



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

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February 19, 2020

VIA EMAIL

In reply refer to: FHWA\_2018\_0124\_001

Ms. Gail St. John, Senior Environmental Planner  
Caltrans District 3  
703 B Street  
Marysville, CA 95901

Subject: Determinations of Eligibility for the Proposed Clay Street Realignment and Bridge Replacement Project, Placerville, El Dorado County, CA

Dear Ms. St. John:

Caltrans is continuing consultation regarding the above project in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), 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). As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), Archaeological Survey Report, and a Historical Resources Evaluation Report (HRER) for the proposed project.

The proposed undertaking will involve replacement of the existing bridge (Bridge No. 25C 0117) carrying Clay Street over Hangtown Creek, the realignment of the section of Clay Street between the bridge and Main Street, and modifications at the intersection of Main and Clay Streets in Placerville. The existing bridge is functionally obsolete due to substandard deck width; therefore it is eligible for the replacement under the Highway Bridge Program guidelines. The project includes replacement of the bridge with two-lane, cast in place slab structure at the same locations. The new bridge will also have sidewalks on both sides. A full detailed description of the project and the area of potential effect (APE) boundaries are located on pages 1-8 of the HRER.

Caltrans has evaluated properties located within the APE for the project and determined the following:

- Pursuant to Stipulation VIII.C. 6 of the PA, Caltrans determined that the Clay Street Bridge is not eligible for the National Register of Historic Places (NRHP). Caltrans

considers it a contributing feature of the proposed Placerville Main Street District, which is being assumed eligible for the NRHP (see below).

- Caltrans also determined that the Cedar Ravine Culvert is not eligible for the NRHP either individually or as part of a historic district.
- Caltrans determined that the Druid Monument (Monument) is individually eligible under Criteria A and C, and Criteria Consideration F. Under Criterion A, the Monument is eligible for its association with the Druid organization as their point of reference and acknowledged pilgrimage site for the origin of their organization in California. It is also associated with the development of traffic control in Placerville's business zone. It also qualifies under Criterion C as the work of a master architect, J.A. Porporato. The monument also qualifies under Criteria Consideration F as it is a pilgrimage site for California Druids as it commemorates the birthplace of the Druid order in California. The monument has also become a part of the historic identity of Main Street and is considered a contributor to the Placerville Main Street District. The period of significance is 1926, when it was constructed, to 50 years ago, 1967, since it is still a pilgrimage site visited annually by the Druids.

In addition pursuant to Stipulation VIII.C.4 of the PA, Caltrans is assuming the following properties eligible for the NRHP for the purposes of this project:

- The proposed Placerville Main Street Historic District
- Cedar Ravine Historic Residential District
- Bedford Avenue-Clay Street Historic Residential District
- Hangtown Creek retaining walls – as a contributor to the Placerville Main Street Historic District

Caltrans will phase evaluation of the Ivy House archaeological deposits due to restricted access. Caltrans will phase under a Programmatic Agreement that will stipulate the terms of the eligibility determination, effects analysis, and any potential mitigation, which will be delayed until the parking lot pavement is removed prior to construction of the project.

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

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov) or Jeanette Schulz at (916) 445-7031 with e-mail at [jeanette.schulz@parks.ca.gov](mailto:jeanette.schulz@parks.ca.gov).

Sincerely,



Julianne Polanco  
State Historic Preservation Officer