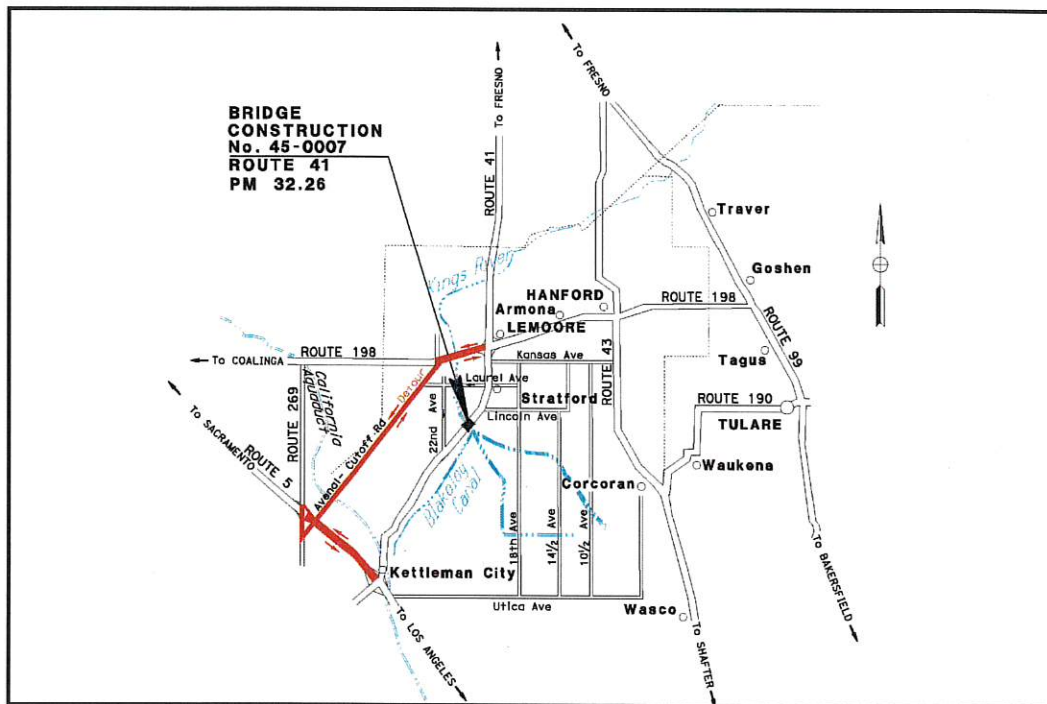


**SUPPLEMENTAL
HISTORIC PROPERTY SURVEY REPORT FOR THE
SR 41 KINGS RIVER BRIDGE REPLACEMENT PROJECT - TRAFFIC DETOUR
NEAR STRATFORD, KINGS COUNTY, CALIFORNIA**

06-KER-41
P.M. 31.6/33.1
EA 06-0V110
ID 06-1600-0208



Prepared by:

Brian Wickstrom, M.A.
Principal Investigator – Prehistoric Archaeology
Southern San Joaquin Valley Cultural Resources Branch
Central Region

California Department of Transportation
855 M Street, Suite 200
Fresno, California 93721

USGS La Cima, Calif. (2015) 7.5' topographic quadrangle
3 acres

November 2019

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

District	County	Route	Post Mile(s)	EA	E-FIS Project Number	FHWA Project ID Number
06	KIN	41	31.6/33.4	0V110	06-1600-0208	

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 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* (Section 106 PA), as well as under Public Resources Code 5024 and pursuant to the January 2015 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92* (5024 MOU) as applicable.

Changes to Project Description Since Previous Submittal

Caltrans proposes to replace the Kings River Bridge (No. 45-0007) on State Route 41 (PM 31.6 to 33.4) about 1.0 miles southwest of Stratford in Kings County, California (Figures 1 and 2). The outdated bridge will be replaced with an incremental precast slab bridge. The alignment and centerline of the new bridge will match the existing bridge.

A new detour has been established that will temporarily close State Route 41 and redirect traffic onto State Route 198, Avenal-Cutoff Road, State Route 269, and Interstate 5. The only change to these roadways will be the installation of temporary traffic signals at the junctions of Avenal-Cutoff Road, State Route 269, and Interstate-5 (Figure 3). Work will include installation of 36 temporary wood poles and trenching for electrical lines. All work will be within Caltrans right-of-way. The roadway area required for this installation is being added to the project's Area of Potential Effects.

2. CHANGES TO AREA OF POTENTIAL EFFECTS

In accordance with Section 106 PA Stipulation VIII.A, the revised Area of Potential Effects (APE) for the project was established in consultation with Brian Wickstrom who qualifies as a Principal Investigator – Prehistoric Archaeology, and Gilberto Baca, Project Manager, on November 20, 2019. The revised APE maps are provided in this report as Figure 3.

The revised APE was established as the entire right-of-way within the post mile limits on State Route 269, the Avenal Cutoff Road junction, and the Interstate 5 ramps. Most of the supplemental project activities, such as boring for telephone poles and trenching for electrical lines, will be performed only along one side of the existing pavement and road base. However, the staging of materials and equipment will be allowed throughout the right-of-way. So, the horizontal extent of the potential direct effects and revised APE is set at the right-of-way boundary. The vertical extents of the project activities are set at the existing ground surface for most of the revised APE, to a depth of three feet for trenching, and to a depth of twenty feet for telephone pole bores. The area of indirect effects was considered for the locations of possible built-environment resources along the project corridor. Because the project will not take any new

SUPPLEMENTAL HISTORIC PROPERTY SURVEY REPORT

right-of-way from any of the adjoining privately owned lands, there will be no indirect effects to any resources on those lands.

3. UPDATED CONSULTING PARTIES / PUBLIC PARTICIPATION☒ Local Government

Mr. Chuck Kinney, Deputy Director, Kings County Planning Division, Hanford, California

☒ Native American Tribes, Groups and Individuals

Letters describing the plans for the new detour and maps showing its location were sent to the following groups and individuals on October 17, 2019 (**Attachment 2**):

- Leo Sisco, Chairperson, Santa Rosa Rancheria Tachi Yokut Tribe
- David Laughinghorse Robinson, Kawaiisu Tribe of Tejon Reservations Wuckchumni Tribal Council
- Robert Ledger Sr., Chairperson, Dumna Wo-Wah Tribe
- Robert Robinson, Chairperson, Kern Valley Indian Community
- Kenneth Woodrow, Chairperson, Wuksache Indian Tribe/Eshom Valley Band
- Neil Peyron, Chairperson, Tule River Indian Tribe
- Lorrie Planas, Choinumni Tribe
- Darlene Franco, Chairperson, Wuckchumni Tribal Council
- Delia Dominguez, Chairperson, Kitanemuk & Yowlumne Tejon Indians
- Robert L. Gomez, Tribal Chairperson, Tubatulabals of Kern Valley
- Kerri Vera, EPA Coordinator, Tule River Indian Tribe
- Robert Jeff, Cultural Department, Santa Rosa Rancheria Tachi Yokut Tribe
- John Sartuche, Wuksache Tribe

The letters also requested that the groups provide any information they might have regarding cultural resources within the area of the detour that might be of significance to the individuals or their communities. At the date of this report, no additional information has been offered regarding resources or land use for the location of the detour. The Native American groups and individuals will be supplied with a copy of this report in compliance with 36 CFR Part 800.11.

4. SUMMARY OF ADDITIONAL IDENTIFICATION EFFORTS

- | | |
|--|--|
| <input checked="" type="checkbox"/> National Register of Historic Places (NRHP) | <input checked="" type="checkbox"/> California Points of Historical Interest |
| <input checked="" type="checkbox"/> California Register of Historical Resources (CRHR) | <input checked="" type="checkbox"/> California Historical Resources Information System (CHRIS) |

SUPPLEMENTAL HISTORIC PROPERTY SURVEY REPORT

- | | |
|---|---|
| <input checked="" type="checkbox"/> National Historic Landmark (NHL) | <input checked="" type="checkbox"/> Caltrans Historic Bridge Inventory |
| <input checked="" type="checkbox"/> California Historical Landmarks (CHL) | <input checked="" type="checkbox"/> Caltrans Cultural Resources Database (CCRD) |
| <input checked="" type="checkbox"/> Results: | |

A supplemental archaeological survey investigation was conducted for the revised APE. The investigation includes a literature review, an updated record search at the Southern San Joaquin Valley Information Center, review of the Caltrans Central Region project files, search of the California Cultural Resource Database, and examination of historic maps and plats. Requests were also made to local Native American groups and individuals for information about the project area. A pedestrian survey was conducted of the newly added portions of the project area on October 16, 2019. No archaeological resources were identified by this investigation (**Attachment 2**).

5. ADDITIONAL PROPERTIES IDENTIFIED

- ☒ **No additional cultural resources are present** within the revised APE. Previous identification efforts included in the previous HPSR submittals remain adequate.
- ☒ Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 and as applicable PRC 5024 MOU Stipulation VIII.C.5, has determined there are additional cultural resources within the revised APE that were **previously determined not eligible** for inclusion in the NRHP and/or not eligible for registration as a CHL with SHPO concurrence, and those determinations remain valid. Copy of SHPO/Keeper correspondence is attached.
 - ☒ Additional bridges listed as **Category 5** (previously determined not eligible for listing in the NRHP) in the Caltrans Historic Bridge Inventory are present within the revised APE and those determinations remain valid. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.
 - 42-0230 Route 269/5 Separation, 06-FRE-269-0.40, 5. Bridge not eligible for NRHP, 1967 (**Attachment 1**)

6. REVISED FINDING FOR THE UNDERTAKING

- ☒ Caltrans, pursuant to Section 106 PA Stipulation IX.A and as applicable PRC 5024 MOU Stipulation IX.A.2, has determined a Finding of **No Historic Properties Affected** is appropriate for this undertaking because there are no historic properties within the revised APE.

SUPPLEMENTAL HISTORIC PROPERTY SURVEY REPORT**7. ADDITIONAL CEQA CONSIDERATIONS**

- ☒ Caltrans PQS has determined there are **No Additional Historical Resources** present, as outlined in CEQA Guidelines 15064.5(a).

8. LIST OF ATTACHED DOCUMENTATION

- ☒ Revised Project Vicinity, Location, and APE Maps
- ☒ Caltrans Historic Bridge Inventory Sheet (**Attachment 1**)
- ☒ Supplemental Archaeological Survey Report (ASR) (**Attachment 2**)
Brian Wickstrom, 2019, *Supplemental Archaeological Survey Report for the SR41 Kings River Bridge Replacement Project - Traffic Detour near Stratford, Kings County, California.*

9. SUPPLEMENTAL HPSR PREPARATION AND CALTRANS APPROVAL

Prepared by: Brian Wickstrom 11.20.19
Brian Wickstrom

District 06, Caltrans PQS Principal Investigator – Prehistoric Archaeology Date

Reviewed for
Approval by: John Whitehouse 12.2.2019
John Whitehouse

District 06, Caltrans PQS Principal Investigator – Prehistoric Archaeology Date

Approved by: Alex Rangel 12.3.19
District 06, EBC Alex Rangel, Acting Chief Date
Southern San Joaquin Valley Cultural Resources Branch A

Figure 1. Vicinity Map

State Route 41 Stratford Kings River
Bridge Replacement - Detour
Kings County

06-KIN-41
PM 30.6/33.0
EA 06-0V110
ID 0616000208

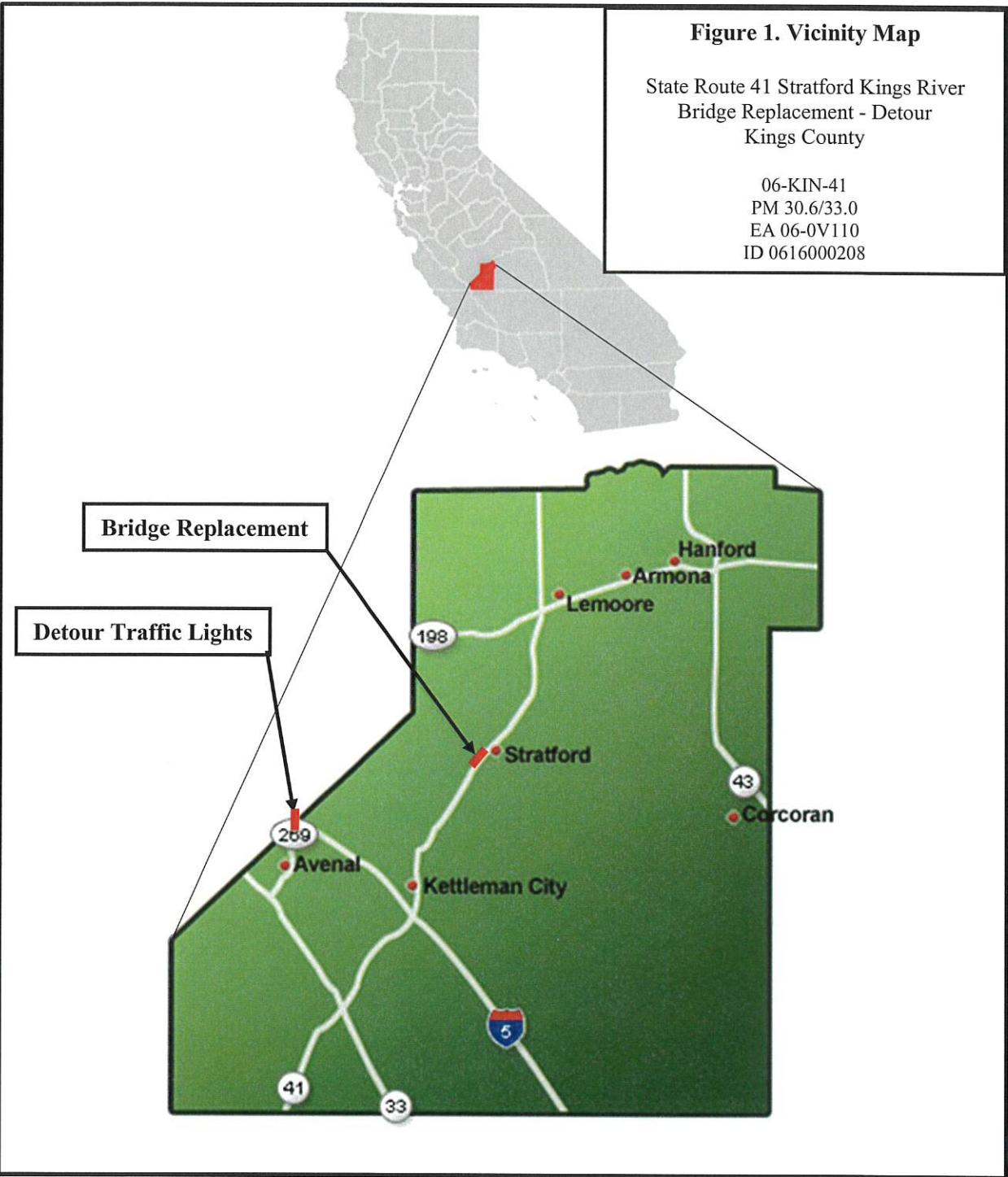
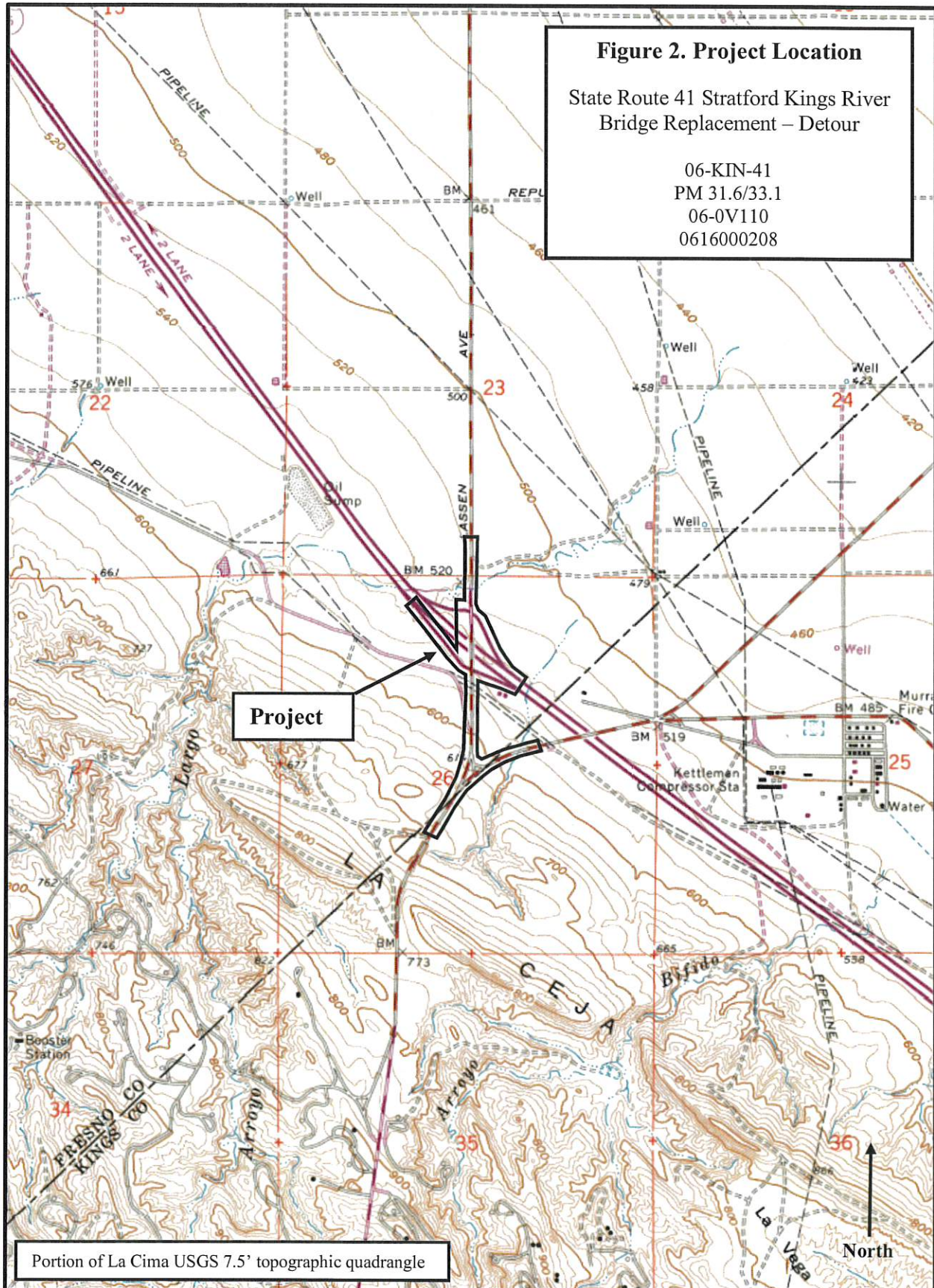
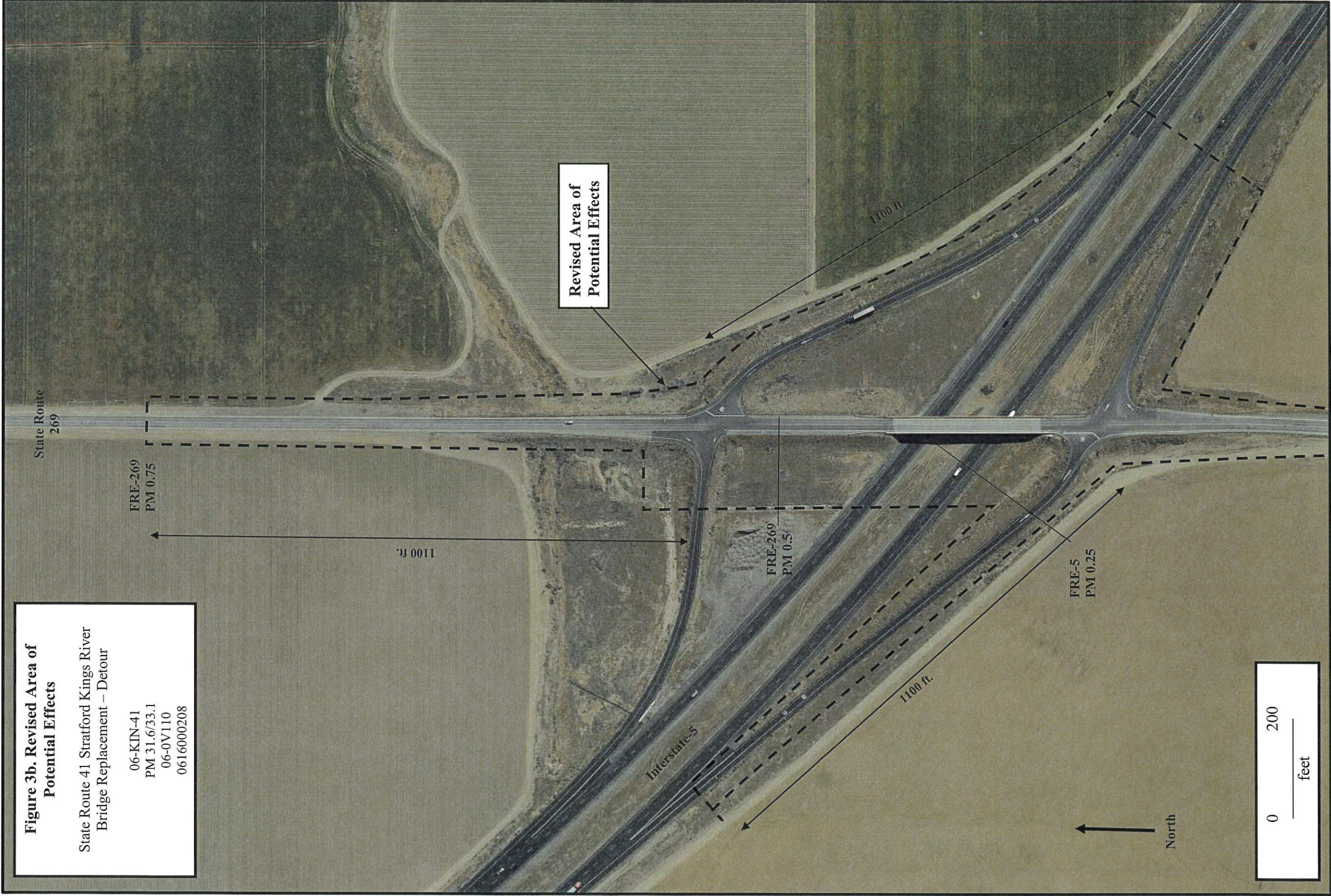


Figure 2. Project Location

State Route 41 Stratford Kings River
Bridge Replacement – Detour

06-KIN-41
PM 31.6/33.1
06-0V110
0616000208



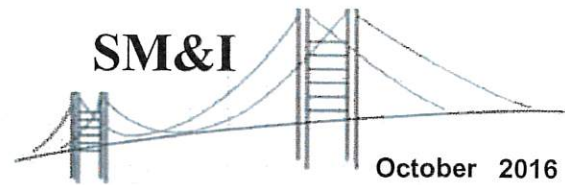


ATTACHMENT 1

CALTRANS HISTORIC BRIDGE INVENTORY SHEET



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

October 2016

District 06

Fresno County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/E
42 0208R	SOUTH CALWA OH	06-FRE-099-16.55	5. Bridge not eligible for NRHP	1963	
42 0209	CEDAR AVENUE OC	06-FRE-099-16.93	5. Bridge not eligible for NRHP	1963	
42 0210	NORTH AVENUE OC	06-FRE-099-17.26	5. Bridge not eligible for NRHP	1963	
42 0211	ORANGE AVENUE OC	06-FRE-099-17.65	5. Bridge not eligible for NRHP	1963	
42 0212	WEST CALWA UP	06-FRE-099-17.77	5. Bridge not eligible for NRHP	1963	
42 0213	JENSEN AVENUE UC	06-FRE-099-18.54	5. Bridge not eligible for NRHP	1963	200
42 0214	CHURCH AVENUE OC	06-FRE-099-19.20-FRE	5. Bridge not eligible for NRHP	1963	
42 0215	COSMOS PLAYGROUND POC	06-FRE-099-19.37-FRE	5. Bridge not eligible for NRHP	1963	
42 0216F	S41-S99 CONNECTOR SEPARATION	06-FRE-041-R21.81-FRE	5. Bridge not eligible for NRHP	1963	
42 0217	CALIFORNIA AVENUE OC	06-FRE-099-19.86-FRE	5. Bridge not eligible for NRHP	1963	
42 0218K	ROUTE 99 SB OFF-RAMP / ROUTE 99 SEPARATION	06-FRE-099-20.06-FRE	5. Bridge not eligible for NRHP	1963	
42 0219	MOUNTAIN VIEW AVENUE OC	06-FRE-099-R3.74	5. Bridge not eligible for NRHP	1964	
42 0220	MCCALL AVENUE UC	06-FRE-099-R4.91-SEL	5. Bridge not eligible for NRHP	1964	200
42 0221	SECOND STREET UC	06-FRE-099-R5.32-SEL	5. Bridge not eligible for NRHP	1964	200
42 0222	ROSE AVENUE UC	06-FRE-099-R5.77-SEL	5. Bridge not eligible for NRHP	1964	200
42 0223	BETHEL AVENUE OC	06-FRE-099-R2.06-KNGB	5. Bridge not eligible for NRHP	1964	
42 0224	DRAPER STREET UC	06-FRE-099-R0.46-KNGB	5. Bridge not eligible for NRHP	1964	201
42 0225	ROUTE 99 SB / 201 CONEJO AVE SEPARATION	06-FRE-099-R0.94-KNGB	5. Bridge not eligible for NRHP	1964	201
42 0226L	SOUTH FRESNO VIADUCT	06-FRE-041-R22.11-FRE	5. Bridge not eligible for NRHP	1966	
42 0226R	SOUTH FRESNO VIADUCT	06-FRE-041-R22.11-FRE	5. Bridge not eligible for NRHP	1966	
42 0227L	VAN NESS AVENUE UC	06-FRE-041-R22.65-FRE	5. Bridge not eligible for NRHP	1969	
42 0227R	VAN NESS AVENUE UC	06-FRE-041-R22.65-FRE	5. Bridge not eligible for NRHP	1969	
42 0227S	VAN NESS AVENUE UC	06-FRE-041-R22.65-FRE	5. Bridge not eligible for NRHP	1974	
42 0228K	M STREET UNDERCROSSING	06-FRE-041-R22.77-FRE	5. Bridge not eligible for NRHP	1974	
42 0228L	M STREET UNDERCROSSING	06-FRE-041-R22.80-FRE	5. Bridge not eligible for NRHP	1974	
42 0228R	M STREET UNDERCROSSING	06-FRE-041-R22.80-FRE	5. Bridge not eligible for NRHP	1974	
42 0229K	SAN BENITO STREET UC	06-FRE-041-R22.58-FRE	5. Bridge not eligible for NRHP	1966	
42 0230	ROUTE 269/5 SEPARATION	06-FRE-269-0.40	5. Bridge not eligible for NRHP	1967	200
42 0231	JAYNE AVENUE OC	06-FRE-005-5.50	5. Bridge not eligible for NRHP	1967	
42 0233L	PHELPS EQUIPMENT UC	06-FRE-005-8.81	5. Bridge not eligible for NRHP	1967	
42 0233R	PHELPS EQUIPMENT UC	06-FRE-005-8.81	5. Bridge not eligible for NRHP	1967	
42 0234	EL DORADO AVENUE OC	06-FRE-005-10.89	5. Bridge not eligible for NRHP	1967	
42 0235	ROUTE 198/5 SEPARATION	06-FRE-198-26.78	5. Bridge not eligible for NRHP	1967	
42 0236	OIL CITY (33/5) SEPARATION	06-FRE-033-R28.98	5. Bridge not eligible for NRHP	1968	
42 0237	TUOLUMNE AVENUE OC	06-FRE-005-21.02	5. Bridge not eligible for NRHP	1968	
42 0238	JEFFREY AVENUE OC	06-FRE-005-24.40	5. Bridge not eligible for NRHP	1968	
42 0239L	CANTUA CREEK	06-FRE-005-28.50	5. Bridge not eligible for NRHP	1968	
42 0239R	FOUR CANTUA CREEK	06-FRE-005-28.50	5. Bridge not eligible for NRHP	1968	
42 0240	ROUTE 33/5 SEPARATION	06-FRE-033-R39.83	5. Bridge not eligible for NRHP	1968	
42 0241L	ARROYO HONDO	06-FRE-005-33.62	5. Bridge not eligible for NRHP	1967	
42 0241R	ARROYO HONDO	06-FRE-005-33.62	5. Bridge not eligible for NRHP	1967	
42 0242L	THREE ROCKS ROAD UC	06-FRE-005-35.26	5. Bridge not eligible for NRHP	1967	

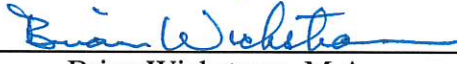
ATTACHMENT 2

SUPPLEMENTAL ARCHAEOLOGICAL SURVEY REPORT

**SUPPLEMENTAL
ARCHAEOLOGICAL SURVEY REPORT FOR THE
SR 41 KINGS RIVER BRIDGE REPLACEMENT PROJECT - TRAFFIC DETOUR
NEAR STRATFORD, KINGS COUNTY, CALIFORNIA**

06-KER-41
P.M. 31.6/33.1
EA 06-0V110
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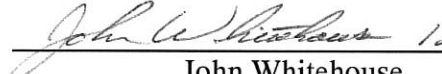
Prepared by:

 11.20.19

Brian Wickstrom, M.A.

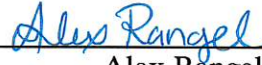
Principal Investigator – Prehistoric Archaeology
Southern San Joaquin Valley Cultural Resources Branch
Central Region

Reviewed for Approval by:

 12.02.2019

John Whitehouse
Principal Investigator – Prehistoric Archaeology
Central Region Environmental Division

Approved by:

 12.03.19

Alex Rangel, Acting Chief
Southern San Joaquin Valley Cultural Resources Branch A
Central Region

California Department of Transportation
855 M Street, Suite 200
Fresno, California 93721

USGS La Cima, Calif. (2015) 7.5' topographic quadrangle
10 acres

November 2019

SUMMARY

This archaeological survey is undertaken as part of the environmental studies to provide information in preparing environmental documents for the Kings River Bridge Replacement Project near Stratford in Kings County, California. The California Department of Transportation proposes to replace the State Route 41 bridge over the Kings River with a new bridge structure on the same alignment. Project plans have been revised to detour traffic along the existing roadways State Route 198, Avenal-Cutoff Road, and Interstate 5. The only needed modification to these routes is the installation of temporary traffic signals at the junctions of Avenal-Cutoff Road, State Route 269, and Interstate 5. The purpose of this investigation is to examine the newly added location of the temporary traffic signals for cultural resources.

The investigation includes a literature review, an updated record search at the Southern San Joaquin Valley Information Center, review of the Caltrans Central Region project files, search of the California Cultural Resource Database, and examination of historic maps and plats. Requests were also made to local Native American groups and individuals for information about the project area. A pedestrian survey was conducted of the newly added portions of the project area on October 16, 2019. No archaeological resources were identified by this investigation.

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

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FIGURES

- Figure 1. Project Vicinity Map
- Figure 2. Project Location Map
- Figure 3. Archaeological Survey Coverage Map

APPENDIX

- Appendix A. Information Center Record Search
- Appendix B. Correspondence

INTRODUCTION

This archaeological survey is undertaken as part of the environmental studies to provide information in preparing environmental documents for the Kings River Bridge Replacement Project on State Route 41 (SR-41) near Stratford in western Kings County, California (Figure 1). The California Department of Transportation (Caltrans) proposes to demolish the aging bridge structure and replace it with a new bridge constructed on the same alignment. Vehicle traffic was initially proposed to be detoured along local county roads during this construction. However, the strength of the county roads has been determined to be insufficient to support the increased traffic load. Instead, the traffic would be redirected along existing roadways State Route 198, Avenal-Cutoff Road, and Interstate 5. The only needed modifications to these routes would be the installation of temporary traffic signals at the junctions of Avenal-Cutoff Road, State Route 269, and Interstate 5. The addition of the traffic signals to the project has enlarged the project area into an area that has not been examined for cultural resources.

The initial archaeological survey for this project examined the bridge location and the original county road detour (Wickstrom 2019). This investigation of archival and literature sources and the field survey found no archaeological sites within the project area.

The purpose of this investigation is to identify any cultural resources within the newly added location of the temporary traffic signals. The investigation includes a record search at the Southern San Joaquin Valley Information Center, review of the Caltrans Central Region project files, search of the California Cultural Resource Database (CCRD), and examination of historic maps and plats. Requests were also made to local Native American groups and individuals for information about the project area. A pedestrian examination was conducted of the traffic signal location in the October of 2019. No archaeological resources were identified.

The cultural resources studies are conducted 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* (hereafter, the PA).

PROJECT PERSONNEL

The investigation was conducted by personnel from the Caltrans Central Region Environmental Planning Division in Fresno:

Brian Wickstrom, Associate Environmental Planner (Archaeologist) at Caltrans, who received his M.A. in Cultural Resource Management from Sonoma State University in 1986, has 35 years of professional archeological experience in California, the southwestern Great Basin, and the northern Mojave Desert. Mr. Wickstrom qualifies as a Principal Investigator - Prehistoric Archaeology of Professionally Qualified Staff as defined in the PA, and he is a member of the Register of Professional Archaeologists. For the current investigation, Mr. Wickstrom compiled the records search information, conducted the field survey, and prepared the report.

Peer review for this report was provided by Caltrans Archaeologist John Whitehouse in the Central Region Environmental Division who qualifies as a Principal Investigator – Prehistoric Archaeology of Professionally Qualified Staff as defined in the PA.

PROJECT DESCRIPTION

Caltrans proposes to replace the Kings River Bridge (No. 45-0007) on State Route 41 (PM 31.6 to 33.4) about 1.0 miles southwest of Stratford in Kings County, California (Figure 2). The outdated bridge will be replaced with an incremental precast slab bridge. The alignment and centerline of the new bridge will match the existing bridge. The number and size of the supporting columns for the replacement bridge will be determined during the detailed design phase.

A 50-foot wide temporary wood trestle bridge would be built on the east side of the existing bridge for dismantling and installing the new bridge. The trestle bridge would be erected from the northeast bank of the Kings River and stop just before the southeast bank. Vehicle traffic had been proposed to be detoured along county roads Laurel Avenue and 22nd Avenue during this construction. However, the pavement strength of these avenues has been determined to be insufficient to support the increased traffic load.

Instead, State Route 41 will be temporarily closed, and traffic would be redirected onto an estimated 32-mile long detour. Traffic heading south from Fresno would turn onto State Route 198 heading west, then south onto Avenal-Cutoff Road. From Avenal-Cutoff Road traffic would head west onto State Route 269, then south on Interstate 5, then back onto State Route 41 at Kettleman City. Traffic heading north from Paso Robles would take the reverse order to get back onto State Route 41. These routes are sufficiently strong to handle the increased traffic without modification.

The only changes to the roadways of the detour will be the installation of temporary traffic signals at the junctions of Avenal-Cutoff Road, State Route 269, and Interstate-5 (Figure 3). Work will include installation of 36 temporary wood poles and trenching for electrical lines. All work will be within Caltrans right-of-way. The roadway area required for this installation is being added to the project's Area of Potential Effects.

Local residences near the project area will still be able to use Laurel Avenue and 22nd Avenue to navigate around construction. Construction for the bridge replacement and detour is estimated to take 200 working days to complete the project.

SOURCES CONSULTED

ARCHIVE AND FILE SOURCES

An updated record and literature search for the detour portion of the project area was undertaken at the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical

Resources Information System at California State University, Bakersfield. The initial records search for the project was performed in 2018. The record search update (RS #19-422) included inspection of base maps, pertinent reports, and site records on file for previously recorded ethnographic, historic, and prehistoric sites within 0.5 miles of the project corridor (Appendix A). In addition, project files and historic maps were consulted at the Caltrans Southern San Joaquin Valley Cultural Resources Office in Fresno.

The SSJVIC record search found that none of the recorded sites or historical resources listed on the following directories are within the project area. A check of the online databases for some of these directories showed that no recent additions have been made for the project area:

National Register of Historic Places, online database search, October 2019
California Register, online database search, October 2019
California Points of Historical Interest, online database search, October 2019
California State Historic Landmarks, online database search, October 2019
Office of Historic Preservation, Archaeological Determinations of Eligibility, October 2019
Office of Historic Preservation, Directory of Properties in the Historic Property Data File, October 2019

These searches revealed that two previous archaeological surveys have been conducted for portions of the current project area. In 1995, Osborne surveyed the area of the SR 269/I5 interchange, including the connecting ramps (Osborne and Dominique 1995). Binning surveyed the right-of-way for SR 269 within the project area for a Caltrans pavement rehabilitation project in 1998 (Binning 1998). No archaeological resources were identified within the project area by these surveys.

Two other linear surveys have been performed for utility lines near the project area. Kaijankoski (2010) surveyed the electrical transmission line that crosses the southern end of the project area, and Sikes et al. (2017) conducted a cultural resources inventory of the water transmission line that parallels the south side of the Avenal Cutoff Road. Neither investigation identified cultural resources within or near the project area.

The SSJVIC record search erroneously plots the survey for the Coalinga-Avenal Roadside Rest by Swenson et al. (1980) as being at the SR 269/I5 interchange when it is actually 1.3 miles farther to the north on Interstate 5.

In their report, *A Geoarchaeological Overview and Assessment of Caltrans Districts 6 and 9*, Meyer et al. (2010) map the landform for the project area as part of an alluvial fan that was created during the Latest Holocene (2,000 – 150 cal BP). They also identify the potential to encounter buried soil deposits on this landform as Moderate for most of the project area and as Very High along the narrow strip of the intermittent drainage that crosses the northern end of the project.

The report entitled *Native American Geography, History, Traditional Resources, Contemporary Communities, and Concerns*, by Shelly Davis-King, Clinton Blount, and Stella D'Oro (Davis-King et al. 2010) shows that the project's portion of SR-269 and Interstate 5 were not included in their study.

The historic plats and maps uncovered during the records search revealed the remote position of the project area in relation to the population centers which have developed in Fresno and Kings counties during the past 160 years. The initial government land surveys that established the township and range grid system for this portion of the county were conducted in 1855 and refined with more topographic detail in 1882 (GLO 1855, 1882). Those plats show the natural topographic relief of the valley meeting the foothills. They also depict the course of one incised drainage course (Arroyo Largo) at the location of the project area, but no features of human use or construction. Thompson's Atlas of 1892 also shows the lack of historic period developments in the area depicting only the topographic change of the valley to the foothills and the incised drainage course (Thompson 1892). The map shows no ownership for the land and depicts no structures or roadways within miles of the location.

The 1912 Discovery Well quadrangle (USGS 1912) depicts the extent of oil exploration west of the project area and the beginnings of the transportation system. The Southern Pacific Railroad is depicted with the rail-towns of Coalinga and Huron about eight miles north of the project area. A winding roadway is depicted crossing through the Kettleman Hills connecting the Kettleman Plain (near the future location of Avenal) to the town of Huron. This route exits the hills about 0.25 miles to the north of the present SR 269 roadway.

The sequence of USGS La Cima 7.5' topographic quadrangles for this area show the development of the roadway systems that have come to form the project location and few other historic period developments. By 1930, the roadway that would become SR 269 had been established essentially on its present alignment as the Avenal/Lemoore Road (USGS 1930a, 1930b). A set of structures for pumping oil labeled "PG&E Plant" are located 1.0 mile to the southeast. The roadway and plant resulted from development of the Kettleman Hills oil field that was discovered in 1928 about three miles south of the project area. By 1954, the present routes of SR 269 and Avenal Cutoff Road had been established (USGS 1954, 1963). Interstate 5 with its interchange on SR 269 and the overcrossing structure for the Avenal Cutoff Road was in place by 1971 (USGS 1971). The commercial truck center that is on the northwest side of the project area is the most recent modification to the area (USGS 2018). All of these quadrangles depict the incised drainage channel as having an intermittent flow and extending only one mile farther to the east of the project.

NATIVE AMERICAN COORDINATION

The Native American Heritage Commission was contacted during the initial cultural resource investigation for the bridge replacement project (Wickstrom 2019). The Commission responded by providing a list of several Native American groups and individuals in and around the Southern San Joaquin Valley. Letters describing the plans for the new detour and maps showing its location were sent to the following groups and individuals on October 17, 2019:

- Leo Sisco, Chairperson, Santa Rosa Rancheria Tachi Yokut Tribe
- David Laughinghorse Robinson, Kawaiisu Tribe of Tejon Reservations Wuckchumni Tribal Council
- Robert Ledger Sr., Chairperson, Dumna Wo-Wah Tribe

- Robert Robinson, Chairperson, Kern Valley Indian Community
- Kenneth Woodrow, Chairperson, Wuksache Indian Tribe/Eshom Valley Band
- Neil Peyron, Chairperson, Tule River Indian Tribe
- Lorrie Planas, Choinumni Tribe
- Darlene Franco, Chairperson, Wuckchumni Tribal Council
- Delia Dominguez, Chairperson, Kitanemuk & Yowlumne Tejon Indians
- Robert L. Gomez, Tribal Chairperson, Tubatulabals of Kern Valley
- Kerri Vera, EPA Coordinator, Tule River Indian Tribe
- Robert Jeff, Cultural Department, Santa Rosa Rancheria Tachi Yokut Tribe
- John Sartuche, Wuksache Tribe

In addition, the letters requested any information the groups might have regarding cultural resources within the area of the detour that might be of significance to the individuals or their communities. At the date of this report, no additional information has been offered regarding resources or land use for the location of the detour. The Native American groups and individuals are being supplied with a copy of this report in compliance with 36 CFR Part 800.11.

BACKGROUND

The natural and cultural background for the bridge replacement project has been provided in the initial survey report (Wickstrom 2019). Other than updating the information from the SSJVIC and in-office sources, no new research was conducted for the current archaeological survey.

The project area is situated at the juncture of the eastern foothills of the Coast Ranges and the broad floor of the San Joaquin Valley. The topography of the 1.0-mile long project area is hilly at its western end which transitions to the gentle slope of the valley floor at its eastern end. The eastern end crosses the incised drainage channel which transmits the intermittent flow of a small catchment basin that extends only eight miles into the Kettlement Hills to the west. This location is within the desert saltbush vegetation community described by Preston (1981:24). The dominant vegetation consists of desert saltbush with a spotty intermixture of winter annuals and other herbaceous plants.

The natural landscape has been extensively altered by historic period development. The natural slopes of the terrain for the western project area have been cut and filled for highway construction. Irrigated agricultural lands border the current right-of-way on the valley floor.

The project is in the territory ascribed to the *Tachi* tribelet who spoke one of the valley dialects of the Yokuts language (Gayton 1948:7-9; Kroeber 1925:483). The group was situated on the northern and western shores of Tulare Lake in the area of present-day Lemoore. The group's principal winter villages of *Golon* (present-day Holon) and *Adjiu* were northwest of the lake about eight miles north of the project location (Wallace 1978:448). The *Tachi* followed the general settlement and subsistence practices for all the Yokuts-speaking tribelets of the area which were oriented to the major water courses of the San Joaquin Valley (Wallace 1978:449-450). The winter season (November through February) was spent in their principal villages above potential flooding in the Desert Saltbrush vegetation zone west of the lake subsisting primarily on acorns and other stored foods (Preston 1981:19-29).

Explorations and crossings of the San Joaquin Valley in the general vicinity of the project area began as early as 1772 and were initially undertaken by Spanish missionaries and soldiers. Subsequent Euroamerican development of the San Joaquin Valley progressed slowly in relation to other portions of California. Some agricultural endeavors, such as experimentation with cotton as a cash crop, began as early as the 1860s, but most attempts at farming and irrigation developed slowly over the next two decades (Rogers 1953:38).

The arrival of the railroad through the San Joaquin Valley in 1876 brought with it many new settlers. But the oil boom in the first decades of the last century is responsible for the southern San Joaquin Valley's economic development and population growth that is present today. The years of 1909 and 1910 were the peak of oil exploration and development in the region, and most of the oil fields, including the ones at Lost Hills to the south of the project area, were established by the 1920s (Rogers 1953:42). The Kettleman North Dome oil field was the last to be discovered in 1928 just three miles to the south of the project area. The extensive exploration and development of gas and oil drilling and their associated support industries resulted in company towns, such as Avenal, that sprang up almost overnight.

FIELD METHODS

The SR 269 right-of-way of the project area was included as part of the archaeological survey conducted by Jeanne Binning for a Caltrans repaving project in 1998 (Binning 1998). She found no archaeological sites within her project area. She provided a description of her field methods:

Single, fifty-foot transects were walked on each side of FRE-269 from kilometer post 0.0 to kilometer post 17.28 (see Figure 3). This survey covered the portion of the project area that had not been previously surveyed. In general, ground visibility was excellent (Binning 1998:2).

The SR 269/I5 interchange area was surveyed for archaeological resources by Richard Osborne and Dominique Comeyne in 1995 for the Caltrans seismic refitting of the SR 269 Overcrossing columns (Osborne and Comeyne 1995). No archaeological resources were found. They describe their field methods as follows:

The Archaeological Study Area was systematically surveyed in parallel transects spaced approximately 10 meters (32.8 feet) apart or in meandering fashion, as dictated by the terrain. Natural ground cover was quite dense, therefore, restricting visibility to approximately 10% throughout the survey area.

At the time of their surveys, both survey teams (Binning and Laylander, and Osborne and Comeyne) surpassed the minimum field experience and education qualifications standards under the PA for the level of Lead Archaeological Surveyor. The experience level of the personnel and the survey methods are judged to be adequate to meet the current standards under the PA.

The current field investigation was performed on October 16, 2019 by the author. The survey began by driving the project area to identify the project boundaries and observe its position on the natural landscape. The examination showed that most of the project area was comprised of a

series of cut-and-fill areas that provided gentle curved and straight roadway alignments through the irregular terrain. Some of the road cuts extended up to 10 feet in height into the hill slopes and the earth fill extended up to 16 feet in height for the overcrossing abutments at Interstate 5. All of the ramps and approaches to the overcrossing are on elevated earthen road bases. The only unmodified terrain within the project area were at the transitions to the valley floor on SR 269 and on the Avenal Cutoff Road.

A pedestrian visual examination was conducted along the eastern-most 600 feet of the SR 269 and Avenal Cutoff Road roadways. The surveyor walked down one side of each roadway and back along the opposite side. The ground surface along the recently disked agricultural fields along SR 269 allowed excellent examination of the mineral soil surface. The ground cover along the Avenal Cutoff Road consisted of sparse grasses, with scattered to dense concentrations of low brush allowing for fifty percent exposure of mineral soil. Additional examination was made to locations of water erosion and rodent mounds when they were encountered.

FINDINGS AND CONCLUSIONS

The pre-field investigations identified no locations of suspected sensitivity for archaeological resources, and the field investigations found none within the right-of-way for the detour's traffic signals. Virtually all the project area has been previously recontoured from its natural slopes to form the elevated roadways of the SR 269/I5 interchange.

The sensitivity analysis in the report *A Geoarchaeological Overview and Assessment of Caltrans Districts 6 and 9* (Meyer et al. 2010) classifies the potential to encounter buried archaeological deposits in this location as Moderately High at the northern end of the detour, but Moderate for the remaining project area.

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

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Center, Bakersfield.

Figure 1. Vicinity Map

State Route 41 Stratford Kings River
Bridge Replacement - Detour
Kings County

06-KIN-41
PM 30.6/33.0
EA 06-0V110
ID 0616000208

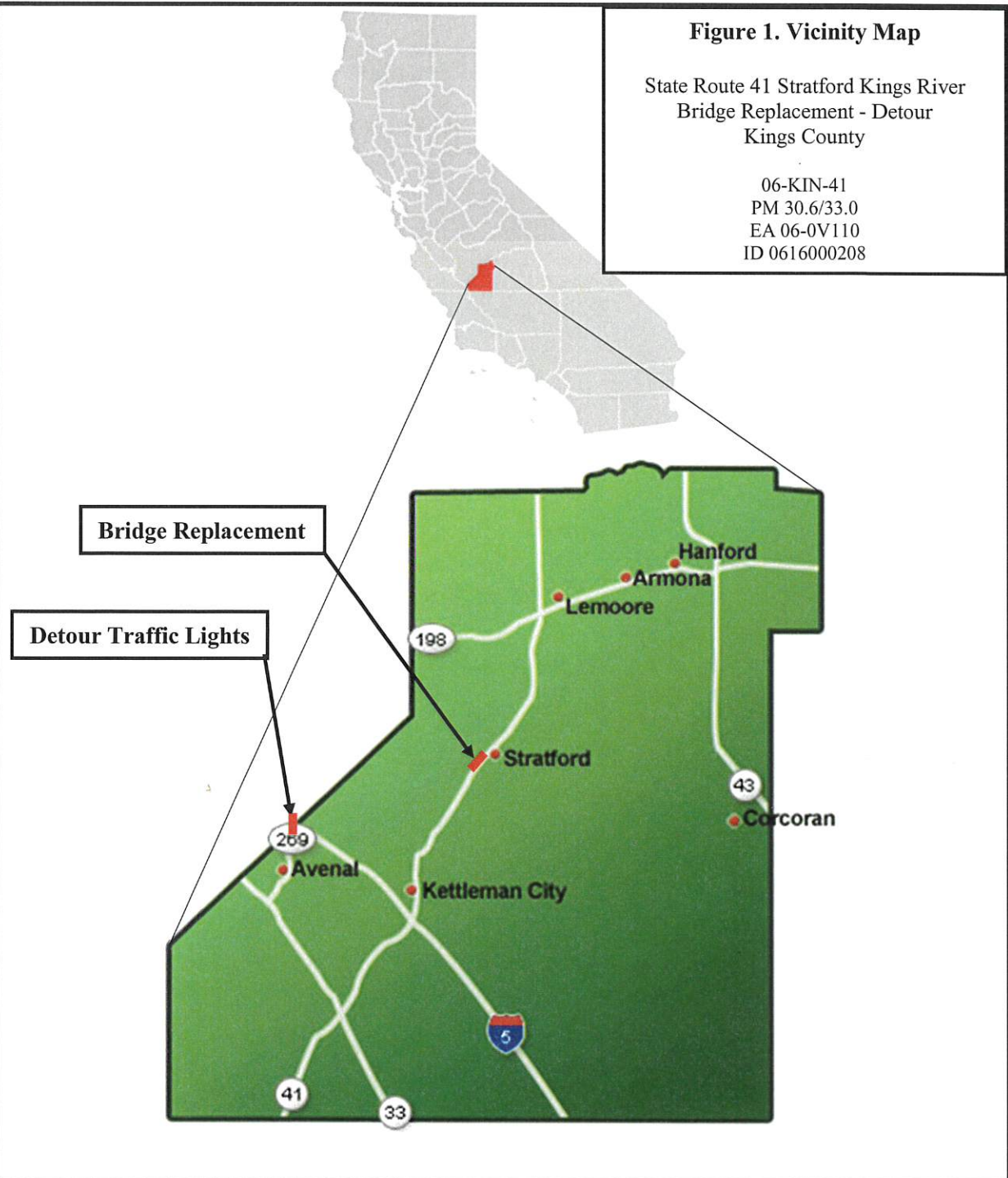
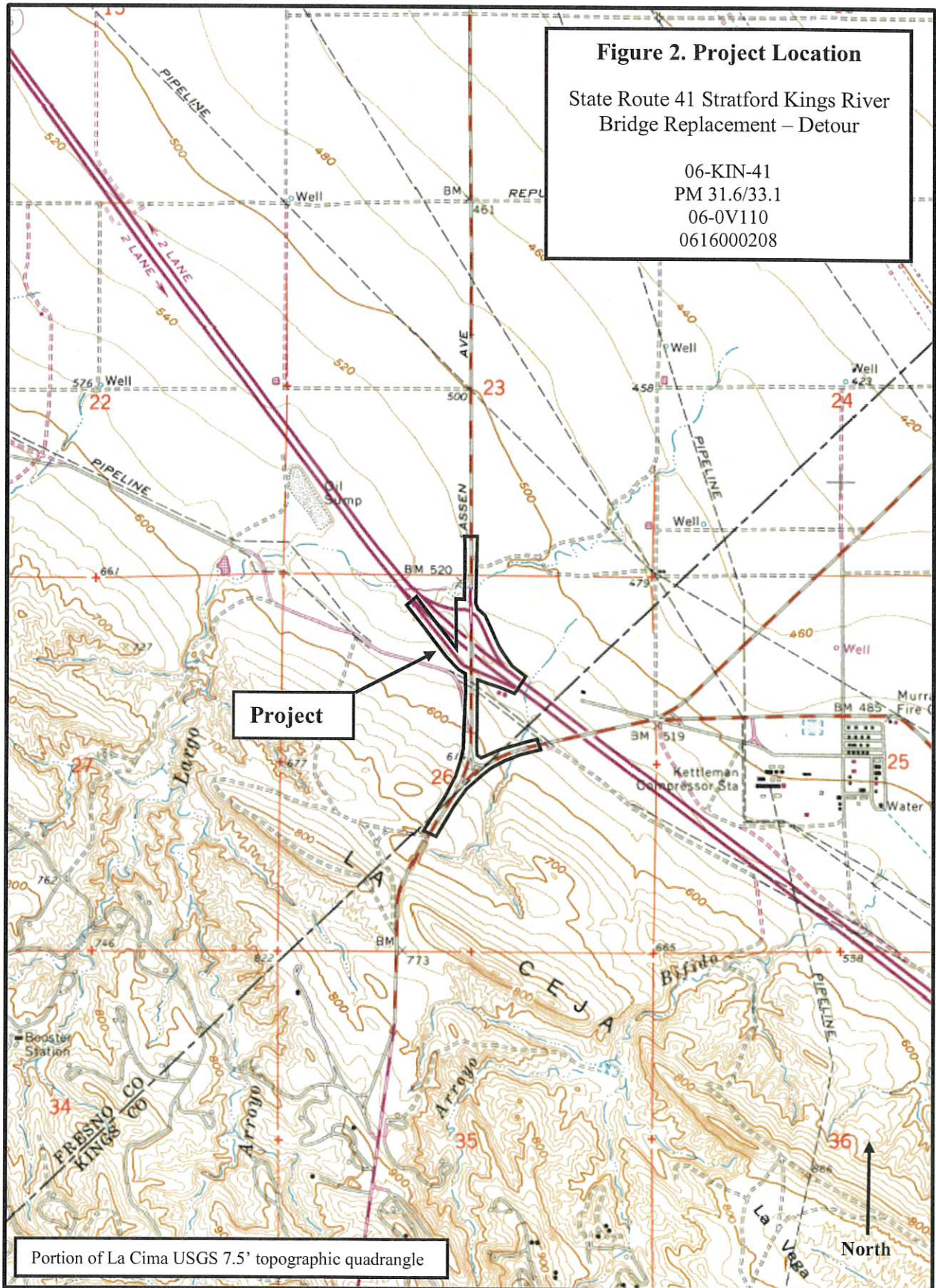


Figure 2. Project Location

State Route 41 Stratford Kings River
Bridge Replacement – Detour

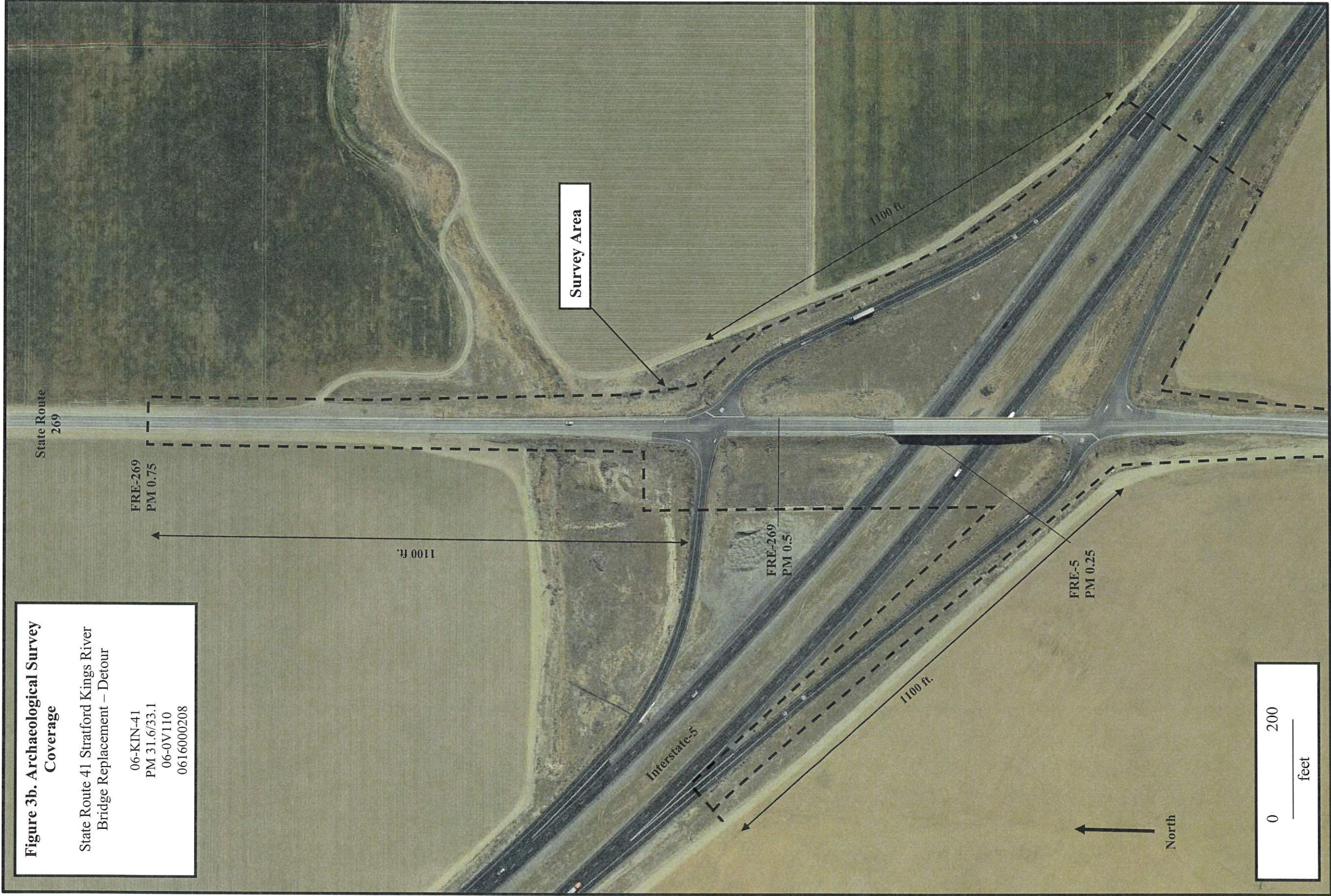
06-KIN-41
PM 31.6/33.1
06-0V110
0616000208



Project

Portion of La Cima USGS 7.5' topographic quadrangle





APPENDIX A
INFORMATION CENTER RECORD SEARCH

California
Historical
Resources
Information
System



Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

10/28/2019

Brian Wickstrom
Caltrans
855 M Street, Suite 200
Fresno, CA 93721

Re: SR41 Kings River Bridge Replacement - Stratford
Records Search File No.: 19-422

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the La Cima USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.5 mile radius:

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

Resources within project area:	None
Resources within 0.5 mile radius:	None
Reports within project area:	FR-00253, FR-00608, FR-00729, FR-01640, FR-02443 (KI-00199)
Reports within 0.5 mile radius:	KI-00065, KI-00271, KI-00318

Resource Database Printout (list):

☐ enclosed ☐ not requested ☒ nothing listed

Resource Database Printout (details):

☐ enclosed ☐ not requested ☒ nothing listed

Resource Digital Database Records:

☐ enclosed ☒ not requested ☐ nothing listed

Report Database Printout (list):

☒ enclosed ☐ not requested ☐ nothing listed

Report Database Printout (details):

☒ enclosed ☐ not requested ☐ nothing listed

Report Digital Database Records:

☐ enclosed ☒ not requested ☐ nothing listed

Resource Record Copies:

☐ enclosed ☐ not requested ☒ nothing listed

Report Copies:

☐ enclosed ☒ not requested ☐ nothing listed

OHP Historic Properties Directory:

☐ enclosed ☐ not requested ☒ nothing listed

Archaeological Determinations of Eligibility:

☐ enclosed ☐ not requested ☒ nothing listed

CA Inventory of Historic Resources (1976):

☐ enclosed ☐ not requested ☒ nothing listed

Caltrans Bridge Survey:

Not available at SSJVIC; please see

<http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>

Ethnographic Information:

Not available at SSJVIC

Historical Literature:

Not available at SSJVIC

Historical Maps:

Not available at SSJVIC; please see

<http://historicalmaps.arcgis.com/usgs/>

Local Inventories:

Not available at SSJVIC

GLO and/or Rancho Plat Maps:

Not available at SSJVIC; please see

<http://www.glorerecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1> and/or

<http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items>

Shipwreck Inventory:

Not available at SSJVIC; please see

<http://www.slc.ca.gov/Info/Shipwrecks.html>

Soil Survey Maps:

Not available at SSJVIC; please see

<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

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

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

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

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

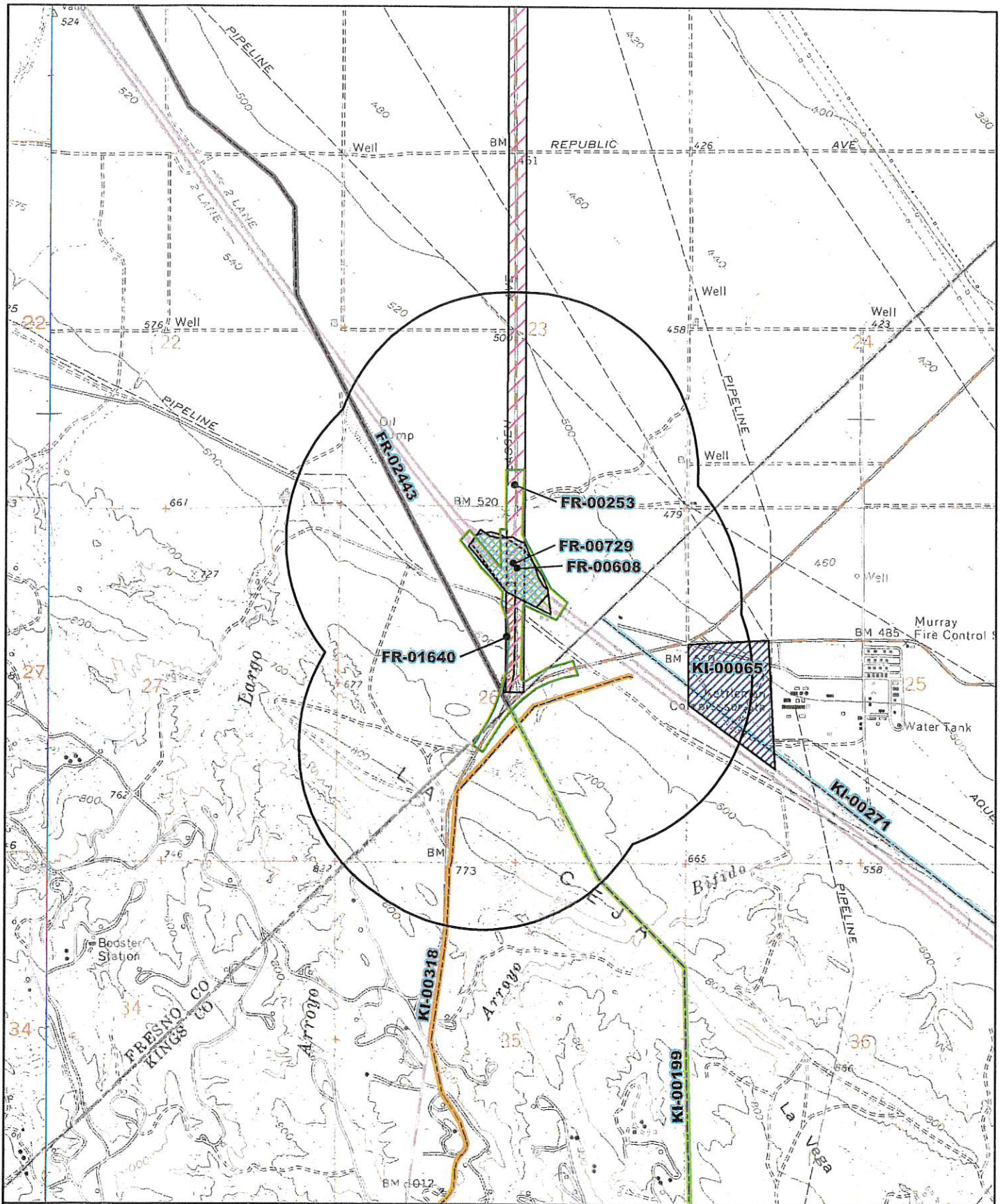
Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Celeste M. Thomson

Digitally signed by Celeste M. Thomson
Date: 2019.10.28 11:47:41 -07'00'

Celeste M. Thomson
Coordinator



May depict confidential cultural resource locations.
Do not distribute.

0 0.125 0.25 0.5 Miles
0 0.175 0.35 0.7 Kilometers



Project Area
 Record Search radius

SSJV Information Center Record Search 19-422
Requester: Brian Wickstrom, Caltrans District 06
Project Name: SR41 Kings River Bridge Replacement - Stratford
Project ID 06-1600-0208; EA 06-0V110
USGS 7.5' Quad(s): La Cima
County: Fresno, Kings

APPENDIX B
CORRESPONDENCE

Native American Contact Letters

The example letter and its attached maps were sent to the following Native American groups and individuals on October 17, 2019:

Leo Sisco, Chairperson
Santa Rosa Rancheria Tachi Yokut
Tribe
P.O. Box 8
Lemoore, CA 93245

Neil Peyron, Chairperson
Tule River Indian Tribe
P.O. Box 589
Porterville, CA 93258

Robert L. Gomez, Tribal Chairperson
Tubatulabals of Kern Valley
P.O. Box 226
Lake Isabella, CA 93240

David Laughinghorse Robinson
Kawaiisu Tribe of Tejon
Reservations
Wuckchumni Tribal Council
P.O. Box 1547
Kernville, CA 93238

Lorrie Planas
Choinumni Tribe
2736 Palo Alto
Clovis, CA 93611

Kerri Vera, EPA Coordinator
Tule River Indian Tribe
P.O. Box 589
Porterville, CA 93258

Robert Ledger Sr., Chairperson
Dumna Wo-Wah Tribe
2191 West Pico Ave.
Fresno, CA 93703

Darlene Franco, Chairperson
Wuckchumni Tribal Council
P.O. Box 6576
Visalia, CA 93290

Robert Jeff, Cultural Department
Santa Rosa Rancheria Tachi Yokut
Tribe
P.O. Box 8
Lemoore, CA 93245

Robert Robinson, Chairperson
Kern Valley Indian Community
P.O. Box 1010
Lake Isabella, CA 93240

Delia Dominguez, Chairperson
Kitanemuk & Yowlumne Tejon
Indians
115 Radio Street
Bakersfield, CA 93305

John Sartuche
Wuksache Tribe
1028 E. K. Avenue
Visalia, CA 93292

Kenneth Woodrow, Chairperson
Wuksache Indian Tribe/Eshom
Valley Band
1179 Rock Haven Ct.
Salinas, CA 93906

DEPARTMENT OF TRANSPORTATION

DISTRICT 6

855 M STREET, SUITE 200

FRESNO, CA 93721-2716

PHONE (559) 445-5997

FAX (559) 445-6236

TTY 711

www.dot.ca.gov

*Serious drought.
Help save water!*

October 17, 2019

Project: 06-KIN-41

PM: 31.6/33.1

EA: 06-0V110

ID: 06-1600-0208

Mr. Leo Sisco
Chairperson
Santa Rosa Rancheria Tachi Yokut Tribe
P.O. Box 8
Lemoore, California 93245

Subject: Temporary Traffic Signals on Avenal Cutoff Detour for the State Route 41 Kings River Bridge Replacement Project near Stratford, Kings County

Dear Mr. Sisco:

The California Department of Transportation (Caltrans) has previously contacted you for this project that will replace the State Route 41 bridge over the Kings River near Stratford in Kings County. The project continues to progress through its initial design phase. We wish to inform you of a recent change that will add to the project's Area of Potential Effects.

This project would replace the Kings River Bridge with an incremental precast slab bridge on the same alignment and centerline as the existing bridge. A 50-foot wide temporary wood trestle bridge would be built on the east side of the existing bridge for dismantling and installing the new bridge. The trestle bridge would be erected from the northeast bank of the Kings River and stop just before the southeast bank. Vehicle traffic had been proposed to be detoured along county roads Laurel Avenue and 22nd Avenue during this construction. However, the pavement strength of these avenues has been determined to be insufficient to support the increased traffic load.

Instead, traffic on State Route 41 would be redirected onto a 32-mile long detour. Traffic heading south from Fresno would be redirected onto State Route 198/Avenal-Cutoff Road/Interstate 5 and back onto State Route 41 towards the Central Coast. Traffic heading north from the Central Coast would use Interstate 5/Avenal-Cutoff Road/ State Route 198 and back onto State Route 41. These routes are sufficiently strong to handle the increased traffic without modification. The only changes will be installation of temporary traffic signals at the road junctions of these three roadways: Avenal-Cutoff Road, State Route 269, and Interstate 5. Work will include the installation of 36 temporarily wood poles and trenching for electrical lines. All work will be within Caltrans right-of-way. Local residences near the bridge location will still be able to use Laurel Avenue and 22nd Avenue to navigate around construction.

Mr. Leo Sisco
October 17, 2019
Page 2

The roadway area required for the installation of the temporary traffic lights is being added to the project's Area of Potential Effects, and we are conducting an inventory for any cultural resources that may be present. If you know of any cultural resources that may be of significance to your community, or if you would like more information, please contact me at 559-445-5997 or by email at brian.wickstrom@dot.ca.gov. Or you may contact Mandy Macias at 559-445-6250 or by email at mandy.macias@dot.ca.gov. In return correspondence, please refer to this project by the EA number, 06-0V110.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Wickstrom", with a long horizontal flourish extending to the right.

Brian Wickstrom
Southern San Joaquin Valley Cultural Resources Branch
Central Region Environmental Division

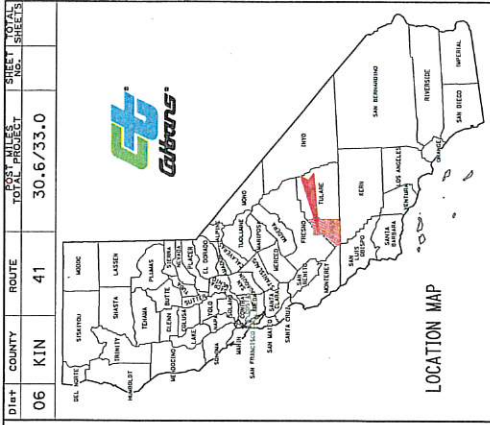
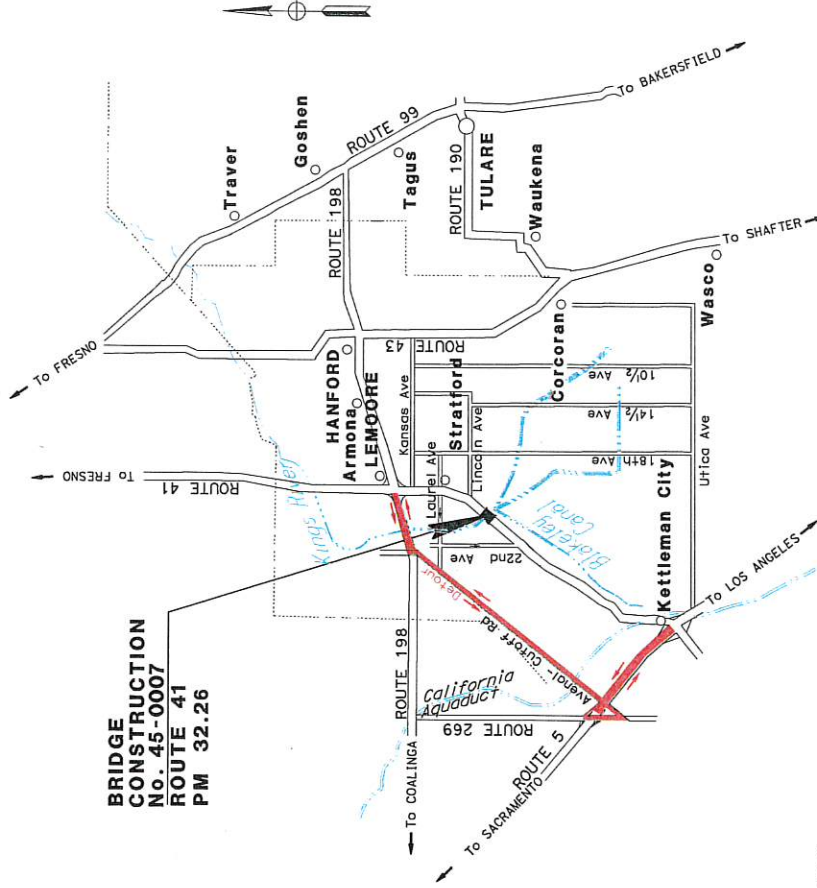
Enclosure: Vicinity Map, Location Map, Preliminary Plan for Temporary Traffic Signals

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN KINGS COUNTY
NEAR STRATFORD
AT KINGS RIVER BRIDGE
BRIDGE 45-0007

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

BRIDGE
CONSTRUCTION
No. 45-0007
ROUTE 41
PM 32.26



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	KIN	41	30.6/33.0		

PROJECT MANAGER	GILBERTO BACA
DESIGN MANAGER	ALI ALQATANI

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

BORDER LAST REVISED 10/4/2013 CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/) USERNAME => 3103001 DON FILE => 060V110as001_06-19-19.dgn



PROJECT ENGINEER
REGISTERED CIVIL ENGINEER
DATE
PROJECT APPROVAL DATE
PLANS APPROVED BY
OFFICIALS OF AGENCIES SHALL NOT BE
RELIED UPON FOR THE PURPOSES OF
COMPLETION OF THE PROJECT.

CONTRACT NO.	06-0V110
PROJECT ID	0616000208
PROJECT NUMBER & PHASE	0616000208

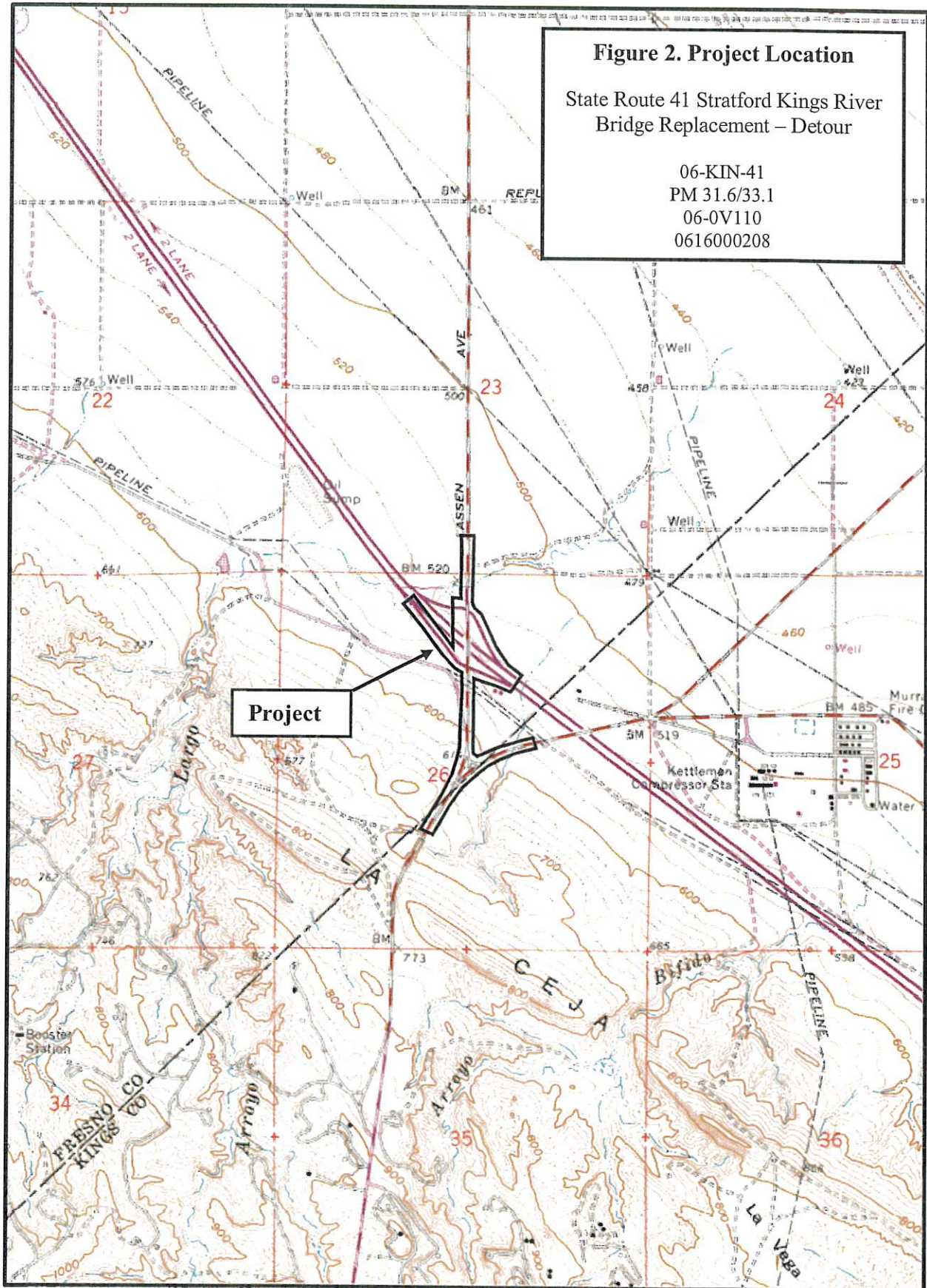
UNIT 0000

DATE PLOTTED => 29-JUL-2019
TIME PLOTTED => 00:10
06-19-19

Figure 2. Project Location

State Route 41 Stratford Kings River
Bridge Replacement – Detour

06-KIN-41
PM 31.6/33.1
06-0V110
0616000208



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA ON ITS OFFICERS AND EMPLOYEES ACCEPTS THE ACCURACY OF THE COMPLETENESS OF THE WORK SHOWN ON THIS PLAN SHEET.

PROFESSIONAL ENGINEER

NO.

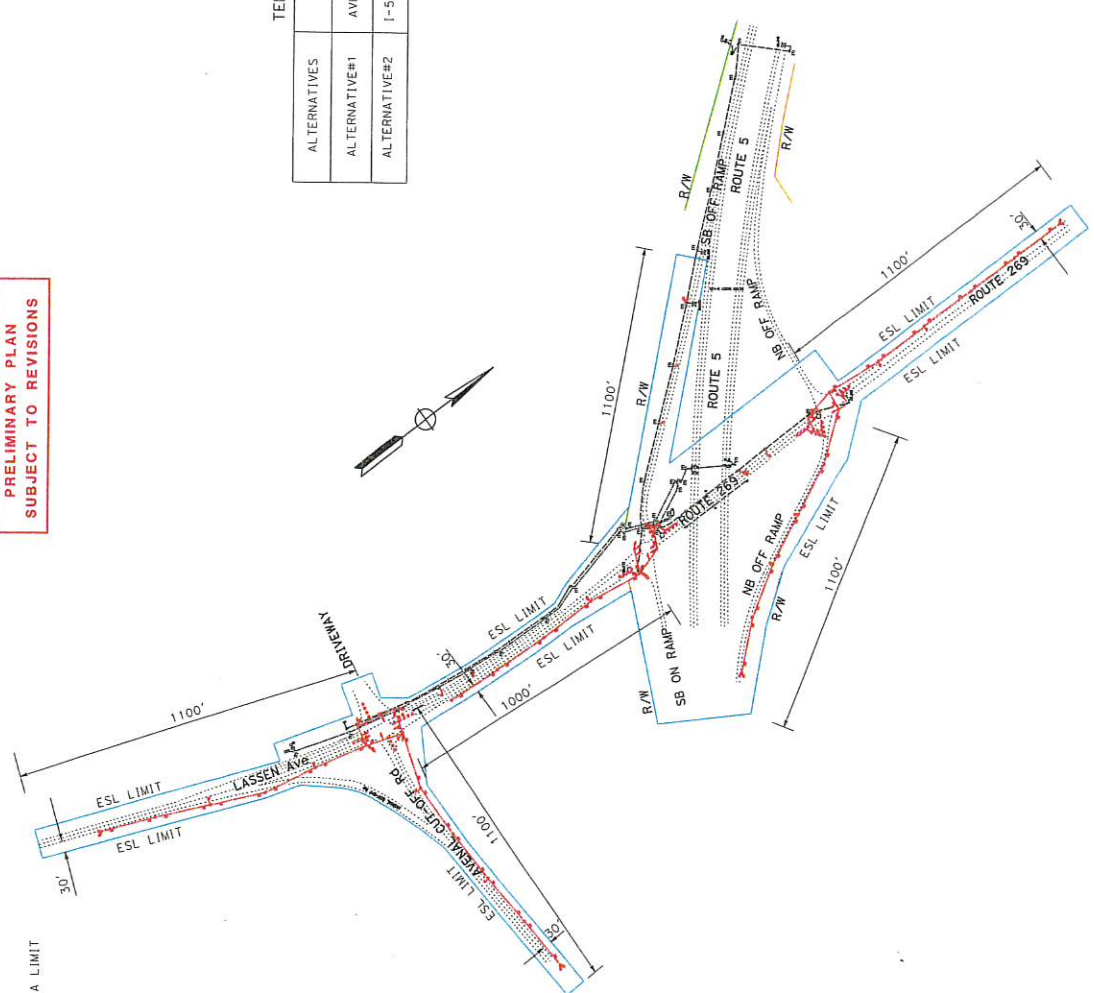
CIVIL

STATE OF CALIFORNIA

PRELIMINARY PLAN
SUBJECT TO REVISIONS

LEGEND
= ENVIRONMENTAL STUDY AREA LIMIT

ALTERNATIVES	TRAFFIC SIGNAL LOCATIONS
ALTERNATIVE#1	AVENAL CUTOFF RD/ROUTE 269 AND I-5 NB RAMPS/ROUTE 269
ALTERNATIVE#2	I-5 SB RAMPS/ROUTE 269 AND I-5 NB RAMPS/ROUTE 269



ENVIRONMENTAL STUDY LIMIT MAP
BRIDGE REPLACEMENT CLOSED TO
USE AVENAL-CUTOFF DETOUR
EA# 06-0V110

NO SCALE