing removal. Fencing removal will only subsequently occur during daylight hours. The construction contractor, under supervision of the Consultant Archaeologist, will remove temporary fencing at the conclusion of construction.	City Project Manager,* Construction Contractor, Consultant Archaeologist	

*Main responsible party

ENVIRONMENTALLY SENSITIVE AREA ACTION PLAN FOR THE BROADWAY BRIDGE PROJECT, CITY OF WEST SACRAMENTO AND CITY OF SACRAMENTO, CALIFORNIA

Caltrans District 3, Yolo and Sacramento Counties,
Federal-Aid# TGR2DGL 5447(043)

PREPARED BY:



Date: 8/18/2021

Stephen Pappas, Archaeologist, MS, RPA
Co-PI–Prehistoric Archaeology
ICF, Sacramento, CA

REVIEWED FOR APPROVAL BY:

Date:

Connor Buitenhuys
Associate Environmental Planner (Archaeology)
PQS: PI Prehistoric and Historical Archaeology
Cultural Resources Branch, Caltrans District 3

APPROVED BY:

Date:

Laura Loeffler
Branch Chief, M1
Division of Environmental, North Region
Caltrans District 3

USGS 7.5' Topo(s): Sacramento West, California
Resource: P-34-0619

August 2021

CONFIDENTIAL INFORMATION

Archaeological and other cultural resources might be damaged or destroyed when there is uncontrolled public disclosure of their whereabouts. Archaeological site locations and culturally sensitive information is considered confidential and public access to this information is restricted to those who need to know by state and federal law. **Any references in this report to cultural resources location, character and ownership shall be omitted before public review**.

Information regarding the location, character or ownership of a historical resource is exempt from the Freedom of Information Act pursuant to Section 304 of the National Historic Preservation Act [16 U.S.C. 470w-3], 36 CFR 800(6)(a)(5) and 36 CFR 800.11(c); Section 9(a) of the Archaeological Resources Protection Act; Executive Order 13007; Section 6254.10 of the California State Government Code; and the 2005 California Senate Bill 922.

Records maintained or in possession of the Native American Heritage Commission, State and local agencies that are also exempt from public disclosure include those that contain information on Native American graves, cemeteries, and sacred places, and include records obtained during consultation with Native Americans pursuant to California Government Code 6254(r) and 6254.10.

Introduction

The City of West Sacramento, in cooperation with the City of Sacramento and the California Department of Transportation (Caltrans), proposes to construct a bridge over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge. Two bridge alternatives are proposed for the Broadway Bridge Project (project) as well as a No Build Alternative.

As part of the inventory phase of the study, one archaeological site was identified within the area of potential effects (APE). Site P-34-000619 consists of historic debris fill within the soil matrix of an abandoned railroad spur adjacent to the Walnut Grove Branch Line Railroad (also known as the Southern Pacific Railroad [SPRR]). Previous survey efforts identified the site as a light scatter of displaced artifacts observed on the top of the spur as well as artifacts eroding along the eastern slope of the grade for a span of approximately 350 feet (to where the spur merges with the Walnut Grove Branch Line).

Construction activities associated with the project are limited to the southern 60 feet of the site where up to 8 feet of fill would be placed on top of the railroad spur. The fill placed on top of the spur would support the raised surface elevation of Broadway and its connection to the bridge, in addition to the raised elevation and reconstruction of the driveway north of Broadway that currently provides access to the Chevron-owned parcel (Assessor's Parcel Number 900-120-080) from Broadway. As currently recorded, approximately 16 percent of the site is located within the project's area of direct impact (ADI). Most of the site within the ADI has undergone previous disturbances from excavations for gas pipelines, fiber optic lines, erosion, and vehicular use on top of the railroad spur.

Due to restricted access, subsurface testing could not be performed to evaluate the site under Criterion D of the National Register of Historic Places (NRHP) (has yielded, or might be likely to yield, information important in prehistory or history). Based on restricted access and the project's limited potential to affect the resource, Caltrans Cultural Studies Office (CSO) approved the assumption of eligibility for P-34-000619 pursuant to Stipulation VIII.C.4 of the *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid-Highway Program in California* (Section 106 PA). Because of previous disturbances to the assumed-eligible site and given the nature of the project's proposed construction activities within the site, it was concluded that the project would not adversely affect the site. However, access restrictions are preventing the testing necessary to confirm this conclusion; therefore, the Caltrans CSO approved a phased approach and management for site P-34-000619 and portions of the project that could not be accessed, pursuant to Stipulation XII.B of the Section 106 PA.

Environmentally sensitive area (ESAs) will be established for site P-34-000619 and any sites identified during additional survey efforts (described in the Phased Identification Plan) that can be avoided from impacts caused by the project. This includes all portions of site P-34-000619 within the APE but outside of the ADI and those portions within the ADI that can be avoided after

consultation with project engineers and contractors, as well as any newly identified sites identified during additional surveys.

These ESAs will be marked by way of ESA barriers (high visibility fencing) erected prior to construction activities. No project-related activities shall take place within an ESA. Responsible parties are defined in the sections that follow and listed in Table 1 of this document. The anticipated dates for this ESA Action Plan to take effect have not been established as the project is several years out from construction; however, the ESA fencing will be erected prior to construction activities and will remain in place for the duration of the project.

Description of the Undertaking

The proposed project would construct a new bridge over the Sacramento River, south of the Pioneer Bridge. The total length of the new bridge would vary from approximately 800 to 1,020 feet, with up to an 83-foot-wide deck consisting of two vehicle lanes, a median, on-street Class II buffered bike lanes, and sidewalks along both sides of the bridge. The bridge would include two fixed-span approach structures that tie into the banks of the river and vary from approximately 200 to 300 feet in length on the West Sacramento bank and 450 to 600 feet in length on the Sacramento bank.

The project also includes installation of a proposed fiber optic line that would be placed in West Sacramento to connect communications of the Broadway Bridge with the proposed replacement for the I Street Bridge. Lastly, staging areas that would be accessed via South River Road in West Sacramento and Front Street in Sacramento are proposed and included in the project limits.

The build alternatives under consideration are two alignments for the new bridge and approach roadways. The lettering of each build alternative reflects its similarity to alignments considered in the feasibility study. Preliminary plan view drawings for each alternative by phase are in Attachment A and B of the HPSR. A No Build (No-Project) Alternative also is considered.

- Alternative B would realign 15th Street to connect to Jefferson Boulevard in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network in Pioneer Bluff.
- Alternative C (modified from the Broadway Bridge Feasibility Study) would connect as a “T” intersection to South River Road in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network in Pioneer Bluff.

For a detailed description of the project, please refer to the Archaeological Survey Report attached to the Historic Property Survey Report (HPSR) (Attachment B) or the Historic Resources Evaluation Report (Attachment A of the HPSR).

P-34-000619 Site Context

Site P-34-000619 is a segment of an abandoned railroad spur constructed of a matrix of imported soils with historic refuse fill. The spur is adjacent to (east of) the SPRR, Walnut Grove Branch Line and north of Broadway. According to historical maps and other documentation, the spur was constructed sometime between 1906 and 1915; it appears to have been used to transport goods among the industrial and commercial businesses along the western end of Broadway (Y Street),

eventually merging with the SPRR north of the site. The archaeological component of the site consists of thousands of burned and fragmented artifacts of domestic refuse eroding from the eastern slope of the railroad spur. Artifacts were observed on the top of the spur and may have been exposed from previous excavations of utilities (gas and fiber optic lines) throughout the years.

The site initially was documented on November 16 and 17, 2000, by William C. Hogan during construction-related backhoe trenching for fiber optic cable installation. Hogan described the find as historic artifacts found in back dirt piles excavated from a trench measuring 10 by 5 meters with the artifacts located somewhere between 1.0 and 1.75 meters below the surface from backdirt observations. Hogan examined the sidewalls of the trench to look for stratification or any primary deposits or features, but none were identified; and he was informed that the area was all redeposited fill of an unknown origin (no source provided).

The site was later revisited in April 2001 by Henry Davis (of Jones and Stokes) during a survey for the proposed XO fiber optic line parallel to Broadway. Davis updated the site description to include a 300-foot-long abandoned spur of the SPRR, Walnut Grove Branch Line. Davis also described the railroad spur as being composed of 19th and 20th century dump fill with thousands of artifacts (most of which were burned).

The site was revisited and the description updated in February 2018 and December 2020 by ICF archaeologist, Stephen Pappas. Artifacts matching the description (burned domestic and building material) from the 2001 recording were observed on the top edge, slope, and toe of the railroad spur. Although the tracks and ties were missing from the grade, a definite transition from the SPRR grade to the spur was observed. The length of the scatter spanned 350 feet; the densest area of the artifacts was located in the central portion of the site.

Detailed description of the site is provided in Attachment B (Archaeological Survey Report) of the Broadway Bridge HPSR and in the Phased Identification Plan, to which this plan is attached.

Methods

Portions of the assumed eligible resource P-34-000619 located outside of the ADI and any areas within the ADI that can be avoided shall be designated as an ESA for the purpose of this project. Directly prior to ESA fence installation, a qualified archaeologist will revisit the site to identify any changes in the site boundaries. Any changes or expansions of the site will be recorded with a sub-meter GPS receiver and will dictate the updated limits of the ESA area.

In addition to depicting ESA locations on the project plans, physical ESA barriers will be placed at ESA locations. Due to the location of the cultural resources, one type of ESA demarcation will be utilized.

- For site P-34-000619, Temporary Fence (type ESA) will be installed along the boundaries of the resource located directly outside of the ADI and those areas that can be avoided after consultation with project engineers and contractors. Laminated “Keep Out” signs will be posted along ESA fencing in 20-meter intervals to unmistakably indicate that the fencing marks areas that are off-limits.

The ESA will protect the portions of this assumed eligible cultural resource that will not be affected by construction activities related to this undertaking as well as any additional resources later

identified that can be avoided (sites identified during supplemental survey of parcels that were previously not accessible).

Prior to the project construction start date, the Caltrans Archaeologist will meet with the Resident Engineer, Contractor, and any responsible parties who will be working on the project near the ESA to discuss the significance of the archaeological resource and to explain why protection and avoidance of this resource is necessary. Additionally, personnel will be informed of historic preservation laws that protect historic properties against any disturbance or removal of artifacts. ESA maps will be provided to construction personnel for verification of ESA boundaries.

An ESA will be established by way of ESA barriers erected prior to construction activities, through depiction on project plans and in the contract SSPs, and as provided in the Pending File of the project's Resident Engineer. No project-related activities (ground disturbance, access, maintenance, equipment parking/storage, staging, etc.) shall take place within the ESA.

Responsible Parties

The paragraphs and the table that follow identify appropriate Cities of West Sacramento and Sacramento staff and consultants who also are responsible parties, and which aspects of the plan for which they are responsible.

The City of West Sacramento Project Manager (City Project Manager) will be responsible for providing the City of Sacramento, City Engineers, Consultant Archaeologist, and the construction contractor with the information and conditions contained in the ESA Action Plan.

The City Project Manager will be responsible for contacting the Consultant Archaeologist to provide notification of construction kick-off meeting times and dates in order for the Consultant Archaeologist to discuss with other responsible parties the ESA and non-renewable nature of cultural resources.

The Consultant Archaeologist, in consultation with the City Project Manager, will be responsible for delineating the ESA location prior to the construction start date. Temporary Fence (type ESA) will be erected by the construction contractor under the direction of the Consultant Archaeologist prior to any project work in the vicinity of the ESA. The Consultant Archaeologist shall be notified at least two weeks prior to any project work to confirm schedule availability for ESA delineation and Temporary Fence installation/removal.

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